



Department of Transport
An Roinn Iompair



2006 Annual Report





Department of Transport
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Annual Report 2006

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Department of Transport

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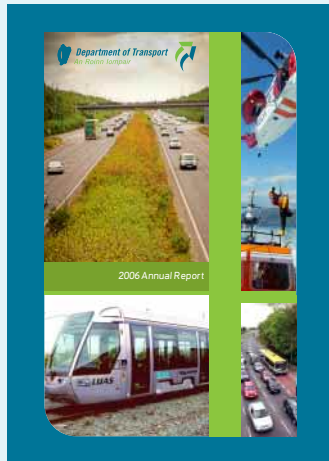
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STATEMENT

BY THE MINISTER



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My Department's Annual Report for 2006 records the progress made in the fourth year since the Agreed Programme for Government of 2002 set out an ambitious agenda of development and change for the transport sector.

Progress since 2002 has been dramatic. The transport landscape of Ireland has changed beyond all recognition in that time. Not only has change been delivered in terms of new motorway sections, new bypasses, enhanced rail services and additional priority bus corridors, but the manner in which those projects have been managed has also changed significantly, and for the better. Today, multimillion Euro transport projects are routinely brought to completion on time or ahead of time, and on budget.

I recognise the importance of delivering new transport infrastructure and services efficiently so that the taxpayer receives value-for-money. 2006 saw the commencement of projects funded by the Government under *Transport21*, a ten year, €34 billion envelope of expenditure for new transport infrastructure. Under *Transport21*, I have put particular emphasis on effective project management and monitoring. The Government is determined that major capital projects will deliver value for money and I am convinced that the monitoring systems put in place in my Department and in its agencies will support that aim.

I am particularly grateful that 2006 saw a reduction in road traffic fatalities compared with the previous two year's figures. I hope that this marks the start of the sustained reduction

in road deaths that my Department's Road Safety Strategy is designed to achieve. I welcome the co-operation I have received from other Ministers and agencies, in particular an Garda Síochána, in implementing the Strategy during the year. Inter-agency and inter-departmental co-operation is an essential ingredient in achieving a sustained and substantial reduction in these appalling statistics.

A steady growth in demand for aviation and maritime services is being catered for by the ports and State airports under the aegis of my Department. I put substantial financial support in place to ensure that the regional airports and the services to those airports keep pace with regional development demands. During 2006 the way was cleared for Aer Lingus to raise equity on the open market to allow it develop and take advantage of emerging aviation market opportunities.

Finally, I would like, on behalf of my colleague, Minister for State Pat the Cope Gallagher T.D. and myself, to express our appreciation and thanks to both the management and staff of the Department for the continuing efforts they make towards the achievement of the Department's objectives.

A handwritten signature in black ink, appearing to read 'Martin Cullen'. The signature is fluid and cursive.

Martin Cullen, T.D.
Minister for Transport



FOREWORD

BY THE SECRETARY GENERAL



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This Annual Report follows the format of the Department's 2005-2007 Statement of Strategy which, in turn, derives its mandate from the Agreed Programme for Government.

It reports on delivery against each of the Department's key strategic targets and gives a clear view of the progress made by the Department over the past year. The appendices to the report include supporting data on expenditure broken down by strategic high level goal, transport statistics and trends, legislation passed during the year and a list of the bodies under the aegis of the Department and of their responsibilities.

2006 saw considerable organisational change in the Department aimed at improving and integrating the delivery of transport policy. At the beginning of the year the Department took over responsibility for maritime transport functions, including maritime safety, from the Department of Communications, Marine and Natural Resources. The Decentralisation Programme has also led to considerable movement of staff into and out of the Department and substantial progress was made towards moving the Departments' road transport operator licensing operations to Loughrea, Co. Galway.

The establishment of the Road Safety Authority, headquartered in Ballina, Co. Mayo, brought together a range of road safety related functions and will result in the delivery of a comprehensive and integrated package of measures, each with a specific contribution to make towards improving road safety.

Along with infrastructural and organisational change, we also saw important indications of significant behavioural change by the Nation's road users. The introduction of Mandatory Alcohol Testing as provided for in the Road Safety Act 2006 was the key driver in that change. Mandatory testing has the potential to make a lasting contribution to reducing deaths on our roads. We have already seen evidence of a downturn in the level of fatalities in the last quarter of the year.

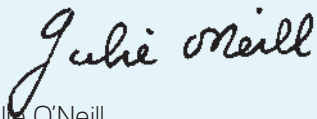
During the year there was further tangible evidence of real progress in delivering new transport infrastructure across the country under the framework of *Transport21*. The challenge for the Department of Transport for the future is to continue that progress and to continue the transformation of Ireland's transport infrastructure and services to meet the ever growing economic and social needs of a changing Ireland.

Other highlights of the year included the successful launch of an IPO for Aer Lingus by the end of September 2007 to give Aer Lingus access to capital for growth. Meanwhile the establishment of the Railway safety Commission under the Railway safety Act 2005 provided an independent institutional framework for the regulation of railway safety.

While many of our staff are heavily involved in the significant programme of change outlined above, I also want to commend the hard work of those of our staff involved in direct service provision on the maritime, road transport operator licence and bus licensing functions for whom 2006 was a particularly challenging year. Along with those involved in providing corporate support services to the Department and other important financial management,

monitoring and audit functions for the Department, they have played their part in ensuring that the Department delivered on its objectives during the year.

On behalf of all of the staff in the Department, I would like to express my appreciation and thanks to Minister Martin Cullen T.D. and Minister for State Pat the Cope Gallagher T.D for their continuing support and direction throughout the year.



Julie O'Neill
Secretary general



SECTION 1

INTEGRATION

INTEGRATION

OBJECTIVE:

To further develop and implement an integrated transport policy for Ireland. (Responds to High Level Goal: Integration)

STRATEGY

Continue the phased development of an integrated transport policy.

The roll-out of the *Transport 21* investment programme, which provides funding for national roads, public transport and regional airports, commenced at the start of 2006. Significant progress was made during the year in implementing the programme and the total expenditure in 2006 was €2,097 million, broken-down as follows:

Work also continued on the establishment of a Dublin Transport Authority. The *Transport 21* programme and the proposed DTA are key elements in the Department's pursuit of an integrated transport policy.

Progress on the national roads programme was ahead of expectations. Total expenditure was €1.7 billion, some €90 million ahead of target. A total of 14 projects were completed, most of which were ahead of or on time and on budget. Construction work continued on 10 projects, and work also commenced on a further 12 projects.

Good progress was made on expanding the capacity and improving the safety of public transport, most notably the acquisition of rail rolling stock and buses, the completion of the DART upgrade project and the continuation of the railway safety programme. Significant new projects in the public transport and regional airports sectors were in planning and agencies were gearing up to deliver the investment under *Transport 21*. However, some projects did not complete the statutory approval

Table 1i

Sector	Total Exchequer outturn €m.	2005 carryover spend €m.	PPP spend €m.	Total expenditure €m.
National Roads	1,486	96.5	160.0	1,742.5
Public Transport	351.3	2.5	-	353.8
Regional Airports	1.0	-	-	1.0
Total	1,838.3	99.0	160.0	2,097.3

INTEGRATION (CONTINUED)

processes as quickly as anticipated at the beginning of 2006 and, as a consequence, expenditure was lower than forecast.

Details of progress in each sector during 2006 can be found under the relevant sections of this Annual Report. In addition, a dedicated annual progress report in respect of *Transport 21* is prepared each year. The 2006 report has already been published and is also available on www.transport.ie.

During the year a dedicated *Transport 21* website – www.transport21.ie – was established, and an information and communications strategy was devised for the programme.

The Dublin Transport Authority (DTA) Establishment Team reported to the Minister for Transport in March. The Government subsequently approved the drafting of legislation to establish the DTA in line with the team's recommendations. In November the Minister for Transport published the team's report and invited submissions from the public prior to finalising legislative proposals for the DTA. Meetings were also held with key transport agencies, regional and local authorities, trade unions and business organisations.

STRATEGY

Take the lead role to ensure the integration of transport policy with other Government policies.

The Department continued to engage on a regular basis with other Government Departments, local authorities and agencies in the interest of promoting greater alignment between transport policy and other Government policies.

STRATEGY

Review and develop the system in place for the appraisal and monitoring of transport investment.

Work on developing a common framework for the appraisal of transport investment was progressed during the year.

INTEGRATION (CONTINUED)

OBJECTIVE – Spatial and Land Use Policy

To align transport, spatial and land use policies. (Responds to High Level Goal: Integration)

STRATEGY

Collaborate with other Government Departments, Regional and Local Authorities and State Agencies to ensure the implementation of the National Spatial Strategy.

STRATEGY

Monitor and influence the content of Regional Planning Guidelines, local development plans and integrated urban transport strategies to ensure that they complement and support transport policy

The investment in *Transport21* is designed to support the implementation of the *National Spatial Strategy* and takes account of *Regional Planning Guidelines* and regional land use and transportation strategies such as the *Cork Area Strategic Plan*. It also supports Government policy on sustainability and provides for the implementation of the commitments in the Department's Sectoral Plan under the Disability Act, 2005

The Department continued to participate in various integrated land use and transport strategies in the provincial cities of Cork, Galway, Limerick and Waterford.

OBJECTIVE – Sustainability

To incorporate the economic, social and environmental dimensions of sustainability into the development and delivery of transport policy. (Responds to High Level Goal: Integration)

STRATEGY

Promote the fuller integration of sustainable development considerations into transport policy.

The main drivers for growth in the transport sector include increasing population, rising employment and affluence, urban sprawl, increased commuting, higher passenger throughput and increased freight transportation. Although it is recognised that transport plays a pivotal role in supporting economic growth, regional development and social inclusion, nonetheless, it is imperative that the long-term goal of decoupling of energy consumption from economic growth is achieved.

INTEGRATION (CONTINUED)

The Department's *Statement of Strategy 2005-2007* aims to secure a sustainable transport network, which balances economic, social and environmental considerations in an integrated manner, underpinned by strong institutional governance, through a range of policy measures and capital investment. In seeking to meet these challenges, a variety of policies and measures, including both demand-side and supply-side measures, are currently being implemented.

Transport 21 provides for a major re-balancing of investment in favour of public transport. The Department also developed a number of pilot *Transport 21* sustainability initiatives that are to be implemented in 2007. The initiatives include the use of biofuel blends in buses and heavy goods vehicles and the use of hybrid-electric vehicles and the purpose of these is to facilitate the mainstreaming of sustainability criteria into transport investment decision-making and to make cleaner, more environmentally friendly modes of transport available to end-users.

STRATEGY

Collaborate with other Departments and State Agencies to develop and implement policies aimed at reducing the environmental impact of transport.

The Department of Transport participated in a number of inter-Departmental groups relevant to the sustainable transport agenda, including:

1. JOINT MINISTERIAL BIOENERGY TASK FORCE

The Bioenergy Task Force (which was subsequently reconstituted as the Ministerial Taskforce on Climate Change) was convened to develop a national Bioenergy Action Plan. This plan, which is due to be published in March 2007, will set out the policy framework for biofuels in transport in the context of the Biofuels Directive 2003/30/EC and the Mineral Oils Tax Relief Scheme (MOTR) II. The Government has committed to meeting the indicative target in the Biofuels Directive of 5.75% of all transport fuels by 2010 and has set a further target of 10% by 2020. CIE have been instructed to run all existing fleet on 5% biodiesel blend and to convert new vehicles to a 30% biodiesel blend in as short a time frame as possible. In addition, the technical feasibility and economic constraints to operating captive transport fleets maintained by local authorities and public bodies on 100% pure plant oil (PPO) have been assessed.

2. WIDER ENERGY SUB-GROUP

This group was convened under the auspices of the Department of the Taoiseach to prepare a green paper "Towards a Sustainable Energy Future in Ireland". This green paper was published in October 2006. The Department of Transport contributed both to the green paper and to the subsequent white paper (due for publication in March 2007) prepared by the Department of

INTEGRATION (CONTINUED)

Communications, Marine and Natural Resources (DCMNR).

The Department of Transport also contributed to the green paper "Ireland's Pathway to Kyoto Compliance", which was published in July 2006. The revised Climate Change Strategy is due to be published by the Department of the Environment, Heritage and Local Government in April 2007.

3. ENERGY SERVICES DIRECTIVE ADVISORY GROUP WITH DCMNR AND SUSTAINABLE ENERGY IRELAND

This inter-departmental group is coordinated by Sustainable Energy Ireland with the view to transpose Directive 2006/32/EC on Energy End-Use Efficiency and Energy Services by May 2008. This Directive calls for an improvement in energy efficiency of 9% by 2016. The policy framework is the EU green paper on *Energy Efficiency or Doing More with Less* COM (2005) 65.

