



ANNUAL REPORT

2008

An tÚdarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority





RSA

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“In 2008, we had the lowest number of road deaths since records began in 1959. We cannot celebrate 279 deaths on our roads in 2008. But we can celebrate the people who are alive today and the hundreds who are uninjured because of changes in road user behaviour in Ireland.”



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The RSA Board commitment remains undiminished.

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

RSA

With limited resources, we will do more to ensure we continue to save lives and prevent injuries.

So we continue to depend on you, the road user, to maintain this effort. Our worst enemy is complacency.

Chairman's Statement

Last year, when I signed off my first report to you, I wrote this:

‘Finally I thank you, the road user. The key to our success is your openness to change, your acceptance of personal responsibility, to yourself and to others, for your use of our roads. You are the difference. You are saving lives. We have so much more we can do. So please keep making a difference’.



And this year I start by thanking you for continuing to make a difference and for listening. Not just to me or to the RSA but to all of those who work with you to save lives on our roads. I thank them all below. But I start where the credit is due – thanking each one of you as a road user who has made your decision to save a life. You have done so by slowing down a little, not drinking or taking drugs and driving, wearing your seat belt and cajoling others to do the same, and generally being more careful. And the difference is amazing.

In 2008, we had the lowest number of road deaths since records began in 1959. We cannot celebrate 279 deaths on our roads in 2008. But we can celebrate the people who are alive today and the hundreds who are uninjured because of changes in road user behaviour in Ireland. That's what you have achieved. We will never know who they are. Nor will they. But they're walking, talking and enjoying life out there somewhere.

Good progress has been made in 2008 on each of the service areas within the RSA and in particular, in the vehicle standards, driver testing and road user education areas.

Major progress has been made in addressing Ireland's chronic drink driving problem. However, I am disappointed to report that there has been significant under performance in tackling excessive and inappropriate speed. Speed remains the single biggest contributory factor to death and injury on our roads and I consider that we, as a nation, have failed to tackle this killer behaviour as aggressively and pro-actively as possible. As a result people have died. Needlessly. There is a culture of speed in this country, speed for speed's sake, which simply must be changed, and the only method we have is through detection and punishment – penalty points, fines and suspension of licence, and, where necessary, imprisonment. We must, as a nation, learn the lesson of inappropriate speed. And this lesson must be enforced. One of the ways to do this, proven world-wide, is through safety cameras.

Delays in introducing safety cameras are a disgrace and an outrage. I have written repeatedly to warn the Government against the danger of delay. Again I urge the Government to act, immediately. We KNOW that speed cameras will save lives if and when they are implemented. And as I write, we are experiencing the painful lessons of complacency. 2009 is shaping up to be an awful year on the roads of Ireland.

In the latter half of 2008, we began to feel the brunt of the changing financial climate with reductions in the RSA budget. This has been compounded in 2009. However, there is no option but to do the picking up and dusting off bit. And that is what we will do.

The RSA Board commitment remains undiminished. With limited resources, we will do more to ensure we continue to save lives and prevent injuries. So we continue to depend on you, the road user, to maintain this effort. Our worst enemy is complacency.

I have many people to thank for their leadership, support and dedication during this phase of the RSA. I thank Minister Dempsey and the staff of the Department of Transport, our partners and stakeholders, the Department of Education and Science, the Department of Health and Children, the Department of Justice, Equality and Law Reform, the Department of Environment Heritage and Local Government, the Department of Environment in Northern Ireland, An Garda Síochána, the National Roads Authority, the Medical Bureau of Road Safety, the County and City Managers' Association and the Health and Safety Authority. You will understand if I single out my Board and the Policy Advisory Panel, the leadership and achievements of the Executive Team, the commitment and dedication of all of our staff in Ballina, Loughrea and in the 52 Driving Test centres across the country.

Again, I thank you – the caring road user. Please continue to make a difference.

Gay Byrne *Chairman RSA*

Chief Executive's Statement



RSA Head Office, Ballina, Co. Mayo.

2008, our second full year of operation was an exceptional year for the RSA and road safety in Ireland.

The RSA delivered an unprecedented number of driving tests, almost half a million, to learner drivers anxious to take a driving test before the 1st July 2008 deadline on accompanied driving. By the end of the first half of 2008, not only was a national average waiting time of 10 weeks for a driving test achieved, but it was also exceeded in many locations.



2008 also saw the lowest number of road deaths on Irish roads since records began in 1959. Our position relative to other EU countries has improved from 9th safest country in Europe to 6th safest. This is a truly remarkable achievement. It clearly shows that when we work together as a society, using a co-ordinated strategy to promote road safety, we can reduce death and injury on our roads. The challenge now is to sustain this drop in road deaths. With this in mind, the RSA for its part will, if necessary, set new and challenging road safety goals to ensure we continue to reduce Ireland's road trauma levels.

I would like to thank the road-using public, for making the smallest of changes to their behaviour. It has made a huge difference.

I would like to thank the media and our partner agencies. Your support is gratefully appreciated and has played a vital part in the successes that have been achieved to date in road safety. Particular recognition is due to Commissioner Murphy, Assistant Commissioner Rock and the men and women of the Garda Traffic Corps. The critical link between education and enforcement is paying dividends thanks to their efforts. The support of our parent Department, the Department of Transport, must be acknowledged.

I take this opportunity of expressing to the Chairman and Board my thanks for their leadership and guidance throughout the year. In particular, I would like to acknowledge the significant contribution each member of staff has made in achieving the RSA's goals in 2008 and more importantly, in making our roads safer.

In this, the second annual report of the Road Safety Authority, the work of the RSA for the calendar year 2008 is outlined along with the details of its stewardship of the funding and resources which have been provided by Government.

In my role as accounting officer, I take responsibility for achieving best value for every cent of public funds and the resources provided to the Authority. The financial accounts of the RSA are detailed at the end of this report.

Noel Brett *Chief Executive Officer RSA*

Introduction...

ESTABLISHMENT

The Road Safety Authority (RSA) is a statutory body created by the Road Safety Authority Act 2006. The RSA was established on 13th September 2006 by Statutory Instrument (S.I.) Number 477 of 2006. The functions it carries out were transferred from the Department of Transport (DoT), the National Roads Authority (NRA) and the National Safety Council (NSC).

OUR MISSION

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

FUNCTIONS

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

These functions are assigned under the following directorates:

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

BOARD MEMBERS

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



Mr. Gay Byrne
Chairperson



Ms. Áine Cornally



Ms. Myra Garrett



Mr. Paul Haran
*Chairman of the
Remuneration Committee*



Mr. Thomas Kelly



Mr. Aaron MacHale



Ms. Ann McGuinness



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



Mr. John O'Gorman

EXECUTIVE MANAGEMENT TEAM

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

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



Mr Noel Brett
Chief Executive



Ms. Denise Barry
Director, Enforcement
and Vehicle Standards




Mr. Peter Dennehy
Director,
Corporate Services



Mr. Declan Naughton
Director,
Driver Testing and Licensing



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



If the Government's Road Safety Strategy is implemented in full, over **400 lives could be saved** by the end of 2012.

ROAD SAFETY REVIEW 2008

279 people died in road collisions in 2008, a decrease of 59 or 17% on 2007 when a total of 338 people lost their lives.

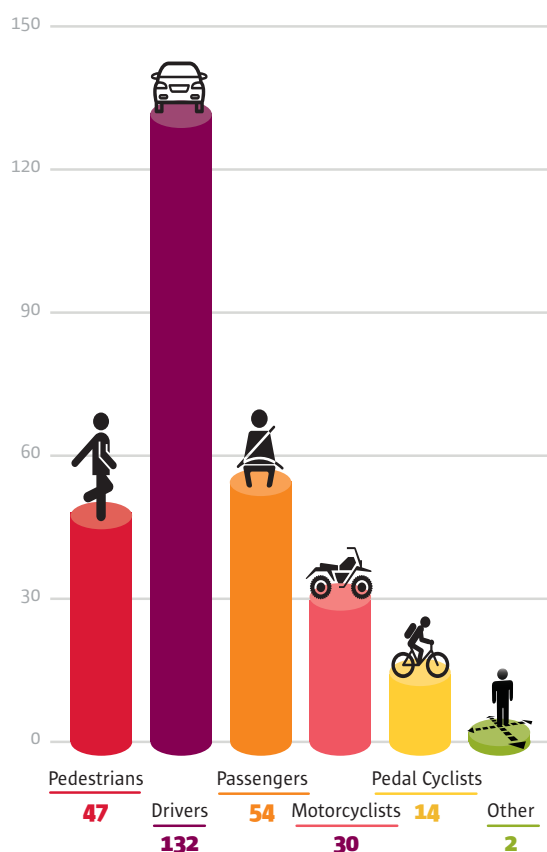
This represents a 41% drop in road deaths compared to 1997 when 472 people lost their lives on Irish roads.

2008 was the safest year on Irish roads since records began in 1959.

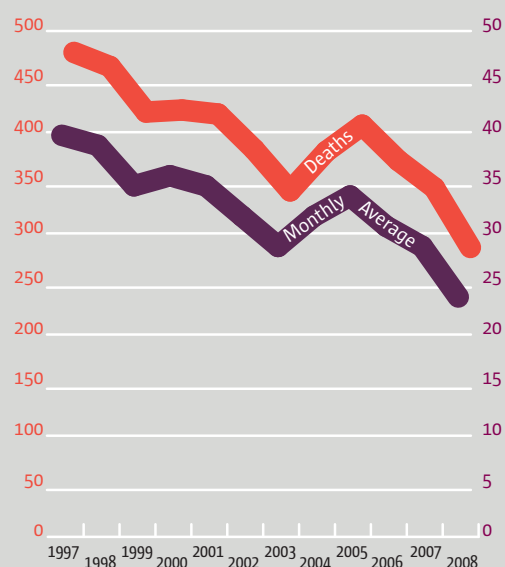
Expressed as a monthly average the number of fatalities in 2008 was 23.25 per month. In 2005, it was 33, in 2006 it was 30.42, and in 2007 it was 28.17.

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

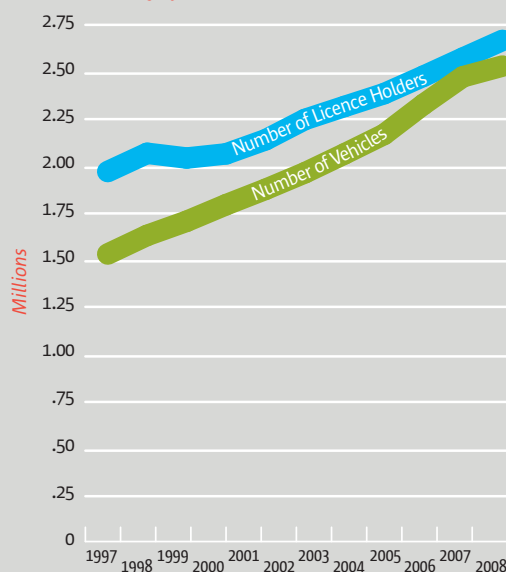
Provisional breakdown of road user fatalities in 2007



Irish Road Safety in Context – 1997 to 2008



Irish Road Safety in Context – 1997 to 2008

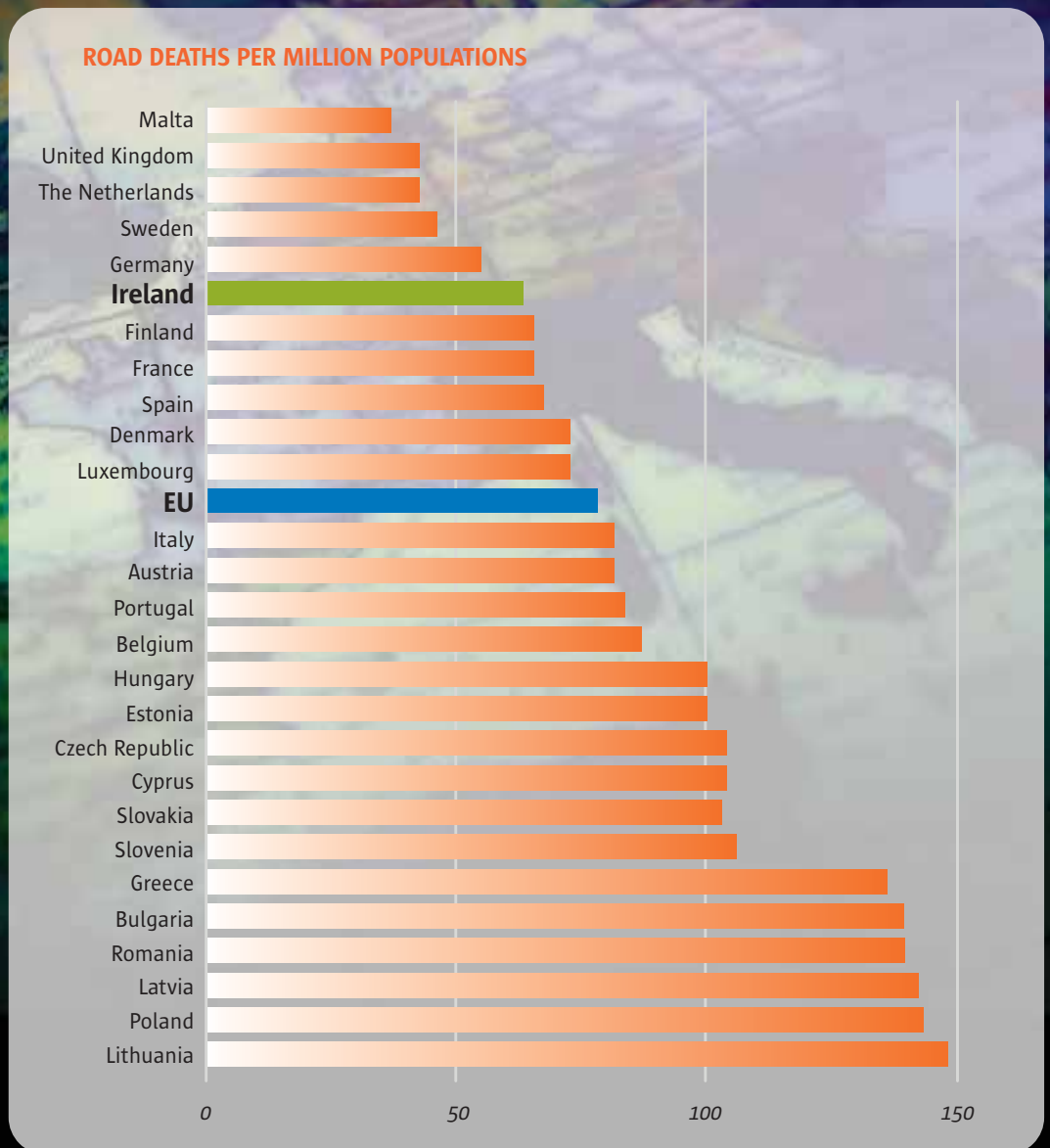


IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

According to provisional figures released by the EU¹, Ireland is one of the best performing EU countries in terms of road safety. Ireland is now ranked in 6th place out of 27 EU countries.

