

RSA



Annual Report 2013

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority





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MS MOYAGH MURDOCK
CHIEF EXECUTIVE

**WE HAVE THE
NEXT DECADE
PLANNED**

CHIEF EXECUTIVE'S STATEMENT

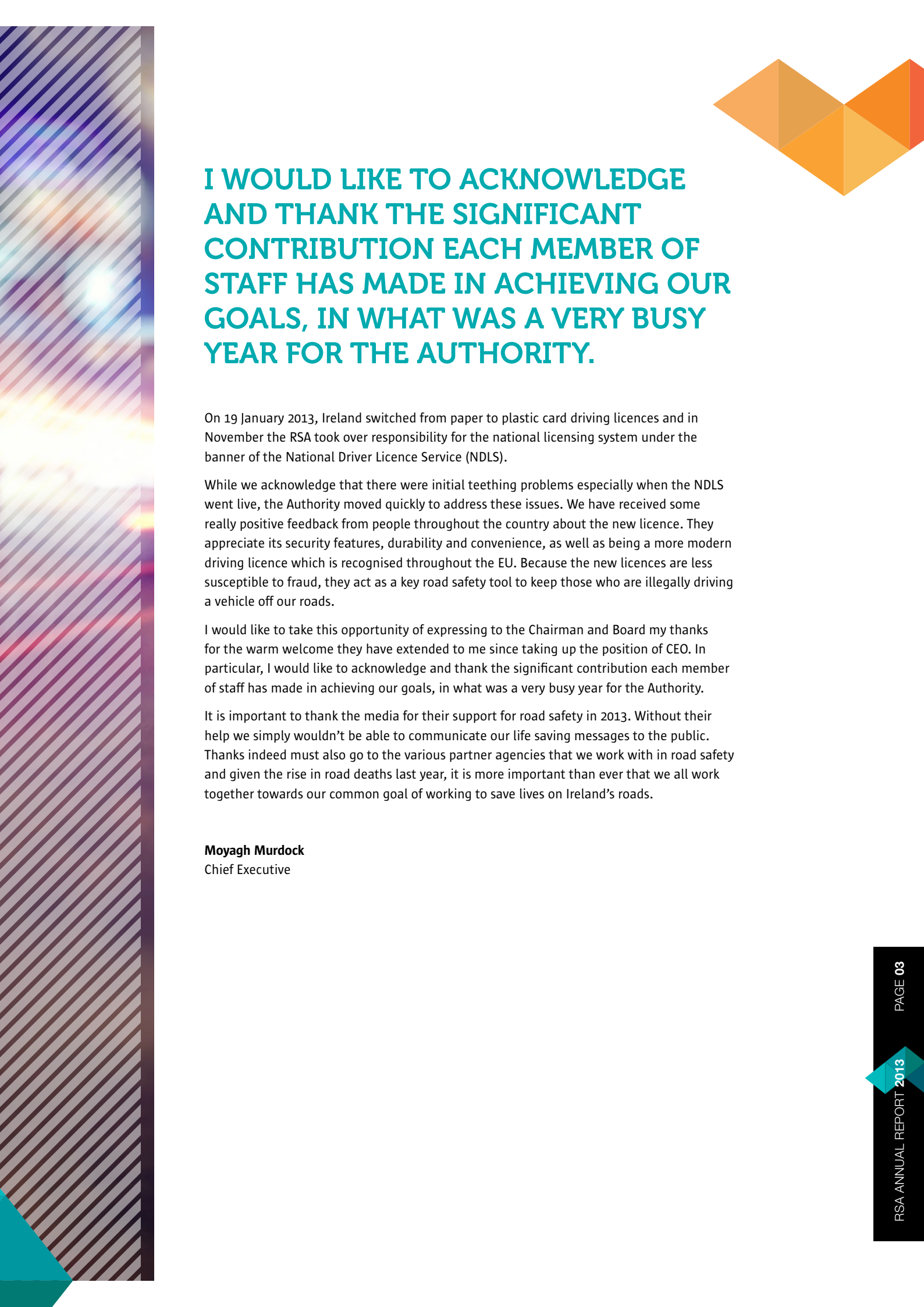
2013 was a very busy and challenging year for the Road Safety Authority. In March we launched the new Government Road Safety Strategy which spans the period 2013 to 2020. This document will be the blueprint for road safety in Ireland until the end of the decade.

Importantly, the strategy is integrated with the time period and key themes set out in the EU Road Safety Plan.

Independent analysis would suggest that during the lifetime of the previous Strategy (2007 to 2013) its measures contributed to the prevention of over 686 fatal collisions, 1,312 serious injury collisions and 649 minor collisions. I have no doubt that if the various Government Departments, agencies and the public give the same level of commitment to the new strategy, we can reduce the level of road trauma further.

In 2013, the RSA implemented significant reforms of the way trucks and buses are tested for roadworthiness. The reform of the Commercial Vehicle Roadworthiness system aims to keep dangerous and defective commercial vehicles off our roads. The reform programme has as its origin the Kentstown and Clara school bus crashes. In addition, a report conducted by PwC into the system for testing commercial vehicles found that significant administrative and operational reform was required in order to ensure the safety of all road-users.

Unroadworthy vehicles are a major road safety concern in Ireland. Defective vehicles are not only dangerous to drive, but pose a significant risk to other road-users. Last year the RSA Vehicle Inspectors participated in 1,616 roadside checkpoints, in co-operation with An Garda Síochána, and conducted roadworthiness checks on 14,269 vehicles. Over half of these vehicles (56.5%) had defects. 521 vehicles had defects serious enough to warrant immediate action such as impoundment, repair on site or a new roadworthiness test.



I WOULD LIKE TO ACKNOWLEDGE AND THANK THE SIGNIFICANT CONTRIBUTION EACH MEMBER OF STAFF HAS MADE IN ACHIEVING OUR GOALS, IN WHAT WAS A VERY BUSY YEAR FOR THE AUTHORITY.

On 19 January 2013, Ireland switched from paper to plastic card driving licences and in November the RSA took over responsibility for the national licensing system under the banner of the National Driver Licence Service (NDLS).

While we acknowledge that there were initial teething problems especially when the NDLS went live, the Authority moved quickly to address these issues. We have received some really positive feedback from people throughout the country about the new licence. They appreciate its security features, durability and convenience, as well as being a more modern driving licence which is recognised throughout the EU. Because the new licences are less susceptible to fraud, they act as a key road safety tool to keep those who are illegally driving a vehicle off our roads.

I would like to take this opportunity of expressing to the Chairman and Board my thanks for the warm welcome they have extended to me since taking up the position of CEO. In particular, I would like to acknowledge and thank the significant contribution each member of staff has made in achieving our goals, in what was a very busy year for the Authority.

It is important to thank the media for their support for road safety in 2013. Without their help we simply wouldn't be able to communicate our life saving messages to the public. Thanks indeed must also go to the various partner agencies that we work with in road safety and given the rise in road deaths last year, it is more important than ever that we all work together towards our common goal of working to save lives on Ireland's roads.

Moyagh Murdock
Chief Executive



MR GAY BYRNE
CHAIRMAN

IMPLEMENTING **144 LIFE-SAVING ACTIONS**

CHAIRMAN'S STATEMENT

It saddens me to report that for the first time in eight years, there was an increase in road deaths last year. 190 people lost their lives in 2013 compared to 162 the previous year. That's 28 more people killed. We are also seeing an increase in injuries.

Since 2008, injuries from traffic collisions have steadily declined. However, in 2012 we saw an increase, and provisional figures for 2013 indicate that this increase has been maintained.

We also know that serious injuries are likely to be underreported, and this is widely acknowledged among EU road safety experts. The true figure for serious injuries is probably higher. While too early to state whether these trends are short-term or indicators of a longer-term pattern, they nonetheless point to the need to increase our focus on the devastating impact of injuries, and serious injuries in particular, following collisions.

It is difficult to say for certain what went wrong last year, because not all the crash investigations have been completed. What we know is that there was a 22% increase in driver fatalities in 2013. Disturbingly, one in five of these drivers was not wearing a seatbelt. There was an almost doubling in motorcycle deaths, from 16 to 27, and many occurred over the summer months.

In a third of pedestrian deaths, the pedestrian was killed while crossing the road and older people were most at risk.

It is shocking and very depressing that so many lives were lost. As a community, we have worked too hard over the past decade to slip back to the days when we lost a life on our roads every day, with hundreds more seriously injured. We need to get back on track and reverse this trend.



THERE WAS A 22% INCREASE IN DRIVER FATALITIES IN 2013. DISTURBINGLY, ONE IN FIVE OF THESE DRIVERS WAS NOT WEARING A SEATBELT.

Countries with the best road safety track records have had setbacks in the past. But they have acted as a wake-up call for everyone. The loss of life we witnessed in 2013 and the creeping rise in serious injuries must galvanise our leaders, state agencies, voluntary groups and, most importantly, the public into action. We owe this to the people who have died, those who are injured, and out of respect for the grieving families.

I lament the fact that, because of financial stringencies, the members of the Garda Traffic Corps are starved of the resources and facilities which they require to do the job they want to do. There is a lack of Garda presence on our roads, and once the perception gains ground – and it has – that the likelihood of meeting a member of the Gardaí round the next bend or the next corner is remote, then complacency and carelessness sets in with regard to speed limits, seatbelt wearing, mobile phone use and driving in general. We all, without exception, drive too fast and our impatience levels are rising dangerously. You can see this on the roads every day.

While this is critical, it will be for nothing if we as individuals fail to take personal responsibility and action. Complacency has set in and we need to go back to basics. This means wearing the seatbelt on every trip, no matter how short. It means putting into practice what we learned as children when crossing the road. It means biking responsibly and drivers checking blind spots. It means taking responsibility for our own behaviour on the road.

Last year a new Government Road Safety Strategy was launched. It spans the period 2013 to 2020. There are 144 life-saving actions listed in the document. It has not got off to a good start, so we need to push on and implement these measures with a greater degree of urgency.

The board and I wish to thank Mr John Caulfield, who stepped into the role of CEO on an interim basis on the departure of former CEO Noel Brett in 2013. We also wish Noel the best and thank him for his contribution over the past seven years.

I would like to take this opportunity, on behalf of the Board, to welcome our new CEO Moyagh Murdock to the RSA. The Authority is in excellent hands and I have no doubt that under her leadership, the RSA will continue to build on its reputation both at home and abroad.

Gay Byrne
Chairman



INTRODUCTION

ESTABLISHMENT

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

OUR MISSION

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

FUNCTIONS

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

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

BOARD MEMBERS

ON THE 13TH SEPTEMBER 2011, THE TERM OF THE FIRST BOARD OF THE AUTHORITY EXPIRED. A NEW BOARD OF THE AUTHORITY WAS CONSTITUTED, BY THE MINISTER FOR TRANSPORT, TOURISM & SPORT, FROM THE 14TH SEPTEMBER 2011.



MR GAY BYRNE
CHAIRMAN



MR AARON MacHALE



MS MYRA GARRETT



MR RONAN MELVIN



MS AINE CORNALLY



MR EDDIE ROCK



DR ÁINE CARROLL



MR SEAN FINAN



**MS AIDEEN
CARBERRY**

APPOINTED TO THE
BOARD OF THE RSA
9th SEPTEMBER 2013



MR JOHN MULVIHILL

APPOINTED TO THE
BOARD OF THE RSA
14th OCTOBER 2013

EXECUTIVE MANAGEMENT TEAM



**MS MOYAGH
MURDOCK**
CHIEF EXECUTIVE*



MR SIMON BUCKLEY
ACTING DIRECTOR,
CORPORATE SERVICES



**MR MICHAEL
ROWLAND**
DIRECTOR, ROAD
SAFETY, RESEARCH
AND DRIVER
EDUCATION



MS DENISE BARRY
DIRECTOR,
ENFORCMENT AND
VEHICLE STANDARDS



**MR DECLAN
NAUGHTON**
DIRECTOR, DRIVING
TESTING AND
DESIGNING

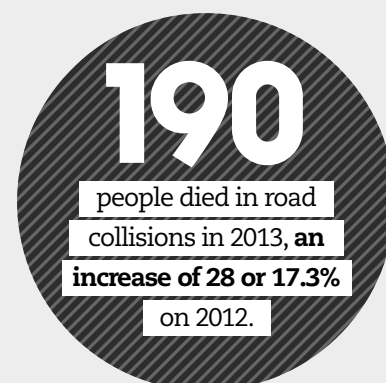
* APPOINTED CHIEF EXECUTIVE 17TH FEBRUARY 2014, MOYAGH REPLACED JOHN CAULFIELD, INTERIM CEO WHO ACTED AS CHIEF EXECUTIVE UPON NOEL BRETT'S DEPARTURE ON 3RD OCTOBER 2013.

ROAD SAFETY REVIEW 2013

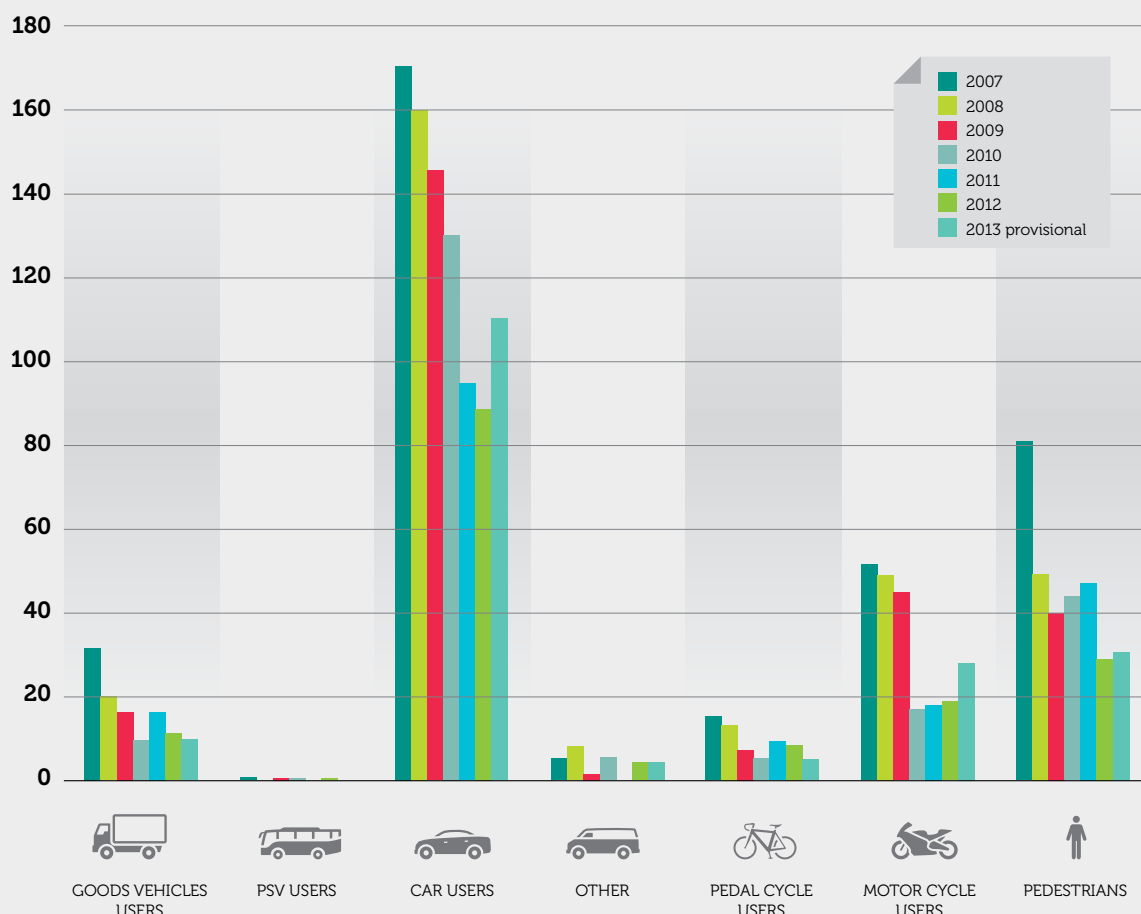
190 people died in road collisions in 2013, an increase of 28 or 17.3% on 2012 when a total of 162 people lost their lives. This represents a 59.8% drop in road deaths compared to 1997* when 472 people lost their lives on Irish roads. Expressed as a monthly average there were 16 fatalities per month in 2013.