4. INTER DEPARTMENTAL STEERING GROUP ON IMPLEMENTATION OF NATIONAL BIODIVERSITY PLAN

The Department contributed material on the impacts of its activities to the Biodiversity Forum, which is coordinated under the auspices of the National Parks and Wildlife Service.

5. NATIONAL MARKET DEVELOPMENT PROGRAMME FOR RECOVERED/RECYCLED WASTE AND RECYCLING CONSULTATIVE FORUM

The Department made a number of recommendations to the Recycling Consultative Forum in relation to waste that may be considered to have been produced by transport-related activities, in particular pertaining to Directive 2000/53/EC on End-of-Life Vehicles and waste and scrapped tyres covered under the Landfill Directive 1999/31/EC.



INTEGRATION (CONTINUED)

OBJECTIVE – Intelligent Transport Systems

To use intelligent transport systems (ITS) to contribute to the development of the transport system. (Responds to High Level Goals: Investment, Safety and Delivery)

STRATEGY

Complete a Departmental ITS Strategy and mainstream its implementation, particularly in investment programmes

The Department published a consultation paper on the future development of Intelligent Transport Systems (ITS) in Ireland in early 2006. The paper recognized that ITS has an important role in facilitating improved road safety as well as more economic, efficient and effective management of roads and public transport services in Ireland. Over 40 submissions were received from equipment and service providers, State bodies, local authorities, representative associations and professional bodies. The Department is currently analysing the responses with a view to developing an ITS strategy, involving mainstreaming identified ITS initiatives into investment programmes under *Transport 21*.

OBJECTIVE – North/South and British-Irish Co-Operation

To co-operate with the relevant authorities in Northern Ireland and Great Britain in developing transport policies in a mutually beneficial manner. (Responds to High Level Goal: Integration)

STRATEGY

Work with the Northern Ireland Authorities, particularly within the framework of the North/South Ministerial Council, on agreed projects within the areas selected for transport co-operation: strategic transport planning, road safety, rail safety, as anticipated in the Agreed Programme for Government

STRATEGY

Work with other administrations in the British-Irish Council to implement the work programme and priorities agreed by Ministers

The Department continued discussions on a regular basis in 2006 with the Northern Ireland authorities and the members of the British Irish

INTEGRATION (CONTINUED)

Council on advancing co-operation on a number of transport matters, including the following:

1. NORTHWEST GATEWAY

The Northwest Gateway initiative launched by the two Governments in 2005 included a commitment to examining the potential for joint investment in key infrastructure projects. In line with that commitment the respective roads agencies (the National Roads Authority and the Roads Service of Northern Ireland) examined potential road infrastructure projects which would have cross border benefits and the initial conclusion from this examination are being considered by the relevant Government Departments. Further analysis by the roads agencies is necessary before any decisions can be taken in relation to specific projects.

2. INTERREG IIIA 2000 – 2006

Proposals for road and rail infrastructure under INTERREG IIIA (an EU special initiative for cross-border and inter-regional co-operation) and Trans-European Networks (TENs) were progressed in 2006 in consultation with the relevant authorities in Northern Ireland.

TENS - Roads

The Department of Transport and the Department of Regional Development Northern Ireland (DRDNI) are implementing bodies under measure 2.1 of the INTERREG IIIA Programme and have received EU funding for a number of joint road projects, including realignment of N54/A3, feasibility study for Ballynacarry Bridge (N53/A37) and INSTANT (a multi-modal traffic management and information system for cross-border traffic between Dublin and Belfast). Discussions are underway with the Special EU Programmes Body regarding suitable projects for the next round entitled Cross Border Territorial Co-operation 2007 – 2013

TENS – Rail

€1 million in TEN-T funding was approved in December 2004 for feasibility, design and tender preparation in relation to improvements at Limerick Junction and Portarlington under a programme for the elimination of key permanent speed restrictions on the Belfast/Dublin/Cork railway corridor. Design work on the Portarlington project was completed and, in October 2006, funding for the implementation of the Limerick and Portarlington projects was approved under *Transport 21*. Both these projects will also benefit under the round of EU Structural Funds currently being finalised. In addition, discussions are ongoing with the EU Commission in relation to projects that could potentially

INTEGRATION (CONTINUED)

qualify for TEN-T funding under the next multi-annual funding programme for 2007-2013.

3. CROSS BORDER RAIL SAFETY

The Department and representatives of Iarnród Éireann met regularly with officials from DRDNI and Translink (Northern Ireland Railways). The meetings enabled an exchange of information and the pursuance of a co-ordinated approach to the development and implementation of railway safety and regulatory issues, particularly in the context of the joint operation by Iarnród Éireann and Translink of the Dublin – Belfast Enterprise train service.

The main regulatory issues addressed related to the application of EU Directives relating to 'Interoperability' and rail safety. The Interoperability Directives focus on harmonising technical standards across Europe to allow trains cross borders easily while the Rail Safety Directive focuses on the implementation of systems and procedures that promote a safety culture.

The 16th International Railway Safety Conference was held in Dublin from 22nd to 27th October 2006. The conference was jointly hosted by the Railway Safety Commission and the DRDNI.

4. DERRY AIRPORT

In 2004, a Project Steering Group brought forward proposals for cross-border support for City of Derry Airport. In March 2005, the Government decided in principle to support the development of the airport on a joint-funding basis with the British Government. Under the deal, the Irish Exchequer would contribute €7.55 million. State Aid clearance was obtained by the UK authorities in 2006 and significant progress was made during the year in resolving other outstanding issues associated with the development and the provision of funding.

5. CROSS-BORDER RESEARCH PROJECT ON RURAL COMMUNITY-BASED TRANSPORT

In September 2006, the Department and DRDNI agreed to jointly commission a research study into impediments hindering the development of cross-border community transport services and the identification of specific actions that could be taken forward to encourage cross-border co-operation in the provision of rural transport services. This study will be carried out during 2007 by the Community Transport Advice and Information Service (CTAIS), a new cross-border advice and information project, based in Stradone, Co. Cavan, and funded by the Irish Central Border Area Network (ICBAN) through an EU INTERREG Programme.

INTEGRATION (CONTINUED)

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OBJECTIVE – European Union

To ensure that Ireland is well positioned to influence the development of EU transport policy and legislation. (Responds to High Level Goal: Integration)

STRATEGY

Ensure a coherent and effective approach to EU Policy and legislative issues impacting on transport policy

During 2006, the Department contributed to advancing the EU Agenda by attending Transport Councils and Sectoral Working Groups. The Department also played an active role at national level through attendance at inter-Departmental fora on EU affairs, including providing appropriate transport related input to reports and briefing on EU matters arising during the year.

There were four Transport Councils during the year under the Austrian and Finnish Presidencies. The following topics were discussed:

- Liability of carriers of passengers by sea and inland waterways in the event of accidents
- EU-US negotiations for an air transport agreement

- Establishing a European Aviation Safety Agency
- Ministerial Conference on “Innovative Approaches to Road Safety”
- Common rules in the field of civil aviation security
- Establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR).

OBJECTIVE – Regulation

To promote better economic regulation of transport in Ireland. (Responds to High Level Goal: Competition, Regulation and Reform)

STRATEGY

Improve the quality of regulation of transport.

STRATEGY

Ensure that policies developed by the Department are consistent with the principles in the Government White Paper “Regulating Better”.

INTEGRATION (CONTINUED)

The following table provides information in accordance with the reporting requirements established by the Department of the Taoiseach in respect of Regulatory Impact Analysis (RIA) during 2006.

□ The number of General Schemes/ Heads of Bills brought to Government	3
□ The number of these for which a RIA was prepared	3
□ The number of Bills published by the Department during 2006	2
□ The number of RIAs published alongside these Bills	0
□ The number of Statutory Instruments made by the Department	36
□ The number of these for which a RIA was prepared and published	0
□ The number of draft EU Directives for which the Department currently has lead responsibility	8
□ The number of RIAs which are in progress on these draft Directives	3

OBJECTIVE – Corporate Governance

To ensure that our State agencies achieve the highest standards of corporate governance. (Responds to High Level Goal: Competition, Regulation and Reform)

STRATEGY

Provide a clear mandate to each of our State Agencies

The Department continued to provide a clear mandate for each of the state agencies under its aegis to operate in accordance with strict commercial criteria, as appropriate to the agency.

STRATEGY

Ensure, through reporting, the full implementation by our state agencies of the "Code of Practice for the Governance of State Bodies".

The system through which state sponsored bodies report compliance with the Code indicated satisfactory compliance during 2006.

INTEGRATION (CONTINUED)

STRATEGY

Continue to provide clear mandate to Aer Lingus

In 2006, in exercising its corporate governance role in respect of Aer Lingus, the Department focused on the preparations for the Initial Public Offering (IPO) of the company. Following the successful flotation of Aer Lingus on the stock market in September 2006, the State became a minority shareholder owning 25.4% of the company and the Department's corporate governance role has been adjusted to reflect the change in ownership.

OBJECTIVE – Data Collection and Analysis

To support the development and implementation of transport policy with targeted data collection and analysis. (Responds to High Level Goal: Integration)

STRATEGY

Identify priorities and provide the resources for targeted data collection and analysis.

Work on the development of a data/statistics strategy was deferred pending consideration of human resource needs in this area and the outcome of a detailed evaluation by the Central Statistics Office of data holdings / needs in a number of Government Departments, including the Department of Transport, known as the SPAR project (Statistical Potential of Administrative Records).



SECTION 2

ROAD TRANSPORT

ROAD TRANSPORT

22

OBJECTIVE – Upgrading our National Roads Network

To upgrade the National Road Network and expand its capacity thereby improving mobility, reliability and accessibility, leading to reduced transport costs and absolute journey times. (Responds to High Level Goal: Investment)

STRATEGY

To provide a policy, legislative and funding framework for the upgrading, operation and maintenance of the national road network.

STRATEGY

Strengthen the arrangements for the implementation of the national roads programme as identified in the Agreed Programme for Government so as to secure further efficiencies in the implementation of the programme.

STRATEGY

Promote, oversee, monitor and support the efficient and cost-effective implementation through the National Roads Authority (NRA) of the national roads improvement and maintenance programmes so as to ensure value for money and the achievements of targets and outturns.

NATIONAL ROADS

More than €1.5 billion of Exchequer funding was spent on national road construction and maintenance during the year. Fourteen major road projects were completed involving over 100 kms of new national road while 11 more, comprising 225kms, started construction (this represented almost three times the number of starts in the previous year). Table 1r below lists national road projects completed during 2006, table 2r details project starts and table 3r lists projects under construction at 31 December 2006.

The benefits of the programme were shared throughout the country as significant progress was made in every region during the year. In particular, work on the five major inter-urban routes linking Dublin to Cork, Galway, Limerick, Waterford and the Border gathered significant pace and momentum. A number of town bypasses were completed, including the N2 Ashbourne bypass, the N8 Rathcormac – Fermoy bypass and the N15 Bundoran – Ballyshannon.

ROAD TRANSPORT (CONTINUED)

The Dublin Port Tunnel, the biggest single infrastructure project in the history of the State, opened in December 2006.

The trend of projects being delivered on time and within budget continued in 2006. Eleven of the projects completed during the year were both on time and within budget. Many were opened months ahead of schedule, including

bypasses of Ashbourne (opened 4 months ahead of time), Fermoy (8 months) and Bundoran / Ballyshannon (3 months). The N25 Kinsale Road Interchange was opened 6 months ahead of target and the N21 Castleisland / Abbeyfeale was 3 months ahead of target.