Ireland was one of the most improved European countries in terms of the reduction in road deaths between 2007 and 2008. This was against a disappointing performance overall at EU level when for the second consecutive year, there was no reduction in the number of road deaths across the EU.

Despite Ireland performing well at an EU level in 2008, there is still a large gap between Ireland and best practice countries such as Sweden, United Kingdom and the Netherlands. Ireland recorded 63 road deaths per million of population in 2008 compared to the UK, Sweden and the Netherlands who recorded less than 50 deaths per million of population.



1. http://ec.europa.eu/transport/road_safety/consultations/2009_06_22_training_education_en.htm

ROAD SAFETY STRATEGY 2007-2012

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

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



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

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

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

- to save lives and prevent serious injuries by reducing the number and severity of collisions on the road;
- to bring Ireland in line with best practice countries on road safety;
- to reduce the number of fatalities to no greater than 60 fatalities per million population by the end of 2012 with demonstrable downward reductions in each year of the strategy. This equates to an average of 21 road deaths per month or 252 deaths per annum. The average number of road deaths per month in 2008 was 23;
- to reduce injuries by at least 25%.

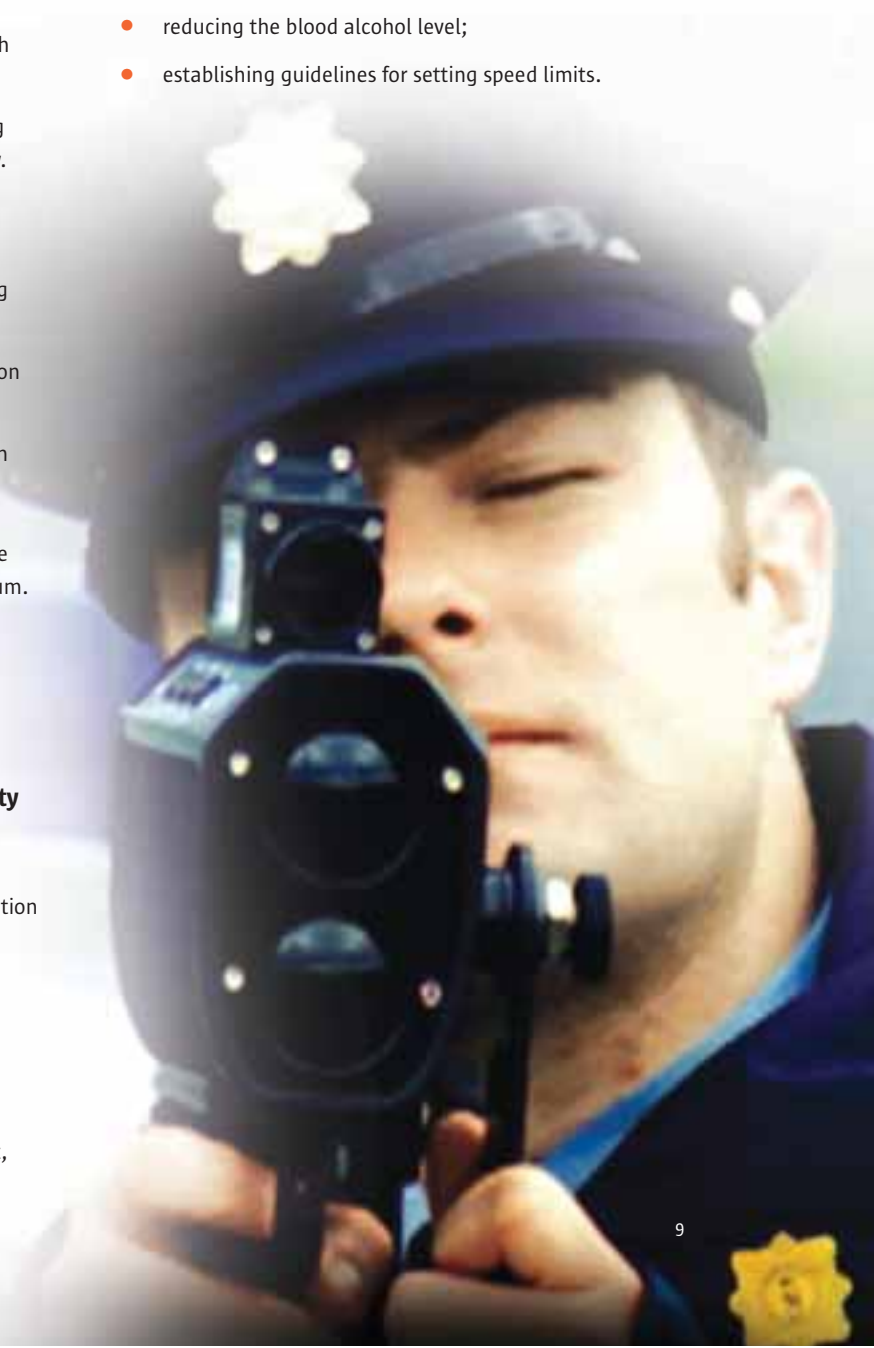
Policy Advisory Panel to the Road Safety Authority

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

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

In 2008, the Policy Advisory Panel advised the Board of the Road Safety Authority on matters pertaining to:

- reducing the blood alcohol level;
- establishing guidelines for setting speed limits.



Driver Testing and Licensing

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

The particular tasks for which the Directorate is responsible are:

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



DRIVER TESTING SERVICE

The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with EU Directives and national legislation. Just over 362,000 applications for tests were received in 2008. This is the greatest number of applications ever received. The RSA committed to and met the target of delivering tests within a ten week time frame by the end of June 2008.

Measures taken to meet this target and to increase capacity included:

- engaging retired driver testers;
- incentives to carry out weekend and evening tests;
- filling internal vacancies;
- outsourcing driving tests to the external provider SGS.

This additional capacity enabled the RSA to offer 476,222 tests in 2008 (this figure includes tests which had to be rescheduled due to non attendance, non compliance, poor weather etc.) to achieve and maintain a 10 week national average waiting time. The average waiting time for a test at the end of 2008 was 8.5 weeks with 61,898 persons awaiting a driving test, of which 6,613 were unavailable for testing.

AVERAGE WAITING TIME - ALL DRIVING TESTS AT 31st DECEMBER 2008

Region/Test Centre	Average Waiting Time in Weeks
WEST	
Athlone	9
Birr	10
Castlebar	7
Clifden	10
Ennis	8
Galway	7
Loughrea	9
Roscommon	6
Tuam	7
NORTH WEST	
Ballina	5
Buncrana	8
Carrick-on-Shannon	8
Cavan	7
Donegal	7
Letterkenny	9
Longford	6
Monaghan	6
Sligo	7
SOUTH WEST	
Cork	12
Killarney	10
Kilrush	8
Limerick	7
Mallow	8
Newcastlewest	8
Shannon	11
Skibbereen	10
Tralee	10

Region/Test Centre	Average Waiting Time in Weeks
SOUTH EAST	
Carlow	12
Clonmel	10
Dungarvan	7
Kilkenny	10
Nenagh	8
Portlaoise	11
Thurles	10
Tipperary	7
Waterford	12
Wexford	10
NORTH LEINSTER	
Finglas	8
Dundalk	8
Mullingar	9
Navan	8
Raheny	6
SOUTH LEINSTER	
Churchtown/Rathgar	9
Gorey	10
Naas	8
Tullamore	11
Wicklow	11
Tallaght	12
Total	8.5

At the end of 2008, 55,285 applicants were awaiting a driving test (excluding the 6,613 who were unavailable for testing).

DRIVING TEST RESULTS BY VEHICLE CATEGORY 2008

CATEGORY DESCRIPTION	Category	Fail	Pass	Total	% Pass
Motorcycle (exceeding 125cc)	A	948	2191	3139	70%
Motorcycle (51 - 125cc)	A1	203	140	343	41%
Motorcycle (not exceeding 50cc and/or 45km/h)	M	11	6	17	35%
Car	B	161243	212741	373984	57%
Truck (G.V.W. exceeding 7500 kg)	C	2165	3795	5960	64%
Truck (G.V.W. exceeding 3501 - 7500 kg)	C1	70	167	237	70%
Bus	D	602	1094	1696	65%
Minibus (9 - 16 passenger seats)	D1	331	543	874	62%
Car + Trailer	EB	90	174	264	66%
Truck + Trailer	EC	529	1309	1838	71%
C1 Truck + Trailer	EC1	1	2	3	67%
Bus + Trailer	D	0	0	0	0%
Minibus + Trailer	ED1	0	0	0	0%
Work Vehicle/Tractor	W	2	9	11	82%
TOTAL		166195	222171	388366	57%

CATEGORY	MALE			FEMALE			TOTAL
	Fail	Pass	%Pass	Fail	Pass	%Pass	
A	892	2104	70%	56	87	61%	3139
A1	176	119	40%	27	21	44%	343
M	7	5	42%	4	1	20%	17
B	71995	95988	57%	89248	116753	57%	373984
C	2080	3663	64%	85	132	61%	5960
C1	65	152	70%	5	15	75%	237
D	552	1034	65%	50	60	55%	1696
D1	223	396	64%	108	147	58%	874
EB	39	119	75%	51	55	52%	264
EC	515	1289	71%	14	20	59%	1838
EC1	1	2	67%	0	0	0%	3
W	2	9	82%	0	0	0%	11
TOTAL	76547	104880	58%	89648	117291	57%	388366



DRIVING TEST RESULTS, 2008

AGE CATEGORY	Fail	Pass	Total	%Pass
16 - 21 yrs	51,868	32,466	84,334	61.50
22 - 25 yrs	50,946	29,379	80,325	63.42
26 or over	119,357	104,350	223,707	53.35
Total	222171	166195	388366	57.21



2008 APPLICATIONS RECEIVED PER CATEGORY

Category Number	Total Demand	% of Overall
A	5169	1.427
A1	727	0.201
B	341898	94.404
C	7235	1.998
C1	509	0.141
CPC	137	0.038
D	2191	0.605
D1	1128	0.311
EB	714	0.197
EC	2261	0.624
EC1	21	0.006
ED	4	0.001
ED1	3	0.001
M	77	0.021
W	89	0.025
	362163	

REGULATION OF DRIVING INSTRUCTION

An important element in the reduction of death and injury on Irish roads is the reform of the way in which drivers are trained, tested and licensed. To achieve this, the RSA is putting in place a regulatory system for driving instructors. From the 1st May 2009, any person giving instruction must be a registered Approved Driving Instructor (ADI). This process will ensure that each instructor meets certain standards in the areas of driving, knowledge and delivery of tuition.

Approved Driving Instructor (ADI)

To become an ADI, a driving instructor must pass a three stage qualifying exam, covering:

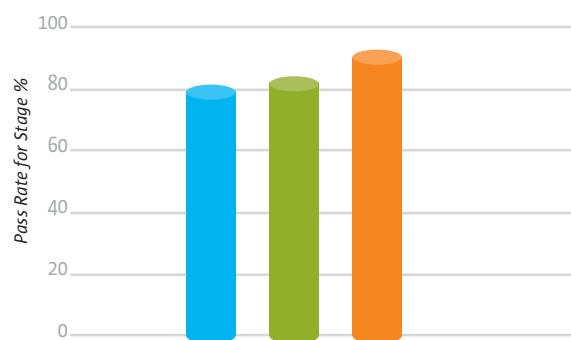
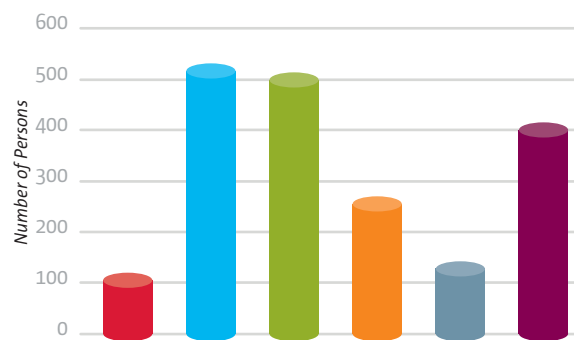
- a theory test
- an enhanced driving test, and
- a test of ability to instruct.



Instructors working in the industry were encouraged to apply for a temporary permit in advance of taking the qualifying exams for ADI. An existing instructor, who holds work-related qualifications, may demonstrate to the RSA that his/her qualifications equal or exceed that required for any or all of the stages, and in such case will get an exemption from the relevant stage.

The RSA is delivering the new ADI theory test through its contractor Prometric, who also deliver the learner driver theory test on behalf of the RSA.