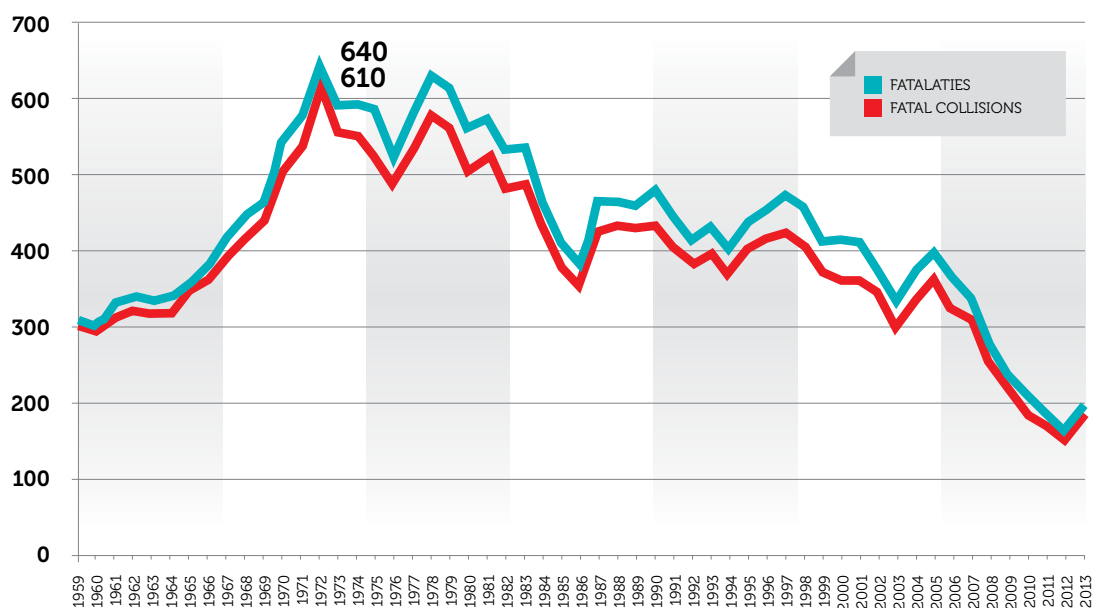
The core objective of the Government Road Safety Strategy 2013—2020 was to reduce road deaths to no greater than 25 fatalities per million population by the end of 2020. This equates to an average of 10 road deaths per month or 124 deaths per annum.










2007–2013 Road Fatalities by Road User Type



Irish Road Safety Context, 1959-2013



Road Fatalities Transport Mode 2002-2013

Road user type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	86	64	70	74	73	81	49	40	44	47	29	31
	18	11	11	10	9	15	13	7	5	9	8	5
	44	55	50	56	29	33	29	25	17	18	19	27
	200	172	208	222	226	171	160	146	130	95	89	113
	1	0	0	6	3	1	0	1	1	0	1	0
	20	27	25	22	18	32	20	17	10	17	12	10
	7	6	10	6	7	5	8	2	5	0	4	4
Total	376	335	374	396	365	338	279	238	212	186	162	190

 PEDESTRIANS
  CAR USERS
  MOTOR CYCLE USERS
  CAR USERS
  PSV USERS
  GOOD VEHICLE USERS
  OTHER

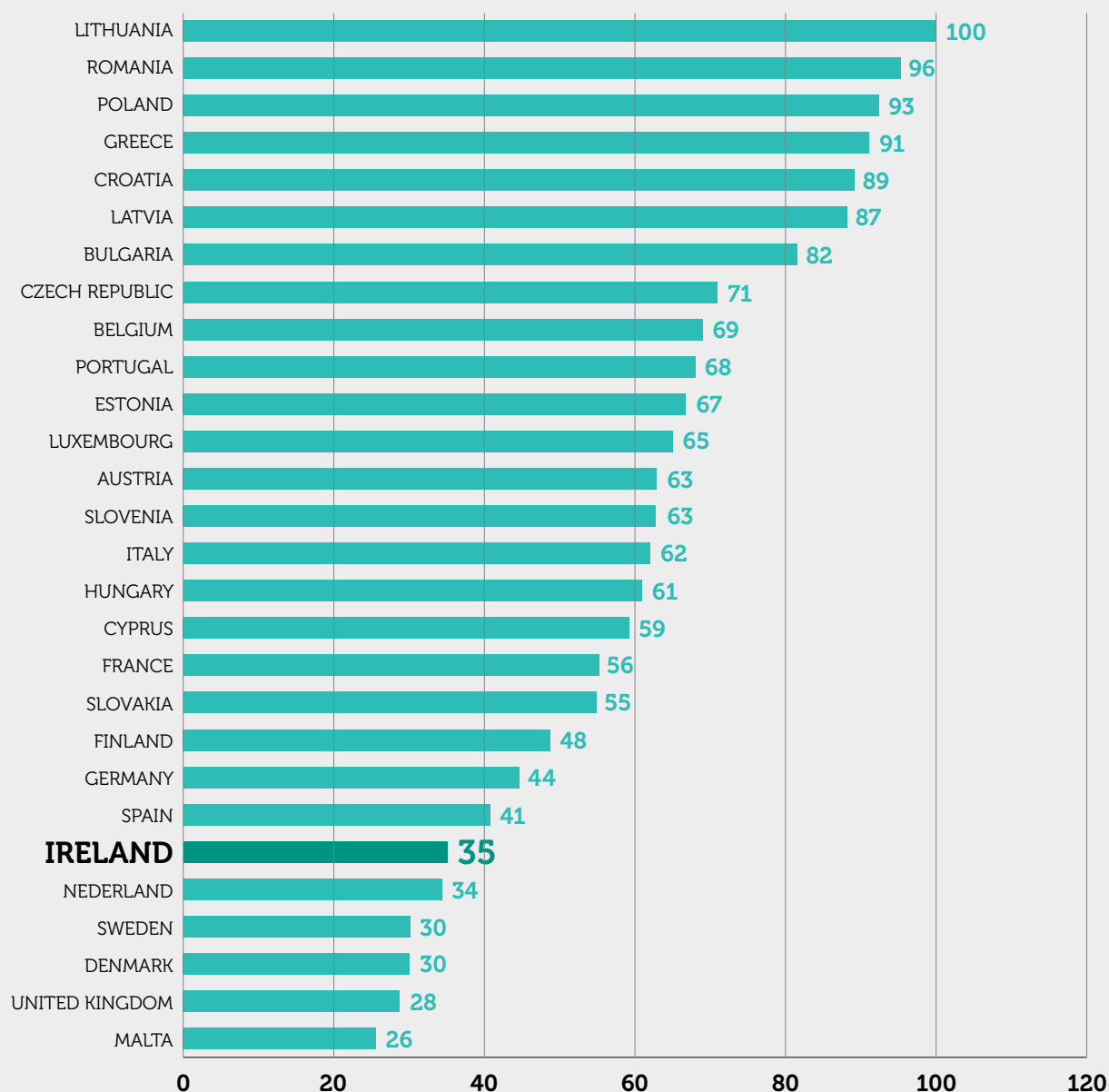
IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

Ireland was one of the most improved European countries in terms of the reduction in road deaths between 2001 and 2012.

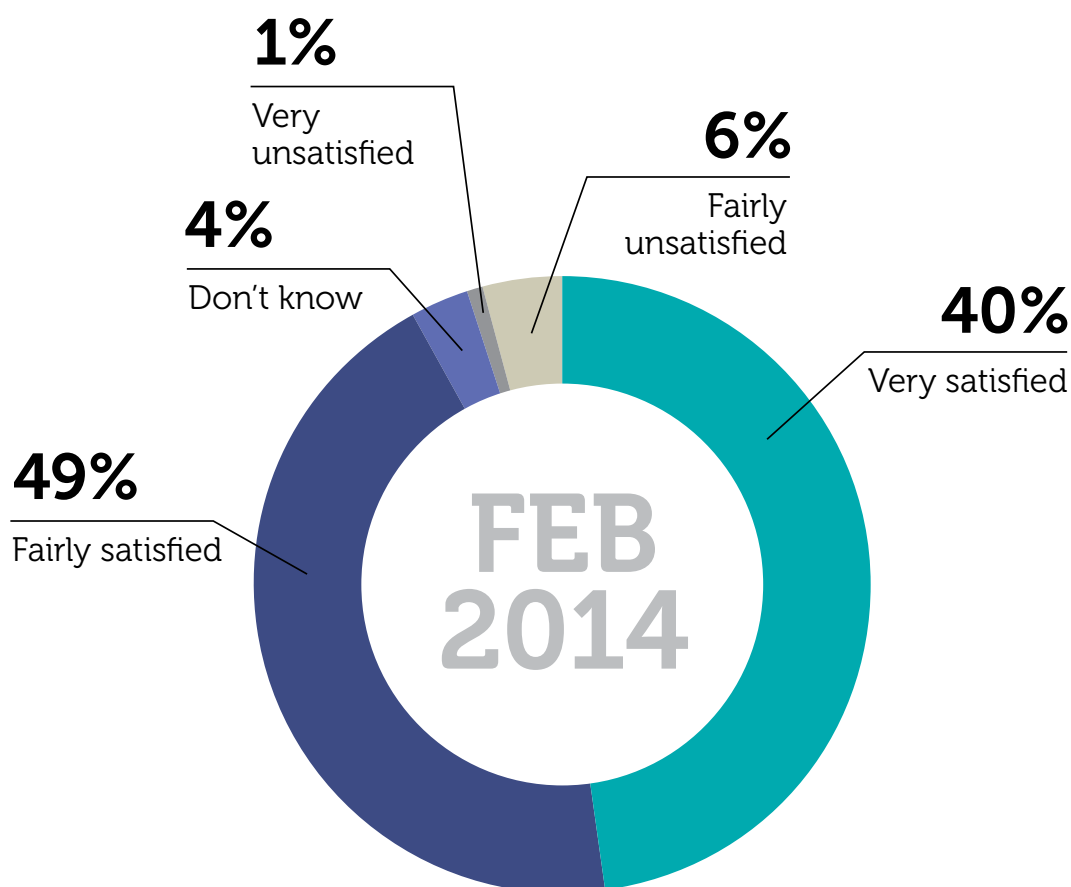
Despite the progress made, there is considerable scope for further achievements particularly in comparison to other countries (see 2012 death per million ranking¹). Ireland still lags behind the Netherlands, the United Kingdom and Sweden. The implication being that much work remains to be done to improve Ireland's road safety performance and that the successes of the past indicate that further progress can be made, provided effective policies and measures are put in place and supported.



2012 Death per million Ranking



Satisfaction with the Road Safety Authority



ROAD SAFETY STRATEGY 2007-2012

Ireland's third Road Safety Strategy sought to build on the progress and understanding provided by the first two strategies (1998-2002 and 2004-2006), with the objective of radically - and sustainably - improving safety on Irish roads. It drew on the insight and experience of countries implementing best practice in road safety, among them The Netherlands, Sweden, United Kingdom, Norway and France. New Zealand, the states of Victoria and Queensland in Australia, and a number of states in the USA also provided valuable input.

The primary target set for the 2007–2012 Strategy of reducing the number of fatalities to 60 or less per million of the population by 2012 was achieved in 2009 and further positive progress has been made since that date. The reduction in the number of fatalities has been achieved through 126 robust actions under the headings of education, engineering, and enforcement, as well as significant legislative changes in alcohol testing, vehicle testing and sanctions for road and vehicle offences, and the development and upgrade of much of the major inter-urban road network.

The various road safety interventions and targets set out in the Road Safety Strategy 2007–2012, coupled with an ever strengthening road safety culture, have resulted in a successful period in road safety for Ireland. Deaths and injuries decreased at a rate comparable with other best performing countries in the EU. There has been significant improvement in compliance by road users in respect of the main collision causation factors such as seatbelt wearing, speeding on some roads, and alcohol related offences. However, despite an overall reduction in road deaths, there is a need to focus on vulnerable road-users and causal factors where there are low levels of compliance and this will be a major focus of the Government Road Safety Strategy 2013–2020.

FOURTH ROAD SAFETY STRATEGY 2013–2020

The RSA is responsible for overseeing the implementation of the new Government Road Safety Strategy “Closing the Gap 2013 – 2020”. This is Ireland’s fourth road safety strategy.

Closing the Gap

Ireland’s new road safety strategy “Closing the Gap” was launched at an international road safety conference hosted by the RSA at Dublin Castle on Thursday March 28th 2013.

“Closing the Gap” means making Ireland’s roads as safe as the best performing countries in the world in particular the United Kingdom, Netherlands and Sweden. In order to achieve this Ireland must reduce deaths to 124 and reduce serious injuries by at least 30% by 2020.

There are 144 actions contained in the new Strategy under the 3 main areas of intervention Education, Engineering and Enforcement.

Safety Performance in 2012

In 2012 there were 162 road deaths which is the lowest recorded fatalities since 1959.

This is a noteworthy achievement given that since 2001, the population has increased by 19%, registered motor vehicles have increased by 37%, the number of driving licence holders (full and provisional) has increased by 31% and fuel consumption for all road transport has increased by 6% but on the other hand, the number of fatalities has decreased by 55 % in 2011.

Monitoring

The Ministerial Committee on Road Safety will oversee the implementation of the new strategy. This Committee will meet annually to review progress on the Strategy and will be chaired by the Minister for Transport, Tourism and Sport with representatives from the Departments of Justice, Environment and Transport, Tourism & Sport, together with the Garda Commissioner, the Attorney General and the CEO of the RSA.

BT Young Scientist & Technology Exhibition 2013

Ciara Murphy from Coláiste Choilm, Co. Cork, Mr Michael Rowland, Director of Road Safety, Research and Driver Education and Niall Kennedy, Coláiste Choilm, Co. Cork. Niall and Ciara won the award for their project: "To investigate how reaction times are affected by using a handsfree phone kit while driving".



Seatbelt Sheriff, Croke Park, 21st March



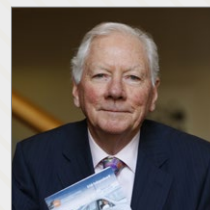
EU Presidency Road Transport Safety Conference on Serious Injuries, Dublin Castle, 28th March



Launch of the Government's fourth Road Safety Strategy at the EU Presidency Conference, Dublin Castle, 28th March



Learning to Drive Booklet, Distributed in the Irish Independent and Sunday Independent 5th & 6th May



Operation Slow Down, Garda Head Quarters, Phoenix Park, Dublin 31st May



FEB

APR

JUN

JAN

MAR

MAY



New National Framework for Traffic Medicine In Ireland Published, Medical Fitness to Drive Royal College of Physicians of Ireland (RCPI), 22nd February



Railway Crossing Campaign, Lansdowne Road, 8th April



Tourism Booklet Launch, Phoenix Park, 4th June



Euro Contrôle Route (ECR) Conference on "Efficient and Effective Road Transport Enforcement at a Time of Financial Crisis", The Royal Hospital Kilmainham, 18th June



ETSC Pin Conference, Farmleigh House, 27th June

Keep Drama off the Road, Cork Film Festival,
15th November



World Remembrance Day,
Phoenix Park, 14th November



New Government Speed Limit Review,
Department of Transport, Tourism and Sport,
Lesson Street, 21st November



AUG

OCT

DEC

JUL

SEP

NOV

Driving for Work
Seminars, Portlaoise,
Galway and Dublin



Road Safety Interactive Shuttle
at the National Ploughing
Championships



Academic Lecture,
Royal College of Physicians
of Ireland, 7th October



Christmas Campaign Launch,
Medical Fitness Bureau,
UCD 4th December



Beep Beep Day,
Harcourt Creche, 11th October



Leading Lights,
Farmleigh House,
11th December



Clocks go back,
25th October



Be Safe Be Seen,
National High Viz Day,
Farmleigh,
20th December

The background of the page is a photograph of a multi-lane highway at dusk or dawn. Several cars are visible, their lights blurred into streaks of white, yellow, and red, suggesting motion. The road is dark asphalt with white lane markings. On the left side of the road, there is a metal guardrail and some trees. The overall scene is dynamic and modern. Overlaid on the left side of the image are several geometric shapes: a large orange triangle pointing right, a smaller orange triangle pointing left, and a series of parallel diagonal lines in shades of blue and teal. These elements create a layered, architectural feel.