Table 1r National Road Projects Completed 2006

Route	Region	Scheme	Length Km	Road Type
N2	S&E	Ashbourne Bypass	17	Dual Carriageway
N2	BMW	Monaghan Bypass	3	Single Carriageway
N4	BMW	Edgesworthstown Relief Road	3	Single Carriageway
N7	S&E	Naas Road Upgrade	15	Dual Carriageway
N8	S&E	Fermoy/Rathcormac Bypass	18	Dual Carriageway
N15	BMW	Ballyshannon/Bundoran Bypass	11	Single Carriageway
N21	S&E	Castleisland/Abbeyfeale	7	Single Carriageway
N25	S&E	Kinsalebeg	3.5	Single Carriageway
N25	S&E	Kinsale Road Interchange	-	Interchange
N30	S&E	Enniscorthy/Clonroche	5	Single Carriageway
M50	S&E	Dublin Port Tunnel	6	Motorway
N52	BMW	Mullingar Bypass	5	Single Carriageway
N55	BMW	Cavan Bypass	3	Single Carriageway
N8/N73	S&E	Mitchelstown Relief Road	4	Single Carriageway
Total			100.5 kms	

ROAD TRANSPORT (CONTINUED)

Table 2r National Road Project Starts 2006

Route	Region	Scheme	Road Type	Length Km	Estimated Completion (Year)
N4	BMW	Dromod to Rooskey	2+1 Carriageway	11	2008
N5	BMW	Charlestown Bypass	Single	18	2008
N6	BMW	Kilbeggan to Athlone	Dual Carriageway	29	2008
N7	S&E	Limerick Tunnel (PPP)	Dual Carriageway	10	2009
N7	S&E	Nenagh to Limerick	Dual Carriageway	38	2009
N8	S&E	Cullahill to Cashel	Dual Carriageway	40	2009
N8	S&E	Cashel to Mitchelstown	Dual Carriageway	37	2009
N9	S&E	Carlow Bypass	Dual Carriageway	19	2008
N11	S&E	Enniskerry Junction Improvements	Footbridge	-	2008
N11	S&E	Kilpedder Delgany Jn. Improvements	Junction	-	2008
N25	S&E	Waterford City Bypass (PPP)	Dual Carriageway	23	2009
Total				225	

ROAD TRANSPORT (CONTINUED)

Table 3r National Road Projects in Construction at 31 December 2006

Route	Region	Scheme	Road Type	Length Km	Estimated Completion (Quarter / Year)
N1	BMW	NI Border to Dundalk	Dual Carriageway	9	Q4, 2007
N2	BMW	Castleblaney Bypass	2+1 Carriageway	15	Q3, 2007
N6	BMW	Kinnegad to Kilbeggan	Dual Carriageway	28	Q4, 2007
N11	S&E	Arklow Gorey Bypass	Dual Carriageway	23	Q4, 2007
N18	S&E	Ennis Bypass	Dual Carriageway	21	Q2, 2007
M50	S&E	M50 Upgrade Scheme Phase I	Motorway	8	Q3, 2008
N51	S&E	Navan Inner Relief Road	Single Carriageway	1	Q3, 2007
N52	BMW	Mullingar to Belvedere	Single Carriageway	4	Q1, 2007
N56	BMW	Mountaintop to Illistrim	Single Carriageway	5	Q4, 2008
N77	S&E	Kilkenny Ring Road	Single Carriageway	4	Q3, 2007
Total				118 kms	

ROAD TRANSPORT (CONTINUED)

STRATEGY

Promote the use of PPPs as a means of delivering the national roads programme.

PUBLIC PRIVATE PARTNERSHIPS (PPP)

The NRA's National Roads PPP Programme identified a total of 10 national road improvement schemes for development as PPP projects involving the construction of some 300km of motorway / dual carriageway.

In October 2006, the M8 Rathcormac to Fermoy bypass PPP Scheme was opened while table 4r lists the contracts to be awarded in 2007

Table 4r **PPP Contracts to be awarded in 2007**

Route	Scheme
N3	Clonee to north of Kells
N6	Galway to east Ballinasloe
N7/N8	Portlaoise to Castletown / Cullahil
M50	Upgrade Phase II

Once the proposed PPP contracts identified in table 4r above are awarded and delivered the NRA target of ten PPP projects in operation on the national roads network will have been met.



STRATEGY

Act as Managing Authority for the ERDF assisted Economic and Social Infrastructure Operational Programme (ESIOP).

The Department of Transport is the Managing Authority for the Economic and Social Infrastructure Operational Programme 2000 to 2006 (ESIOP). This is one of the main Operational Programmes which form part of the National Development Plan and the Community Support Framework for Ireland agreed by the Irish Government and the European Commission. The ESIOP involves capital investment amounting to €28.5 billion in major infrastructure including €8.383 billion for national roads and €3.425 billion for public transport. Other areas of infrastructural investment under the Programme include environmental infrastructure, sustainable energy, health facilities and housing. A monitoring committee chaired by a senior official of the Department oversees the implementation of the ESIOP and met twice during 2006.

ROAD TRANSPORT (CONTINUED)

Total expenditure under the ESIOP in 2006 was €4.726 billion (table 5r) of which €1.682 billion was on national roads and €0.407 billion on public transport. In addition, Cohesion Fund grant payments in 2006 amounting to €11.5 million and TEN-T grant payments of €4.9 million were received in respect of national roads projects.

Table 5r Expenditure on the ESIOP from 2002 to 2006

Year	TOTAL ESIOP € billion
2002	4.257
2003	4.396
2004	4.321
2005	4.474
2006	4.726

OBJECTIVE - Road Safety

**To promote safer use of our roads.
(Responds to High Level Goal: Safety)**

STRATEGY

Implement the Road Safety Strategy 2005 – 2006 as anticipated in the Agreed Programme for Government and develop a new strategy for the period 2007 and beyond.

STRATEGY

In conjunction with the Department of Justice, Equality and Law Reform and the Garda authorities, develop proposals to implement the commitment in the Agreed Programme for Government relating to the establishment of a dedicated Traffic Corps.

The Agreed Programme for Government contains a commitment that a three-year Road Safety Strategy will be developed which will target speeding, drink-driving, seat belt wearing and pedestrian safety in order to reduce deaths and injuries.

Following preparation by the High Level Group on Road Safety, a new strategy for the period 2004 – 2006 was published. In preparing the new strategy account was taken of the achievements in meeting the targets set out in the Road to Safety Strategy 1998-2002, a comprehensive review of that Strategy, further positive trends established in 2003 and the evolving developments in relation to the EU Third Road Safety Action Plan which has set a target of a 50% reduction in road deaths across the EU by 2010.

The Road Safety Strategy 2004 – 2006 focused on the areas of education, enforcement, engineering and legislation and targets the key areas of speeding, driving while intoxicated and seat-belt wearing. The key objective of the strategy was to achieve a 25% reduction in road collision fatalities by end 2006 over the average annual number of fatalities in the 1998 – 2003 period.

ROAD TRANSPORT (CONTINUED)

Achievement of the target would result in no more than 300 deaths per annum and would assist in the achievement of the longer term EU target. The principal measures set out in the strategy were:

- The introduction of extended roadside breath testing
- The development of a network of speed cameras
- Extending the penalty points system to cover additional offences.

Substantial progress was made on a number of measures under the strategy during 2006 and these are highlighted below. Legislation was enacted to address key issues relating to drink driving, and speeding, and the use of handheld mobile phones while driving was banned. A cross departmental report on road safety expenditure was published in May 2006 and a consultation document on Rules of the Road was issued with a view to publication of revised Rules of the Road Booklet in 2007.

DRINK DRIVING

The Road Traffic Act 2006 provides for roadside Mandatory Alcohol Testing (MAT) in order to increase the chance of being breathalysed and deter drink driving. The Gardai have been successfully operating MAT checkpoints since July 2006 with over 30,000 drivers being tested at checkpoints each month. The increased deterrent effect is reflected in the downward trend in the number of deaths and collisions on our roads since August 2006. The total number of road deaths

in 2006 at 368 was the second lowest in this country in the last forty years.

PENALTY POINTS AND FIXED CHARGES

The Penalty Points system was extended with effect from 3rd April 2006 featuring 35 separate offences with a ban on handheld mobile phones added from September 2006. Fixed charges now apply to almost 60 offences and the amounts of the fixed charges represent a significant increase on the previous levels of on-the-spot fines.

The penalty points system is focused on driver behaviour and highlights safety issues such as dangerous overtaking, failure to obey traffic lights, stop signs yield signs, and vehicles crossing centre white lines on roads. Tables below show the number of drivers with Penalty Points (Table 6r) and penalty points issued by offence type (Table 7r) during the year.

Table 6r Number of Penalty Points (current) Issued to Drivers as at 31st December 2006 - (Cumulative from Introduction)

County	Numbers of Drivers												TOTAL	**Points Withdrawn
	1.P.P.	2.P.P.	3.P.P.	4.P.P.	5.P.P.	6.P.P.	7.P.P.	8.P.P.	9.P.P.	10.P.P.	11.P.P.	12.P.P.*		
CARLOW	42	3,269	20	651	7	128	1	24	1	7	1	1	4,152	813
CAVAN	37	3,153	8	428	3	77	1	14		2			3,723	719
CLARE	54	6,021	12	957	7	165		55		7			7,278	1,690
CORK	355	25,552	87	4,186	63	835	16	200	2	50	3	14	31,363	7,023
DONEGAL	90	6,206	27	857	41	185	9	41	6	7	1	3	7,473	1,376
GALWAY	121	10,590	29	1,508	17	273	1	60		14		1	12,614	2,494
KERRY	54	6,844	12	1,040	8	185	4	44	1	9		3	8,204	1,774
KILDARE	160	14,426	92	2,929	30	624	15	120	2	24	2	3	18,427	3,312
KILKENNY	70	4,922	22	788	13	165	1	32	1	1		2	6,017	1,463
LAOIS	46	4,114	11	686	7	161	2	29	1	8		2	5,067	985
LEITRIM	5	1,475	7	249	5	36		12		1		1	1,791	373
LIMERICK COUNTY COUNCIL	87	7,693	23	1,273	12	253	2	51		10			9,404	2,278
LONGFORD	14	2,516	5	517	10	112	2	27		3		2	3,208	611
LOUTH	85	7,067	23	1,233	9	188	1	42	1	5	1	2	8,657	1,064
MAYO	52	5,396	12	798	11	143	1	31	2	5			6,451	1,326
MEATH	161	11,412	58	1,934	18	385	10	83	2	15	1	4	14,083	2,456
MONAGHAN	32	3,297	9	473	14	86	2	15		1			3,929	794
OFFALY	31	4,296	12	715	9	144	3	34		11		1	5,256	1,150
ROSCOMMON	24	3,367	12	543	3	115	1	20	1	3		1	4,090	857
SLIGO	24	3,097	8	460	6	101	1	12		5			3,714	852
NORTH TIPPERARY	29	3,844	7	555	3	118	1	21		3			4,581	860
SOUTH TIPPERARY	46	4,790	16	815	8	153	2	38		8		1	5,877	1,177
WATERFORD COUNTY COUNCIL	28	3,033	13	522	1	102	2	19	1	4			3,725	870
WESTMEATH	42	4,605	11	695	4	148		26		5		1	5,537	1,191
WEXFORD	89	7,743	24	1,517	44	343	9	106	4	25	2	5	9,911	1,948
WICKLOW	166	8,613	57	1,497	19	310	5	57	2	10		3	10,739	1,836
DUBLIN CITY COUNCIL	2,892	74,251	908	13,512	268	2,679	74	532	15	107	4	23	95,265	18,133
LIMERICK CITY COUNCIL	69	2,347	14	367	6	46		11	1	6	1		2,868	715
WATERFORD CITY COUNCIL	27	2,408	10	430	4	74	2	12		5			2,972	650
NO Driver Number	829	66,254	15	13,668	5,618	13		2					86,399	
TOTAL	5,761	312,601	1,564	55,803	6,268	8,347	168	1,770	43	361	16	73	392,775	60,790

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

** Penalty Points - Expired (3 years from date points applied to Driving Licence)

BREAKDOWN OF DRIVERS BY LICENCE TYPE;

FULL 270,519 PROVISIONAL 35,857 NO LICENCE 86,399

Table 7r Penalty Points by Offence Type. Cumulative to December 2006

County	Total Number of Offences, of which >	Speeding	Dangerous Driving Reduced to Careless Driving	Careless Driving	No insurance - (user)	Driving a vehicle while holding a mobile phone	No child restraint front seat - child	No child restraint rear seat - child	No safety belt - driver	No safety belt front seat - child	No safety belt rear seat - child
Carlow	5223	4339	1	3	29	2	1	577	24	40	
Cavan	4375	3824	1	19	4	329	16	18			
Clare	8813	7504		3	35	5	9	915	43	54	
Cork	38131	31249	1	18	33	271	14	37	4588	91	151
Donegal	8985	7165	1	3	38	44	3	11	1143	27	52
Galway	14974	12668	1	1	7	123	3	14	1282	47	88
Kerry	9833	7804	2	2	44	14	4	1513	59	93	
Kildare	23270	20755	3	5	86	4	14	1532	34	77	
Kilkenny	7307	6142	4	53	4	4	730	29	38		
Laois	6258	5475	1	33	4	10	444	29	34		
Leitrim	2171	1811	1	7		261	9	7			
Limerick County Co	11496	9481	2	4	37	5	12	1498	38	62	
Longford	4087	3337	1	2	6	21	5	6	522	20	37
Louth	10469	9326		47	3	11	757	16	29		
Mayo	7679	6592	1	9	20	4	4	738	29	33	
Meath	17244	15447	1	3	2	91	17	20	968	28	45
Monaghan	4650	4025	2	2	6	11	3	2	428	9	17
Offaly	5482	4599		28	6	3	649	16	17		
Roscommon	6449	5669		4	33	7	8	471	30	22	
Sligo	4969	4311	1	19	1	4	459	17	15		
North Tipperary	4454	3927	1	4	17	3	317	9	12		
South Tipperary	7213	6015		2	36	2	2	822	17	28	
Waterford County Co	4559	3827	2	1	17	6	455	17	36		
Westmeath	6652	5686		1	33	4	4	672	27	29	
Wexford	12632	10223	3	2	39	71	22	19	1608	85	139
Wicklow	13188	11686	1	2	9	65	7	10	871	29	44
Dublin City Council	117590	102636	3	17	38	603	61	167	5974	109	347
Limerick City Council	3436	2730	1	1	12	5	6	433	16	43	
Waterford City Council	3634	3052		1	10	5	5	367	17	28	
No Driver Number	87197	71721	377	1160	4114	366	51	109	6206	174	402
Total	462420	393026	396	1226	4332	2281	268	502	37529	1111	2037

ROAD TRANSPORT (CONTINUED)

SPEED CAMERAS

Following the recommendations of the Working Group on the Use of Speed Cameras, the Minister for Transport enacted legislation (the Road Traffic Act 2006) to support the operation of privately operated cameras. This will facilitate a much more widespread deployment of speed cameras than is currently in place. The Department of Justice, Equality and Law Reform is responsible for the tendering process whereby private sector companies will be invited to tender to supply the services required and this process is expected to be completed by mid 2007.