Status of ADI - end December 2008



- Initial Processing
- At Stage 1 (Theory Test)
- At Stage 2 (Driving Test)
- At Stage 3 (Instruction Ability Test)
- Applied for ADI Registration (Post Stage 3)
- Registered as ADIs (Registration process completed)

DRIVER LICENSING

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 licences rests with local authorities through the network of Motor Taxation Offices (MTO).

The role of the RSA is to prepare and issue guidelines to MTOs and offer advice to the Minister for Transport on licensing issues as requested.



Table 3: Driving Licences Current on 31st December 2008 by Type in each Licensing Authority

Licensing Authority	Learner Permit Licences	Annual Licences	Triennial Licences	10 Year Licences	Total Number of Driving Licences
COUNTY COUNCILS					
Carlow	4,989	141	2,314	29,126	36,570
Cavan	4,820	83	3,159	32,728	40,790
Clare	7,688	240	5,294	59,226	72,448
*Cork	34,156	725	22,929	254,684	312,494
Donegal	9,025	241	6,947	78,519	94,732
*Galway	16,918	348	10,374	120,416	148,056
Kerry	9,471	215	7,339	74,429	91,454
Kildare	13,923	218	6,019	99,061	119,221
Kilkenny	6,964	246	3,953	43,787	54,950
Laois	5,376	195	2,825	32,330	40,726
Leitrim	1,978	51	1,637	15,671	19,337
Limerick	9,324	208	6,088	70,650	86,270
Longford	2,789	34	1,776	17,603	22,202
Louth	8,650	187	4,440	52,729	66,006
Mayo	8,350	228	6,037	64,752	79,367
Meath	11,834	239	6,118	82,445	100,636
Monaghan	3,812	87	2,818	30,450	37,167
Offaly	5,607	122	3,046	34,597	43,372
Roscommon	4,066	123	3,440	31,203	38,832
Sligo	4,206	137	3,309	31,825	39,477
Tipperary North	5,201	152	3,655	35,307	44,315
Tipperary South	7,217	191	4,321	42,671	54,400
Waterford	4,425	115	3,099	30,925	38,564
Westmeath	6,175	165	3,502	39,572	49,414
Wexford	10,643	648	6,221	68,621	86,133
Wicklow	9,986	333	5,416	65,304	81,039
CITY COUNCILS					
*Dublin	93,290	1,921	49,275	531,686	676,172
Limerick	4,292	85	2,272	22,395	29,044
Waterford	4,652	68	1,971	22,257	28,948
TOTAL	319,827	7,746	189,594	2,114,969	2,632,136
Change from 31st December 2007 return	-107,897	648	16,331	183,964	93,046

* City and County



Reforms of the Driver Licensing System

On 30th June 2008, the rule allowing a learner driver on a second learner permit to drive unaccompanied was abolished. The Government's Road Safety Strategy 2007-2012 set out a number of further reforms to be rolled out in the lifetime of the strategy.

The objective of the RSA is to reduce long term reliance on learner permits and move to a graduated driving licensing (GDL) system. In December 2008, the RSA published a consultation document on GDL. The document set out various options in terms of measures that could be introduced and sought feedback from the public on the measures.

These responses, together with available research, will help to inform recommendations to be made on changes to the licensing regime.

Compulsory Basic Training

In March 2007, a consultation document on Compulsory Basic Training (CBT) for motorcyclists in Ireland was published. It provided the public with an opportunity to comment on proposals to introduce compulsory training for motorcyclists. On foot of this, a programme to deliver the introduction of CBT has been developed and was piloted at the end of 2008. Essentially, it will involve a combination of classroom and practical lessons that will give learners a basic understanding of motorbike safety before they take to the road. The target is to have CBT for motorcyclists in place in the second half of 2009.

Penalty Points

GET THE POINT! NOT THE POINTS!

At the end of 2008, there were 36 offences in the penalty point system. The range of Penalty Point offences was significantly extended on 3rd April 2006 with the addition of 31 offences.

In September 2006, the offence of holding a mobile phone while driving was included as a penalty point offence.



NUMBER OF PENALTY POINTS (CURRENT) ISSUED TO DRIVERS AS AT 31ST DECEMBER 2008 - (CUMULATIVE FIGURE FROM INTRODUCTION)

**COUNTY	1 PP	2 PP	3 PP	4 PP	5 PP	6 PP	7 PP	8 PP	9 PP	10 PP	11 PP	12 PP*	TOTAL
CARLOW	130	4,591	51	1,138	34	279	9	71	2	17	1	7	6,330
CAVAN	119	4,106	44	776	26	203	8	33	1	10			5,326
CLARE	180	7,744	87	1,484	39	354	10	91	2	24	1	5	10,021
CORK	1,869	32,662	675	6,774	396	1,668	135	508	69	138	23	30	44,947
DONEGAL	289	8,231	93	1,535	75	338	18	85	9	30	1	3	10,707
GALWAY	336	13,429	104	2,464	83	517	21	128	5	22	2	3	17,114
KERRY	145	8,714	61	1,621	39	363	15	108	5	27	2	7	11,107
KILDARE	531	18,522	297	4,651	153	1,223	58	377	22	87	6	9	25,936
KILKENNY	295	7,068	106	1,471	63	381	15	96	5	26		2	9,528
LAOIS	110	5,767	63	1,457	24	393	11	102	8	36		7	7,978
LEITRIM	43	1,901	18	345	9	85		16		3		2	2,422
LIMERICK COUNTY COUNCIL	416	9,314	125	1,742	53	410	16	114	8	27	2	2	12,229
LONGFORD	49	2,846	13	644	20	134	4	32	4	7		2	3,755
LOUTH	244	7,957	120	1,575	40	341	13	66	5	13	2	5	10,381
MAYO	122	6,510	50	1,160	27	273	13	57	5	13		4	8,234
MEATH	557	14,630	273	3,231	138	776	47	190	13	50	3	14	19,922
MONAGHAN	84	3,459	48	602	21	115	9	38	2	2		1	4,381
OFFALY	99	5,618	44	1,210	23	320	14	79	4	24	2	8	7,445
ROSCOMMON	89	4,221	36	834	16	199	5	46		10	2	4	5,462
SLIGO	127	4,361	45	844	27	197	13	52	4	10		1	5,681
NORTH TIPPERARY	98	4,765	40	970	24	198	9	50	1	18		1	6,174
SOUTH TIPPERARY	161	5,797	55	1,098	30	302	13q	71	6	17	2		7,552
WATERFORD COUNTY COUNCIL	91	4,160	37	839	28	232	7	65	3	14	2		5,478
WESTMEATH	153	5,282	62	990	22	204	12	68	2	17	1	1	6,814
WEXFORD	310	9,611	127	2,316	90	589	29	227	16	51	7	11	13,384
WICKLOW	500	10,122	192	2,156	88	510	31	143	8	42	2	4	13,798
DUBLIN CITY COUNCIL	8,315	85,927	3,390	19,253	1,435	4,545	444	1,197	177	284	49	56	125,072
LIMERICK CITY COUNCIL	224	2,825	76	534	31	126	11	39	4	3	2		3,875
WATERFORD CITY COUNCIL	76	3,243	23	710	19	178	8	53	2	16	2	2	4,332
NO Driver Number	3,600	133,666	738	28,810	14,976	14	1	1	1				181,807
GRAND TOTAL	19,362	437,049	7,093	93,234	18,049	15,467	999	4,203	393	1,038	115	190	597,192

* 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	PROVISIONAL	NO LICENCE
			385,386	29,999	181,807

***ANALYSIS OF PENALTY POINTS NOTICES ISSUED BY OFFENCE TYPE TO 31ST DECEMBER 2008**

OFFENCE TYPES	Carlow	Cavan	Clare	Cork	Donegal	Galway	Kerry	Kildare	Kilkenny	Laois	Leitrim	Limerick County Council	Longford	Louth	Mayo	Meath	Monaghan	Offaly	Roscommon	Sligo	Tipperary North	Tipperary South	Waterford County Council	Westmeath	Wexford	Widow	Dublin City Council	Limerick City Council	Waterford City Council	No Driver	TOTAL	
Breach of duties on occurrence of an accident		1		4			4	2				2			1	1											8			551	574	
Breach of motorway outside lane driving rule	13	6	3	32	6	7	6	51	14	17		5	41	3	33	32	6	8				8	13	2	8	25	24	140	3		423	929
Careless Driving	1	2	2	43	5	12	2	4	5	2	1	3	2	2	6	3	1	2	1			1				5	4	38			3,003	3,150
Contravention of requirements at junctions		3		2				4				1			1	5	1	1			2				1	3	42	2		6	74	
Contravention of requirements for reversing	2	1	1	4	1	1	1	4	1	1		2	1	1	1			1				1	1				1	18	13	56		
Cross continuous white line/broken white line	281	206	406	1,498	738	578	592	623	455	275	84	446	127	120	364	393	143	313	151	242	236	332	276	441	213	1,579	114	142	2,476	14,074		
Dangerous Driving Reduced to Careless Driving																																
Drive against flow of traffic on motorway	1	1	1	1	6	3	3	1	3	1		3	1	2		2	1	2						1		3	1	5	1	1,088	1,125	
Drive on hardshoulder/non carriageway - motorway	9	12	3	18	12	15	6	150	6	17	4	7	3	30	9	125	8	14	9	2	6	2	3	29	20	76	903	2	4	317	1,821	
Driving a vehicle when unfit																																
Driving a vehicle while holding a mobile phone	980	716	1,262	6,601	833	2,429	1,491	2,844	1,450	1,409	264	1,415	321	868	799	2,250	385	1,045	637	647	742	774	740	924	1,796	1,366	11,855	474	463	9,585	57,345	
Driving along/across median strip	8	16	24	89	16	37	15	20	16	17	3	25	4	19	9	32	4	20	12	10	11	14	8	17	23	15	136	12	5	132	769	
Driving on/across cycle track		1														6								1		2	34	1	1	6	52	
Driving on/across footway		1	1	3	3	8	1	4	1	2		1		3	2	6					3	2	3			2	4	72	1	1	34	158
Driving without reasonable consideration	92	69	106	665	114	606	92	271	161	194	36	90	99	168	141	314	39	200	102	48	101	96	65	145	170	172	2,170	30	38	2,145	8,739	
Entry to hatched marked area	106	45	41	520	296	253	118	231	107	48	18	79	13	71	78	113	52	43	40	49	40	127	73	48	232	190	1,237	29	61	959	5,317	
Exceed road works speed limit	9	32	15	19	15	24	9	57	7	9	5	6	7	20	11	201	7	9	16	9	7	9	2	19	29	31	1,334	4	5	246	2,173	
Fail to act in accordance with Garda signal				3	1	1		1				1		1		1					1					2	9			6	28	
Fail to comply with Keep to Right/Left signs		1	3	12	1		2	3	1	2					1				2	1		1			1		2	27	1	1	5	67
Fail to comply with mandatory traffic signs	7	10	11	142	7	17	6	37	7	7	6	19	2	15	2	50	3	4	7	14	6	2	1	4	15	37	722	11	1	121	1,293	
Fail to comply with No Entry traffic sign	3	5	21	67	14	14	13	46	21	6	3	110	5	19	8	49	1	9	4	17	10	16	6	12	20	20	521	54	12	156	1,262	
Fail to comply with prohibitory traffic signs	74	81	157	1,082	99	123	55	468	308	78	31	263	40	207	79	568	56	73	58	107	63	75	47	102	164	461	10,066	196	29	1,912	17,122	
Fail to comply with traffic lane markings	17	15	38	968	18	38	22	88	20	34	5	109	7	15	16	89	3	17	11	13	21	29	15	25	60	49	1,004	43	9	405	3,203	
Fail to drive on the left hand side	2	2	5	251	2	6	25	20	6	2	2	9	4	17	6	22	2	7	5	3	4	5	12	8	6	16	239	5	7	95	795	
Fail to obey rules at railway level crossing					2											1										1	1	6		2	13	
Fail to obey traffic lights	137	124	250	2,484	216	774	187	827	220	165	48	280	74	356	185	763	107	156	82	165	128	158	187	202	340	476	9,143	196	222	3,328	21,980	
Fail to stop before stop sign/stop line	31	26	28	75	40	24	26	42	25	14	2	35	14	32	7	48	10	22	9	11	15	52	38	6	55	17	236	20	26	167	1,153	
Fail to stop for Garda	1	1	6	13	5	4	4	5	4	1		2	2	1	2	1			2	2	2	2	1	3	2		42	1	1	181	291	
Fail to stop for school warden sign		5			1					1			1			10									2	1	11			7	39	
Fail to turn left onto a roundabout		1	3	6	1	8	1	2				5	1	2	1	3			1	1		1	1	1	2	2	12	2	1	7	67	
Fail to yield right of way	11	4	9	55	31	15	26	17	9	3		11	5	13	6	13	2	3	2	5	5	9	10	12	17	16	135	7	5	119	575	
Fail to yield right of way at sign/line	5	5	5	48	4	8	15	11	6	11	4	9	5	15	3	11	3	4	3	3	2	5	5	3	18	13	84	4	2	78	392	
General speed obligation - stop visible distance	3		1	7	6	3	6	2	4	3		2	1		1	1			1				4	1	2	2	9	1	22	84		
No child restraint front seat - child	5	9	25	54	13	26	32	12	17	22	3	27	16	6	16	19	6	42	11	6	13	12	6	18	54	20	100	12	5	175	782	
No child restraint rear seat - child	11	6	29	102	28	51	39	33	17	35	6	34	13	27	29	37	6	39	16	7	15	14	19	23	75	26	376	23	25	481	1,642	
No insurance - (user)	2	2	13	78	31	33	7	18	6			2	10	13	6	10	23	6	6	1	5	6	7	5	2	41	14	108	5	4	9,873	10,337
No safety belt - driver	756	527	1,148	6,218	1,442	1,262	1,359	1,731	1,141	965	307	1,741	430	830	873	1,145	363	844	620	532	757	1,117	669	629	2,015	1,279	6,948	562	538	14,597	53,345	
No safety belt front seat - child	20	14	44	107	37	43	54	24	31	34	7	43	13	19	33	19	7	29	16	11	17	19	19	24	86	36	135	13	15	358	1,327	
No safety belt rear seat - child	24	19	51	197	50	87	82	61	50	39	11	64	31	40	32	47	14	29	30	22	29	22	41	32	129	47	442	46	32	913	2,713	
Offence relating to Overtaking	37	48	62	546	199	246	130	99	63	36	32	75	30	43	103	102	34	39	47	51	36	47	48	41	112	81	751	23	31	962	4,154	
Parking a vehicle in a dangerous position																																
Speeding	5,812	4,717	8,938	36,444	9,259	14,525	9,590	27,408	8,209	7,405	2,153	10,553	3,574	10,150	7,483	19,677	4,150	6,794	5,069	5,227	5,545	6,709	4,854	6,051	12,112	13,292	115,389	3,005	4,015	129,683	507,792	
TOTAL	8,460	6,734	12,712	58,462	13,552	21,282	14,021	35,224	12,388	10,856	3,037	15,487	4,859	13,156	10,317	26,187	5,449	9,771	6,974	7,217	7,829	9,678	7,157	8,623	18,076	18,010	166,097	4,899	5,705	184,662	726,881	