DRIVER TESTING AND LICENSING

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

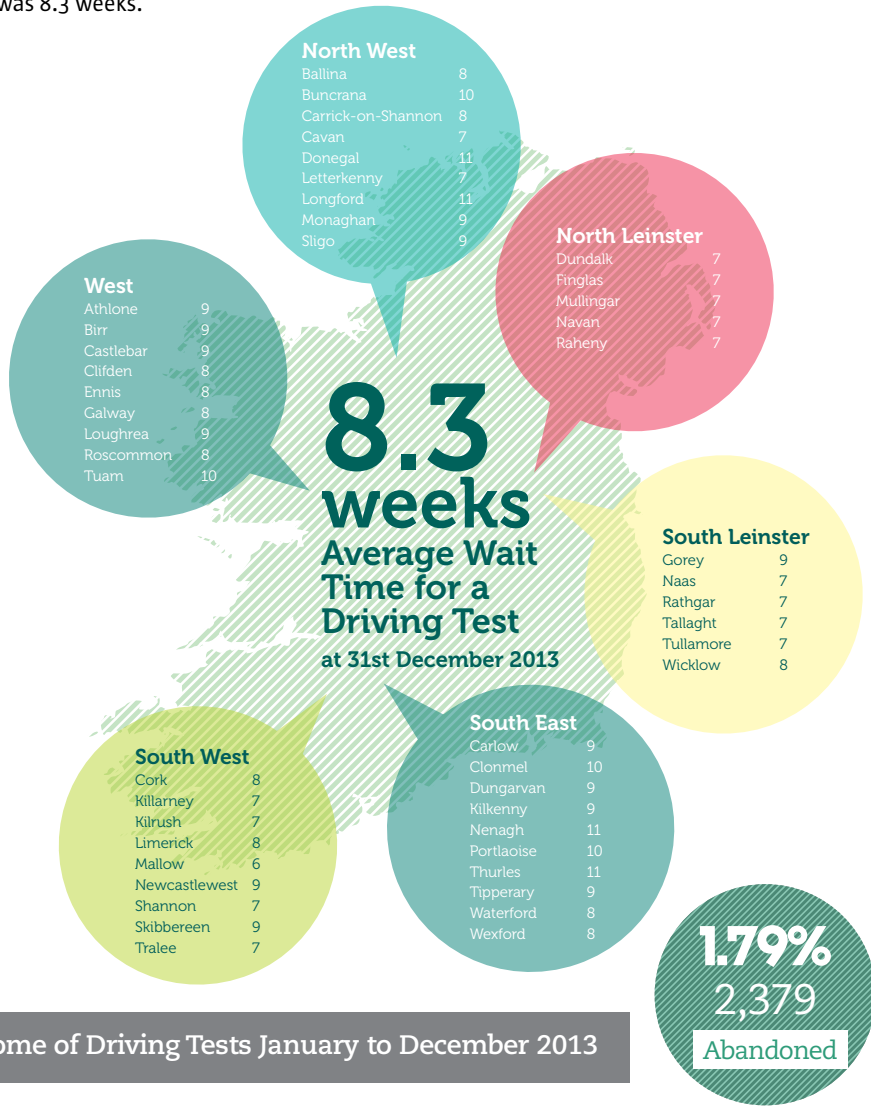
The particular tasks for which the Directorate is responsible are:

- Delivery of the driver testing service
- Responsibility for the driver licensing service
- Management of the delivery of the Driver Theory Test service
- Management of the penalty points system
- Management of National Driver Licence Service (NDLS)

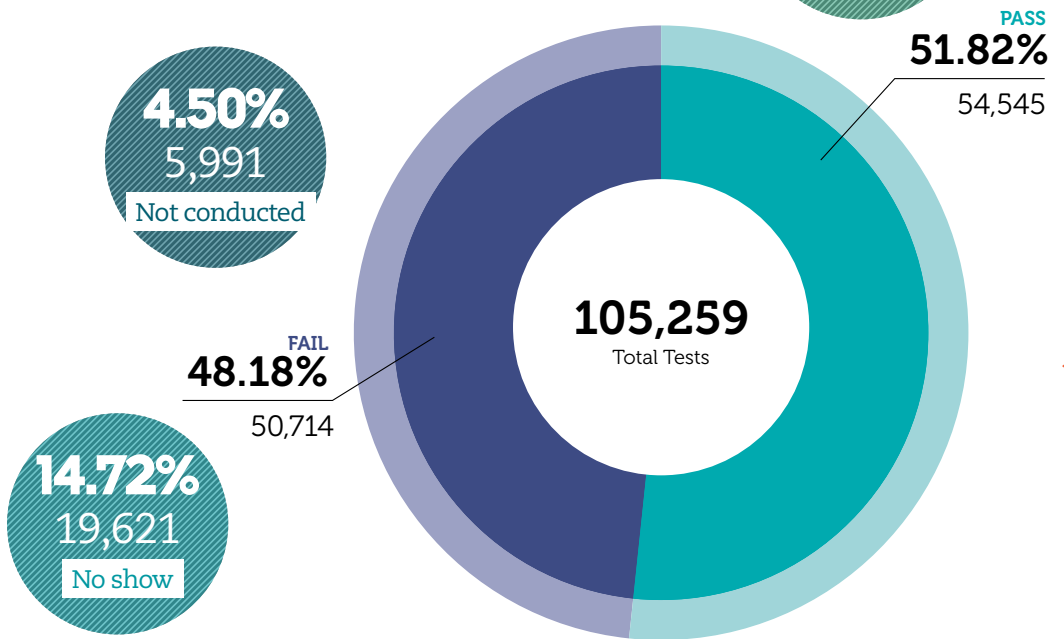


DRIVER TESTING SERVICE 2013

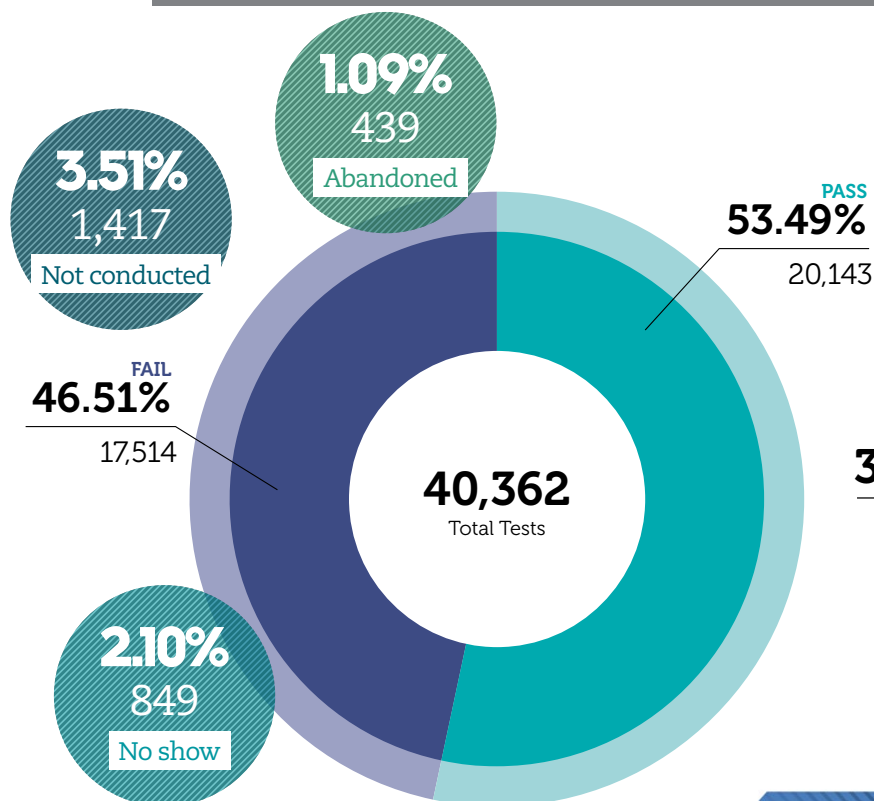
The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directive and national legislation. Tests are delivered from 48 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2013. In 2013, the national average wait time was 8.3 weeks.



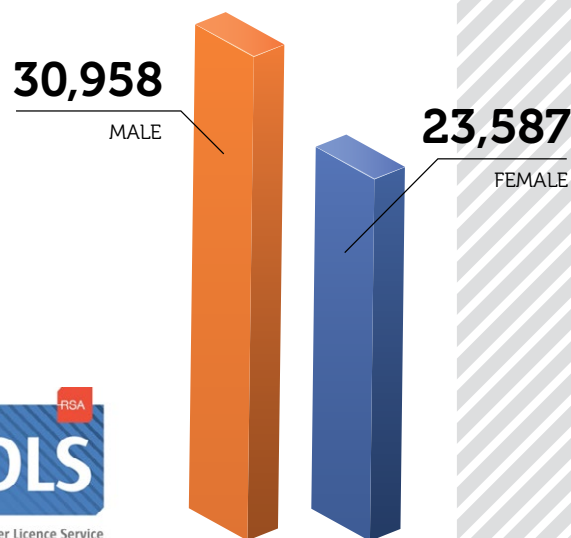
Outcome of Driving Tests January to December 2013



Outcomes of Driving tests undertaken by candidates who completed Essential Driver Training (EDT) Lessons.



Driving tests by Gender 2013



National Driver Licence Service (NDLS)



The National Driver Licence Service, or NDLS, which is managed by the RSA, is the new dedicated service which receives and processes applications for learner permits and driver licences nationwide. As well as being a more modern driving licence which is recognised throughout the EU the new licences are less susceptible to fraud and act as a key road safety tool to keep illegal drivers off the roads.

In January 2013 Ireland switched from producing paper licences to producing plastic card licences and learner permits. The move from paper to plastic was the first part of the transfer of responsibility for driving licences from Local Authority Motor Tax Offices to the NDLS.

On **29 October 2013**, the NDLS officially took over responsibility for accepting and processing licence applications from Motor Tax Offices.

The new service is now delivered through a network of NDLS centres nationwide. With at least one centre in each county, the locations were chosen to make sure that 95% of the population is serviced within a 50km radius of a centre.

For the first time, customers can visit any one of the centres nationwide to apply for their licence or learner permit; people are no longer restricted to using the service in their own county.

The new NDLS offices operate more flexible and convenient opening times, including lunchtime and weekend opening hours, to facilitate customers who may not be able to apply for their licence during normal working hours.

As part of a new, more secure application process, customers are now required to visit one an NDLS centre in person to verify their identity. This 'face to face' application is part of a new security process that will help to increase security, combat fraud and keep unlicensed drivers off the roads.

Due to initial teething problems experienced when the new NDLS service opened for business and a higher than normal demand for driving licences, customers did experience long delays in some centres following go-live.

As part of our commitment to reduce the time customers have to wait at our new NDLS offices throughout the country, the RSA has introduced a new online booking system to complement the walk in service in each NDLS centre. Two new centres are planned for Cork and Dublin in 2014. The go-live application processing time commitment 8 days was achieved and exceeded by March 2014.



249,631

No of 10 year
licences

139,104

No learner permits licences

7,615

No annual
licences

Total number
of driving licences

465,619

Jan – 31st Oct 2013

69,269

No of triennial
licences

34,226

No of 10 year
licences

18,343

No learner permits licences

Total number
of driving licences

64,934

1st Nov– 31st Dec 2013

1,383

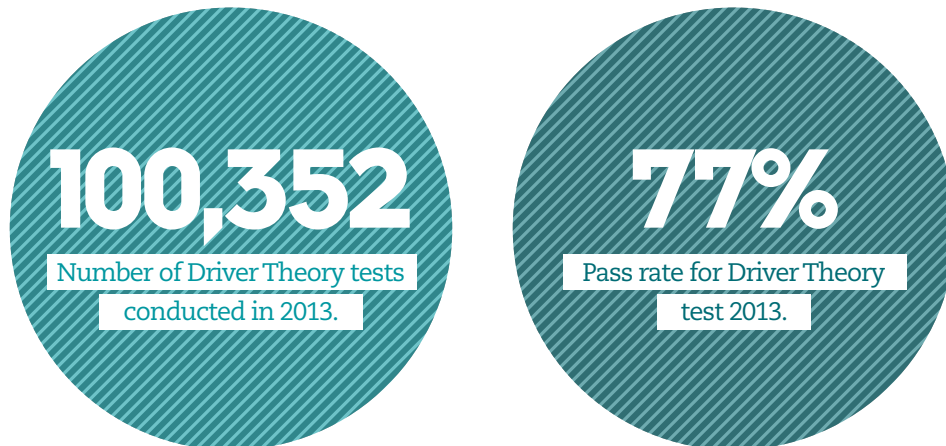
No annual
licences

10,982

No of triennial
licences



Driver Theory Test



The National Programme for Traffic Medicine

The National Programme for Traffic Medicine, is a joint initiative between the Road Safety Authority (RSA) and the Royal College of Physicians of Ireland (RCPI).

In 2013, the new *Slainte agus Tiomaint* Medical Fitness to Drive Guidelines, relating to car and motorcycle drivers (known as Group 1 licence holders) were launched to provide a national framework on standards in traffic medicine in Ireland. For a driver, understanding the impact of an injury or a disease or the way certain medicines might affect driving is a vital aspect of road safety. The key objective of the Guidelines is to promote and prolong safe driving by supporting medical practitioners and drivers in making decisions about medical fitness to drive.



Breakdown of Penalty Point by Type as at 31st December 2013

OFFENCE DESCRIPTION	No. of Notices Issued
22-35mg of alcohol per 100ml of breath	738
50-80mg of alcohol per 100ml of blood	130
67-107mg of alcohol per 100ml of urine	104
Adult Failing to wear Safety Belt cat. M1 Vehicle	6,413
Adult Failing to wear Safety Belt cat. M2 Vehicle	103
Adult Failing to wear Safety Belt cat. M3 Vehicle	40
Adult Failing to wear Safety Belt cat. N1 Vehicle	676
Adult Failing to wear Safety Belt cat. N2 Vehicle	162
Adult Failing to wear Safety Belt cat. N3 Vehicle	214
Breach of duties on occurrence of an accident	1,812
Breach of motorway outside lane driving rule	712
Careless Driving	5,841
Contravention of requirements at junctions	20
Contravention of requirements for reversing	63
Cross continuous white line/broken white line	8,919
Dangerous Driving Reduced to Careless Driving	3,160
Drive against flow of traffic on motorway	92
Drive on hardshoulder/non carriageway - motorway	551
Driver (Owner) Exceeding Maximum Load	70
Driver (Owner) Exceeding Maximum Weight	8
Driver Exceeding Design Gross Vehicle Weight	44
Driver Exceeding Maximum Weight	37
Driver Exceeding Unladen Weight	1
Driver Fail ensure Passenger U/17 wear Safety Belt	543
Driver Fail Restrain Child O/3 in Child Restraint	701
Driver Fail Restrain Child U/3 in Child Restraint	413
Driver Owner Exceeding Design Gross Vehicle Weight	5
Driver Owner Transmits greater Load than Max Load	3
Driving a vehicle when unfit	5
Driving a vehicle while holding a mobile phone	100,453
Driving along/across median strip	791
Driving dangerously defective vehicle	112
Driving on/across cycle track	50
Driving on/across footway	167
Driving vehicle before remedying a defect	3
Driving without reasonable consideration	15,785
Entry to hatched marked area	2,946
Fail to act in accordance with Garda signal	22
Fail to comply with Keep to Right/Left signs	65
Fail to comply with mandatory traffic signs	466
Fail to comply with No Entry traffic sign	642
Fail to comply with prohibitory traffic signs	8,378
Fail to comply with traffic lane markings	1,421
Fail to Deactivate Airbag Child Restraint in use	4
Fail to drive on the left hand side	373
Fail to obey rules at railway level crossing	11
Fail to obey traffic lights	20,420
Fail to stop before stop sign/stop line	1,048
Fail to stop for Garda	771
Fail to stop for school warden sign	26
Fail to turn left onto a roundabout	61
Fail to yield right of way	427
Fail to yield right of way at sign/line	381
General speed obligation - stop visible distance	37
No cert of road worthiness user	1,167
No child restraint front seat - child	820
No child restraint rear seat - child	1,838
No insurance - (user)	23,531
No safety belt - driver	38,492
No safety belt front seat - child	1,172
No safety belt rear seat - child	2,881
Offence relating to Overtaking	2,646
Parking a vehicle in a dangerous position	41
Reduced to Driving without reasonable consideration	593
Speeding	748,532
Striking bridge with vehicle	4
Use vehicle without NCT certificate	7,813
TOTAL	1,015,970



ROAD SAFETY, RESEARCH AND DRIVER EDUCATION

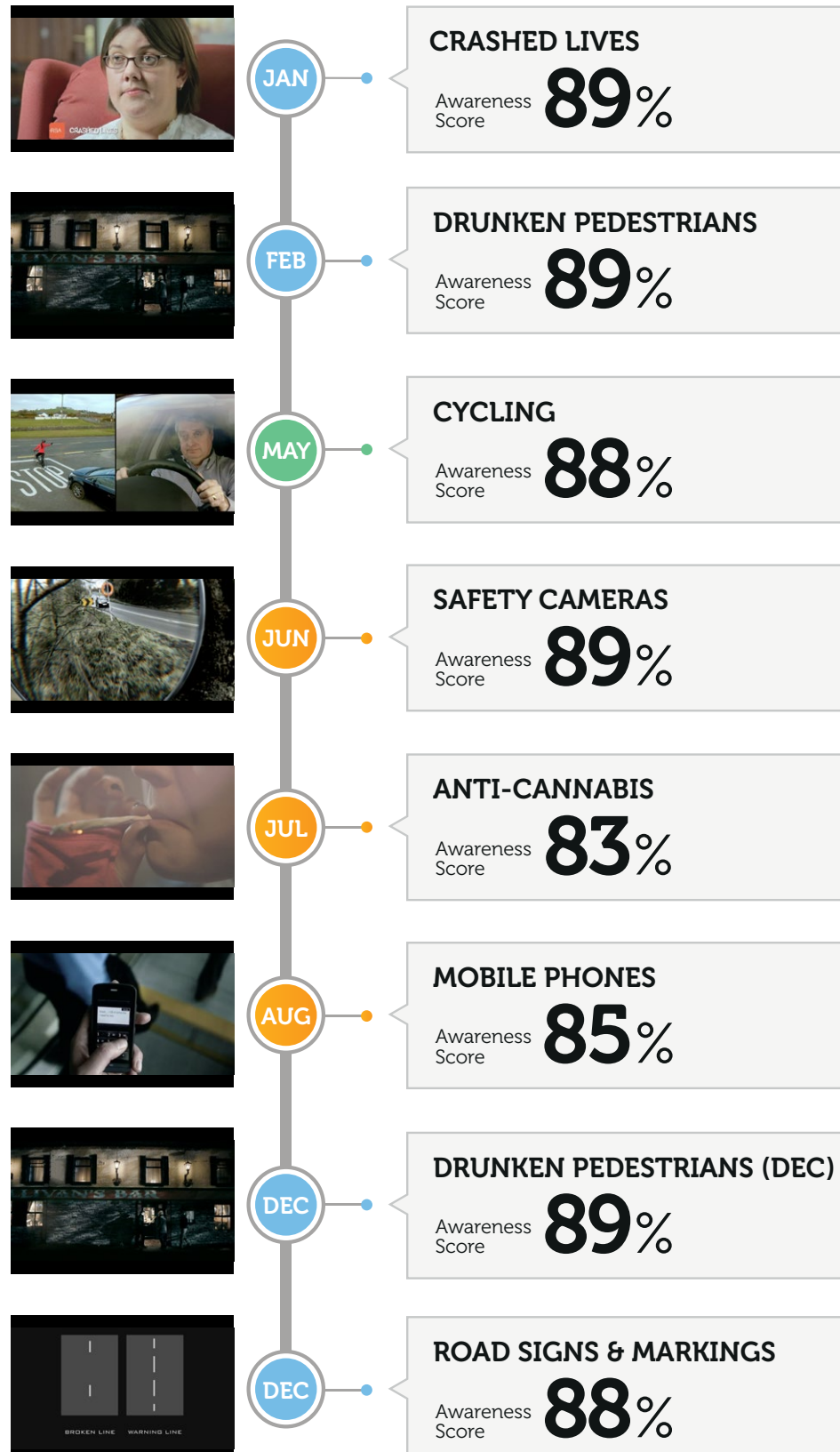
The Road Safety, Research and Driver Education Directorate combines the key roles of raising awareness, education and research to inform and impart knowledge and appropriate skills to road users as they move through life. The Directorate assists and works with all stakeholders signed up to the Road Safety Strategy 2013 to 2020 to ensure that actions in the strategy can be achieved.