Decisions on the locations where cameras will be provided will be taken by the Gardai in co-operation with the relevant authorities and will reflect both experience of speed related collisions and evidence of a history of speeding.

GARDA TRAFFIC CORPS

The resource of the dedicated Garda Traffic Corps, which was established at the end of 2004, was again increased during the year. On 31 December 2006 there were 805 officers of all ranks in the Traffic Corps and it is planned to increase the strength of the Corps on a phased basis to a total complement of 1,200 by end 2008.

MINISTERIAL COMMITTEE ON ROAD SAFETY

In early 2006 Government established a Ministerial Committee on Road Safety under the chairmanship of the Minister for Transport and including the Ministers for Justice, Equality and Law Reform, Finance, Health and Children, Education and Science, Environment, Heritage and Local Government and the Attorney General. This Committee has met on a number of occasions to pursue an integrated approach on all cross cutting road safety issues.

ESTABLISHMENT OF ROAD SAFETY AUTHORITY

A new Road Safety Authority (RSA) was established on 1 September 2006 on foot of the Road Safety Authority Act 2006. The RSA has taken responsibility for the provision of a range of services including driver testing, driver licensing, issue of digital tachographs, enforcement of road haulage regulations including drivers hours, road safety promotion and research, oversight of the National Car Test service and commercial vehicle roadworthiness testing, random roadside vehicle checking and driver vocational training. The RSA is also responsible for regulation of driving instruction, developing road safety promotion materials, reviewing and publishing a new 'Rules of the Road' and advising the Minister on road safety strategies generally. The functions of the National Safety Council have been transferred to the RSA.

ROAD TRANSPORT (CONTINUED)

MOTOR INSURANCE

During 2006, the cost of motor insurance as measured by the Central Statistics Office Consumer Price Index fell by 8.95% or 7 index points. Further reductions are expected as the work of the Personal Injuries Assessment Board in reducing claim costs continues.

At the end of 2006, 45 of the 67 recommendations of the Motor Insurance Advisory Board were fully implemented, with progress being made on the implementation of a number of other recommendations.

The 'Declined Cases Agreement' between the Department and the Irish Insurance Federation facilitates acquiring motor insurance for drivers who cannot get a quote or the quote is so high as to be tantamount to a refusal. During the year the Declined Cases Committee dealt with 152 cases under the Agreement (down from 246 in 2005 and 310 in 2004). This reduction, which has been continuous since 2001, reflects the increased availability of and following cost of motor insurance generally.

At year-end, the Department was preparing to transpose into domestic law the 5th EU Directive on Motor Insurance.

ROAD FATALITIES 1997 – 2006

From a 40-year low of 335 fatalities in 2003, road deaths increased in 2004 (374 fatalities) and 2005 (396 fatalities). The target set out in the Road Safety Strategy is that the number of road deaths would be no greater than 300 fatalities by the end of 2006. While this target has not been achieved, there has been a fall in the number of road deaths over the 1997 figure of 472 deaths. This reduction should be seen in the context of a very significant increase in the number of cars and drivers on our roads during that ten-year period (see table 8r). 2006 had the second-lowest number of fatalities in 40 years with 368 road deaths over the year (down 28 on 2005).

ROAD TRANSPORT (CONTINUED)

Table 8r *Trend of Annual Road Fatalities*

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
January	26	34	30	32	30	35	20	32	33	40
February	30	29	34	41	38	33	21	36	37	31
March	45	21	35	23	31	34	33	25	26	27
April	29	46	31	42	22	32	23	27	23	38
May	53	33	26	29	40	20	38	26	41	31
June	36	42	35	30	24	34	37	36	22	32
July	41	38	48	39	41	42	32	38	41	39
August	37	40	42	32	34	35	26	35	24	17
September	42	47	38	39	42	36	20	34	31	23
October	51	42	40	40	32	31	34	22	44	32
November	41	41	17	36	41	23	30	29	34	27
December	41	45	37	32	36	21	21	34	40	31
Total	472	458	413	415	411	376	335	374	396	368

Table 9r provides details of safety expenditure in 2006 by agencies under the aegis of the Department.

The expenditure indicated for the NRA in Table 9r represents only specific road safety measures – this does not include expenditure on improvement and upgrading of the road network generally.

Table 9r *Safety expenditure by state bodies / agencies*

<i>State Body/Agency</i>	<i>2005 €m</i>	<i>2006 €m</i>
National Safety Council	5.397	5.559
Medical Bureau of Road Safety	3.282	9.397
National Roads Authority	13.400	20.000
Total	22.080	34.956

ROAD TRANSPORT (CONTINUED)

DRIVER LICENSING

Local Authorities that are licensing authorities issue driving licences. The Department continued to support the operation of the driver licensing system by licensing authorities through the provision of advice and information on regulations.

Records of driving licences issued are held in the National Driver File, which is operated by the Department of the Environment, Heritage and Local Government. Table 10r provides details of licences held in the period 2000 – 2006.

STRATEGY

Ensure satisfactory operation of PPP arrangements for driver theory testing.

The Driver Theory Test was introduced on 25 April 2001 and it applied to all persons making application for a first provisional licence in any particular vehicle category on or after that date. The test is designed to examine the driving knowledge of novice drivers. Knowledge of topics such as the rules of the road, risk perception, hazard awareness and good driving behaviour are tested. The test is IT based and is in a user-friendly format.

A revision of the Driver Theory Test came into effect on 21 October, 2006. The range of questions for cars, trucks and buses was expanded and a new category was introduced for motorcycles.

Table 10r Licences Current 2000 - 2006

Year	Provisional	Full	TOTAL	% increase in no. of full licences
2000	497,002	1,517,294	2,014,296	
2001	462,133	1,574,491	2,036,624	3.76
2002	352,524	1,758,142	2,110,666	11.66
2003	367,807	1,849,269	2,217,076	5.18
2004	380,347	1,904,976	2,285,323	3.01
2005	404,607	1,947,933	2,352,540	2.25
2006	431,895	2,012,264	2,444,159	3.30

ROAD TRANSPORT (CONTINUED)

There are four separate theory tests dependant on the vehicle categories that an applicant wishes to have on his/her provisional or full licence.

The operation of the driver theory testing service by Prometric Ireland is monitored by the Department on an ongoing basis and is operating satisfactorily. The number of tests conducted since 2002 is in table 11r.

Table 11r **Driver Theory Testing Service**

Year	No. of Tests Conducted	Pass Rate
2002	101,428	82.9%
2003	118,425	82.78%
2004	137,016	82.72%
2005	157,269	81.61%
2006	157,846	76.46%

DRIVER TESTING

The delivery of the driver testing service as reflected in the statistics for 2006 remained unsatisfactory when set against customer expectations of reasonable waiting times. However, a number of initiatives launched in 2005 had a positive effect in helping to reduce the numbers waiting for the test. These included the recruitment and deployment of additional driver testing staff, the introduction of a bonus scheme for driving testers and the signing of a contract with an external organisation to deliver 40,000 tests.

During 2006, 18 additional driver testers commenced employment in three different phases, the bonus scheme commenced with effect from 6 February, 2006 to run for a full year and SGS Ltd. commenced testing on 23 October, 2006.

Tables 12r show the number of driver tests completed on an annual basis since 2002 and table 13r shows waiting times for tests at 31 December 2006 by test centre.

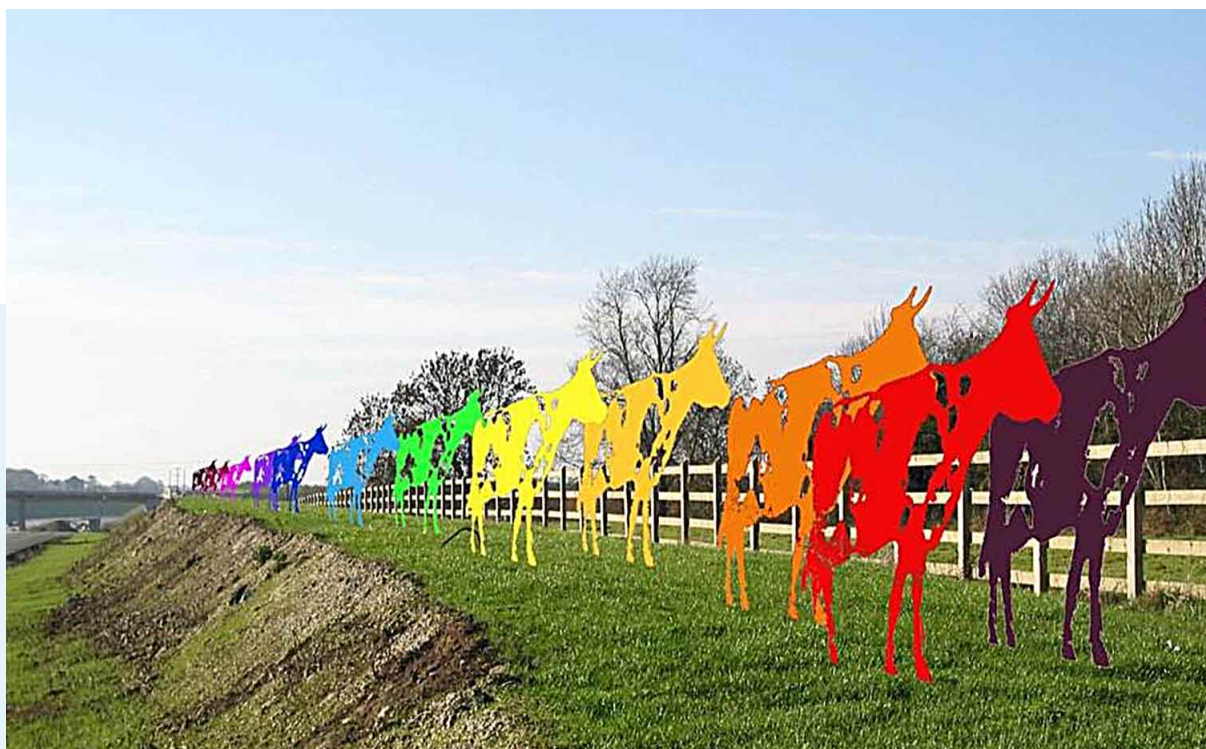


Table 12r Driving Tests

	2002	2003	2004	2005	2006
No of Applications received	192,016	233,889	177,667	177,216	216,880
Driving Tests Conducted	148,983	156,415	154,000	137,500	165,005*
Applicant did not attend for Appointment	16,873	14,742	19,897	22,620	23,744*
Number on waiting list at end Year	65,302	118,902	116,048	126,561	139,990*
Average waiting time for test at end year	10 wks	29 wks	30 wks	32.8 wks	29.8 wks
Average Pass Rate	54.3%	54.5%	54%	53.6%	52.6%
Number of Testers employed at end year	114	119	117 (including six retirees)	125 (including six retirees)	131 (including six retirees)

*Includes Outsourced tests



Table 13r **Waiting Times for Tests****Weeks Waiting at Driver Testing Centres at End Year**

Test Centre	2002	2003	2004	2005	2006
North Leinster					
Finglas	15	43	36	49	52
Dundalk	16	48	41	46	49
Mullingar	18	45	37	48	39
Navan	20	52	50	56	48
Raheny	20	53	55	60	42
South Leinster					
Churchtown/Rathgar	27	52	49	53	34
Gorey	22	51	44	56	38
Naas	29	56	51	51	38
Tullamore	18	42	42	54	34
Wicklow	25	53	45	61	45
Tallaght	26	54	48	59	39