*Cumulative figure from date of Introduction of Penalty Point System

Ionad Trialacha Tiomána Driving Test Centre Entrance

DRIVER THEORY TEST

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

DRIVER THEORY TEST ACTIVITY IN 2008



Licence Code: AM (Motorcycles)	Total
Number of Tests Scheduled	10,528
Number of Tests Conducted	9,259
Number of Passed Tests	5,958
Number of Failed Tests	3,301
Number of No-Shows	1,259
Number of Tests Conducted Pending	10
Percentage of Passed Tests	64.4%



Licence Code: BW (Cars and Works Vehicles)	Total
Number of Tests Scheduled	144,232
Number of Test Conducted	129,852
Number of Passed Tests	84,761
Number of Failed Tests	45,091
Number of No-Show	14,319
Number of Tests Conducted Pending	61
Percentage of Passed Tests	65.3%



Licence Code: C (Trucks)	Total
Number of Tests Scheduled	11,615
Number of Tests Conducted	10,194
Number of Passed Tests	7,354
Number of Failed Tests	2,840
Number of No-Shows	1,417
Number of Tests Conducted Pending	4
Percentage of Passed Tests	72.2%



Licence Code: D (Buses)	Total
Number of Tests Scheduled	5,454
Number of Tests Conducted	4,861
Number of Passed Tests	3,497
Number of Failed Tests	1,364
Number of No-Shows	580
Number of Tests Conducted Pending	4
Percentage of Passed Tests	71.9%

Road Safety, Education and Research

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



Advertising

'CRASHED LIVES'

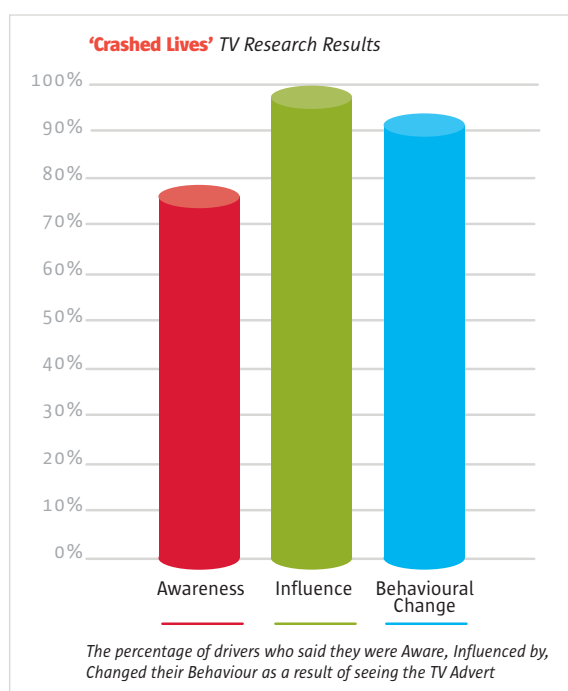
CRASHED LIVES



Pictured at the launch of 'Crashed Lives' road safety campaign L-R: Mr Seamus Nash, Mr Batt Coleman and David and Tina Fitzgerald

In 2008, the RSA launched a new series of "Crashed Lives" TV adverts featuring the true life accounts of the devastating consequences of road crashes.

The campaign was launched on Friday 19th December by the Road Safety Authority Chairman Gay Byrne and TV presenter Miriam O'Callaghan.



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

The stories featured in the Crashed Lives TV campaign are outlined throughout this report.



Miriam O'Callaghan speaking at the launch of 'Crashed Lives' road safety campaign.

James Nash, from Kilworth in County Cork, was 19 when he was killed on 5th February 2000 on the N18 north of Fermoy. He was walking home in the dark when he was struck by an articulated lorry. His father, Seamus, tells the story of his son's tragedy and how he was training to be a chef.

“Everything was coming right for him” says his father who adds, **“if only he had worn a visibility jacket that night.”**

from 'Crashed Lives'



In 2008, the RSA's mass media campaigns also focused on raising awareness of the main causes of road crashes. They included:

ANTI-SPEEDING:

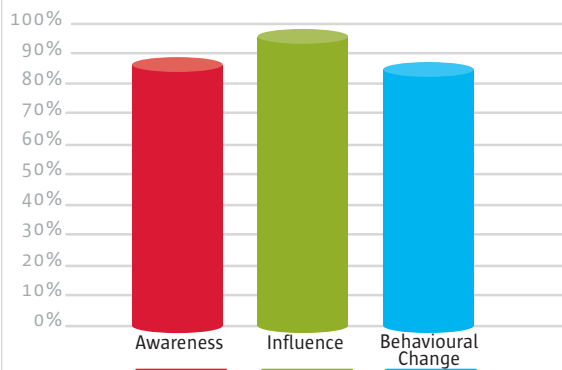
'Mess' TV Advert and 'Crash' Cinema Advert

The RSA is grateful to Hibernian Aviva for their support of these commercials.

THE FASTER THE SPEED THE BIGGER THE MESS



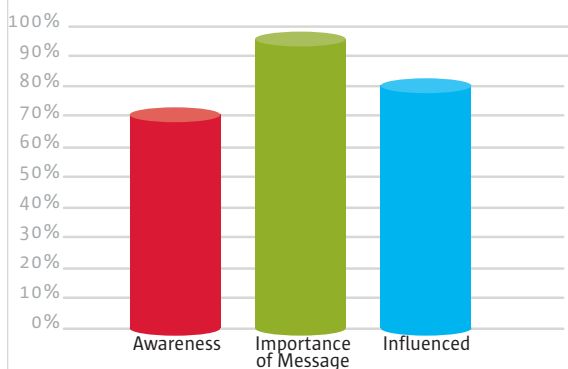
'Mess' TV Research Results



The percentage of drivers who said they were Aware, Influenced by, Changed their Behaviour as a result of seeing the TV Advert



'Crash' TV Research Results

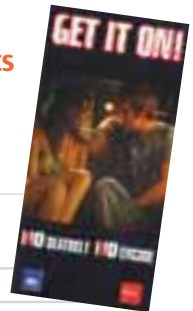


The percentage of drivers who said they were Aware, the Message delivered was Important, were Influenced by, as a result of seeing the TV Advert

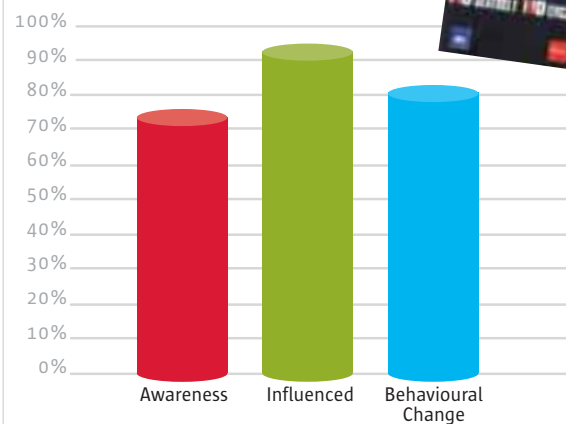
SEATBELT WEARING:

'Get it On' and 'Selfish' TV Adverts

The RSA is grateful to AXA Insurance for their support of these commercials

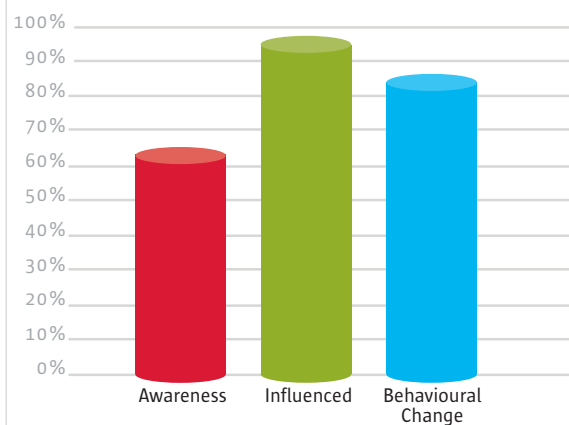


'Get it on' TV Research Results



The percentage of drivers who said they were Aware, Influenced by, Changed their Behaviour as a result of seeing the TV Advert

'Selfish' TV Research Results



The percentage of drivers who said they were Aware, Influenced by, Changed their Behaviour as a result of seeing the TV Advert

Conor Coleman, from Dunderrow, outside Kinsale in County Cork, was 15 when he was killed near Innishannon on the N7, on Saturday 29th September 2001. Six out of seven people were killed in the collision. His father, Batt Coleman, recounts how the whole community was devastated by the loss of life. Conor was sitting behind the driver and his neck was broken in the impact. Batt Coleman says that **“there’s a whole lot of living to do between 17 and 70”** and urges viewers, **“don’t throw it all away – it’s gone forever if you do”**.



RULES OF THE ROAD:

'Better, Safer, Driver' TV adverts

EXPECT THE UNEXPECTED

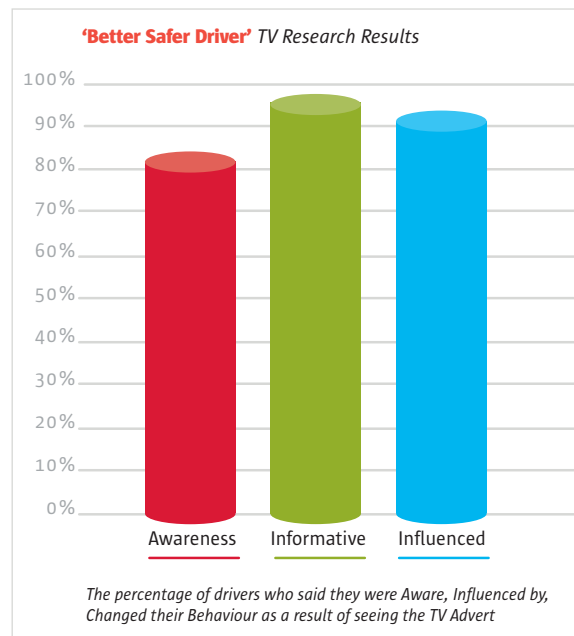


'Better Safer Driver' Campaign

The 'Better Safer Driver' Campaign of TV adverts were screened throughout 2008. In addition, a new advert advising on how to drive on a roundabout was produced in 2008.

The campaign now includes six 30 second TV ads (and a 70 second online version of 'Roundabouts') that are designed to improve driver skills when performing the most dangerous manoeuvres on our roads. They also focus on the roads that are most over represented in terms of fatalities – rural, national and secondary roads. The ads include:

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



Sarah Fitzgerald, from Two Mile House outside Naas in County Kildare, was 19 when she died in a car crash on Saturday afternoon, 11th August 2007. The collision happened at a junction near her home. It was two weeks to the day after her younger sister, Katie, died at home after a two year illness. Sarah's parents, David and Tina Fitzgerald, talk about Sarah and the loss they have suffered. David says **“life is fragile – especially on the roads. You can't be careful enough. Even when you think you are safe, you're in danger”**.



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 2008, the RSA developed and distributed to schools the following education programmes:



'Be Safe'



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

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

'Be Safe' was updated in 2008 by the RSA, Irish Water Safety and the Department of Environment, Heritage and Local Government.

'Seatbelt Sheriff and Hi-Glo'

In 2008, the RSA, in conjunction with Renault ran the annual 'Seatbelt Sheriff' and 'Hi-Glo Silver' competition with 1st and 2nd class students.

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

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

A website was developed for schools and teachers:
www.seatbeltsheriff.ie

Cycling Proficiency Training

Each year hundreds of primary school children in Ireland receive cycle training. The aim of this training is to formally train children to ride a bicycle safely and to encourage positive and responsible attitudes towards personal safety. A subsidy of €5.00 per student is paid by the RSA to Local Authorities to assist with the cost of national school students participating in the scheme.



Dr Gerry Lane is the Consultant in Emergency Medicine at Letterkenny General Hospital. Dr Lane has witnessed realities that none of us ever want to see. Dr Lane tells us about these realities in two films. One titled “News” tells us of the reality of breaking the news to parents. He says, **“if you’re a young road user, in love with life and fun, you don’t ever want your mum to meet me doing my job, do you?”**



‘Safe to School’



The RSA and MACE developed and implemented the second stage of a joint education plan which had a competition element and focused on a key ‘Safe to School’ message. The second phase of this primary school road safety education programme focused on ‘Cycling to School’. Students were encouraged to enter a competition where they were asked to draw or paint a poster about ‘Cycling to School Safely’ with the MACEYS. Approximately 349 schools and 6,020 entries to the competition were received.