ADVERTISING

Road Safety Awareness Campaigns

In 2013, the RSA ran a number of high profile campaigns aimed at targeting the main factors and at risk groups behind road collisions. The campaigns were integrated with the policing plan of An Garda Síochána.

The main campaigns for 2013 included:

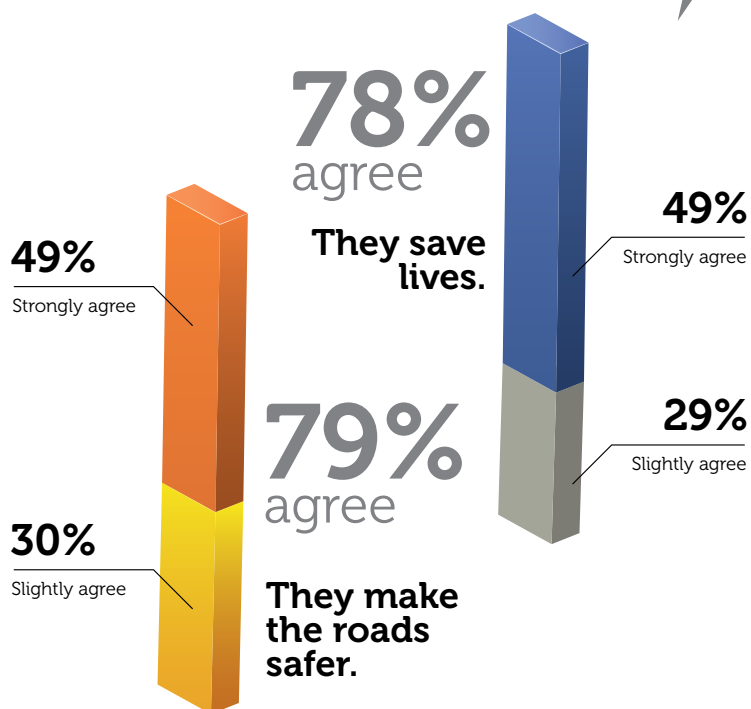


Advertising Impact / Behavioural Change

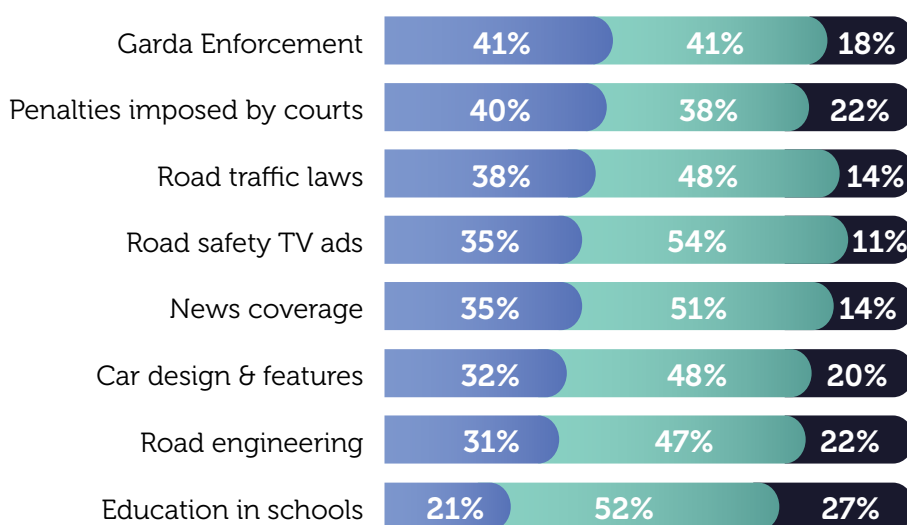
The capacity for the campaigns to positively influence behavioural change is endorsed by independent researching conducted by Behaviour and Attitudes.

Safety cameras – Attitudinal statements

Base: All motorists with full licence.

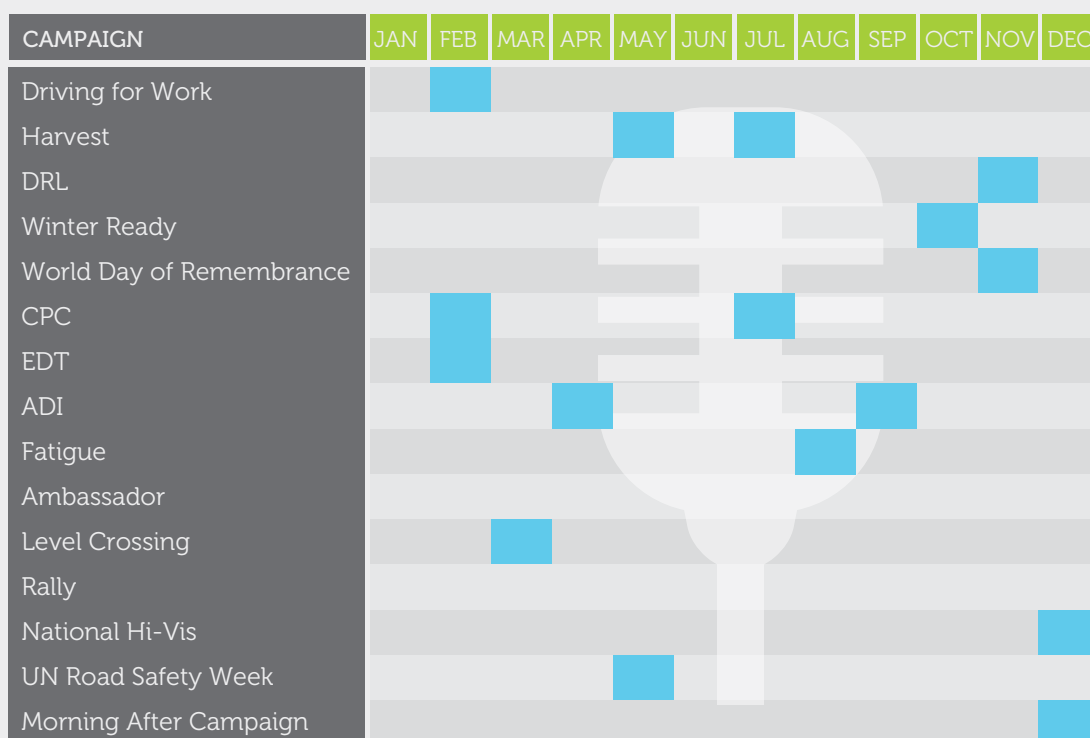
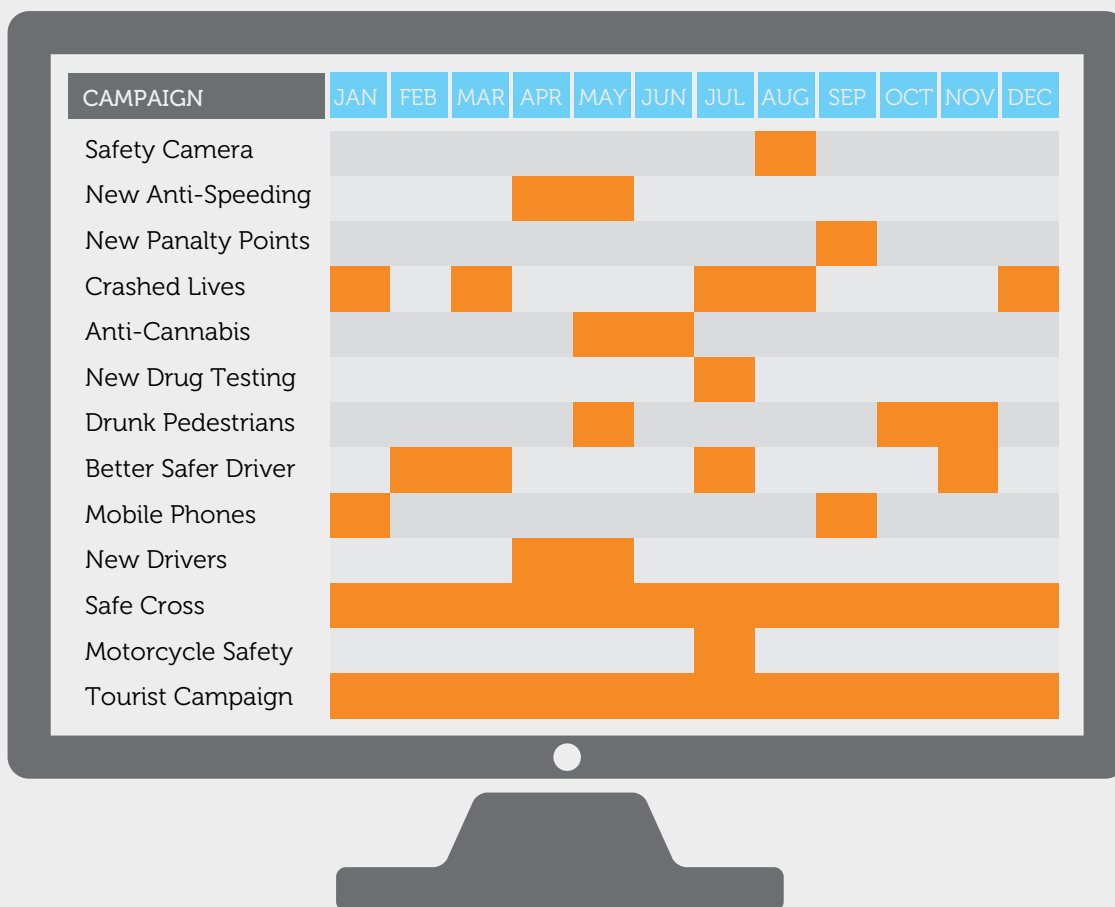


Road Safety – Key influential factors



VERY INFLUENTIAL FAIRLY INFLUENTIAL NOT AT ALL INFLUENTIAL

Media Activity – Advertising 2013



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 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 2013

ROAD COLLISION DATABASE

Collision data generated by members of An Garda Síochána is forwarded to the Research Department in the Road Safety Authority for analysis and publication. The collision data is mapped and analysed by the Department. The results of the analysis are published by the Road Safety Authority in its annual Road Collision Fact Book.

FREE SPEED SURVEY

The Annual Free Speed Survey was conducted by the Road Safety Authority in 2012 and published in 2013. A total of 12,557 cars, 1,284 articulated vehicles, 2,500 rigid vehicles and 576 single deck buses were observed.

SEATBELT WEARING SURVEY

In 2012, the RSA conducted a national seatbelt observational survey which was published in 2013.

20%

of car drivers **exceeding**
the speed limit on
rural roads.

29%

car drivers found breaking
the speed limit by
10km/h or more on
urban roads.

3/5

motorists exceeded the
posted speed limit in
urban areas.

93%

of drivers observed were
wearing a seatbelt, a decrease
of one percentage point on
2011 wearing rates.

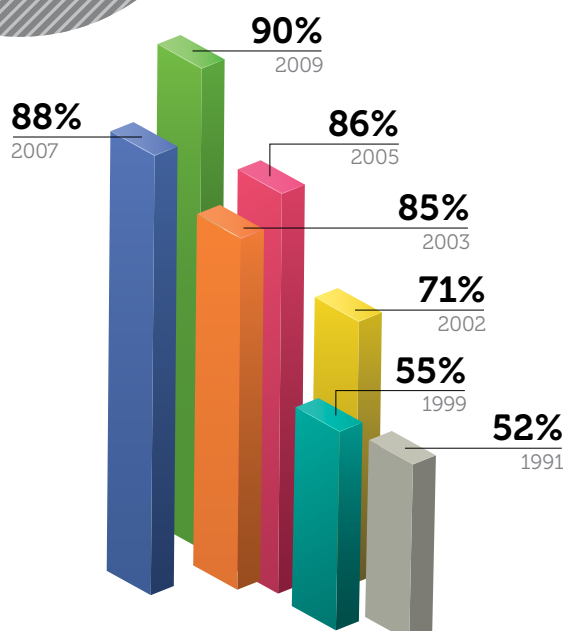
92%

of adults (drivers, front and
rear passengers) were
recorded wearing
a seatbelt

93%

rear seatbelt wearing rates
for secondary school pupils
remained at 2011
wearing rates.

Percentage of adults (drivers,
front and rear passengers
wearing seatbelts since 1991.



2012 SURVEY OF MOBILE PHONE USAGE WHEN DRIVING

In 2012, the RSA conducted a national observational survey on mobile usage.

The Survey Found:

1. 5% of drivers were observed using a hand held mobile phone while driving
2. 4% of female drivers were observed using a hand held mobile phone
3. 4% of male drivers were observed using a hand held mobile phone

5%

of drivers were observed
using a hand held **mobile**
phone while driving



2013 SURVEY OF DRIVER ATTITUDES AND BEHAVIOUR

A survey of Driver Attitudes and Behaviour was conducted by the RSA in 2013.

Summary of the findings are outlined below:

- There is a broad endorsement of the need for more safety cameras; however, there was a slight increase in the proportion of drivers admitting to speeding on certain road types since 2012
- The incidence of drinking and driving, whilst unacceptably high, is still trending downwards;

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

In particular:

- Over half the population admit to speeding at some stage;
- A significant proportion of drivers are not confident in their ability to judge whether or not they are safe to drive based on the amount of alcohol they have consumed the night before
- The incidence of using mobile phones is still an issue, with over half using them in some manner. A greater emphasis on the implementation of penalty points may yet produce more dividends in terms of changing this mindset.
- Fatigue, and falling asleep at the wheel in particular, is a risk factor for 1 in 10 drivers

2013 HIGH-VISIBILITY CLOTHING & HELMET WEARING OBSERVATION SURVEY (MOTORCYCLISTS AND CYCLISTS)

In 2013, The RSA conducted a national observational survey on wearing of high visibility clothing.

44%

of motorcyclists
wearing high
visibility clothing

98%

of motorcyclists
wearing helmet

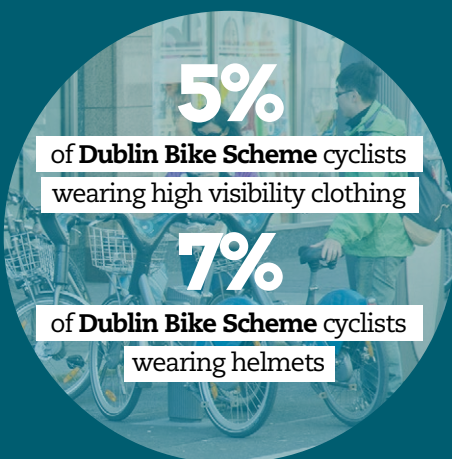


5%

of **Dublin Bike Scheme** cyclists
wearing high visibility clothing

7%

of **Dublin Bike Scheme** cyclists
wearing helmets



48%

of cyclists
wearing high
visibility clothing

percentage of
cyclists wearing
helmet

52%



Library

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

Bursaries

The Research Department on behalf of the Road Safety Authority is funding a total of eight PhD studies. Two were commissioned in 2011, four in 2010 and two in 2009.