Test Centre	2002	2003	2004	2005	2006
West					
Athlone	14	17	31	26	34
Birr	14	32	35	41	39
Castlebar	21	48	40	37	34
Clifden	15	15	20	26	33
Ennis	12	17	20	36	42
Galway	14	36	35	50	44
Loughrea	13	18	25	31	36
Roscommon	17	28	26	34	16
Tuam	13	33	26	38	18
North West					
Ballina	23	45	32	39	32
Buncrana	17	21	36	34	36
Ck-on-Shannon	16	43	33	30	25
Cavan	22	52	41	39	13
Donegal	20	34	35	42	32
Letterkenny	14	43	45	51	37
Longford	17	45	37	33	32
Monaghan	18	45	40	33	18
Sligo	15	37	31	43	34
South East					
Carlow	24	53	52	48	49
Clonmel	15	48	50	51	55
Dungarvan	16	54	52	55	45
Kilkenny	18	53	44	34	37
Nenagh	14	52	49	43	51
Portlaoise	24	52	47	64	35
Thurles	17	54	52	48	36
Tipperary	21	53	51	56	35
Waterford	20	54	41	39	38
Wexford	17	47	40	38	33
South West					
Cork	13	41	31	37	38
Killarney	18	46	47	44	28
Kilrush	16	38	27	37	31
Limerick	16	47	44	52	43
Mallow	18	43	35	44	32
Newcastle West	19	41	37	39	36
Shannon	18	52	41	51	41
Skibbereen	21	45	43	44	22
Tralee	20	51	31	32	29

ROAD TRANSPORT (CONTINUED)

Table 14r		NCT Tests		
Year	No. of Full NCT tests carried out	Pass rate at Full NCT	No. of NCT retests carried out	Pass rate at NCT retest
2006	681,799	53%	415,386	93%
2005	624,619	49%	308,701	90%
2004	614,227	51%	297,380	90%
2003	631,257	52%	303,320	90%
2002	536,071	53%	244,673	90%
2001	378,467	62%	137,064	89%
2000	303,103	48%	155,314	87%

CAR TESTING

During 2006 the car testing service was delivered by NCTS in accordance with the terms of a Policy Agreement with the Minister for Transport.

Details of the tests carried out by NCTS in 2006 and the pass rates for these tests, together with the equivalent data for the years 2000 to 2005, are set out in table 14r.

COMMERCIAL VEHICLE TESTING

The Department continued to provide support and advice to local authorities and test centres in the performance of their functions relating to the roadworthiness testing of commercial vehicles and in implementing a modernisation programme for the service.

Details of the tests carried out on HGVs (including trailers and semi-trailers, buses and ambulances) and LGVs and the pass rates for these vehicles for the years 2000 to 2006 are set out in the table 15r. Due to a current database upgrade, figures for 2005 and 2006 will not be available until mid 2007.

ROAD TRANSPORT (CONTINUED)

Table 15r Roadworthiness Tests

Year	HGVs		LGVs	
	No. of vehicles tested	Pass rate	No. of vehicles tested	Pass rate
2006	N/A	N/A	N/A	N/A
2005	N/A	N/A	N/A	N/A
2004	141,675	82%	44,462	79%
2003	140,020	83%	41,891	79%
2002	139,717	84%	40,595	79%
2001	127,422	83%	36,060	79%
2000	113,879	83%	40,248	77%

OBJECTIVE – Road Haulage

**A safer and more professional and viable road haulage sector.
(Responds to High Level Goal: Competition, Regulation and Reform)**

STRATEGY

Efficiently manage the system for regulating access to the profession of road haulage operator.

STRATEGY

Oversee implementation of the recommendations of the Strategy for the Successful Development of the Irish Road Haulage Industry and the Programme of Action for the Road Haulage Industry.

STRATEGY

Regulate driver hours and rest periods for road haulage and bus operators



During 2006, the Department continued to progress its work on implementation of the Strategy and Programme of Action for the road haulage industry. During the year particular emphasis was placed on combating illegal haulage operations. Enforcement initiatives targeted suspected offenders and consignors, including freight forwarders and haulage operators.

These measures involved close liaison with industry sources and enforcement agencies in Ireland and abroad. Central to this co-operation is the structured system set up by the Department for dealing with complaints and tip-offs. This system, which includes a confidential free-phone service - 1800 20 27 35, is continuing to prove valuable in helping to

target illegal operations. The numbers of multi-agency check points undertaken since 2002 are in table 16r.

Table 16r Multi – agency checkpoints

2002	48
2003	104
2004	110
2005	104
2006	106

The number of licensed bus and road haulage operators at 31 December 2005 and 2006



respectively is in table 17r. The Department also carried out increased monitoring of licences to ensure that operators continue to satisfy the requirements of their Road Freight Carrier's Licence or Road Passenger Operator's Licence.

Table 17r **Number of licenced Bus and Road Haulage operators**

	2006	2005
Licenced Bus Operators	1870	1830
Licenced Haulage Operators	4955	4975

DECENTRALISATION

The Road Transport Operator Licensing Unit of the Department advanced preparations in 2006 for decentralisation to Loughrea, which is planned to take place during 2007. Furthermore, certain Departmental functions relating to the operation of the bus and haulage licensing system transferred to the Road Safety Authority on its establishment on 1 September 2006 (see above).



Section 3

PUBLIC
TRANSPORT

PUBLIC TRANSPORT

44

OBJECTIVE – Public Transport Investment

To improve the capacity, safety and usage of Ireland's public transport system. (Responds to High Level Goal; Investment)

STRATEGY

Provide the policy, legislative and funding framework for the implementation of a prioritised investment programme for public transport that expands public transport capacity and usage, in the context of the National Spatial Strategy, the Regional Planning Guidelines, and regional land use and transport strategies.

STRATEGY

Promote, oversee, monitor and support the efficient and cost-effective delivery, through the relevant agencies of the public transport investment programme to ensure value for money and the achievement of targets and outcomes.

STRATEGY

Promote the use of non-Exchequer sources of funding, including PPPs, to support the investment programme.

Investment in the upgrading of public transport infrastructure and services was maintained at a high level in 2006. Capital investment in CIÉ, the Railway Procurement Agency and Dublin Transportation Office amounted to €343.5

Table 1p Capital Investment

Capital Investment	2001	2002	2003	2004	2005	2006	2001-2006
	€m	€m	€m	€m	€m	€m	€m
Exchequer Investment in CIÉ Public Transport Safety and Development	217.817	262.376	302.367	165.67	285.124	278.5	1511.854
Public Transport Projects	0.369	7.830	7.807	10.642	23.802	8.267	58.71
LUAS/Metro Investment	126.672	126.975	128.948	130.000	82.047	28.852	623.490
DTO Capital Expenditure	33.458	28.601	40	37	35.018	27.856	201.930
Agreed CIÉ Borrowings				94.666	0	0	94.666
TOTAL	378.316	425.782	479.122	437.978	425.991	343.47	2,490.65

Table 2p **Current Expenditure**

<i>Capital Expenditure</i>	2001	2002	2003	2004	2005	2006	2001-2006
	€m	€m	€m	€m	€m	€m	€m
Exchequer subvention to CIÉ for the provision of socially necessary but non-commercial services	222.204	233.312	244.980	257.229	270.090	285.020	1,512.835
RPA Administration -	12.373	12.5	10.28	6.877	9.573	51.603	
Light Rail Expenses	2.063	2.573	2.427	18.556	0.559	0.135	26.31
DTO Current Expenditure	0.858	0.882	0.948	1.006	1.046	1.082	5.82
TOTAL	225.125	249.142	260.855	287.071	278.572	295.810	1,596.560

million (table 1p). In addition, a total of €285 million was paid to the CIÉ companies in subvention (table 2p).

The capital programme funded a number of major service upgrade projects including:

1. *The Railway Safety Programme 2004-2008:*
A total of €101.1 million was spent in 2006 under the Railway Safety Programme 2004-2008. 2006 was the third year of the 2004-2008 Railway Safety and Renewals Programme, which has an overall budget of €512m.
2. *The purchase of new Intercity Carriages for the Dublin-Cork line:*
16 of 67 new intercity carriages were delivered during 2005 and the remainder were delivered during 2006. The train-sets completed their commissioning process and began entering service in July 2006. The provision of hourly services on the Dublin/Cork route was planned to commence with the introduction of Iarnród Éireann's new timetable on 14 January 2007.
3. *Road crossing automation and resignalling*
2006 saw Iarnród Éireann continue their programme of road crossing

automation. Some €10.1 million was provided for this purpose in 2006. The roll out of this programme will see significant day-to-day savings for Iarnród Éireann (circa €250,000 per crossing automated), as well as allowing faster journey times.

Much of the work on the road crossing automation programme is taking place in tandem with a programme of resignalling that is currently being undertaken by Iarnród Éireann. Some €4.6 million was provided by the Exchequer for resignalling in 2006. The resignalling project involves replacing mechanical signalling with a centralised computer controlled system over the entire intercity network. This provides increased efficiencies in terms of staffing levels and greater availability of train paths to cater for projected demand for rail transport.

4. *Completion of the Public Inquiry into the reopening of the Midleton to Glounthaune Railway line*

The reopening of this line will provide a new and regular commuter service between Cork City and Midleton, and a greatly enhanced commuter service along the 35km stretch from Mallow to Cork City on the main Dublin-Cork intercity line. New railway stations and

PUBLIC TRANSPORT (CONTINUED)

park and ride facilities will be provided at Dunkettle, Blarney, Carrigtwohill and Midleton. At year end, the Inspector's report on the outcome of the public enquiry was awaited..

5 *New railcars*

In 2005 Iarnród Éireann ordered 150 new high specification railcars from Mitsui of Japan / Rotem of South Korea to facilitate the expansion and extension of improvements in intercity rail services on all of the routes other than Cork or Belfast. The introduction of these railcars will see the removal from service of all older rolling stock and the provision of improved service frequencies on a phased basis on all the affected routes. Delivery of these units will begin in 2007.

In order to provide an appropriate maintenance and servicing facility for these railcars Iarnród Éireann purchased a site in Portlaoise and construction of a new traincare facility commenced during 2006. It is envisaged that this facility will be in operation in early 2008, in tandem with the commissioning of the 150 railcars.

6 *Additional buses*

When *Transport 21* was launched in November 2005 immediate funding for 20 tri-axle buses was provided. These buses have greater passenger carrying capacity and are fully accessible to mobility and sensory impaired passengers. They were acquired on a pilot project basis for higher capacity routes. All buses were in service by the end of January 2006.

In September 2006 funding was also provided for the purchase by Bus Átha Cliath of 100 additional buses at a cost of €30 million and a further €2 million was provided for the upgrading of garage facilities at Broadstone to accommodate these extra buses. Most of the buses had been delivered at the end of 2006 and some had begun to enter service. Bus Átha Cliath plan to use the additional buses across the QBC network (table 3p refers).

Over €15 million was also approved as a contribution towards the cost of 100 replacement buses for the Bus Átha Cliath fleet in 2007. Fifty of the replacement buses will be higher capacity tri-axle buses similar to those funded at the end of 2005.

It was also announced in 2006 that Exchequer funding of up to €50 million would be provided for up to 160 new buses for Bus Éireann in the period commencing 2007 for non-commercial services outside of Dublin. Bus Éireann is currently tendering for the supply of these new buses and expects that delivery of the buses will commence in mid 2007 and begin to enter into service shortly thereafter. Bus Éireann, which is responsible for the deployment of the new buses, propose to give priority to major cities and towns.

Table 3p **Bus Átha Cliath Key projects delivered under Transport 21**

Project	Status
20 Additional Buses	20 additional high capacity buses ordered in November 2005 were all delivered by January 2006 and all had entered service shortly thereafter
100 Additional Buses	100 additional buses were approved during 2006 and most had been delivered by the end of that year with the first of them entering service in December 2006.
Digital CCTV installations	2006 saw the process of installing digital CCTV cameras on the entire Bus Átha Cliath fleet near completion. This will allow for improved security on board.

The beneficial impact of the increased investment in public transport is evident in the improved services being provided and the increased number of passengers using public transport. The number of passengers travelling on our railways, for example, has grown from 37.7 million in 2005 to over 43 million in 2006. The railway infrastructure and rolling stock have also been upgraded adding much needed additional capacity.

Tables 3p and 4p provides details of key projects funded in 2006 under Transport 21 / National Development Plan (NDP) and details of the subvention and

passenger statistics in respect of Bus Átha Cliath. Tables 5p and 6p provide similar information in respect of Bus Éireann while tables 7p and 8p provide the relevant information in respect of Iarnród Éireann.