The overall winner received a Raleigh bicycle, helmet, engraved medal as well as €1,000 for his school to spend on educational equipment. His class also received a fun ‘Cycling Safety and Skills School’ workshop in September. A winner was also selected from each county. Each county winner received a €400 gift voucher for their school, a €100 gift voucher, €200 to spend on equipment for their class, while the teacher won a weekend break for two in Ireland.

‘Streetwise’



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

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

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

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

‘Your Road to Safety’- a Transition Year Programme



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

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

It is supported by digital resources including access to international websites on road safety issues from the Road Safety Authority website www.rsa.ie. The programme provides for an introduction to road safety for pedestrians, cyclists, motorcyclists and motorists, and covers such issues as safety belts and airbags, driver fatigue, drink/drug driving, road safety engineering and enforcement, basic first aid at road crashes, emergency services and rehabilitation, licensing and insurance issues, the NCT, purchasing a car and driving abroad. Relevant Driver Theory Test learning is included at the end of each module. The programme does not include driving lessons.

In 2008, a total of 159 teachers participated in an in-service training programme on the resource pack and are currently delivering ‘Your Road to Safety’ locally.

Third Level Programme

Guidelines for a road safety education programme aimed at third level students were developed. The Third Level Road Safety Programme was developed by a multi-agency working group which included representation from the RSA, the National Ambulance Training Centre, the Garda National Traffic Bureau, Local Authority Road Safety Officers, Fire Service, HSE and Union of Students in Ireland. The programme will engage with the high risk 17-24 year old road user. Elements of the programme include a Fire Service and Ambulance Rescue Extrication, Garda Síochána Road Show – It Won't Happen to Me, Road Safety Interactive Shuttle, Road Safety Questions and Answers Session in conjunction with the debating society, Road Safety Table Quiz, Road Safety Photography competition and a Road Safety Music Challenge.

Community Road Safety Programme

The Community Road Safety Programme was developed by a multi-agency working group which included representation from the RSA, Muintir na Tíre, National Community Fora, Health Service Executive, the Garda National Traffic Bureau, Local Authority Road Safety Officers and the Fire Service. The Community Road Safety Programme focuses on changing people's attitudes and behaviour towards road safety. The RSA will train community leaders to deliver this training to community groups. This resource pack is based on the Rules of the Road and will focus on changing the attitudes and behaviour of drivers, pedestrians, motorcyclists and cyclists.

It focuses on four main topics:

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

It also features optional information such as:

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

A number of subject areas within the Community Road Safety Programme are being taught with the aid of DVD. The resource pack has been NALA approved.

Driver CPC

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

All professional drivers must maintain their Driver CPC qualification by completing one day of training per year (a total of five training modules every five years).

The RSA has approved training providers who will facilitate the training and an updated list of all qualified training providers is available on the RSA website.

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



Promotions/Events

Pharmaceutical Society of Ireland

The RSA teamed up with the Pharmaceutical Society of Ireland to launch a new leaflet entitled 'Medication and Driving' at the society's annual conference.



Mobile phone and driving campaign



The RSA launched a new 'Mobile Phones and Driving' awareness campaign in 2008. The hard-hitting message behind the campaign was that people who use a mobile phone while driving are four times more likely to have a crash, putting themselves and other road-users at an increased risk of death or serious injury.

The campaign was supported by a 30 second radio ad outlining the dangers of driving while using a mobile phone and was aired on all national and local radio stations. An information leaflet called 'Mobile Phones and Driving' was also produced.

Driver Fatigue Campaign

In the run up to the 2008 October Bank Holiday weekend, the RSA and Topaz teamed up to warn road users of the dangers of driving while over tired.

To help get people to their destinations safely over the Bank Holiday weekend, Topaz gave away up to 20,000 free teas and coffees at their network of company-owned sites throughout the country.



Assistant Garda Commissioner Eddie Rock, An Garda Síochána, Mr. Conor Faughnan, Public Affairs Manager, Automobile Association, Mr. Danny Murphy, Chief Executive, Topaz and Mr. Noel Brett, Chief Executive, Road Safety Authority, launching the Driver Reviver Campaign.

'He Drives, She Dies'

The RSA and the cross-border health services partnership, Co-Operation and Working Together (CAWT), jointly launched the 'He Drives, She Dies' campaign, financed by the European Union in the summer of 2008.

The campaign was designed to empower women to say no to getting into a car with a guy who drives dangerously. 'He Drives, She Dies' delivered a hard-hitting message to females nationwide: 'Girls, you are more likely to be killed by a male driver'.

The campaign consisted of a radio advertisement that aired both north and south of the border plus poster and online advertising.





Rules of the Road Website

The President of Ireland Mary McAleese officially launched the Road Safety Authority's new Rules of the Road website, www.rulesoftheroad.ie, in July 2008 at Farmleigh, Phoenix Park. The new website provides an interactive version of the Rules of the Road in English, as well as foreign language translations of the Rules of the Road, catering for non-Irish road users.

Translations of the Rules of the Road into Irish, Chinese Mandarin, Russian and Polish are available to download from the website, as well as an English language audio version of the rules. In addition, the Road Safety Authority has produced e-booklets of the foreign language translations which are available on CD-ROM along with the audio version.



President Mary McAleese speaking at the launch of the Rules of the Road website

Advance Pitstop

Free 5-point checks for cars were organised by Advance Pitstop, in association with the RSA. Advance Pitstop offered motorists a free 'health check' for their car including tyres, brakes, shocks, lights/levels and wipers.



Launch of the Rules of the Road website



An Post



An Post also partnered with the Road Safety Authority in 2008 to deliver a week long road safety message commencing on the August Bank Holiday. An Post placed a postmark message 'Never Ever Drink & Drive' on approximately 7 million individual pieces of mail.

European Road Safety Performance Index (PIN) Conference

A European Road Safety Performance Index (PIN) conference was organised jointly by the European Transport Safety Council (ETSC) and the RSA in Dublin, on Friday 18th April. The Conference highlighted the progress made when it was announced that Ireland had moved into the top 10 performing countries in Europe.



The conference, which was sponsored by Toyota Ireland, included presentations from ETSC and the Road Safety Authority. It also included a debate on what Ireland should be doing to drive the fight against drink driving in Europe.

Road Safety Weather Alert

In 2008 the RSA continued its weather alert service with Met Éireann. The RSA is included as a notice party on all severe weather warnings issued by Met Éireann. The RSA issued a number of road safety alerts to the public following such warning from Met Éireann in 2008.



Concerts / Festivals

The RSA targeted road safety advertising interventions at all the major summer music festivals. In particular, the RSA teamed up with Kildare County Council to take a road safety message to the Oxegen Music Festival which is the biggest outdoor music festival of the year. The RSA also had a presence at Electric Picnic and Modified Motors events.



Taxi Regulator

Taxi Regulator
An Rialálaí Tacsaithe



The RSA joined forces with the Irish Taxi Regulator to launch a new joint TV and radio campaign titled "Friends" which served to remind people to plan ahead when going out for a drink over the holiday period.

The ad depicted a variety of summertime group events where friends gathered together for fun and enjoyment. The common theme drawing the events together were that a licensed taxi, hackney or limousine was always there to make sure they arrived and got home safely.

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

Publicity

Publicity support was provided for all the advertising and promotional campaigns launched in 2008 and considerable media coverage was achieved contributing to the public debate surrounding those issues.

In addition a steady stream of Media Releases were issued during 2008 covering many diverse topics which were extensively covered by the television, radio, press and electronic media and additionally resulted in interviews with RSA spokespeople. Such issues included;

- Severe Weather Alerts
- Bank Holiday Driver Fatigue Campaigns
- St. Patricks Day Anti Drink Drive Message
- IFA/RSA Joint Road Safety Summer Appeal
- A Leaving Certificate Message asking parents to reach a safer driving agreement with leaving certificate students
- The distribution of 500,000 "Back to School" safety leaflets to schools around the country.
- Drive Safe and Save Lives. Drive Smart and Save Money
- Halloween "Be Safe Be Seen" Message
- Festive Advice for Road Users
- 2008 Safest Year on Record

The Ploughing Championships



The RSA had a major presence at the 2008 Ploughing Championships which was attended by over 150,000 people. As part of its drive to promote road safety at the event the RSA offered:

- 40,000 FREE High Visibility Vests in association with TSB Agri Finance and the Irish Farmers Journal to promote safety on the roads and on the farm.
- Free Vision Screening in association with Specsavers Opticians.
- A motorbike and car simulator
- The Driver Theory Test Challenge where attendees could test their knowledge of the Driver Theory Test.
- For rally enthusiasts, RSA board member Aaron McHale's rally car was on display outside the front of the RSA marquee with the all important 'Keep the Race in its Place' message.

"Too Much Risk" Campaign



For the second year in a row the RSA launched a pre-Christmas campaign advising parents, who might be considering buying their child a mini-motorbike, scooter or quad-bike, of the dangers associated with these and other such mini motorised vehicles.

The campaign entitled "Too Much Risk" included advertisements in both the local and national media. Motorcycle shops were also supplied with posters advising of the dangers of these vehicles for children and also of the legal implications of supplying these vehicles to people under the age of 16.

High Visibility Giveaways

In 2008 the RSA teamed up with a number of organisations to distribute high visibility material free of charge. This included:

- Clare fm – 500 High Visibility Vest
- Castlebar 4 day international walks – 2,000 High Visibility Vests
- Timmy O'Dowd Memorial motorbike run - 40 Bike Safe Vests
- Various Cycling and Walking Clubs

Young Scientist Exhibition 2008



The Road Safety Authority (RSA) invited students to visit their fun-filled, interactive stand at the 2008 BT Young Scientist & Technology Exhibition which took place at the RDS from Thursday 9th to Saturday 12th January.

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

- Rider Trainer - a motorbike simulator where students could experience a virtual ride on a motorcycle together with the hazards involved.
- The Driver Theory Test Challenge – eight monitors were available to students to test their knowledge of the complete driver theory test.
- Reaction Timer – a device which recorded your reaction time when stopping a vehicle and the distance it takes.
- NCT Demonstrations – these were carried out by experts on a used car in order for students to see a faulty vehicle first hand and to recognise the potential dangers. This took place on the hour every hour.
- Screening of RSA TV ads – the "Better, Safer, Driver" and new campaign "Crashed Lives" were run on a continual basis.
- XBOX Competition - Students were in with a chance to win an XBOX 360 each day by taking part in a quiz which related to all activities on stand.
- RSA Material – high visibility back packs, reflective armbands and strips were distributed to students along with RSA pens, badges and DVDs.

Check it Fits Roadshow

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

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

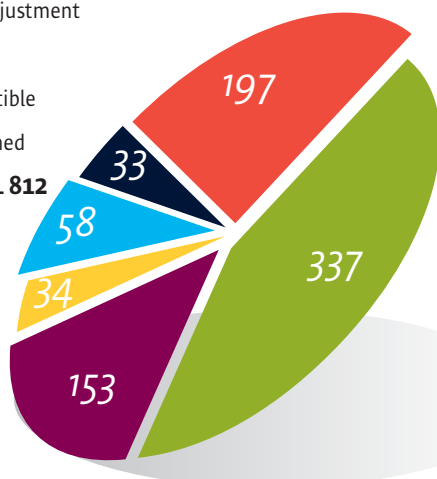


SPRING 2008 7th April–12th April	AUTUMN 2008 27th September–2nd October
Mallow, Co. Cork	Dundalk, Co. Louth
Tralee, Co. Kerry	Navan, Co. Meath
Limerick City	Bray, Co. Wicklow
Castlebar, Co. Mayo	Wexford Town
Letterkenny, Co. Donegal	Clonmel, Co. Tipperary

RESULTS OF 'CHECK IT FITS' ROADSHOW 2008

- Correct
- Major adjustment
- Minor adjustment
- New fit
- Incompatible
- Condemned

GRAND TOTAL 812



Pete St. John



*Pictured at the launch of the 'Never Drink and Drive Song'
L-R: Pete St. John, Charlie McGettigan and Gay Byrne*

Renowned singer/songwriter Pete St. John took a unique approach to encourage people not to drive if they have been drinking with a new song called the 'Never Drink and Drive Song'. Known for writing widely sung ballads such as The Fields of Athenry and The Rare Old Times, Pete produced a memorable song asking people not to take the risk when it comes to drinking and driving.

The song is supported by the Road Safety Authority (RSA) and is available for download from www.neverdrinkanddrivesong.com

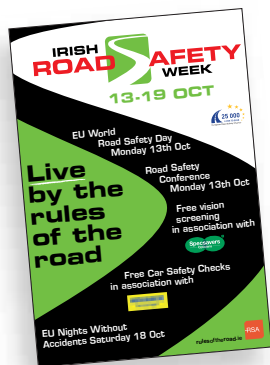
World Remembrance Day



*Speaking at the 'World Remembrance Day for Road Traffic Victims'
Service is Mr Kevin Condren, Supervisor, Driver Testing, RSA*

The RSA joined forces with PARC (Promoting Awareness, Responsibility & Care on our roads) and local Road Safety Officers to remember the victims of road crashes on 'World Remembrance Day for Road Traffic Victims', Sunday, 16th November 2008.

The RSA marked the day by distributing over 300,000 road safety DVDs featuring the 'Better, Safer, Driver' series of instructional rules of the road TV ads, including 'Keeping Your Distance', 'Cornering', 'Overtaking', 'Making a Right-Hand Turn', 'Motorway Driving' and 'Using a Roundabout'. The RSA also distributed over 300,000 reflective armbands targeting vulnerable road users through a partnership with the Sunday World.



Irish Road Safety Week

Experts from Ireland, Europe and the USA joined 200 delegates on 'European Road Safety Day' at an International Conference

on Road Safety, hosted by the Road Safety Authority (RSA) in Dublin on Monday 13th October 2008. The conference marked the first day of 'Irish Road Safety Week' which took place from Monday 13th October to Sunday 19th October 2008. The conference was addressed by top level experts from major Irish and international organisations working in road safety including An Garda Síochána, European Transport Safety Council (ETSC), Health Services Executive, Volvo and the National Roads Authority. Topics for the conference included alcohol as a factor in road deaths, risk behaviour in young male drivers and advances in in-car technology.