	TOPIC	INSTITUTION	SUPERVISOR
Commenced in 2009	Learning about driving dangers: from detection to hazard handling	School of Applied Psychology, University College Cork	Professor John A. Gregor
	Evaluating road safety interventions: the role of proximal and distal factors in differential assimilation of safety oriented knowledge, skills and attitudes in adolescents	School of Psychology, Trinity College Dublin	Dr Michael Gormley and Dr Kevin Thomas
Commenced in 2010	Fitness to drive following neurological disorder: integration off-road, simulated and on road driver assessment	School of Applied Psychology, University College Cork	Prof. John A. Groeger
	Analysis and reconstruction of two-wheel vehicle collisions involving head injury	School of Electrical, Electronic and Mechanical Engineering College of Engineering, Mathematical and Physical Sciences, University College Dublin	Prof. Michael D. Gilchrist
	Determining the psychological profile of young male drivers resilient to road safety campaigns and identifying the types of messages that moderate intentions to take driving risks in this audience	School of Psychology, NUI, Galway	Dr Kiran Sarma
	Proposal for the development of a National Statistical Centre for Traumatic Brain and Spinal Cord Injury	National Rehabilitation Hospital	Dr Aine Carroll
Commenced in 2011	Using mobile phone apps as 'in-vehicle technology' to monitor driving behaviour RISK:MONITOR	School of Psychology, NUI, Galway	Dr Kiran Sarma
	Impulsivity and its contribution to aberrant driving	School of Psychology, Trinity College, Dublin	Dr Michael Gormley and Professor Hugh Gavan

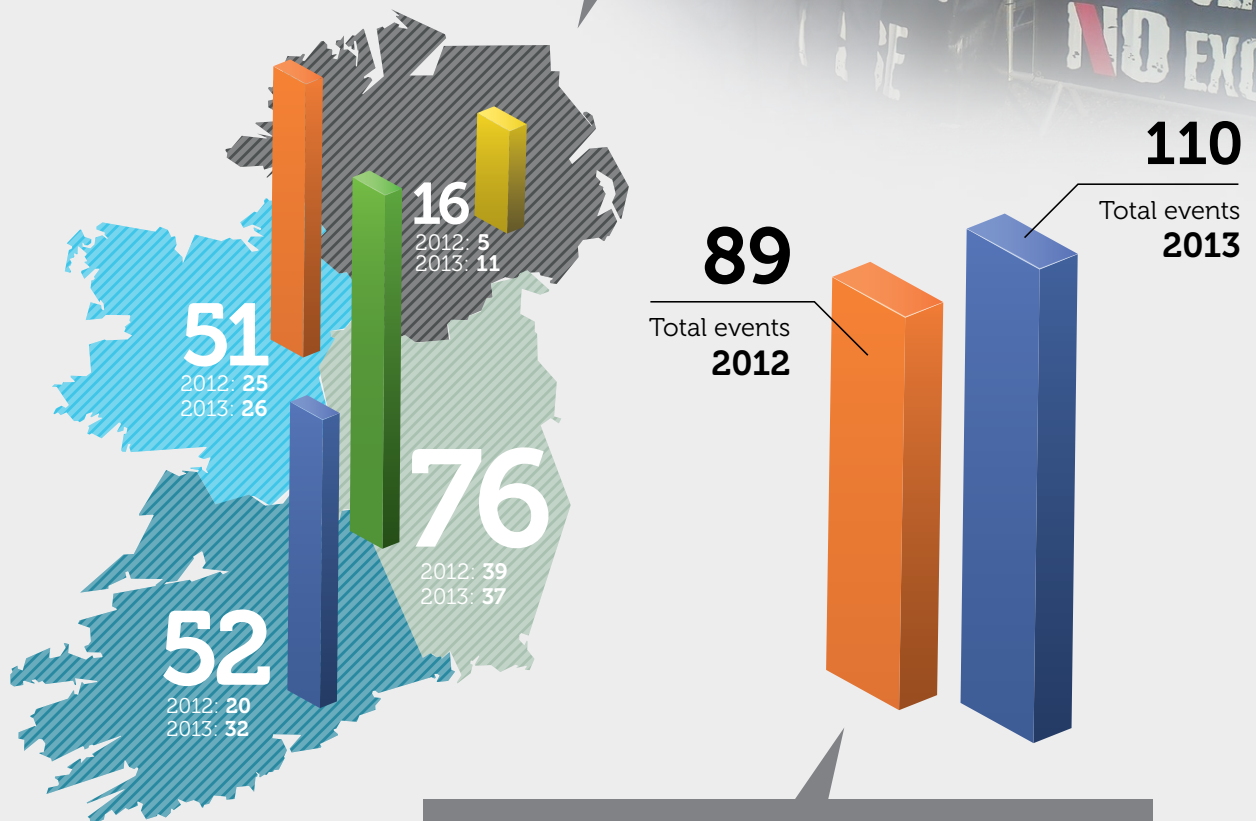
International Liaison

The RSA is committed to participation in European research and to develop within the Authority a road safety research capability that is of the highest standard. The Research Department represented the RSA at the annual meeting of the Board of Forum of European Road Safety Research Institutes (FERSI); the annual meeting of the OECD—International Transport Forum; International Road Traffic and Accident Database (IRTAD), the bi-annual conference of the International Conference on Alcohol and Drugs in Transport Safety (ICADTS) and the annual PIN meeting of the European Transport Safety Council (ETSC).

EDUCATION

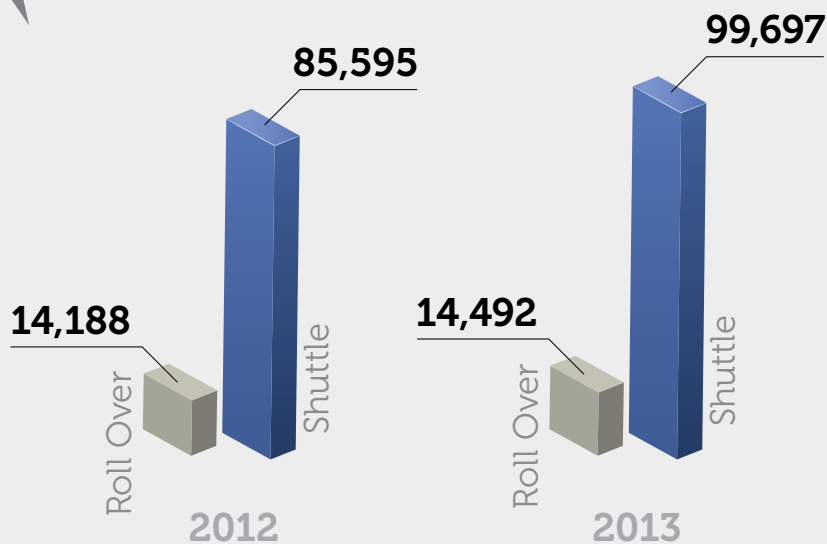
Shuttle and Rollover

The Number of events visited by the Road Safety Interactive Shuttle/Roll over in each province in 2012 and 2013.



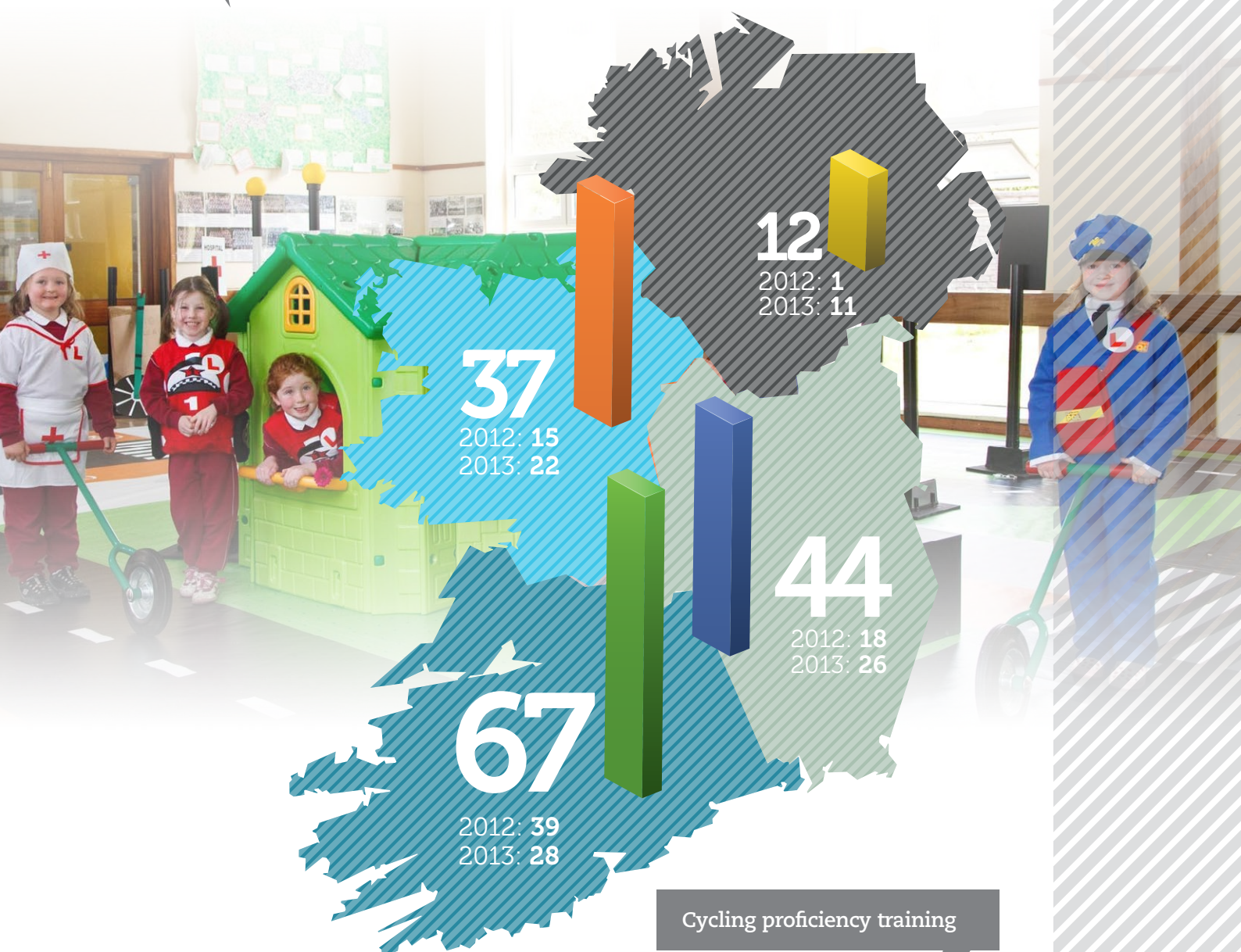
The number of events attended by the Road Safety Interactive Shuttle/Roll over over in 2012 and 2013.

The number of visitors to the Road Safety Interactive Shuttle and roll over in 2012 and 2013.



StreetSmart

Number of Schools (and preschools) in each province that have availed of StreetSmart to date in 2012 and 2013.



Cycling proficiency training

Training Programmes

- 11 Wrecked.ie train the trainer sessions took place in 2013 with 110 participants in total taking part.
- 12 Community Programme train the trainer sessions took place in 2013 with 111 participants taking part.



School Campaigns

In 2013, the RSA distributed 3,630 'Back to School Road Safety Packs' to primary schools and 100,000 of this high visibility vest were circulated to junior infants.

Seatbelt Sheriff/Hi Glo Silver – Pack Distribution

Seatbelt Sheriff and Hi Glo Silver packs were delivered to all primary schools in October. Seatbelt Sheriff is aimed at children in 1st class and the children become seatbelt sheriffs by taking a pledge to always wear their safety belt and to make sure that everyone else in the car does too. Hi Glo Silver promotes high visibility and this programme is for 2nd class. Approximately 160,000 children in total will receive these packs and learn about road safety. The packs will include badges, teacher's guides, and certificates for the children, posters and high visibility armbands.



160,000

will receive Seatbelt Sheriff/
Hi Glo Silver packs

ADI Academic Lecture

The Road Safety Authority hosted an Annual Road Safety Lecture specifically for Approved Driving Instructors (ADI's) on Monday 7th of October in the Royal College of Physicians of Ireland. The theme of the lecture was 'Supporting Learner Drivers' and was attended by over 150 ADI's.

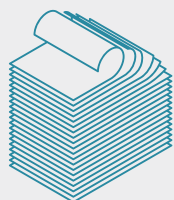


28,187

high vis vests were distributed
to pre-schools for Road
Safety Weeks.

Merchandising Project

RSA information leaflet display stands in **216** locations nationwide.



OVER

236,000

LEAFLETS HAVE BEEN
DISTRIBUTED

RSA
information
leaflet display
stands in

216

locations
nationwide

Check it Fits Roadshow

In 2013 **26** locations visited and **1,500** child car seats checked.



Promotions / Events

The RSA brought its Road Safety Interactive Shuttle to the 2013 Ploughing Championships which was attended by over **189,000** people.

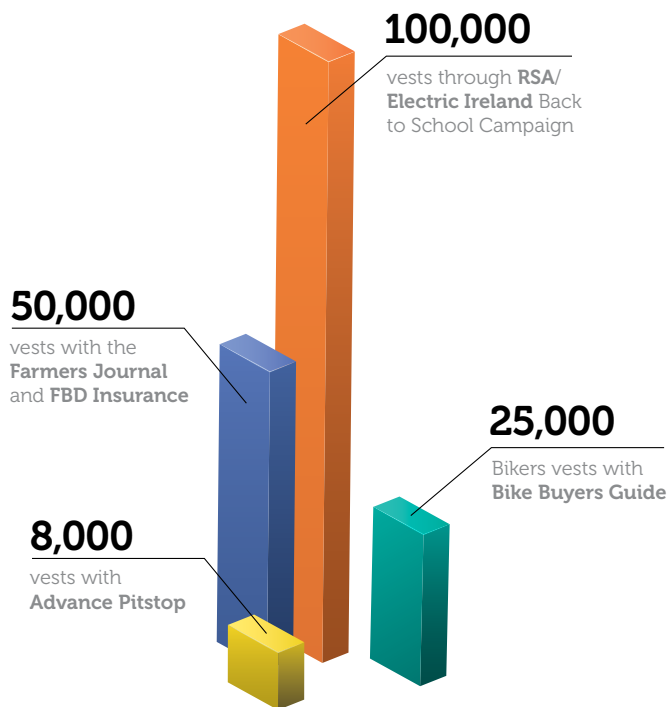
In 2013 26 locations
visited and

1,500

child car seats
checked.

High Visibility Giveaways

In 2013, the RSA teamed up with a number of organisations to distribute high visibility material free of charge.



Other initiatives



2,000 high visibility vests for Castlebar three day walk
60,000 armbands distributed as part of the Seatbelt Sheriff /Hi Glo Silver campaign

OVER 20,000

adult armbands were given to the public from our interactive shuttle at various events around the country and through An Garda Síochána

40,000

armbands through Flora Mini Marathon through Dublin Marathon

11,000

children's vests for Beep Beep Day

5,000

high visibility materials distributed through USI for third level students

3,000

Armbands through Limerick Women's Mini Marathon

2,000

to the Community of Oranmore for 'High 5 for Hi Vis Day'

3,000

high visibility running bibs through Achill Marathon

10,000

vests through RITH

2,000

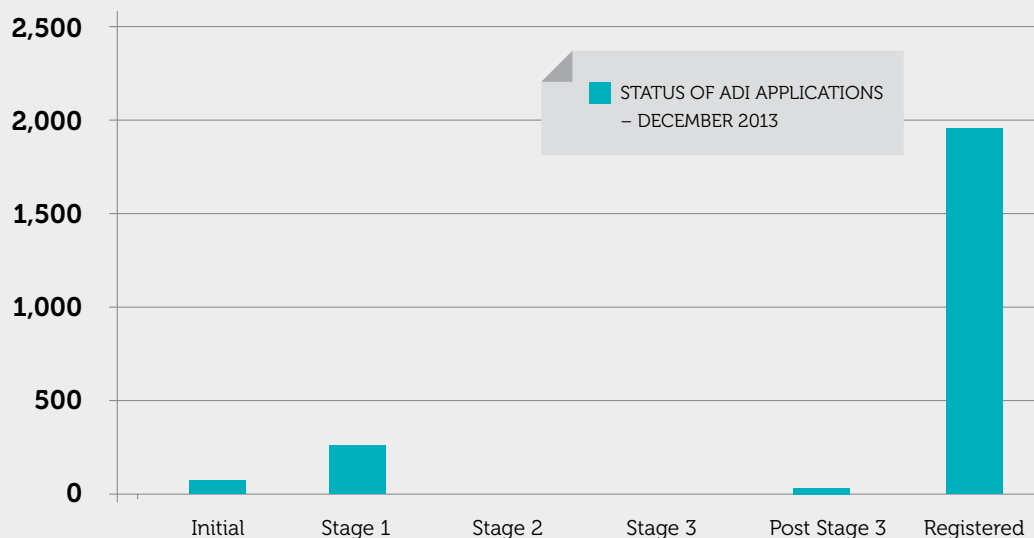
high visibility vests and strings bags at the Boyne Valley 10K

APPROVED DRIVING INSTRUCTION (ADI UNIT)

As of 31st December 2013, there were 1,956 Approved Driving Instructors (ADI's) working in the industry.