Table 5p **Bus Éireann: Key projects delivered under Transport 21**

Exchequer contribution 2006 (€m)	Project
0.24*	Development of Cork Southern Orbital Route

Table 4p **Bus Átha Cliath: Subvention and passenger statistics 2001- 2006**

	2001	2002	2003	2004	2005	2006
Exchequer Subvention (€million)	54.316	56.063	53.867	61.81	64.900	69.845
Number of Buses	1,062	1,062	1,062	1062	1082	1182
Number of Passengers Journeys (millions)	143	147	149	149.8	145.7	146.3
Percentage increase/ decrease over previous year		2.8%	1.3%	0.5%	-2.5%	0.4%

Table 6p **Bus Éireann: Subvention and passenger statistics 2001 - 2006**

	2001	2002	2003	2004	2005	2006
Exchequer Subvention (€million)	24.157	21.766	22.856	23.998	25.199	26.459
Number of Buses	694	680	680	682	674	674
Number of Passengers Journeys – excluding schools (millions)	43.8	46	48.4	47.8	49	49.72

Table 7p **Iarnród Éireann: Key projects funded under Transport 21**

Project	Exchequer contribution 2006 (€m)
Railway Safety Programme	100.129
67 Mainline Carriages	35.546
Kildare Route Project	17.528
DART Refurbishment	16.908
36 New Diesel Multiple Units (DMUs)	12.988
DART Upgrade	8.985

PUBLIC TRANSPORT IN THE CITIES

*Dublin***Luas**

The popularity of the Luas light rail system, which came into service in June 2004, continued to rise in 2006 with an increase of 16% in passenger carryings compared to 2005. During the year Luas carried 25.8 million passengers on the two Luas lines: 13.7 million on the Red line (Tallaght to Connolly Station) and 12.1 million on the Green line (Sandyford to St. Stephen's Green). This compares to a total of 22.2 million passengers in 2005. Table 9p provides information on Luas operations.

Table 8p **Iarnród Éireann: Subvention, capital investment and passenger statistics**

	2001	2002	2003	2004	2005	2006
Exchequer Subvention (€ million)	143.8	155.4	168.2	171.4	179.9	188.7
Exchequer Capital (€ million)	175.9	232.5	245.9	240.2	279.6	257.4
Number of Passengers Journeys (millions)	34.2	35.4	35.5	34.55	37.7	43.15

Table 9p Luas (Green and Red Lines) operations in 2005 and 2006

	Red Line 2005	Red Line 2006	Green Line 2005	Green Line 2006
Length of Line	15 km	15 km	9 km	9 km
Journey Time	43 minutes	43 minutes	22 minutes	22 minutes
No. of Trams (length of trams)	26 (30 metres)	26 (30 metres)	14 (40 metres)	14 (40 metres)
Capacity of each Tram	221	221	310	310
No. of Passengers	11 million	13.7 million	11.2 million	12.1 million

To cater for the higher demand the Railway Procurement Agency (RPA) increased the peak-time frequency on the Green line from 5 to 4 minutes and instituted a special shuttle service between Heuston and Connolly Stations. In addition, the RPA is in the process of providing a 40% increase in capacity on the Red Line by increasing the length of the 26 trams from 30 metres to 40 metres. The extended trams will begin to enter service in 2007 and the tram extensions will be completed in 2008.

LUAS EXTENSIONS

The Minister for Transport signed Railway Orders for Luas extensions from Sandyford to Cherrywood and from Connolly Station to The Point in 2006. Construction is scheduled to commence on both extensions in 2007.

METRO

The Minister for Transport announced the route selected by the RPA for Metro North in October 2006. Metro North will run from St. Stephen's Green to the north of Swords, in the vicinity of Lissenhall.

The route will interconnect with Metro West south of Dublin Airport, the Maynooth rail line at

Drumcondra, the Tallaght Luas line in the City Centre and with the Sandyford Luas and (following the completion of the Interconnector) the DART line at St. Stephen's Green.

Metro West will be an orbital Metro line linking the Tallaght Luas line and Metro North. The public consultation on the route selection was launched in November 2006 with alternative routes identified which would serve towns in west Dublin, such as Tallaght, Clondalkin, and Blanchardstown.

The RPA is currently developing plans for both Metro projects and is working with the CIÉ Group companies and with private operators to achieve integration of Luas / Metro with other modes of transport.

RAIL IMPROVEMENTS IN GREATER DUBLIN AREA

Work continued ahead of schedule in 2006 on the new railway station in the Docklands, the first to be provided in the city centre in over 100 years. In total, fifteen new services will operate each way each day from this station commencing in 2007, serving Clonsilla, Coolmine, Castleknock, Ashtown and Broombridge. Services will also call at the proposed new Phoenix Park station due to open towards the end of 2007.

PUBLIC TRANSPORT (CONTINUED)

The Minister for Transport made the Railway Order for the Kildare Route project in December 2006. It involves four-tracking a critical section of track between Cherry Orchard and Hazelhatch on the Heuston-Kildare line. New or relocated stations will be constructed at Fonthill, Kishogue, Adamstown, and Park West. The project will allow separation of long distance and commuter services and improve speed and capacity for commuter, regional and intercity services.

Work began on the preparation of the Railway Order for the Clonsilla-Pace / M3 (Phase 1) section of the Clonsilla to Navan rail line. Iarnród Éireann also commenced a study of the route alignment options for the Pace-Navan section (Phase 2).

Planning and design work began during the year on the proposed rail interconnector in Dublin as well as on plans for the electrification of the Maynooth, Kildare and Northern lines. The interconnector will be a 5.2km underground line through the heart of the city, which will allow frequency and capacity of services on all routes to dramatically increase, and integrate all modes of rail transport into a single, integrated network – DART, Commuter, Intercity, Luas and Metro.

CORK

Cork City Council is implementing a Green Route Transport Corridor policy for public transport services in the city, as envisaged in the Cork Area Strategic Plan 2001-2020. Since 2002, the Department has provided €29.1 million in funding for the development of Green Routes and Park and Ride facilities in Cork. This included €6.5 million in 2006.

The first two Green Routes were launched in 2004, and a further three were substantially completed in 2005. Work progressed during 2006, with one further Green Route substantially completed.

GALWAY

The Galway Transportation and Planning Study was adopted in 2003, and the City Development Plan in 2005. The first bus lane in Galway (0.8 km on the Dublin Road) was officially opened in February 2005. A further stretch of bus lane on the Dublin Road (of 2 km length approximately) was completed in 2006. During the year a study, commissioned by Galway City Council and funded by the Department, to examine and make recommendations on the city bus network, including possible bus priority measures, was completed. This study is now the basis of a consultation process initiated by the Council.

LIMERICK

Limerick City Council adopted a Development Plan in late 2004 and Limerick County Council formally adopted its Development Plan in early 2005. Technology has been installed on buses in the city and at key city junctions to allow buses to get priority at junctions. The two Councils are co-operating on the development of three bus priority routes.

Work on the first of the three planned Green Routes in the County Council area, on the R526 St Nessian's Road, was completed in 2006. €0.7m was provided by the Department to Limerick County Council during 2006 for works on the St Nessian's Road Green Route and the

PUBLIC TRANSPORT (CONTINUED)

remaining two planned Green Routes. The Department also provided funding to Limerick City Council in relation to design and planning costs for proposed bus routes during the year. Limerick City and County Councils have been examining the potential for park and ride in the city.

WATERFORD

The Waterford Planning Land Use and Transportation Study (PLUTS) was adopted in 2004. Waterford City Council commissioned two bus priority consultancy studies during 2005 with funding from the Department. These studies were completed in 2006 and the Council has proceeded to detailed design work for both routes.

Following on from the success of a pilot temporary park and ride service during the Tall Ships event in 2005, the City Council are now examining the potential for permanent park and ride in the city as recommended in the Waterford PLUTS.

INVESTMENT MONITORING

The Department's Public Transport Investment Monitoring Unit continued to monitor and review progress on the delivery of the public transport investment programme. Over 30 projects were monitored during 2006, ranging in value from €3 million to over €160 million.

Financial control checks were carried out on CIÉ co-financed expenditure in accordance with Article 4 of Commission Regulation (EC) No 438/2001 of 2 March 2001 laying down

detailed rules for the implementation of Council Regulation (EC) No 1260/1999 as regards the management and control systems for assistance granted under the Structural Funds.

Financial audits by the Department were finalised on expenditure by CIÉ companies:

- which benefited from Exchequer funding provided under the NDP 2000–2006 covering the period 1 April 2002 to 31 December 2003. The values of the audit samples selected for this period were 8% (i.e. €20 million) and 11% (i.e. €34 million) respectively;
- for which EU funding was claimed in respect of the year 2003. The value of the audit samples selected in this case was €74 million representing 52% of the expenditure involved.

Technical audits were carried out to monitor the physical progress of projects undertaken by Iarnród Éireann. 17 such audits were carried out during 2006. Examples of projects audited during 2006 were the DART Upgrade, Westport and Ballina Lines Resignalling, DART refurbishment and Mini CTC Signalling.

STRATEGY

Ensure value for money and transparency in respect of State Public Service Obligation [PSO] payments for public transport services.

PUBLIC TRANSPORT (CONTINUED)

CIE SUBVENTION

State subvention to CIE for the provision of socially necessary but non-commercial services increased in 2006 to €285 million from €270 million in 2005.

Revised Memoranda of Understanding on Service Levels and Targets for CIE operating companies were introduced between the Department of Transport and the CIE group of companies. They reflect the general principles of transparency and accountability for subvention payments to the CIE companies for the provision of public service obligation transport services.

The Memoranda set out a shared understanding of the quantity and quality of service, which each company intends to provide. They incorporate a performance indicator system, which provides greater transparency and accountability in the context of the public service obligation payment.

FARES

In December 2006, the Minister approved an average 2.75% fares increase, for Bus Átha Cliath, Bus Éireann, Iarnród Éireann and Luas services.

OBJECTIVE – Competition, Regulation and Reform

Use competition, economic regulation and structural reform to enhance the delivery of public transport services. (Responds to High Level Goal: Competition, Regulation and Reform)

STRATEGY

Regulate access to the bus operator profession and administer the existing market regulatory framework for bus services, under the Transport Act, 1932, as effectively as possible, pending new legislation as anticipated in the Agreed Programme for Government.

STRATEGY

Establish independent structures to procure and regulate public transport services.

PUBLIC TRANSPORT (CONTINUED)

STRATEGY

Reform the market regulatory framework for the Dublin and national bus markets, replacing the Road Transport Act, 1932.

STRATEGY

Restructure the CIE Group.

Pending reform of the Road Transport Act, 1932, the Department of Transport continued throughout 2006 to administer the existing arrangements for the licensing of private bus operators and the administration of a notification system for proposed service changes for the State bus companies. The Department of Transport also issued authorisations and journey forms under European Union Regulations and Agreements, in respect of cabotage, cross border and the international carriage of passengers by coach and bus.

In 2006, the volume of licence applications and notifications increased while applications for authorisations under EU Regulations in relation to the international carriage of passengers by coach and bus also continued at a steady pace. This trend in application rates is a reflection of the continued interest by both public and private sectors in increased bus operations. The Department, as part of an ongoing programme of improving customer service, is actively working to improve efficiency in this area with a view to reducing

processing times while being mindful of statutory requirements.

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REGULATORY REFORM

In September 2006 the Government made a number of decisions that will provide a solid basis for expanded and improved bus services throughout the country over the coming years. The Government decided that

- the regulation of the bus market in the Greater Dublin Area will be the responsibility of the proposed new Dublin Transport Authority;
- the bus market will be opened up on a phased basis to private operators;
- and approved the preparation and submission to Government of a draft Bill to replace the Road Transport Act 1932 with a modern regulatory and licensing regime.

Extensive discussions on the reform of public transport, including CIE, on the basis of the Government's decision continued during the year between officials in the Department, CIE management, private bus operator representatives, ICTU and the CIE trade unions. Work also continued on the preparation of proposals to replace the Road Transport Act 1932 in line with the Government's decision.

PUBLIC TRANSPORT (CONTINUED)

RAIL TRANSPORT

1. Second Railway Package

Statutory Instrument No. 212 of 2006 transposed Directive 2004/50/EC of the European Parliament and Council of 29 April 2004, amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC on the interoperability of the trans-European conventional rail system.

The Directive provides for the amendment of Directive 96/48/EC to bring it more in line with Directive 2001/16, as had been requested by the European Parliament. It also provides for the amendment of Directive 2001/16/EC by extending its scope to cover the whole Trans European rail network to take account of the full opening of the network to competition for freight services in January 2007.

2. Third Railway Package

The European Commission proposed the Third Railway Package in March 2004. This package contains four separate legislative proposals dealing with the following issues:

- Liberalisation of international rail passenger services;
- Train Crew Certification;
- Rights and Obligations of international rail passengers; and
- Quality of freight services.

In 2006, the EU Council of Ministers for Transport and Energy agreed a common position on three of the four aspects involved, namely liberalisation of international rail passenger services train crew certification and rights and obligations of international rail passengers. The draft proposals had been submitted to the European Parliament in October and November of 2006, with a view to second reading in January 2007.