At the launch of 'Irish Road Safety Week' L-R: Minister of State, Noel Ahern, Marco Popolizio, European Transport Safety Council and Mr Gay Byrne

European Night Without Accident

The Road Safety Authority (RSA) held the second 'European Night Without Accident' on Saturday 18th October as part of 'Irish Road Safety Week'. The initiative was aimed at promoting responsible behaviour behind the wheel among young adults.



This was the second year that Ireland participated in the initiative which was launched by the Responsible Young Drivers (RYD) in Belgium in 1995.

The event was very successful:

- A total of 103 people volunteered to take part
- A total of 12 people were over the legal blood alcohol rate of 0.08 at the end of the night and failed the breathalyser test. All were advised not to drive home.
- A total of 43 participants had no alcohol in their system at all.



Ann Fogarty (PARC) accepting a 'Leading Lights' award from Gay Byrne

Leading Lights Awards

The Road Safety Authority (RSA) presented its first ever Leading Lights Road Safety Awards to members of the public for their work in road safety at a ceremony in Farmleigh in Dublin. The awards recognised and honoured the outstanding efforts of people from community groups, companies, industry groups and schools nationwide to improve road safety on Irish roads. The RSA presented a total of nine Leading Lights Road Safety Awards, including a Supreme Award and a Posthumous Award.

The Leading Lights Road Safety Awards winners were:

- One of the key founders involved in the establishment of PARC is **Mrs Ann Fogarty**. Ann lost her husband Ed in a road traffic collision and following Ed's death she has steadfastly promoted the road safety message in Co. Wicklow and has initiated a road safety competition in the local VEC in memory of her late husband. Ann's energy and enthusiasm has ensured that road safety is a key factor in the minds of the public in Co. Wicklow.
- **Charlie Collins** of Highland Radio was awarded the Supreme Award for his contribution to road safety. Charlie is a consistent supporter of road safety improvement initiatives in County Donegal
- The late **Mr Vivian Foley**, an award winning author who lectured at Cork Institute of Technology was awarded a Posthumous Award for his work in promoting road safety right up to the time of his death in 2003.
- The **Kildare Road Users Association (KRUA)**, a group of volunteers including driving instructors, bus drivers and principals who devise road safety initiatives and work with the Road Safety Officer to implement them;
- **Micilín Feeney**, a survivor of a road collision whose story is featured in the RSA's 'Crashed Lives' TV campaign and who has worked to raise awareness of road safety among teenagers and young adults.
- **Derrywash National School** for their re-recording of the 'Safe Cross Code'.
- **Tommy Marron** of Mid West Radio for keeping road safety issues consistently on the agenda for his popular mid-morning talkshow;
- **Ann Moran**, whose daughter was killed in a collision, for bravely sharing her personal experiences at local and national Road Safety events;
- **Aileen Ferguson**, Secretary of Kells Road Races in County Meath for her work in primary and secondary schools, advising youngsters of the importance of staying safe on the roads;
- **Susan Gray**, Founder of PARC, whose husband Stephen was killed in a road collision four years ago and who has since dedicated herself to raising awareness of road safety.

Day Time Running Lights



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

Irish Banking Federation



Pat Farrell, CEO, Irish Banking Federation and Mr Gay Byrne at the launch of the IBF and RSA road safety initiative

At bank holiday weekends, ATM banking screens across Ireland displayed driver fatigue and general road safety messages in an effort to encourage road users to drive with care. The initiative was launched by the Irish Banking Federation (IBF) in association with the RSA in May.

Specsavers

'Driving Tips' from Specsavers in association with the RSA, urged locals to 'Focus on Driving'. The campaign raised awareness of the importance of eyecare for drivers and was promoted during 'Irish Road Safety Week'.

Christmas Anti Drink Driving



On 25th November, in Cork University Hospital, the RSA launched the 2008 Christmas anti drink driving campaign in co-operation with An Garda Síochána.

The campaign saw the RSA joining forces with the Commission for Taxi Regulation and MEAS to launch the biggest ever anti drink driving awareness campaign to date. The first campaign, in association with the Commission for Taxi Regulation, included a new TV and radio advert aimed at encouraging people to get home safely during the festive season by using taxis or hackneys. The second campaign, in association with MEAS, included two radio ads and highlighted the danger of drink driving the morning after a night of socialising.

Local Authority Road Safety Officers

The RSA hosted four seminars with Local Authority Road Safety Officers in 2008. The aim of the seminars is to facilitate a more integrated approach to road safety throughout the country.

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

Road Safety 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 seat belt wearing on Irish roads;
- Systematic identification of high accident locations on the national road network;
- Conducting multidisciplinary 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 2008

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 RSA Research Department. The results of the analysis are published by the RSA in its annual Road Collision Facts. In 2008, the RSA published the 2007 Road Collision Facts. It reported that of the 29,237 Garda-reported motor vehicle traffic collisions, 365 people were killed, 7,806 people were injured, and 23,770 collisions involved property or material damage only.

Free Speed Survey

A nationwide observational free speed survey on Irish roads was conducted in the summer of 2007 by the Road Safety Authority. This study was published in 2008. There were significant improvements in the proportion of cars complying with speed limits on motorways, national primary and national secondary roads in 2007, with the proportion of free-speeding cars breaking the posted limit falling from 20% in 2006 to 14% in 2007 on motorways, from 30% to 24% on dual carriageways, from 27% to 20% on national primary roads and from 13% to 4% on national secondary roads over the same period.



Seat Belt Wearing Survey

A nationwide observational survey of seatbelt use on Irish roads was conducted in the summer of 2007 by the Road Safety Authority. The report on the findings was published in 2008. Results revealed that 88% of drivers observed were wearing a seatbelt. This number is up 2% from the summer 2006 survey.



Children Under 14 Road Casualties, 1998-2007

In 2008, the research department published an analysis of children under 14 who were road casualties in the period 1998-2007.



Safety in the Cities

The research department published an analysis of the road safety situation in 5 major cities in Ireland from 1997 to 2006. The cities studied were: Cork, Dublin, Galway, Limerick and Waterford. Despite an increase in population, along with a steady growth in motor vehicle ownership and in the number of licensed drivers, the number of fatalities in the five cities had generally declined since 1997.



Motorcyclist Road Collision Casualties



The research department published an analysis of fatalities and injuries over the last decade as well as the most recent trends. It detailed when and where motorcyclist road collisions occurred, who was involved and primary collision type.

Copies of all RSA published research can be found at www.rsa.ie

Bursary Awards

The Road Safety Authority is committed to the development of a long-term road safety research programme. To facilitate this, the Road Safety Authority initiated a Research Bursary Award Programme as part of an on-going research strategy. The Programme will enable universities and institutes to apply for financial support for theses at PhD level covering subjects that are relevant to the aims of the Road Safety Authority. The Research Bursary is intended to facilitate research in road safety related areas. The findings of the research will be widely disseminated in journals and conferences and reports will be made generally available.



Library

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

Pedestrian Road Safety Action Plan

In line with Action 80 of the Road Safety Strategy 2007-2012, the research department produced a national pedestrian safety strategy incorporating best practice engineering, education and enforcement issues. The strategy will be part of a widespread consultation process with key stakeholders and the general public in 2009.

Attitudinal/Observational Studies/Surveys

The research department commissioned research in the following areas of road safety in 2008;

- observational study of the wearing rates of helmets by motorcyclists and cyclists;
- observational study of the wearing of high visibility clothing by cyclists and motorcyclists;
- observational study of the use of mobile phones by drivers;
- observational study of pedestrian activity at pedestrian traffic lights in urban areas;
- observational study of speeding rates on various road types;
- observational study of seat belt wearing rates;
- attitudinal study of Irish road users on the following issues; vehicle ownership, driving licences, vehicle usage, journey times, speeding behaviours, involvement in collisions, car safety, child restraint usage, protective clothing, helmet usage, drink driving, mobile phone usage, drug driving and driving behaviour.

The field work and analysis was completed in 2008 and the research will be disseminated throughout 2009.

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 Road Safety Authority at the annual meeting of the Board of Forum of European Road Safety Research Institutes (FERSI), the annual meeting of the OECD – International Transport Forum, International Road Traffic and Accident Database (IRTAD), the annual conference of the European Road Safety Observatory (ERSO-SafetyNet) and the annual PIN meeting of the European Transport Safety Council (ETSC). The research department attended the International Conference on Transport and Traffic Psychology in Washington DC.

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

Vehicle Standards & Enforcement

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

The Directorate is responsible for :

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

These functions were previously carried out by the Department of Transport.



Vehicle Standards

The Vehicle Standards section of the RSA is responsible for Type Approval and regulation of the Entry into service of new vehicles and vehicles in use on our roads. Vehicle standards are continuously changing and improving with safety, environmental and technological developments. There is a robust legal obligation to regulate vehicle standards arising from both the Road Traffic Acts and EU Directives and it is the responsibility of the section to ensure these are transposed into Irish law.

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

The Vehicle Standards section is also responsible for representing Ireland at European Union level in various Vehicle Working Groups and also the Technical Committee for Motor Vehicles where future EU policy in relation to Motor Vehicles is decided.

EC Whole Vehicle Type Approval

EU Directive 2007/46/EC paves the way for the introduction of EC Whole Vehicle Type Approval and its related National Schemes which, from as early as April 2009, will require almost all road vehicles to be approved before they can be registered for use on the road. The objective of this system is to remove barriers to the sale of road vehicles between Member States of the European Union while ensuring that vehicles meet common safety and environmental requirements. For the first time, Ireland will have a system of national type approval which will ensure a minimum consistent standard of vehicles converted or modified in Ireland.

In 2008, the RSA worked on the implementation of the EC Whole Vehicle Type Approval (ECWVTA) and the development of an associated national system of approval, in consultation with the National Standards Authority of Ireland (NSAI) and key stakeholders. There was significant interest in the information seminars organised by the RSA early in the year. The RSA published a comprehensive consultation document and regulatory impact assessment in July. Following analysis of the input received, final proposals for the introduction of the system, including draft Statutory Instruments were submitted to the Department of Transport and the European Commission in early December. The Regulations are required to be signed into law by the Minister for Transport by the commencement date of 29 April 2009. The NSAI is the designated approval authority which will deliver the new Type Approval system in Ireland. See www.nsai.ie.



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

During 2008, the RSA conducted a review of the current regulations governing weight limits of vehicles and trailers with a view to assessing the appropriateness of current maximum weight limits and the adequacy and continuance of existing exemptions. At the end of the year, the 42 tonne temporary exemption for certain 5 axle articulated vehicles was extended until the 1st of January 2010 pending consideration of the outcome of the review by the Department of Transport.

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

A review of the use of agricultural vehicles on Irish roads was carried out during 2008. This review involved an extensive consultation process and the consultation document was widely distributed to both public and private sector stakeholders. A number of follow up meetings were then held as a result of the many comments received during the consultation phase. At the end of 2008, following on from the consultation process, the RSA was in the process of finalising its report and recommendations on the use of agricultural and works vehicles on Irish roads for submission to the Department of Transport.



Vehicle Height

On 14 September 2008, the Minister for Transport signed into law the Maximum Height Regulations. S.I. No. 366 of 2008, Road Traffic, Construction and Use of Vehicles (Amendment) Regulations provide that the maximum height of a vehicle (including its load) is 4.65m.

Fitting of Safety Belts on Buses

A review of the standard of fitment of safety belts on buses was completed during 2008.



Permits for Wide/Long Loads

In 2008, the RSA worked with An Garda Síochána and the NRA to finalise the arrangements for the introduction of a streamlined, centralised permit system for the movement of wide and abnormal loads. The centralised system will be administered by the Gardaí and will apply to wide and long abnormal loads being moved on the major inter-urban routes designated by regulation and to Cork, Ringaskiddy and Rosslare ports.

The streamlined system is expected to be very beneficial to hauliers who, under the current system have to apply to individual Local Authorities every time a wide / long load was being moved. However, Local Authorities continue to be responsible for special permits applications in respect of national routes not covered by the Regulation as well as non-national routes and other irregular loads.

Retrofit of Wide Angle and Close Proximity Mirrors to HGVs

During 2008, EC Directive 2007/38/EC on the retrofitting of mirrors to heavy goods vehicles (HGVs), was transposed into Irish Law with effect from 1st January 2009. This Directive applies to vehicles exceeding 3,500kg first registered since 1st January 2000 and requires them to be fitted with both a wide angle (Class IV) and a close proximity (Class V) mirror on the passenger's side to improve the driver's visibility of the area within a blind spot. These are in addition to the main (Class II) mirror already mandatory on both the driver's and passenger's side. From May 2009, these mirrors will be checked for conformity as part of the annual roadworthiness test of the vehicles in question.

Vehicle Testing

In accordance with Directive 96/96, Member States of the European Union are required to have arrangements in place for the compulsory periodic roadworthiness testing of motor vehicles and trailers registered by them. Since 13th September 2006, the Road Safety Authority has had responsibility for vehicle testing, including the operation of the national car testing contract.

National Car Test (NCT)

Car testing is being carried out by the National Car Testing Service Ltd. (NCTS) on a 10-year contract (to December 2009) at no cost to the Exchequer. SGS was awarded the current contract following an internationally advertised competition. The service is remunerated solely from the fee income received from car owners for car tests.

The RSA is assisted by a Supervision Services Contractor (SSC) in supervising and monitoring the performance of NCTS to ensure that it is providing the car testing service in accordance with the terms of the contract between the Company and the RSA.

There are 43 NCT test centres (at least one in each county). The centres are located so that at least 90% of motorists are within 30 miles of their nearest centre.

Standards for Car Testing Service

NCTS is under contract to the RSA to meet a range of performance standards for the NCT. These cover customer service, premises, test equipment, staff, test arrangements, facilities management and management information technology. The performance standards are designed to ensure test integrity and a high level of customer service.