Approved Driving Instructor



INITIAL BASIC TRAINING (IBT) — MOTORCYCLES

Initial Basic Training (IBT) is the mandatory training course that teaches basic riding skills to learner motorcyclists. It is part of the RSA's Graduated Driver Licensing (GDL) scheme and is intended to improve road safety. Basic IBT is a 16 hour course broken into four separate modules to be completed in sequence.



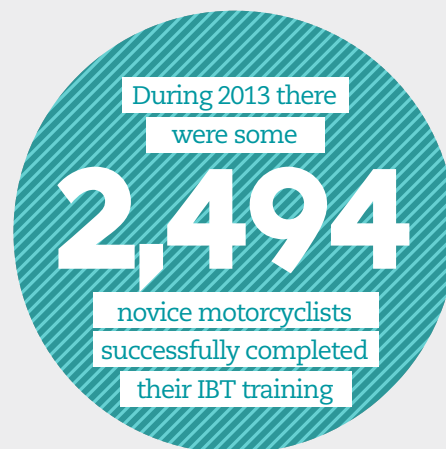
The number of approved IBT training centres has increased to

72

and the number of approved motorcycle instructors now stands at



134



ESSENTIAL DRIVER TRAINING (EDT)

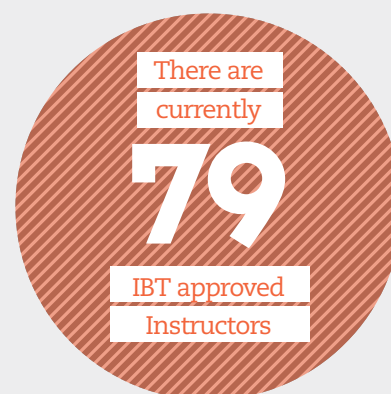
Since its introduction, there has been in excess of

750,000

EDT lessons provided to over **80,000** learner drivers.

Currently there is in excess of **1,856** ADI's providing EDT lessons to learners nationwide.

The number of EDT lessons completed during 2013 was **326,000**



Driver Certificate of Professional Competence (Driver CPC)

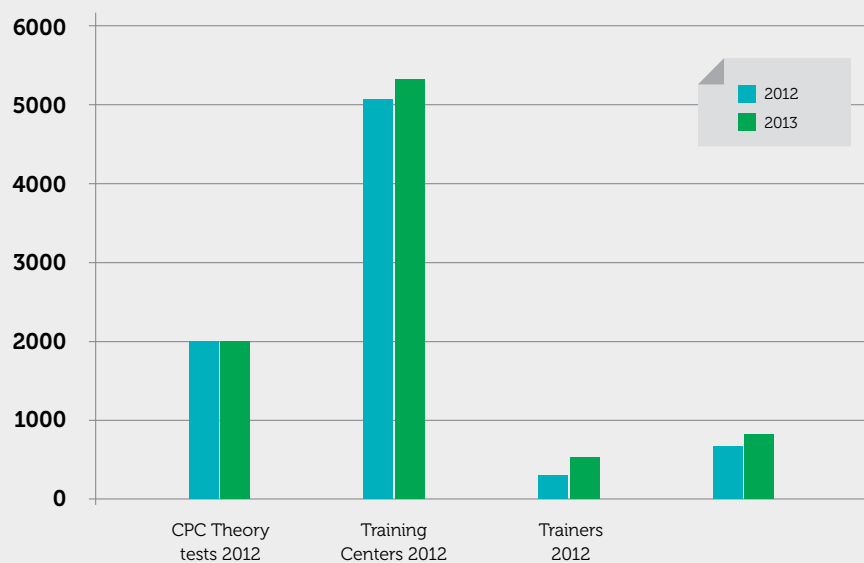
All professional bus and truck drivers (those who drive for a living) are obliged to maintain their Driver CPC qualification by completing one day of periodic training each year.



In excess of
300,000
training days (up to end December 2013)
have been completed since the introduction
of Driver CPC with approximately

89,000
training days
completed in 2013.





RULES OF THE ROAD

A significant review of the Rules of The Road led to Version 4 being released in June 2013. The publication has grown in size due to new legislation and information on various topics.





VEHICLE STANDARDS AND ENFORCEMENT

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

- Type approval and regulation of new or entry into service vehicles and the regulation of vehicles in use on our roads;
- Enforcing EU and national road transport legislation on tachographs, driver's rules, Working Time Directive and licensing of road haulage and passenger operations;
- Overseeing the Commercial Vehicle Roadworthiness scheme to ensure the quality and integrity of the system and assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles;
- Implementing a wide-ranging Commercial Vehicle Roadworthiness programme which will drive a 'step change' in the roadworthiness standards of commercial vehicles operating on Ireland's roads;
- Administering the National Car Testing Service and monitoring the performance of the contractor on behalf of the State;
- Administering the Digital Tachograph Card issuing scheme on behalf of the State
- Administering the ADR (carriage of dangerous goods) Vehicle testing service.

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



Highlights from 2013

1. During the Irish Presidency of the European Council in the first half of 2013, the RSA chaired the Council Working Group on the technical standards of motor vehicles to agree proposals to reduce vehicle noise
2. Representatives from the RSA chaired steering and plenary meetings of the Euro Contrôle Route (ECR), represented ECR at European Parliament meetings and organised a major international conference on 'Efficient and Effective Enforcement at a Time of Financial Crisis' on behalf of ECR in June 2013 at the Royal Hospital, Kilmainham.
3. RSA took over responsibility for commercial vehicle testing from the Local Authorities on 27th March 2013
4. RSA implemented a standardised approach to the oversight of the commercial vehicle testing system
5. New regulations concerning the maintenance and repair of commercial vehicles were adopted
6. RSA initiated inspections at the premises of operators relating to maintenance practices and systems
7. RSA and the Garda Síochána conducted a two fold increase in roadworthiness inspections of vehicles at the roadside.
8. RSA rolled out the central ICT system, the Commercial Vehicle Information System (CoVIS) which is the backbone of enabling several key reform changes

The RSA anticipates that there will be a positive impact on road safety both through the improved condition of Irish registered vehicles and also through increased focus on international vehicles in Ireland through enforcement activity. A higher quality commercial vehicle fleet should also help to 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.

Commercial Vehicle Testing 2013

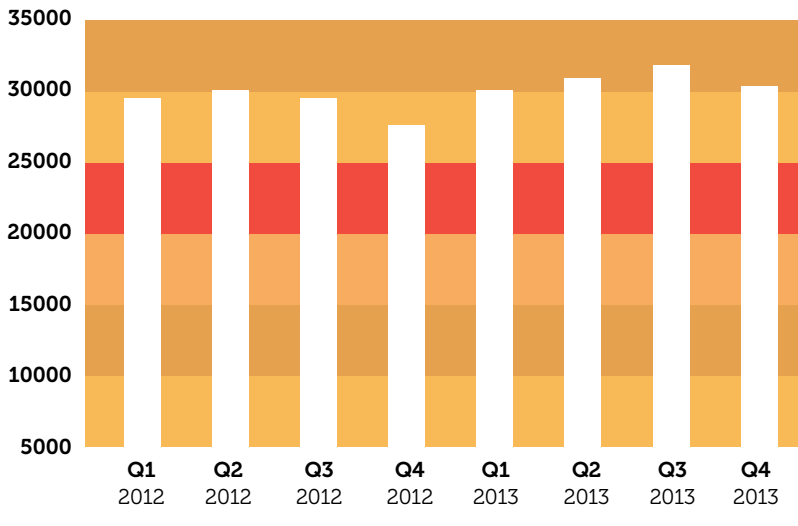


Tástáil Ródachmhaineachta um Fheithicilí Tráchtála
Commercial Vehicle Roadworthiness Testing

122,230 Heavy Commercial Vehicles (HCV) and 418,801 Light Commercial Vehicles (LCV) tests were undertaken in 2013.

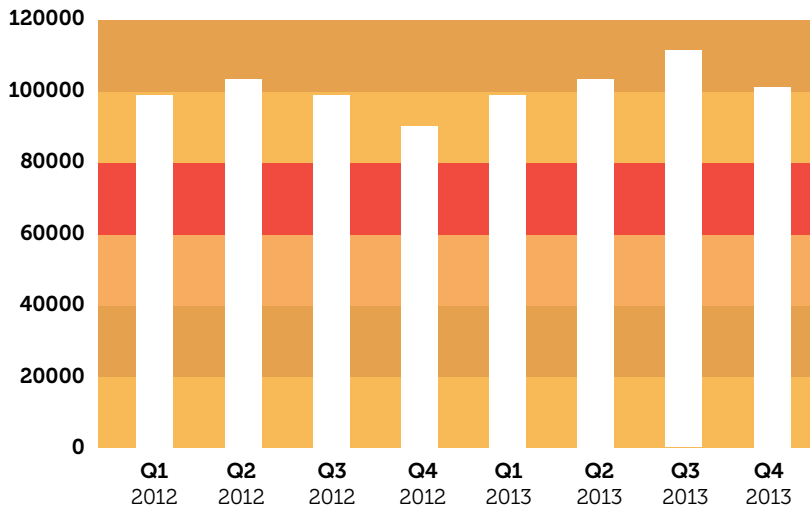
HCV - Test Volumes 2012-2013

Number of tests carried out.

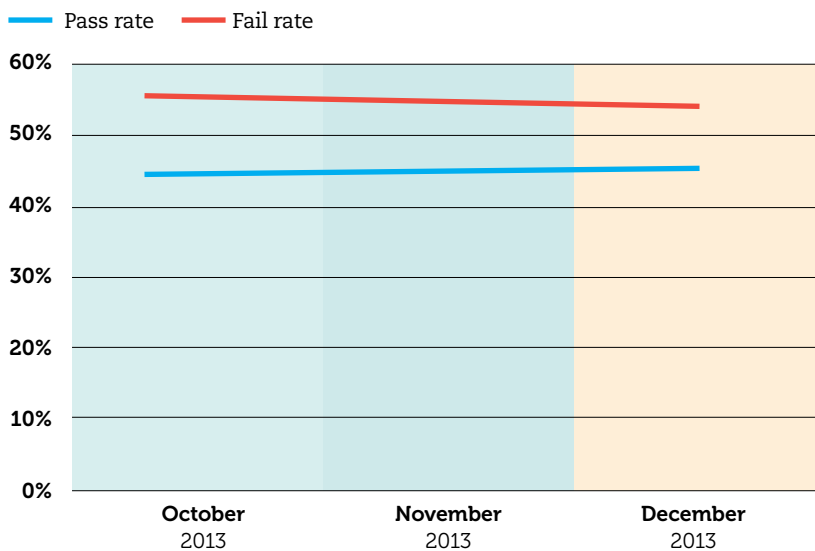


LCV - Test Volumes 2012-2013

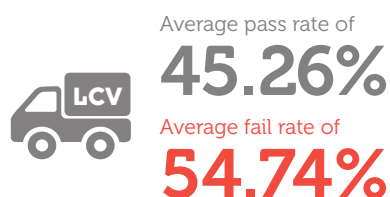
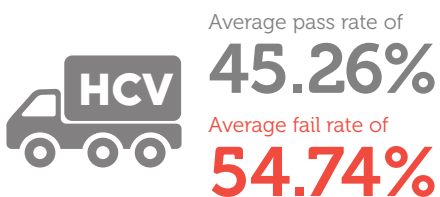
Number of tests carried out.



HCV - Full test - Pass / Fail rates - October/December 2013

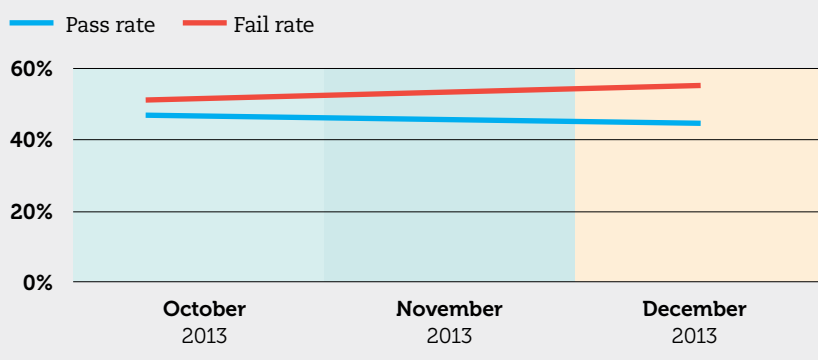


The pass and fail rates for commercial vehicles presenting for a full test (excluding outcomes of re tests) was detectable from October 2013 onwards following the introduction of the CoVIS System.



The data collected during the last three months of 2013.

LCV – Full test – Pass / Fail rates – October/December 2013



In 2013, RSA conducted 1,505 Commercial Vehicle Test centre inspections to review compliance with requirements relating to premises and equipment, commercial vehicle test centre standards and consistency of testing. 355 observed tests of testers and 182 independent tests to verify that testing was being conducted in accordance with procedures and requirements were conducted.

During 2013, RSA initiated disciplinary measures against testing centres where appropriate involving the issuing of direction notices and the suspension of a testing centre.

The RSA issued 48 direction notices to Commercial Vehicle Testing Centres who were found to be breaching specific requirements in relation to the premises and equipment used for testing.

ENFORCEMENT OF THE ROADWORTHINESS OF COMMERCIAL VEHICLES AT THE ROADSIDE AND AT OPERATOR PREMISES

Overview of Activity to support compliance of commercial vehicles and drivers in 2013

In 2013, the RSA and the Gardai agreed a joint roadside enforcement strategy until 2019 in line with the Government Road Safety Strategy. A detailed annual roadside operational plan was also agreed for the minimum number of vehicles to be inspected at the roadside checkpoints in each county. The Gardaí and the RSA also successfully piloted a centralised scheduling function for roadside checks with three of the Garda's six regions.

In 2013, RSA Vehicle Inspectors participated in

1,616 roadside checkpoints

with An Garda Síochána.

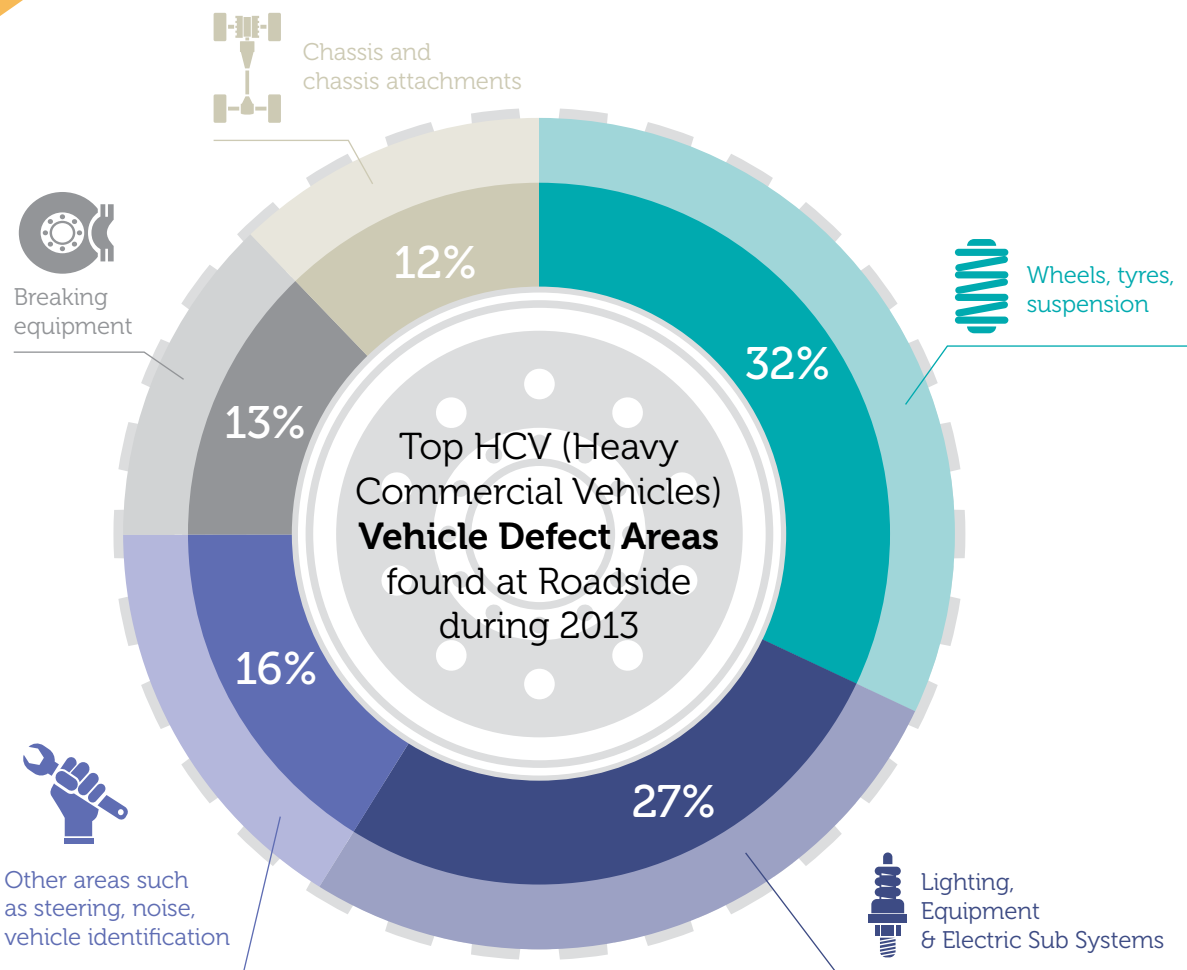
This represents an **increase of 54% over 2012.**

Roadworthiness checks almost doubled to 14,269

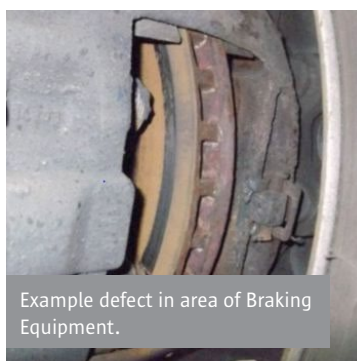
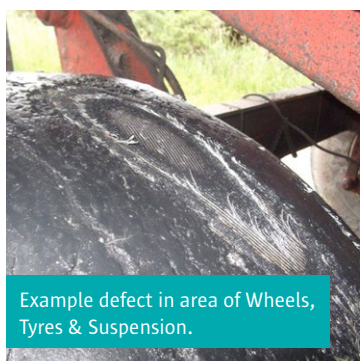
vehicles when compared to 2012 and these

checks revealed that **7,961 vehicles or 56.5% had**

defects. A total of **521 vehicles** were dangerously defective and warranted immediate action, such as impoundment, repair on site or a new test.