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL ON PASSENGER TRANSPORT SERVICES BY RAIL AND BY ROAD.

The aim of this proposal is to create a framework regulating how Member States award exclusive rights and pay compensation for public transport services deemed to be public service obligations. The purpose is to ensure transparency in the award of subvention for public transport services. The EU Council of Ministers for Transport and Energy agreed a common position in relation to the draft Regulation in June 2006. The common position was adopted by qualified majority in December 2006 and is supported by the Commission. The draft proposal is now with the Parliament for second reading.

STRATEGY

Pursue and oversee implementation of the Taxi Regulation Act 2003.

PUBLIC TRANSPORT (CONTINUED)

A number of amendments to the Taxi Regulation Act 2003 were introduced through section 21 of the Road Traffic Act 2006. These gave more freedom to the Commission for Taxi Regulation in relation to the establishment of superannuation schemes and brought greater clarity to section 36 of the 2003 Act which provides for a system of automatic disqualification from applying for or holding a small public service vehicle driver or vehicle licence in respect of persons who have been convicted of one of a range of very serious offences, including murder, manslaughter and various sexual, drug trafficking and other offences.

The Taxi Regulation Act 2003 (Section 36 (2A) to (4)) (Commencement) Order (S.I. No 265 of 2006) commenced subsections (2A), (3), (3A) and (4) of section 36, as amended, with effect from 25 May 2006. The measures in these subsections are linked to the facility which allows existing licence holders or licence applicants with relevant convictions to apply to the courts to clarify their situation in advance of the full commencement of the section.

The Commission for Taxi Regulation launched a detailed *Action Plan 2006 – 2007, Driving Forward*, in March 2006, which sets out the changes the Commission proposes to make over the next two years. Highlights of the Action Plan included the introduction of a new National Taximeter Area, a new simplified National Taxi Fare structure and a National Complaints process from 25 September 2006. 2006 also saw the roll out of a new national vehicle licensing system whereby, following a public procurement process, the National Car Testing Service (NCTS) was contracted to administer the vehicle licensing of small public service vehicles on behalf of the Commission

The Commission made new amending regulations across a range of areas which update and, in certain respects, replace the existing regulations relating to small public service vehicles. Those amending regulations were made with the consent of the Minister, as required under the 2003 Act.

OBJECTIVE -Railway Safety

To ensure that railway infrastructure and services are provided, managed and used in a manner that protects people from death and injury. (Responds to High Level Goal: Safety)

STRATEGY

Implementation of an independent regulatory framework for railway safety.

STRATEGY

Promote, oversee, monitor and support the effective implementation of a prioritised safety investment programme for the improvement of Iarnród Éireann's safety management systems and infrastructure.

Table 10p Rail Safety Investment 1999 – 2006

	1999	2000	2001	2002	2003	2004	2005	2006
Track Renewal (miles)	89	84	74	86	67	39	32	23
Fencing (miles)	37	67	41	33	42	33	77	74
Bridges (number)	41	55	16	16	37	13	33	25
Level Crossings (number)	82	207	175	136	129	36	63	50
Total Investment (€million) *	90.1	127.5	167.1	148.9	127.5	100.4	89.5	101.1

* Includes Exchequer, EU and other funding

RAILWAY SAFETY COMMISSION

A major development in 2006 was the establishment of the Railway Safety Commission under the Railway Safety Act 2005 (see Appendix c), thus establishing an independent institutional framework for the regulation of railway safety.

REGULATIONS UNDER THE RAILWAY SAFETY ACT 2005

Regulations were made in 2006 concerning the definition of railway incidents for the purposes of accident investigation and to commence various sections of the Railway Safety Act 2005, including provisions relating to intoxicants and offences by people working on railways.

RAILWAY SAFETY PROGRAMME 2004-2008

Table 10p outlines the major investment undertaken since the commencement of the first Railway Safety Programme in 1999.

CAHIR INQUIRY

The Chief Railway Inspecting Officer's report into the derailment of a freight train at Cahir (in October 2003) was published in 2006.

OBJECTIVE-Public Transport Integration

To ensure an integrated and sustainable approach to the development and delivery of public transport services. (Responds to High Level Goal: Integration)

STRATEGY

Work with local authorities in the large urban areas to develop and implement public transport, traffic management and cycling/pedestrian measures.

PUBLIC TRANSPORT (CONTINUED)

QUALITY BUS NETWORK

A key element of the Dublin Transport Office (DTO) transport strategy for the Greater Dublin Area 'A Platform for Change' is the provision of a network of bus priority infrastructure to improve the attractiveness of the bus to the travelling public. Funding for the network of bus priority infrastructure is provided by the Department's Traffic Management Grant Scheme. The DTO Traffic Management Grant Committee allocates grants to reimburse Local Authorities and the transport providers for investment in traffic management schemes, predominantly bus priority measures, throughout the Greater Dublin Area. Traffic Management Grant expenditure in 2006 was €27.6 million, of which €21.9 million was deployed on bus priority projects.

By end 2006, 12 QBC routes were in operation throughout the GDA - Malahide, Lucan, Stillorgan, Finglas, North Clondalkin, South Clondalkin, Rathfarnham, Tallaght, Swords, Blanchardstown, Ballymun and Western Orbital. Some 143.1 km of treated corridor network now exists. In addition, some 27.2 km of bus priority network feeds into the Quality Bus Corridor network. During 2006, work continued on the Rock Road QBC.

USE OF HARD SHOULDERS BY BUSES

The Department supports pilot projects to assess how hard shoulders can be safely used by buses at 'congestion hot spot' locations on national roads, including those linking Dublin and satellite towns. During 2006, work on implementing bus lanes on the hard shoulders on the following routes was completed:

- Navan Road: Approaches to Dunshaughlin
- Navan Road: Bracetown section
- Naas Road: Kingswood Interchange to Kylemore Road

CYCLING

Cycle facilities are being developed in conjunction with the implementation of bus priority schemes. Grants to the value of €0.93 million were approved in 2006 by the DTO Traffic Management Grant Committee for expenditure by local authorities on provision of cycling facilities in the GDA over and above those facilities provided as part of bus schemes.

In 2006, the DTO progressed work on a new guidance manual for cycle facilities and in reviewing the future direction of cycling policy for the Greater Dublin Area.

OPERATION FREEFLOW

Operation Freeflow is an annual initiative to help reduce congestion in Dublin City during the Christmas period. It was first run in 1996 and has been adapted over the years to changing requirements. Operation Freeflow 2006 ran from 27 November 2006 to 7 January 2007. The initiative was planned under the auspices of An Garda Síochána and the Dublin Transportation Office in close co-operation with local authorities and transport service providers. The Gardai chair the committee

PUBLIC TRANSPORT (CONTINUED)

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responsible for overall planning of the Operation.

Under Operation Freeflow 2006, there were 163 additional Gardaí to ensure smooth traffic flow. As in previous years, there was also a ban on all but urgent road works (except on the M50). Additional services were provided by Bus Átha Cliath, particularly late in the evening. There were also some additional daytime services, with Bus Átha Cliath bringing the first of the new fleet additions into service during this period. A rapid-response towing service for Bus Átha Cliath was put in place to minimise any delays caused by breakdowns. Additional late-night Luas services at weekends ran up to 3am. Traffic issues were subject to constant monitoring from the City Traffic Control Room.

These measures were combined with a public awareness campaign, to ensure that the public was informed of the measures being undertaken in the context of Operation Freeflow. A magazine was produced and provided with newspapers to coincide with the launch of the Operation. There was a dedicated traffic radio channel for up-to-date information, and a dedicated website, covering all aspects of Operation Freeflow and linking to public transport timetables.

EUROPEAN MOBILITY WEEK/IN TOWN WITHOUT MY CAR DAY

In September, the Department assisted the Department of the Environment, Heritage and Local Government to mark 'In Town Without My Car' day as part of European Mobility Week 2006. The theme for 2006 was "Climate Change".

As with other countries across the globe, Ireland organised a series of promotions aimed at raising awareness of travel options such as walking, cycling and public transport.

The Department co-funded (with the Department of the Environment, Heritage and Local Government) an advertising campaign during European Mobility week 16 - 22 September 2006 in the daily national and Sunday newspapers on the 2006 theme of "Climate Change". The Department also assisted Cork City Council during that week in relation to its initiative on park and ride facilities.

STRATEGY

Work with other Departments, local authorities and agencies to promote higher density and mixed-use development along urban public transport corridors, so as to minimise long distance commuting and reduce urban sprawl.

STRATEGY

Improve accessibility to public transport for people with disabilities and other socially excluded people.

PUBLIC TRANSPORT (CONTINUED)

STRATEGY

Support measures to promote better integration of public transport, including physical interchanges, park and ride, integrated ticketing, and integrated information provision, across the public transport network, particularly in the Greater Dublin Area.

RURAL TRANSPORT INITIATIVE

The Rural Transport Initiative (RTI) is a scheme to encourage innovative rural community-based initiatives to provide transport services, with a view to addressing the issue of social exclusion in rural Ireland caused by lack of access to transport.

The RTI is operational in virtually all counties, with thirty-four community transport schemes being funded under the initiative. Schemes vary in size from small parish based approaches to countywide or regional approaches. The frequencies, times and model of service delivery vary from scheme to scheme. However, in general they involve a one day a week services on each route provided by local transport operators on a contract basis, using mini-buses which carry around 12 passengers. Many of the services are door-to-door and are designed to fit in with existing scheduled transport services. The provision of transport services for people with disabilities is a core feature of the RTI, and all schemes provide these services. Some 93,000 RTI transport services and over 790,000 passenger trips were recorded on these services in 2006.

The RTI was originally designed as a two-year pilot to conclude at the end of 2003, but was extended to end 2004 to facilitate a full appraisal of the scheme. That appraisal was completed in July 2004 and, in line with the principal recommendation of the appraisal, the Minister extended the RTI for a further two years to end 2006 to enable the full lessons of the pilot phase to emerge.

In early 2006, the Department commissioned an independent study to develop policy options, including a preferred option, for the mainstreaming of RTI from 2007 onwards. Following a subsequent public consultation process, policy proposals for the roll-out of the RTI from 2007 onwards were finalised and the mainstreaming of the Rural Transport Programme targeted for February 2007. Addressing transport-related social exclusion continues to be a basic principle of the RTI and schemes will only be funded where commercial operators are not prepared to provide services.

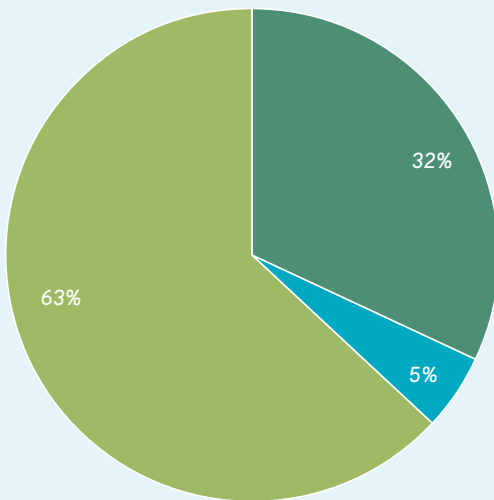
In parallel with the implementation of *Transport 21*, the Minister for Transport announced that he would double the funding (based on the 2005 allocation of €4.5m) available to the RTI by 2007 and that thereafter, he would steadily increase the funding available for rural transport services; ultimately to a funding level about four times the 2005 allocation. The Government's commitment to do this is reflected in *Towards 2016*, the new Ten-Year Framework Social Partnership Agreement. €9 million was subsequently made available for the RTI in 2007 to facilitate the transition of the initiative from its pilot phase into a mainstream programme. Total funding for the RTI to 2015 will be €90m

PUBLIC TRANSPORT (CONTINUED)

Funding is also available to the RTI from the Department of Social and Family Affairs in respect of the Free Travel Scheme and from health boards and from other interests that support the initiative.