Number of Tests conducted by NCTS

Cars are due a roadworthiness test once they are four years old and every two years thereafter.

- In 2006, 681,799 full tests were conducted with a pass rate of 52.7% while 415,386 retests were conducted with a pass rate of 93.2%.
- In 2007, 686,705 full tests were conducted with a pass rate of 51.8% while 330,997 retests were conducted with a pass rate of 86.3%.
- In 2008, 835,802 full tests were conducted with a pass rate of 51.9% while 402,125 retests were conducted with a pass rate of 86.8%.

(See 'Pass & Fail Rates, Centre by Centre', data overleaf)

NCTS contract 2010 to 2019

The current contract expires at the end of 2009 and work commenced on the arrangements for the new contract towards the end of 2007. Following a strategic review, the Board of the RSA decided to continue with the existing model of service provision for the new contract. A tender process run in accordance with EU procurement rules got underway in February 2008 to award the single contract for the provision and operation of the national car testing service for the period from January 2010 to December 2019.

A Project Board was established to ensure that the contract for the NCT service was awarded fairly, transparently and objectively and in compliance with public procurement procedures and to oversee the finalisation of the terms of the contract. The aim of the Project Board was to ensure that there was good governance of the tendering process and that the contract for the provision of the NCT service agreed between the RSA and the successful applicant would meet the needs of all those parties with an interest in vehicle testing arrangements in the State. The Project Board comprised representatives of the Authority, the RSA Board, the Revenue Commissioners, An Garda Síochána and appointed advisers.

A robust competition ensued with tenders received from the top companies in vehicle testing in the world. In December 2008, the contract was awarded to Applus+ Servicios Tecnológicos, S.L.U. (Applus+). Applus+ is a leading company in testing, inspection, certification and technological services. It is one of the leading operators in Europe and the World in terms of number of vehicle inspections. Applus+ will assume responsibility for the provision of national car testing on 4 January 2010. The Applus+ bid was successful due to its competitiveness and because it represented best value for the Irish tax payer. The RSA expects that the test fee will not increase and that it will be held at its current level in 2010.

Commercial Vehicle Testing

The annual testing of commercial vehicles in Ireland is carried out by over 147 privately operated test centres which are appointed and supervised by the Local Authorities. According to returns made to the RSA by test centres, some 108,419 Heavy Goods Vehicle (i.e. HGVs, large trailers, buses and ambulances) and 313,959 Light Goods Vehicle tests were completed in 2008.



RSA Vehicle Inspectors participated in 225 roadside checkpoints in 2008 which represents an increase of over 100% from 2007. Roadworthiness checks were completed on 3,252 vehicles and these checks revealed that 1,350 vehicles had defects. In 2008, RSA Vehicle Inspectors made 280 Vehicle Testing Network test centre visits to ensure compliance with commercial vehicle test centre standards and consistency of testing.

During 2008, the RSA received reports from the UK Vehicle Operator Standards Agency (VOSA) that 3008 Irish commercial vehicles had been stopped in the UK with vehicle defects and that 34% of these defects were classed as serious. Over 45% of the defects reported by VOSA related to trailers and 31% of trailer defects were serious defects. In 2008, the Road Safety Authority recorded and reviewed all reports received. In the case of certain serious vehicle defects, operators are required to have their vehicles retested.





PASS & FAIL RATES, CENTRE BY CENTRE 2007

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

Review of Commercial Vehicle Roadworthiness Scheme

In 2008, an inter-organisational implementation group chaired by the RSA and including representatives of all State stakeholders completed a detailed and timed implementation plan for the reform of the Commercial Vehicle Roadworthiness Scheme. This is currently under consideration in the Department of Transport.

The reform recommendations made by the RSA were based on a review carried out by independent consultants at the request of the Minister for Transport following Government and public disquiet relating to a number of high-profile road collisions involving commercial vehicles and also the high numbers of Irish-registered vehicles detected with serious defects by the UK authorities in the course of EU-required roadside inspections.



The Minister for Transport accepted the RSA recommendations and the Consultants' report was published in February 2008. The RSA proposals recommended two key courses of action to raise the standard of roadworthiness of commercial vehicles on a permanent basis. The first element is an overhaul of the complete commercial vehicle roadworthiness testing system to provide for a 3-strand approach to raising the standard of commercial vehicles on a permanent basis:

- addressing the testing process to ensure that roadworthiness tests are conducted impartially and correctly at all times;
- development of a programme of roadside inspections to ensure continuous compliance with roadworthiness standards;
- introduction of operator premises checks and intelligence led targeting of operators based on risk.

The second is a key proposal that responsibility for the management and operation of the commercial vehicle testing system be transferred from local authorities to the RSA.

These strands are inextricably linked and necessary to meet the overall objective of the transformation programme. It will greatly enhance the quality of commercial vehicles using Irish roads and therefore help improve road safety, reduce congestion, ensure fair competition, develop a much greater awareness of road safety issues and improve the culture of safety within the transport industry.

Technical Advisory Forum

During 2008, the Technical Advisory Forum continued to advise the Road Safety Authority on the future technical standards and contents of the national car and commercial vehicle roadworthiness tests. The Forum is comprised of representatives of the DIT, NCT, SIMI, RSA Vehicle Inspectorate, Local Authority Authorised Officers, An Garda Síochána, the Taxi Regulator's office, VTN Testers Committee, AA, Irish Tyre Industry Association and NSAI.

Road Haulage Enforcement and Digital Tachograph

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

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



The overall enforcement strategy is to improve compliance by operators with EU and national road transport legislation concerned with road safety and therefore contribute to the RSA mission of saving lives on the roads.



Activity in 2008

Targeting non-compliant road haulage and road passenger operators and drivers which includes unlicensed haulage is a key component of the strategy being implemented by the Authority. This enforcement approach is intended to increase road safety through prevention of collisions involving large goods or passenger vehicles which have the potential to cause a disproportionate impact on death and injury compared with smaller vehicles. Most deaths associated with large truck and bus crashes occur to people outside the truck or bus, for example, occupants of other vehicles as well as pedestrians and cyclists. Drivers' work and rest hours are regulated to avoid driver fatigue.



2008 was a busy and challenging year for the Enforcement and Digital Tachograph Section.

Significant developments during 2008 included:

- the adoption of new national road transport related legislation;
- acquisition of a new Digital Tachograph download system with enhanced functionality;
- implementation of a new road haulage enforcement IT system;
- the continued up-skilling of enforcement and administration personnel.

In parallel with these developments, the Enforcement Section published a range of information literature in relation to tachographs and drivers' hours and the Road Transport Working Time Directive. The various publications can be downloaded from the RSA website.

There was also a significant increase in enforcement activity during 2008, building on the progress achieved in 2007. Two major, inter-linked priorities were set in 2008: highly-visible, comprehensive road transport enforcement and a communications campaign aimed at informing drivers and operators of their legal obligations.

Road Safety Authority Transport Officers participated in 254 roadside checks in 2008 with An Garda Síochána. This compares with 112 roadside checks in the period September 2006 to end 2007.

There were 664 premises checks conducted by Transport Officers during 2008, a threefold increase over 2007.

The RSA contacted over 500 smaller bus and truck operators via the postal system seeking their tachograph records. Over 6,000 information notices issued to quarries, trade and professional organisations and larger employers advising them of the consequences of hiring unlicensed road haulage operators.

The RSA participated in three concerted checkpoints at Dublin Port involving liaison with the UK Authorities during 2008. Language interpreters were employed to facilitate communications between enforcement personnel and drivers. Excessive driving and insufficient daily breaks and rests account for a significant proportion of the offences detected.

The EU Directive 2006/22/EC dealing with the enforcement of tachograph and drivers' hours' rules obliges Member States to carry out a minimum number of roadside and premises checks per annum. It is expected that the State will meet the EU targets contained in the Directive for each of the years 2007/8.

During 2008, the RSA strengthened its strong working relationship with An Garda Síochána in relation to road transport enforcement activities. The overall strategy put in place in relation to checks is to target enforcement efforts on non-compliant operators while minimising inconvenience to law abiding operators. Work commenced during 2008 on the development of an operator risk rating register with assistance from a UK VOSA consultant. This work will be advanced further in 2009/10.

The various measures being implemented are designed to meet the Road Safety Strategy goals 2007 - 2012.

Reports from Other Member States

Reports were received from other Member States concerning infringements by drivers in relation to tachograph and drivers' hours' rules while operating in those States. This information is recorded and used as part of the targeting of operators. Reports were received in respect of 2,309 drivers. The bulk of these reports were received from the UK Vehicle Operator Standards Agency (VOSA).

Legislative Developments

The most significant legislative development in 2008 was the adoption by the Minister for Transport of the European Communities (Road Transport)(Working Conditions and Road Safety) Regulations 2008 (SI. 62 of 2008) concerning the implementation and enforcement of the EU rules relating to tachograph, driver's hours, breaks and rest periods.

These legislative developments strengthen the framework for the enforcement of road transport legislation by An Garda Síochána and Transport Officers.

Work is ongoing on the development of a fixed penalty charge system in relation to road transport related offences and the associated complex legal issues which must be addressed prior to the introduction of any such system.

Digital Tachograph Scheme

During 2008, 12,799 digital cards were issued to applicants compared with 11,390 in 2007. The average processing time for digital tachograph cards is now normally less than three weeks. The application forms for digital tachograph were updated to a more user-friendly format and this has led to a reduction in the number of erroneous applications received.



Review of Digital Tachograph Scheme

In line with EU requirements, the RSA arranged for an audit of the Digital Tachograph system implemented by the State to provide an assurance to the EU that the State is conforming to particular security obligations relating to the Digital Tachograph scheme. This review was undertaken by Pricewaterhouse Cooper Consultants. The Consultants' report concluded that the overall security arrangements put in place by the RSA conform with the obligations.



Corporate Services

The Corporate Services Directorate provides the systems and structures that enable the RSA to effectively deliver the functions assigned by the Minister under the provisions of the Road Safety Authority Act 2006. The functions of Corporate Services, outlined in detail below, include Finance, Human Resources, Information Technology, Quality, Customer Care and Estate Management and Communications. Corporate Services is also responsible for business and organisational planning, corporate governance, including internal audit, and the Director of Corporate Services is the Secretary to the RSA Board.

CORPORATE GOVERNANCE

The RSA is committed to maintaining the highest standards of corporate governance as part of the ongoing implementation of the Code of Practice for the Governance of State Bodies. The Board of the RSA held 10 meetings and the Internal Audit Committee held 5 meetings in 2008. The Internal Audit Plan covering the period 2008 was agreed by the Internal Audit Committee and the RSA Board and implemented and reported on by the RSA's Internal Auditors (Mazars).

Human Resources

The RSA is committed to open, honest and productive relationships with its employees. A Staff Handbook being developed outlines the RSA's support and approach to its people. Human Resources Policies have been drafted and along with Human Resources Management Procedures, define the RSA approach to staff communication, involvement at all levels, leadership, and expected standards.

It is important that HR encourage and maintain effective communication and consultation between employees and management. HR will continue to support and encourage the primary relationship and accountability for this through the relationship of the employee and their direct supervisor or team leader. IRC Meetings, Partnership and other means provide opportunities for an effective way to provide employees with briefings on important issues such as the Road Safety Strategy, performance, health and safety and other operating environmental matters.

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

The work of the Human Resources Department is designed to support those responsible for day to day management throughout the rest of the RSA. In 2008 the focus was on recruitment, getting the right people with the right competencies to the right places.

The number of Staff employed at 31 December 2008 was 324 People representing WTE of 309 of which 308 (WTE) were permanent.

Employment Equality

The RSA is compliant with The Employment Equality Acts 1998-2004 and all other employment legislation applying. The RSA procedures are to ensure that there can be no unlawful discrimination either direct or indirect.

All HR Policies were reviewed and in first draft by the end of 2008. Many HR procedural documents have been completed and are in everyday use. Eighteen main policies were discussed with the IRC and would be followed up in 2009.

Partnership

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

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

Partnership is about two very separate organisations, Management and the Alliance of Trade Unions sitting together to build understanding of their respective interests and jointly developing potential solutions. Everyone is equal at the table and participation and interaction is encouraged. An impartial facilitator chairs meetings.

Participants have received training on the skills for partnership: communication, dialogue, decision making, conflict, interest based problem solving, group development, change and managing transition.

Some of the topics dealt with by Partnership in the RSA during 2008 include;

The RSA's Business Plan

The RSA's business plan was presented to Partnership for discussion.

Staff Accommodation

A subgroup of partnership was established to liaise with management on all aspects of accommodation.

Health & Safety

Health & Safety reports are presented to partnership on a regular basis.

Internal Communications

Partnership was involved in the roll out of the RSA's Quarterly Staff Newsletter and Suggestion Scheme in 2008.

Information Technology

Topics relating to IT were discussed throughout the year including the launch of the new Driver Testing Application System.

Sports & Social Club

2008 saw the establishment of the RSA's Sports & Social Club as a sub group of Partnership.

Merit Award Scheme

Partnership oversaw the Merit Award Scheme which rewards exemplary service and staff commitment.

Budgetary Issues

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

The Partnership Process

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



Industrial Relations

The Human Resources Department works with Unions and Staff Representatives to achieve good working relationships and is committed to the promotion of a good Industrial Relations environment through the Industrial Relation Council (IRC). The IRC met 4 times in 2008 and also had bi-lateral meetings with individual unions. We also have a high level of ongoing interaction with the staff representatives at local levels.

Recruitment 2008

2008 was a very busy time in recruitment. All staff acting on interview boards were appropriately trained.

Disability Act 2005, Part 5 Reporting

At year end, the RSA employed people with disabilities amounting to 2.6% of its staff.

A census was carried out in line with National Disability Authority (NDA) guidelines.