The pictures below are samples of some of the more serious and disturbing defects which were found by RSA Vehicle Inspectors at the roadside during the course of 2013.



The joint roadside enforcement strategy for 2013 placed emphasis on checking the roadworthiness of school buses.

31% of school buses defects were defined as major or dangerous.

In these cases, the bus involved required immediate attention and was prohibited from continuing its journey.

The roadworthiness condition of a total of **881 school buses** was inspected in 2013.

64% of these buses were found to have some form of a defect.

Operator Checks: New maintenance and repair obligations

In 2013 a new obligation was introduced on Heavy Commercial Vehicle operators and owners to have repair and maintenance systems in place. The RSA began premises inspections to review maintenance systems, records and procedures. Initial visits were advisory and educational in nature to support operators in knowing and complying with their obligations. A total of 689 premises inspections took place in 2013.

Enforcement of driver's hours and tachographs including operator licensing

RSA Transport Officers enforce European drivers hours; tachograph and operator licensing regulations both at the roadside and at operator premises. 9,876 breaches of the regulations were detected during inspections conducted in 2013.



Roadside Enforcement Activities

RSA Transport Officers participated in 813 roadside checks during 2013 and inspected driving time records for 4,048 drivers. This compares with 631 checks and 3,504 driver inspections in 2012.



Operator Premises Checks

There were 528 inspections at operator premises undertaken compared to 625 in 2012. During 2013 Transport Officers checked almost 4,000 drivers at these inspections with almost 280,000 records analysed. This compares with 4,617 driver and 482,618 records checked in 2012.



RSA Successes in Court 2013

120 cases were successfully prosecuted by the Road Safety Authority in the District Courts during 2013 (this compares with 221 in 2012). The majority of the cases prosecuted at Court related to breaches of driver's hours rules, tachographs and operator licensing. There was a 15% increase in the number of statements for prosecution submitted from both roadside and operator premises inspections in 2013 with 355 statements being submitted by Transport Officers compared to 309 in 2012.

The outcomes of RSA cases are published on the RSA website at www.rsa.ie/prosecutions

The level of penalties being imposed by the Courts for serious road safety offences regarding commercial vehicles remains a concern but it is recognised that this is a matter entirely for the Court. Low penalties imposed on offenders for flagrant disregard of the rules creates a disincentive for compliance and punishes those who have complied by placing them at a competitive disadvantage.



Knowing your obligations

The RSA has published a range of information and guidance material to assist operators to comply with the various legal obligations. The RSA ran a series of radio adverts on the CVR reforms, published advertisements in the national newspapers, developed a newsletter for the operators and developed educational videos which are available on the RSA Youtube Channel. All of the advisory and guidance material is available on www.CVRT.ie. Information is distributed at roadside checkpoints, Driver CPC courses, seminars and through other venues. The RSA also publishes articles in trade magazines such as Fleet Magazine. There is on-going and constant liaison between the RSA and the various representative associations concerning issues and information exchange. The RSA believes that these interactions are essential to improving understanding, addressing issues of concern and improving compliance.

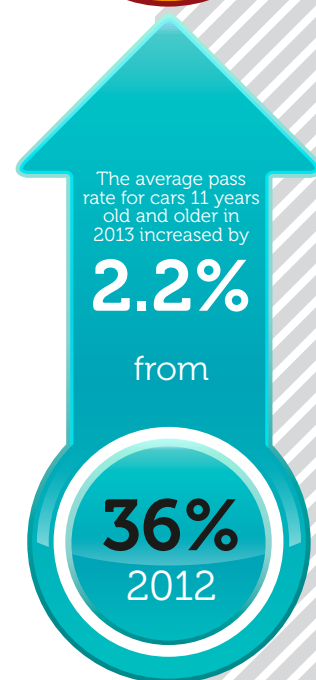
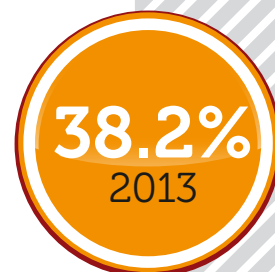
NCTS

Periodic roadworthiness testing of passenger cars is mandatory in all Member States of the European Community, in accordance with Directives 2009/40/EC and 2010/48/EU. The NCTS is provided at 47 test centres around the country and employs circa 650 staff.

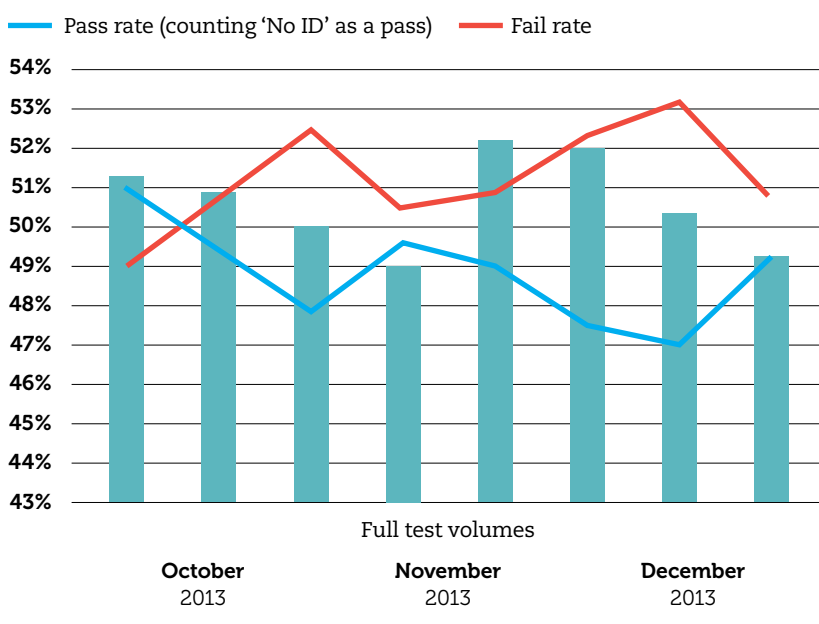
Roadworthiness testing is an important preventative road safety measure. It ensures that vehicles, particularly older vehicles, in use on our roads are in safe working order. The National Car Test (NCT) in Ireland has now been in place for 14 years and is compulsory for cars over four years old. It is aimed primarily at improving road safety and enhancing environmental protection by providing an independent assessment of the roadworthiness and emissions level of cars at regular intervals throughout their life. NCT is more important than ever as the average age of the car fleet has risen to 8.4 years.

The average pass rate for cars 11 years old and older in 2013 increased by 2.2% to a pass rate of 38.2%. This compares with a pass rate of 36% in 2012. Over 2012 and 2013 the pass rate for vehicles in this age group increased by 9.2%. This strongly suggests that, as these vehicles are presenting after only one year rather than after two years, the roadworthiness of these vehicles, as measured by pass rates, has improved on average since the implementation of annual testing in July 2011.

The pass rate for vehicles up to 10 years old has not changed significantly in 2013 compared with 2012. The pass rate for 2013 as a whole was 48.1%.



Pass and fail rates and test volumes 2012-2013



309,434



Number of full tests undertaken in 2000, the first year of NCT

1,170,889



The highest number of tests in the history of NCT, conducted in 2013

Full test vs Re-test Pass rates

	Full test pass rate	Re-test pass rate
2008	51.9%	86.8%
2009	51.5%	90.7%
2010	51.7%	90.6%
2011	50.5%	90.5%
2012	48.3%	90.5%
2013	46.6%	90.5%

Numbers of fails under each of the **top five fail items** are set out here.

Consistency Checks

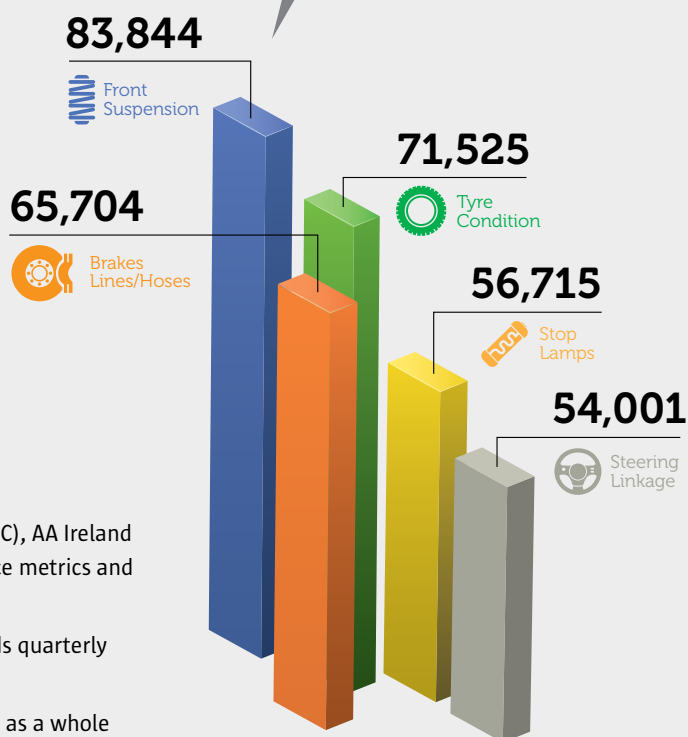
Consistency tests are undertaken four times per year and are conducted by testing a single vehicle on all 99 test lanes in the 47 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances so that the RSA and the public can have confidence that test equipment standards are the same in all centres. The TEC observes at least one set of consistency checks annually.

Monitoring of NCTS

The RSA, assisted by the Supervision Services Contractor (SSC), PricewaterhouseCoopers, and a Technical Elements Contractor (TEC), AA Ireland Ltd, monitors the NCTS' contractor's adherence to key performance metrics and service level agreements.

The NCTS contractor must meet several key performance standards quarterly including:

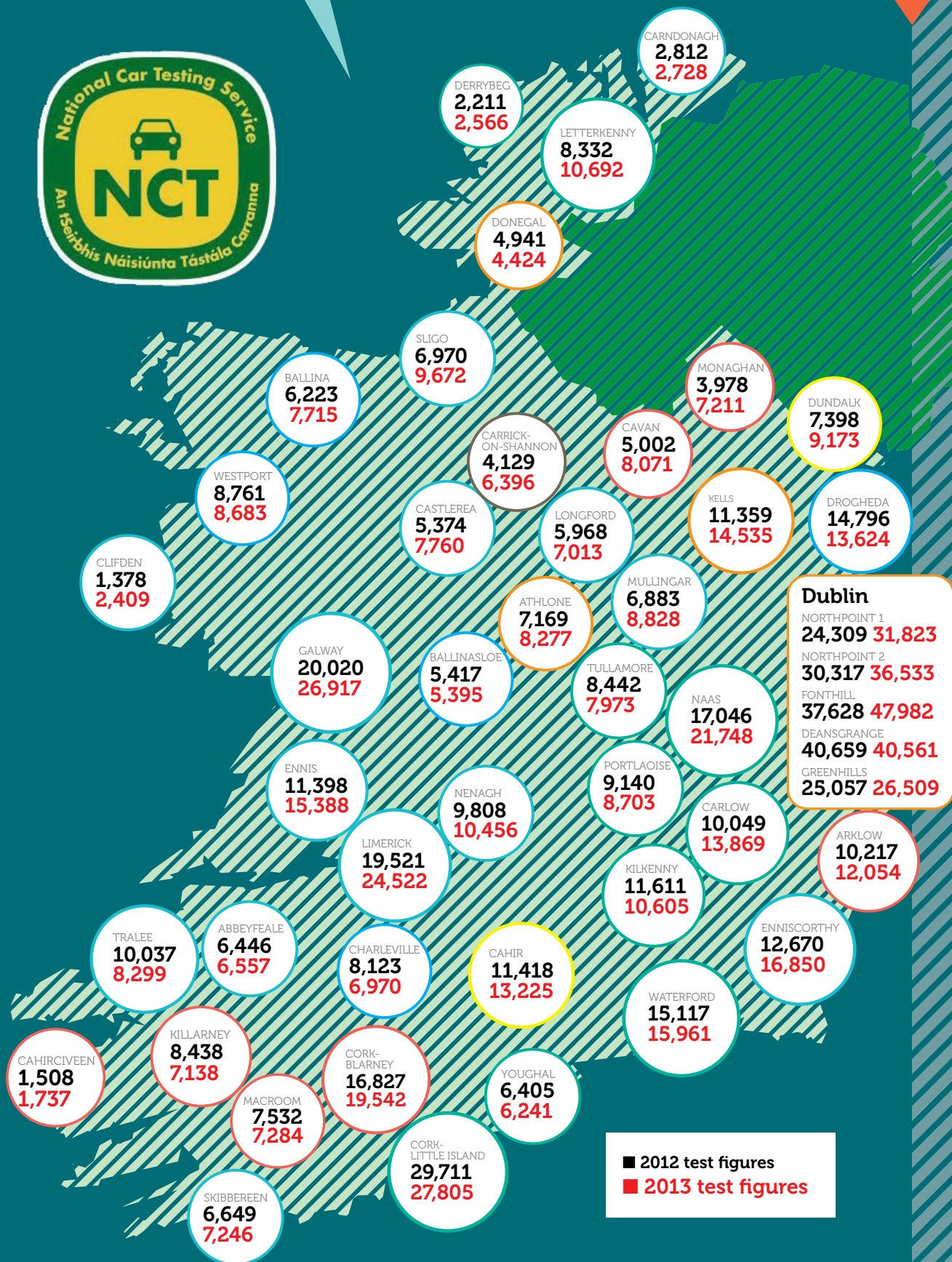
- The average waiting time for a test booking across the service as a whole must be less than 14 days and at individual test centres must be less than 21 days. Where a test appointment is not provided within 28 days, the test must be offered free of charge.
- 80% of owners must be notified to have their car tested 4-6 weeks prior to the test due date.
- 99% of test outcomes must be confirmed as accurate on check testing.
- The level of customer satisfaction with the National Car Testing Service as defined by the Composite Customer Performance Index must equal 80%.
- The average composite index of performance resulting from operational audits of the National Car Test Centres must equal 90 per cent. This includes audits of all aspects of the service such as premises, signage, facilities, procedures, customer service and check testing.



Satisfaction with the overall service received from the NCTS in 2013 stood at

83.5%

Number of tests per
centre in 2012 and 2013



■ 2012 test figures
■ 2013 test figures

Digital Tachograph Scheme

Responsibility for the administration and issuance of digital tachograph cards is also vested in the Road Safety Authority. There were 17,693 applications for digital tachograph received and processed during 2013 compared with 15,900 applications in 2012.

VEHICLE STANDARDS

The standard of vehicles is continuously changing and improving with safety, environmental and technological developments. There is also a robust legal obligation to regulate vehicle standards resulting from Ireland's Road Traffic and EC Regulatory Acts. The RSA represents Ireland at EC and International forums and is responsible for contributing to and implementing EC policy relating to the type approval and entry into service of new vehicles.

The RSA is also responsible for proposing new road traffic legislation for vehicles in use on our roads.

The following projects were completed or commenced in 2013.

European Communities Whole Vehicle Type Approval (ECWVTA) – Key dates

European Communities Whole Vehicle Type Approval (ECWVTA) and its related national schemes have been in place since April 2009. Initially ECWVTA applied only to cars however in recent years through a phased implementation, it has been extended to include other vehicles such as buses, trucks and trailers.