The result was just short of the 3% minimum required by Part 5 of the Disability Act 2005.

Actions taken included a review of practice and procedures and compliance with the appropriate Code of Practice i.e. *Code of Practice for the Employment of People with a Disability in the Irish Civil Service*.

Results indicated:

Total Employees	309 (head count)
Returned surveys	246
People with Disabilities	8
Percentage of RSA staff with a disability as described in census is:	2.6% of total employees

(Representing 3.2% of those who replied to census)

Training and Development

The RSA seeks:

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

A staff handbook is being finalised with the aim of informing staff of the RSA ways of working. The handbook sets out the expectations and behaviours surrounding each employee as well as the rules.

Management training carried out during the year was designed specifically to achieve this with a training unit on the RSA and Public Administration being added to the FETAC core Units. 26 people undertook this training from administration and supervisors for driver testing.

Customer care training, business writing skills and other training contributed to the overall feeling of the way the RSA does business.

From initial set up, Partnership has grown in effectiveness and efficiency. Meetings are taking place each month with varied reporting by Senior Managers and a Director attending to offer business updates.

Matters have been concluded by Partnership thus negating the need for the Industrial Relations Council (IRC) to become involved.

Partnership use sub-committee structures when required to investigate issues and topics and for communications with RSA employees.



Finance

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

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

- Budgeting
- Management of audits – internal and external
- General ledger maintenance
- Payroll
- Travel and subsistence
- Payments
- Purchasing
- Cash and treasury management
- Internal control relating to finance
- Income recognition of authority income sources
- Management of exchequer funding

2008 was a year of consolidation for the Finance Division of the Authority and the following are the highlights of the year:

- Implementation of an automated purchasing system in the Authority;
- Implementation of a Fixed Asset Register in the Authority;
- Documentation of all finance processes in the Authority;
- Completion of the Internal Audit Programme for 2008 with the internal Audit Committee;
- 2008 was also the first year in which the Authority was engaged in an audit by the Office of the Comptroller General where the period to 31st December 2006 and the year to the 31st December 2007 were audited. Both audits were concluded with a clean audit opinion;
- Consolidation of all finance processes to improve the internal control environment.



Information Communications Technology (ICT)

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

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

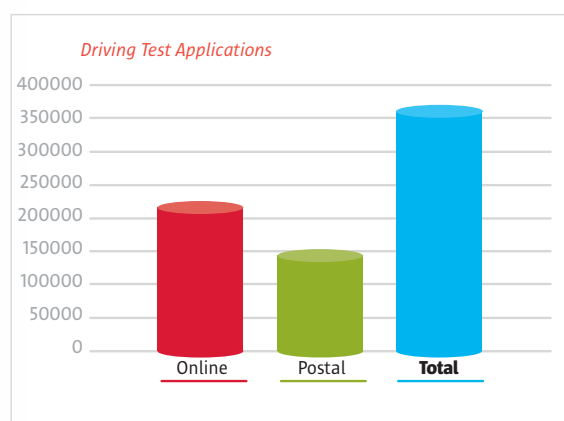
The Road Haulage and Enforcement sections have benefited from improved access to essential data. Bringing remote access to critical data has also necessitated the implementation of additional security measures including full disk encryption to ensure the protection of data held by the RSA.

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


The RSA web presence is the front window for all RSA external customers and the www.rulesoftheroad.ie website was shortlisted for an e-government award in 2008.

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

Statistics



The Online applications now represent 60% of all applications.



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

Estate Management

Corporate Headquarters



The construction of phase two of the RSA's Corporate Headquarter premises in Ballina continued in 2008. The process of relocating all remaining RSA staff, which had previously been located in Government Offices, Ballina, was completed over the Easter bank holiday period 2008.

Other Buildings

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

A new driving test centre in Tallaght became operational in January 2008. The Loughrea driving test centre was moved to the new modern RSA sub-office in Loughrea which houses the Enforcement Section of the RSA. The new Loughrea driving test centre became operational in February 2008.

The condition and continued suitability of driving test centres is under constant review and the RSA is in ongoing discussions with the OPW regarding maintenance, and replacement if appropriate, of driving test centres.

Review of the Estate Requirements for Driver Testing Nationally

During 2008, a review of the RSA's Estate Requirements for the conduct of driving tests was carried out nationwide. This review is required in the context of EU Directives which specify additional requirements for bus, truck and motorcycle driving tests.



Freedom of Information (FOI)

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

During 2008, eight Freedom of Information requests were handled by the RSA under this arrangement.

Communications Department

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

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

Plain English Policy

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

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

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

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



Health and Safety

Managing risk in the area of health and safety is recognised within the RSA as key to ensuring the safety of all employees, contractors, customers and members of the public who may be affected by the authority's activities. Effective management of risk within the RSA will help to maximise the well being and productivity of all employees and will help prevent people getting injured. The RSA had set as a key goal the implementation of OHSAS: 18001:2007 by end of 2008. This goal was selected in order to ensure its Health and Safety Management System conforms to best international practice and is externally certified. In order to achieve this goal, an Integrated Management System project was initiated and external consultants were appointed to assist in the provision of the system. The project commenced in March 2008. The project consisted of the design and implementation of a management system across the four directorates and supporting structures of the RSA.

The areas can be broadly broken down into:

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

The first priority of the Integrated Management System project was identified as achieving full compliance with the Health and Safety at Work legislation. Key objectives were identified and a plan for achieving the objectives was agreed with full support of the management board. There was extensive work carried out during the year ensuring compliance with Health and Safety Legislation focusing on the RSA offices, 52 test centres and field based staff work practices. Between June and September 2008, risk assessments were conducted on all driving test centres and other RSA buildings nationwide.



The RSA develops and implements its health and safety policies through a framework of partnership. A Health and Safety Committee was established from among staff representatives and management. Full training was provided to the members who all undertook the IOSH Managing Safely training course. All committee members also received Safepass training during 2008. During the year, other appropriate training was also provided such as fire safety training, manual handling for appropriate staff and specific training for Transport Officers and Vehicle Inspectors on signing, lighting and guarding to ensure their safety while performing their duties on the nation's roads.

The RSA Safety Policy was approved, signed off and circulated to all premises by the CEO by September 2008. An Employee Safety Handbook, backed up by induction training for all staff, was also rolled out during the year. Internal auditors and Health and Safety champions were also selected and received appropriate training. Internal auditors keep procedures and processes used in the RSA under review and an internal audit of Quality, Customer Care and Estate Management division took place in October. The Health and Safety champions act as a contact point for things identified as incorrect under Health and Safety, and advise when and how they will be dealt with. They deal with Non-Conforming Reports by taking corrective action if possible or organising a third party to resolve the issue.

In May 2008, a software package (Smart ISO) was implemented in the RSA to manage Health and Safety. An audit of RSA compliance with, and certification to, OHSAS 18001 was conducted in November 2008 by the National Standards Authority of Ireland (NSAI).

This key goal was met and the RSA has now achieved registration to OHSAS 18001:2007 standard.

The second phase of the Integrated Management System started in May 2008, initially concentrating on customer complaints procedures and processes, but work did not progress substantially on this due to the concentration of effort on the OHSAS 18001 certification.

Transport Officers and Vehicle Inspectors

During 2008, uniforms were provided for the RSA's transport officers and vehicle inspectors. The uniform helps to uniquely identify the transport officers in the performance of their duties and separates them from other state agencies while engaged in multi-agency checkpoints. It also creates a professional image and raises the profile for the RSA in the eyes of the haulage industry and the wider public. In addition, high visibility clothing in RSA livery, which is EN471 Class 3 compliant and provides the highest possible level of visibility for these officers in performing their duties on the roadside, was also delivered during 2008.



Appendix

EXTRACT OF RSA FINANCIAL STATEMENTS

**Road Safety Authority
Financial Statements
For the Year Ended 31st December 2008**

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Road Safety Authority

GENERAL INFORMATION

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

Road Safety Authority

STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

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

In preparing those accounts, the Authority is required to:

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

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

Road Safety Authority

STATEMENT ON INTERNAL FINANCIAL CONTROL

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

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

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

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

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

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

The Authority has taken account of the recommendations contained in the Report of the Comptroller and Auditor General's Examination of the Driver Testing Service 2009 in relation to financial reporting and budgeting and will be implementing an enhanced financial reporting and budgeting framework in 2009.

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, the executive managers within the Authority responsible for the development and maintenance of the financial control framework and comments made by the Comptroller and Auditor General in his management letter.

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

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

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2008.

Road Safety Authority

STATEMENT OF ACCOUNTING POLICIES

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

Basis of Accounting

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

Going Concern

The Authority recorded a deficit of € 4,560,188 for 2008 which arose mainly due to greater than anticipated driving tests outsourced to an external provider and additional tests conducted by the Authority's driver testing service – a significant proportion of which was conducted on overtime. The deficit was recorded in 2008 against the background of the Authority inheriting a Driver Testing Service in 2006 with a significant backlog of applicants, unacceptable waiting times and significant under-capacity to meet the demands for the service.

Notwithstanding the deficit, the accounts have been prepared on a going concern basis as the Road Safety Authority is a statutory Authority established under the Road Safety Authority Act, 2006. The financing of the Authority's activities is met by exchequer funding from the Department of Transport and from non-exchequer funding provided for by the Road Safety Authority Act 2006 (Conferral of Functions) Order 2006.

State Grant

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

Road Safety Authority

STATEMENT OF ACCOUNTING POLICIES

Other Income

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

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

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

Tangible Assets

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

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

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.

Road Safety Authority

STATEMENT OF ACCOUNTING POLICIES

Pensions of Transferred Staff

The Department of Transport agreed, in consultation with the Department of Finance that for a transitional period of three years from vesting day of the Authority, staff transferred to the Authority on 1st January 2007 would retain rights of access to departmental and interdepartmental competitions on the same basis as before and that administration staff transferred could apply for redeployment into the civil service. Therefore, it is not considered appropriate to include the pension liabilities for these civil servants in the Authority's financial statements. Staff pension contributions are refundable to the Department of Transport. As at 31 December 2008, there is 166 staff with this status.

There is a second pension scheme, the Road Safety Authority Superannuation Scheme, in operation in respect of all other staff who joined the Authority through external competitions and by other means. As at 31 December 2008, there is 141 staff with this status.

Road Safety Authority Superannuation Scheme

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

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

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

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

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

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

Stock

Stocks of licence material are valued at the lower of cost and net realisable value. In prior years, the cost of these materials was written off as incurred. The 2007 comparative figures have been amended in line with the new accounting policy. The effect of the change of accounting policy is explained in Note 19.

Road Safety Authority

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2008

	2008 €	2007 €
State Grant	40,421,757	29,524,920
Transfer (to)/from Capital Account	(2,378,688)	(1,441,461)
Net Deferred Funding for Pensions	1,500,000	270,000
Other Income	19,155,387	15,577,700
	58,698,456	43,931,159
Staff Costs	(24,019,459)	(22,357,801)
Technical Advice	(2,045,551)	(2,121,947)
Administration Costs	(4,107,085)	(4,612,687)
Programme Costs	(30,715,261)	(13,747,014)
Pension Costs	(1,478,000)	(363,000)
Depreciation	(893,288)	(169,077)
	(63,258,644)	(43,371,526)
(Deficit)/Surplus for the year	(4,560,188)	559,633
Balance at 1st January	638,631	78,998
Balance at 31st December	(3,921,557)	638,631

Road Safety Authority

BALANCE SHEET AS AT 31 DECEMBER 2008

	2008 €	2007 €
Fixed Assets		
Tangible Assets	3,820,149	1,441,461
Current Assets		
Cash at bank and in hand	242,130	2,059,096
Accrued Income	982,802	1,546,205
Stock	272,516	158,905
Prepayments	207,154	47,566
	1,704,602	3,811,772
CREDITORS (Amounts falling due within one year)		
Creditors and Accruals	(5,626,159)	(3,173,141)
	(5,626,159)	(3,173,141)
Net Current Assets/(Liabilities)	(3,921,557)	638,631
CREDITORS (Amounts falling due after more than one year)		
Pension Liabilities	(14,703,000)	(14,915,000)
Deferred Pension Funding	14,703,000	14,915,000
Total Net Assets/(Liabilities)	(101,408)	2,080,092
Represented By		
Capital Account 13	3,820,149	1,441,461
Income & Expenditure Account	(3,921,557)	638,631
	(101,408)	2,080,092

Road Safety Authority Working to Save Lives

The RSA would like to thank the following organisations for their support in 2008:

Advance Pitstop	European Transport Safety Council	PARC
An Garda Síochána		Pete St. John
An Post	Fleet Magazine	Pharmaceutical Society of Ireland
Automobile Association		
AXA	Health & Safety Authority	Renault
	Health Service Executive	Responsible Young Drivers (YTD)
Britax	Hibernian Aviva	Road Safety Together Working Groups
Bus Éireann	Highland Radio	
	Irish Banking Federation (IBF)	Scania
CAWT	Irish Farmers Association (IFA)	Society for the Irish Motor Industry (SIMI)
Clare FM	Irish Farmers Journal (IFJ)	Specsavers
Commission for Taxi Regulation	Irish Insurance Federation (IIF)	
Coach Tourism and Transport Council	Irish Road Haulage Association (IRHA)	
Cork University Hospital	Irish Petroleum Association	Third level colleges
		Tony Kealy's Baby Store
Department of Education & Science (TY Programme)	Local Authorities	The Sunday World
Department of the Environment, Heritage & Local Government	Mace	Topaz
Department of Transport	MEAS	Toyota
Derrywash National School	Met Éireann	Trinity College
Department of the Environment, Northern Ireland	Medical Bureau of Road Safety (MBRS)	TSB Agri Finance
Dublin Bus	Mid West Radio	Tuam Credit Union
Dublin Transportation Office		Union of Students Ireland
	National Standards Authority of Ireland (NSAI)	Volvo
	National Roads Authority	

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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