- Since 29th of April 2013, type approval has applied to new light commercial vehicles (EC category N1) manufactured in multiple stages.
- Since 29th of October 2013, 'completed' light trailers must have type approval before they can be placed on sale.
- Heavy trailers are also required to have type approval since October 29th 2013.

Euro IV, Euro V and VI Emissions Regulations for Heavy Duty Vehicles

As a member of the European Union, Ireland is obliged to give effect to Euro Emissions Regulations in Directive 2005/55/EC (and its amendments¹) and EC Regulation 595/2009. These regulations lay down limit values for emissions of gaseous and particulate pollutants and for the opacity of exhaust fumes from diesel, natural gas and liquefied petroleum gas (LPG) engines.

Since 31st December 2013, all new vehicles with a reference mass in excess of 2,610kg are required to have Euro VI certification in order to be registered.

Mutual Recognition of Vehicle Type Approval Schemes

Following the pursuit of mutual recognition of national type approval schemes with the UK, a Memorandum of Understanding (MOU), came into effect in March 2013. This mutual recognition scheme reduces the administrative burden and time taken to have Irish approved vehicles accepted in the UK and vice versa.

Public Consultations Programmes were conducted in 2013 for the following projects

1. Post Registration Vehicle Modifications
2. Part-Worn Tyres
3. Special Permits for certain vehicles
4. New Regulations on Vehicle Weight Limits
5. ADR Licensing



CORPORATE SERVICES

The RSA is committed to maintaining the highest standards of corporate governance in compliance with the Code of Practice for the Governance of State Bodies. In 2013, the Board of the RSA held eleven meetings and the Internal Audit Committee held three meetings. The Internal Audit Plan, covering the period 2013, was agreed by the Internal Audit Committee and the RSA Board. The plan was implemented and reported on by the RSA's Internal Auditors (Mazars).

Information Communications Technology (ICT)

Projects delivered in 2013

1. Electronic Data capture

All driver testing is now completed on a Tablet with the results and schedules now being transmitted electronically.

2. IBT/EDT integration and ADI system update

3. NDLS

4. Garda Pulse Integration

5. New Road Safety Web site

6. Mobile application For Road side Inspections

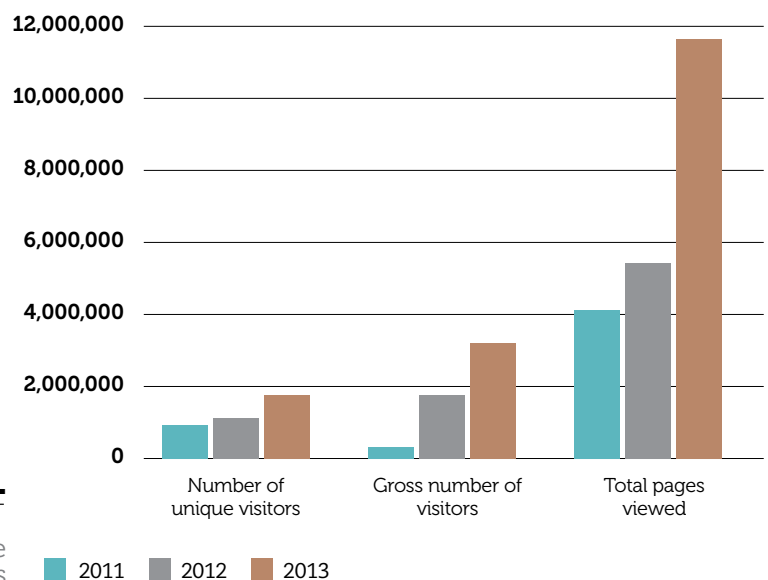
Improved customer service

1. External customer

Improvements to the customer service delivered by the RSA. This has been achieved by:

- 1) New and improved website/micro site (NDLS, Road Safety Strategy)
- 2) We have also expanded the communications management System to allow for timely response to our customers queries.

Annual activity on www.rsa.ie



Health and Safety

38

Accidents on test

11

General workplace accidents

2

HSA reportable general accidents

11

HSA reportable accidents on test

APPENDIX A

EXTRACT OF RSA FINANCIAL STATEMENTS

FOR THE YEAR ENDED
31ST DECEMBER 2013

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ROAD SAFETY AUTHORITY

GENERAL INFORMATION

Authority Address

Moy Valley Business Park
Primrose Hill
Dublin Road
Ballina
Co. Mayo

Senior Executive

Ms Moyagh Murdock – Chief Executive
Mr Simon Buckley – Director Corporate Services
Ms Denise Barry – Director Enforcement
Mr Declan Naughton – Director Driver Testing
Mr Michael Rowland – Director Road Safety

Members of the Board

Mr Gay Byrne – Chairperson
Ms Aine Cornally
Ms Myra Garrett
Mr Aaron MacHale
Mr Eddie Rock
Mr Ronan Melvin
Ms Aine Carroll
Mr Sean Finan
Ms Aideen Carberry (Date of Appointment 09/09/2013)
Mr John Mulvihill (Date of Appointment 09/10/2013)

Bankers

Bank of Ireland
Pearse Street
Ballina
Co. Mayo

Auditors

The Office of 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 Officer to prepare accounts and following approval by the Board submit these to the Comptroller and Auditor General for audit.

In preparing those accounts, the Authority is required to:

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

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

ROAD SAFETY AUTHORITY

STATEMENT ON INTERNAL FINANCIAL CONTROL

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

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

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

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

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

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

In respect of 2013 and the Exchequer income recognised, the Authority and the Department of Transport Tourism and Sport agreed a Service Level Agreement with regard to the provision of services by the Authority. The Service Level Agreement also governed the drawdown of Exchequer income to ensure it was drawn down on a needs only basis.

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

In 2013, the following Internal Audits took place and were reported to the Internal Audit Committee of the Authority;

- An Audit on Data Protection of the Digital Tachograph process in the Authority
- An Audit of the Driver Testing Scheduling and Cancellation process in the Authority
- An Audit of the System of Internal Financial Controls was performed in November 2013

The Authority has satisfactory systems and procedures in place in respect of procurement and is generally complying with these procedures. During 2013, the external auditors examined a sample of payments and 7% of the value of the sample examined did not comply with national and EU procurement guidelines. The amount involved was €1.2m. The Authority is reviewing its procurement procedures to ensure compliance in the future.

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2013.

STATEMENT OF ACCOUNTING POLICIES

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

Basis of Accounting

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

State Grant

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

Other Income

Other income represents income generated by the Authority. Income from fees for Digital Tacho-Graph cards and Approved Driving Instructor registrations and testing are recognised on a cash receipts basis. All other income including fees for drivers' licences, driving tests, national car test levy and the commercial vehicle test levy are recognised under the accrual method of accounting.

Tangible Assets

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

Leasehold Improvements	20 years
Fixtures & Fittings	5 years
Motor Vehicles	5 years
Specialist & Telecom Equipment	3 years
Hardware	3 years
Application Software	3 years

ROAD SAFETY AUTHORITY

STATEMENT OF ACCOUNTING POLICIES

Capital Account

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

Foreign Currencies

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

Staff Pensions

There are 155 staff of the Authority who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the Authority's financial statements. Staff pension contributions in respect of these 155 staff are remitted by the Authority to the Department of Transport Tourism and Sport and the Authority has no further obligations for those who are members of this scheme.

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the Road Safety Authority Staff Superannuation Scheme 'the Scheme' by the Authority. In July 2013, the Scheme was approved by the Minister of Transport Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme is open to staff who joined through external competition and by other means since September 2006. As at 31 December 2013 there were 171 staff of the Authority who are members of the Scheme. The Scheme operates on the basis that the Authority deducts staff pension contributions from payroll and remits these contributions to the Department of Transport Tourism and Sport. The Department of Transport, Tourism and Sport has confirmed following discussions with the Department of Public Expenditure and Reform, that the Road Safety Authority Staff Superannuation Scheme liabilities will continue to be met by the Exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current Exchequer revenue at the time they fall due.

Pension Accounting for the Road Safety Authority Staff Superannuation Scheme

Pursuant to the above payment arrangements and in accordance with government accounting practice and accounting standards, the Scheme has been recognised in the financial statements of the Authority. The Scheme liabilities as at 31 December 2013 have been valued by an independent actuary 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 remitted to the Department of Transport Tourism and Sport. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable from the Exchequer and offset by the amounts required to discharge pension payments.

Actuarial gains or losses arising on this Scheme's liabilities are reflected in the Statement of Total Recognised Gains and Losses and a corresponding adjustment is recognised in the amount recoverable from the Exchequer.

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

ROAD SAFETY AUTHORITY

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2013

	2013	2012
	€	€
State Grant	6,223,000	13,662,000
Transfer to Capital Account	(2,165,903)	(2,019,463)
Net Deferred Funding for Pensions	2,779,000	1,867,000
Other Income	49,551,642	29,791,229
	56,387,739	43,300,766
Staff Costs	(18,424,380)	(17,511,328)
Technical Advice	(365,730)	(414,663)
Administration Costs	(4,370,488)	(3,999,852)
Programme Costs	(27,413,905)	(16,120,422)
Pension Costs	(2,728,000)	(1,948,000)
Depreciation	(2,101,062)	(1,188,993)
	(55,403,565)	(41,183,258)
Surplus for the year	984,174	2,117,508
Balance at 1st January	18,531,393	16,413,885
Balance at 31st December	19,515,567	18,531,393

ROAD SAFETY AUTHORITY

BALANCE SHEET AS AT 31 DECEMBER 2013

	2013	2012
	€	€
Fixed Assets		
Tangible Assets	6,549,843	4,383,940
Current Assets		
Cash at bank and in hand	31,598,336	25,569,081
Debtors and Accrued Income	1,251,426	334,057
Prepayments	260,824	203,495
	<u>33,110,586</u>	<u>26,106,633</u>
Creditors (Amounts falling due within one year)		
Creditors and Accruals	(13,595,019)	(7,575,240)
Net Current Assets/(Liabilities)	<u>19,515,567</u>	<u>18,531,393</u>
Total Assets before Pensions	<u>26,065,410</u>	<u>22,915,333</u>
Deferred Pension Funding	36,457,000	30,496,000
Pension Liabilities	(36,457,000)	(30,496,000)
Total Net Assets	<u>26,065,410</u>	<u>22,915,333</u>
Represented By		
Capital Account	6,549,843	4,383,940
Income & Expenditure Reserves	19,515,567	18,531,393
	<u>26,065,410</u>	<u>22,915,333</u>

ROAD SAFETY AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2013

1. CHIEF EXECUTIVE OFFICER'S REMUNERATION

	2013	2012
	€	€
Salary	136,596	153,885
Superannuation	11,725	15,907
Employers PRSI	13,478	14,399
Total	161,799	184,191

The Chief Executive Officer's pension entitlements do not extend beyond the standard entitlements in the model public sector defined benefit superannuation scheme.

The Chief Executive Officer is engaged under a secondment arrangement from the Health Service Executive (HSE) which pays his salary. The amounts disclosed above were paid to the HSE as reimbursement of salary and as a contribution to superannuation costs. The Chief Executive Officer did not receive Performance Related Pay in 2012 or 2013. The Chief Executive Officer resigned his post on the 4th October 2013.

2. INTERIM CHIEF EXECUTIVE OFFICER'S REMUNERATION

	2013	2012
	€	€
Interim Chief Executive Officer		
Contract Fees	40,379	-
Total	40,379	-

Following the resignation of the Chief Executive Officer on the 4th October 2013, the Authority received sanction from the Department of Public Expenditure and Reform to appoint an interim Chief Executive Officer for an interim period until the post of Chief Executive Officer was filled. Following a selection process managed by the Public Appointments Service, an external contractor was appointed to the post and held that post until the 3rd January 2014. The current Chief Executive Officer was appointed with effect from the 17th February 2014.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2013

3. DIRECTOR'S EMOLUMENTS

	2013	2012
	€	€
Chairperson		
Mr Gay Byrne	12,600	12,600
Board Members		
Ms Aine Cornally	8,100	8,100
Ms Myra Garrett	8,100	8,100
Mr Eddie Rock	8,100	8,100
Mr Ronan Melvin	8,100	8,100
Mr Aaron McHale	8,100	8,100
Mr Sean Finan	8,100	8,100
Ms Aine Carroll	–	–
Ms Aideen Carberry*	2,509	–
Mr John Mulvihill*	1,739	–
Total	65,448	61,200

Those Board Members' names denoted with an asterisk were appointed new members to the Board in 2013. Ms Aideen Carberry joined the Board on the 9th September 2013 and Mr John Mulvihill joined the Board on the 14th October 2013.

In December 2013, the executive was informed that due to an administrative oversight, the Department of Transport Tourism and Sport had not informed the Authority of the following reductions with effect from the 1st January 2010 in Board Members fees under the Financial Emergency Measures in the Public Interest Act of 2009;

- Chairperson – Reduced from €12,600 to €11,970 per annum
- Board Member – Reduced from €8,100 to €7,695 per annum for a Category 3 state agency

Board Members were informed in writing of this oversight and the members agreed at the January 2014 Board meeting to repay the overpayment by way of deduction from the members' Quarter I and Quarter II, 2014 fees. Members of the previous Board of the Authority were also informed in writing of this oversight.

ROAD SAFETY AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2013

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

4. DIRECTOR'S EXPENSES

	2013	2012
	€	€
Travel	1,557	-
Subsistence	333	57
Total	1,890	57

5. DIRECTORS' ATTENDANCE RECORD

In 2013, there were eleven (11) Board meetings held (2012, 11 Board meetings). In accordance with Section 3.8 of the Code of Practice for the Governance of State Bodies 2009 the following table outlines each Board Member's attendance in 2013.

Directors' Attendance Record

	2013	2012
Chairperson		
Mr Gay Byrne	11	11
Board Members		
Ms Aine Cornally	10	10
Ms Myra Garrett	9	11
Mr Aaron McHale	11	9
Mr Eddie Rock	11	10
Mr Ronan Melvin	11	11
Mr Sean Finan	11	11
Ms Aine Carroll	8	8
Ms Aileen Carberry*	2	-
Mr John Mulvihill*	2	-

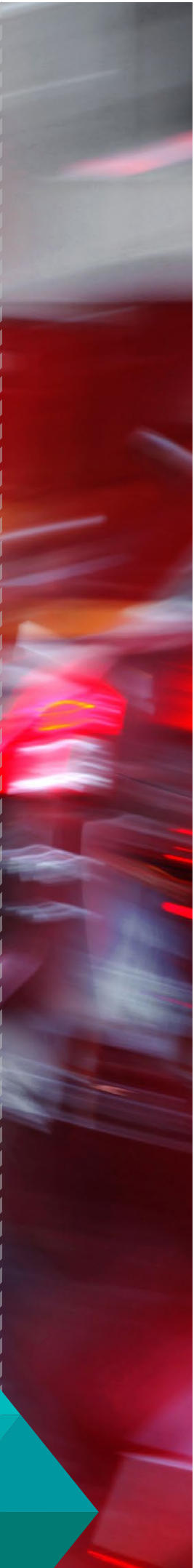
Those Board Members' names denoted with an asterisk were appointed new members to the Board in 2013. Ms Aileen Carberry joined the Board on the 9th September 2013 (Potential meetings to year end - 3) and Mr John Mulvihill joined the Board on the 9th October 2013 (Potential meetings to year end - 2).

ROAD SAFETY AUTHORITY WORKING TO SAVE LIVES

The RSA would like to thank the following organisations for their support in 2013:

A-CEART	iRadio
Advance Pitstop	Local Authorities
An Garda Síochána	Local Government Computer Science Board
Approved Driving Instructors (ADIs)	MEAS
Automobile Association	Medical Bureau of Road Safety (MBRS)
BRÍ	Met É ireann
Bus Éireann	Mid West Radio
Coach Tourism and Transport Council	Muintir na Tire
National Transport Authority	National Community Fora
Cork University Hospital	National Rehabilitation Hospital, Dun Laoghaire
County Childcare Committees	National Roads Authority
Cycling Ireland	National Standards Authority of Ireland (NSAI)
Cycling.ie	No Names Club
Department of Education and Skills (TY Programme)	O'Brien Press
Department of the Environment, Community and Local Government	Ordnance Survey Ireland
Department of the Environment (NI)	PARC
Department of Foreign Affairs and Trade	Responsible Young Drivers (YTD)
Department of Transport, Tourism and Sport	Reynolds Logistics Ltd
DIAI	Road Safety Officers and Local Authorities
Dublin Bus	Road Safety Together
Dublin City Council	Roscommon Herald
Dublin Castle	Rose of Tralee Festival
ESB	Setanta Insurance
European Transport Safety Council (ETSC)	Smarter Travel
Fleet Magazine	Society for the Irish Motor Industry (SIMI)
Football Association of Ireland (FAI)	Third Level Colleges
Green Schools	Tony Kealy's Baby Store
Health and Safety Authority	Topaz
Health Service Executive	Trinity College, Dublin
IDAI	Union of Students Ireland
Irish Farmers Association (IFA)	University College Cork (UCC)
Irish Farmers Journal (IFJ)	Volvo
Irish Road Haulage Association (IRHA)	Mercedes
Irish Rugby Football Union (IRFU)	Working Groups

NOTES



Working to Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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

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