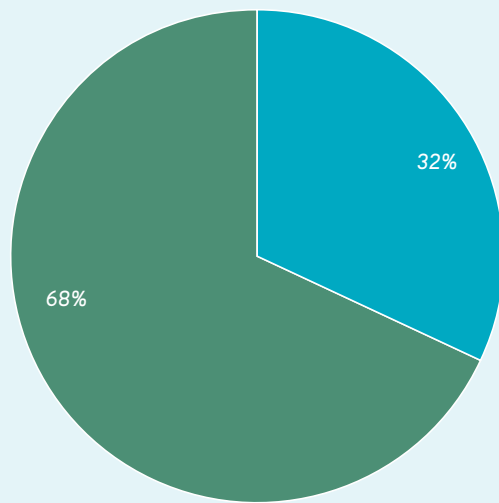
RURAL TRANSPORT PROGRAMME
CUMULATIVE FIGURES 2006

PASSENGER TYPE



- FARE PAYING PASSENGERS
- OTHER FREE
- NUMBER OF FTP

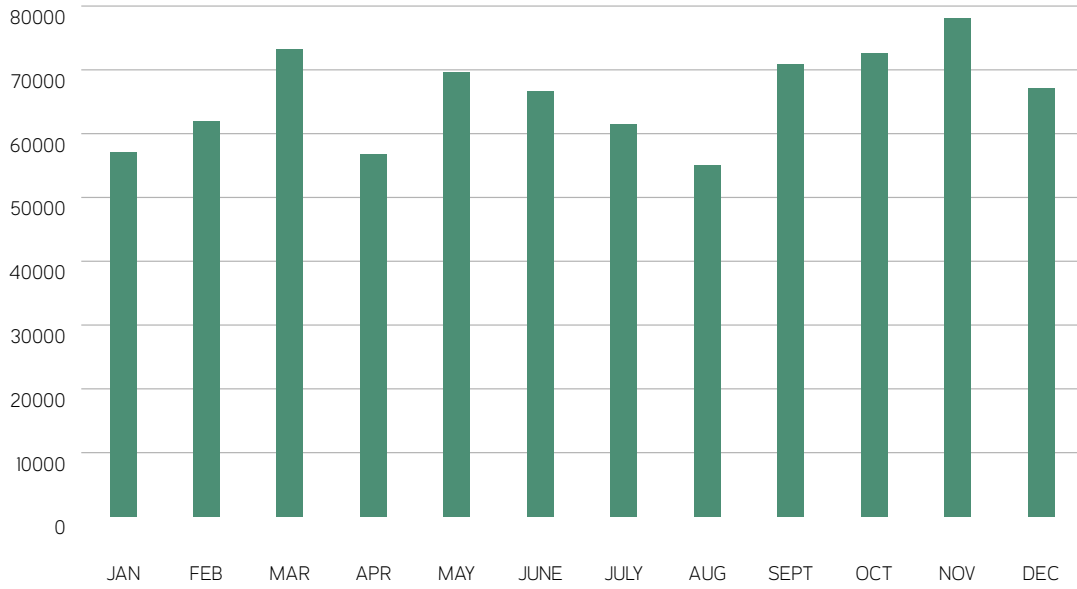
GENDER BREAKDOWN



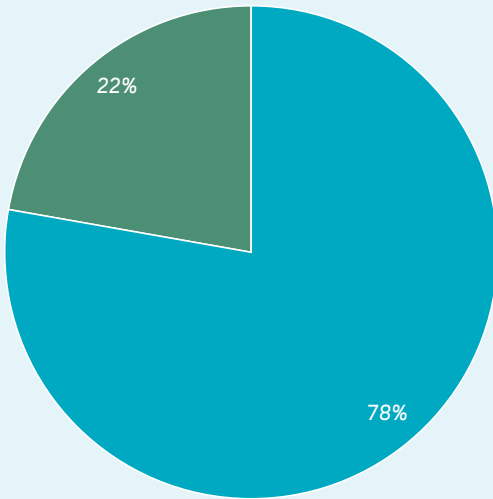
- MALE
- FEMALE

(NB.FTP = Free Travel Pass)

Table 11p Rural Transport Initiative 2006 / Total Number of Passengers

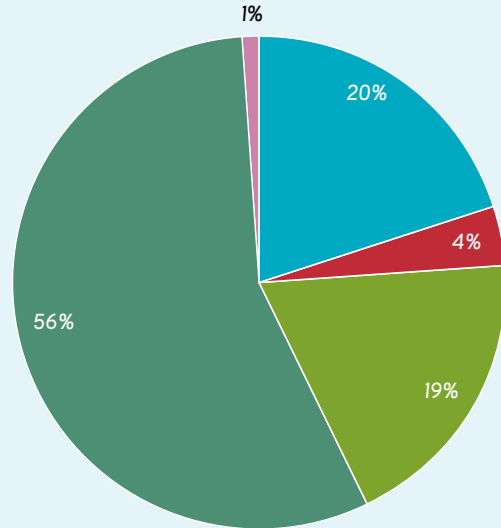


DOOR TO DOOR vs NON DOOR TO DOOR PICK-UPS



- DOOR TO DOOR PICK-UPS
- NON DOOR TO DOOR

AGE BREAKDOWN FROM JAN - DEC 06



- <5
- 26-65
- SCHOOL AGE
- 18-25
- >66



TRANSPORT ACCESSIBILITY

During 2006 the Department finalised 'Transport Access for All', the Department's Sectoral Plan under the Disability Act 2005. The Plan addresses the accessibility needs of people with mobility, sensory and cognitive impairments across all transport modes and contains time bound targets for the progressive realisation of accessible transport in Ireland. It was prepared following an extensive consultation exercise involving meetings and discussions with transport providers together with a wide range of groups in the disability sector. The Plan was passed by the Houses of the Oireachtas in October 2006 enabling it to take effect.

Measures to implement 'Transport Access for All' are already well advanced. Since the year 2000, all major refurbishment projects at bus and rail stations, together with the construction of new stations and the purchase of trains or buses take account of the needs of people with mobility and sensory impairments. Work in this area is now being extended to taxis as well as air and marine passenger transport.

The remit of the Public Transport Accessibility Committee, a Partnership Committee under *Towards 2016*, has been expanded so that stakeholders, including disability organisations, have a monitoring role in relation to progress in implementing the Sectoral Plan and evaluating the impact of the Plan on people with mobility, sensory and cognitive impairments. Three meetings of the Committee took place in 2006.

Significant resources for accessibility are being provided under *Transport 21* to facilitate further progress. Accessibility is being built into new public transport infrastructure projects and funding is also being provided to continue the phased retrofit of existing infrastructure.

Some €8 million was provided by the Exchequer in 2006 to finance a number of accessibility improvements to existing public transport infrastructure and facilities. Work involved related to;

- a railway station refurbishment programme on the Dublin-Cork line together with preparatory work for a similar programme on the Dublin-Dundalk and Dublin-Galway lines.

PUBLIC TRANSPORT (CONTINUED)

- the upgrading of Bus Éireann's bus stations in Tralee, Ennis and Rosslare.
- continuation of a bus stop improvement programme in Dublin.
- Bus Átha Cliath's new travel assistance scheme to encourage people with disabilities to use public transport.
- retrofitting of Bus Átha Cliath's on-board bus poles with easy grip, colour contrasted surfaces.
- modifications to the Luas trams to improve access/egress as well as the introduction of on-board hearing loops.
- preparatory work for the installation of a lift at the Luas stop in Dundrum.

This particular funding was in addition to the ongoing substantial investment in new Public Transport infrastructure and vehicle procurement under the NDP 2000-2006 and *Transport 21*.

The Department continues to participate in interdepartmental co-ordinating and monitoring structures for the National Disability Strategy, including the sectoral plans.



PUBLIC TRANSPORT (CONTINUED)

PARK AND RIDE FACILITIES AND INTERCHANGES IN THE GREATER DUBLIN AREA

The Department made €5 million available during 2006 in funding for local authorities within the GDA for park and ride projects. While there were some expressions of interest, there were no proposals put forward to the Department for this funding.

INTEGRATED TICKETING

The Minister established an Integrated Ticketing Project Board in July 2006 comprising an independent chairperson, the RPA, Bus Átha Cliath, Bus Éireann, Iarnród Éireann, private bus operators' representative and senior officials from both the Department and the Department of Social & Family Affairs to advance the Smart Card integrated ticketing project. The Minister appointed Mr. David O'Callaghan, a former Secretary-General of the Department of Defence, as independent chairperson of this Board. In the meantime, the number of users of integrated tickets using magnetic strip technology continues to grow.

STRATEGY

Review the role and structure of the Dublin Transportation Office (DTO) and implement any necessary changes.

The Report of the Dublin Transport Authority Establishment Team recommended that the functions of the DTO should be subsumed into the proposed Authority and that recommendation was accepted by Government.



Section 4

AIR
TRANSPORT

AIR TRANSPORT

OBJECTIVE – Airports

To ensure that the State airports respond in a sustainable way to the needs of their full range of customers and to facilitate the contribution of the regional airports to balanced regional development. (Responds to High Level Goals; Investment and Integration)

STRATEGY

Implement the provisions of the State Airport Act, 2004 concerning the restructuring of the State airports.

The State Airports Act, 2004 provides for a framework which will allow for an orderly approach to the distribution of the assets of Shannon and Cork Airports in conformity with the provisions of the Companies Acts.

In 2006, the transition to full autonomy remained a priority. However, the Dublin Airport Authority (DAA) continued to face a number of challenges which affected decisions on the timing of airport separation. At year end, the transition to autonomy depended on the approach to funding of the airports' capital investment into the future, the optimum mechanisms for allocating airport assets among the three State airports and all relevant

aspects of the three airports' financial sustainability.

STRATEGY

Facilitate the provision of additional terminal and pier capacity at Dublin Airport.

Passenger traffic at Dublin Airport is forecast to grow from its 2006 level of over 21 million passengers per annum to 30 million by 2015. New infrastructure capacity and facilities, both airside and landside, including further terminal capacity, will clearly be needed to cater for this growth.

As part of the aviation action plan that was approved by the Government in May 2005, the DAA has begun the process to deliver a new terminal (Terminal Two) and a new Pier E by end 2009. Planning permission for this project was awarded in October 2006, and this is now under appeal to An Bord Pleanála. The DAA is also in the process of developing a new Pier D, which is due to be completed in 2007.

When the Government gave the DAA the approval to proceed with Terminal Two in 2005, it also agreed that recognised independent experts would verify the specification and cost of the project. The Department commissioned the firm of *Boyd Creed Sweett* in association with *Parr Architects and FaberMaunsell* to carry out this work in 2006

AIR TRANSPORT (CONTINUED)

Table 1a Passenger throughput at State Airports (million persons)					
	2002	2003	2004	2005	2006
Dublin	15.08	15.86	17.14	18.45	21.19
Shannon	2.35	2.40	2.39	3.30	3.64
Cork	1.87	2.18	2.25	2.73	3.01

The consultants made three key findings with regard to DAA's planning for Terminal Two, as follows:

- the methodology, approach and execution of the planning objectives and considerations for passengers adopted by the DAA and its consultants accords with best practice,
- the development of the structural proposals is in accordance with best practice and the scheme chosen is comparable with that used in similar airport buildings and
- the estimated cost is within industry norms for this type of project in a European capital city

The Commission for Aviation Regulation (CAR) published its new determination of the maximum level of airport charges at Dublin Airport on 29 September 2005. Effective from 1 January 2006, the average annual maximum airport charge per passenger allowed by the CAR at Dublin Airport was €6.14. This was a 23% increase on the previous charge while the DAA had sought a 50% increase. The DAA appealed the determination and an Appeal Panel, appointed by the Minister, having examined the matter, referred the determination back to CAR for review.

In response CAR varied its original determination and increased the maximum charge to €6.34. In the original determination, CAR signalled that it might be reviewed again once there was an opportunity to consider fully DAA's final capital investment programme. Following consultation CAR decided on the 8th December 2006 that it will review its original airport charges determination to take account of DAA's final capital expenditure programme with a view to a final determination during 2007.

PASSENGER NUMBERS AT THE STATE AIRPORTS

Air passenger traffic at Ireland's State airports increased by 14% from 24.48 million in 2005 to 27.84 million in 2006 (table 1a).

STRATEGY

Seek to optimise the role of the regional airports in promoting more balanced regional development, primarily through a range of measures such as the EU authorised PSO programme to support air access as provided for in the Agreed Programme for Government.

AIR TRANSPORT (CONTINUED)

The Department continued to support regional air access through the air services PSO programme in 2006, involving three year contracts with Aer Arann and Loganair for the provision of PSO services between Dublin and the regional airports in Donegal, Sligo, Galway, Kerry, Knock and Derry. These contracts run from 22 July, 2005 to 21 July, 2008.

Details of the PSO contracted subvention levels are set out in table 2a.

Pending the establishment of a new capital grants scheme for the regional airports in compliance with new EU guidelines (see

Transport 21 section below), exchequer support for essential safety-related capital projects at these airports continued during 2006 under the Airports Measure of the NDP.

Grants were also available towards operational expenditure incurred by the airports under a separate scheme which was drawn up during 2006 in response to the new EU guidelines. The new scheme represents a radically different approach from the former Marketing, Safety and Security grant scheme which it replaced. It is intended to provide financial assistance in respect of core airport operational costs which cannot be fully

Table 2a PSO Contracted Subvention Levels

	2002 (€'000)	2003 (€'000)	2004 (€'000)	2005 (€'000)	2006 (€'000)
Route					
Kerry	4,479	4,497	4,916	4,336	3,010
Galway	4,600	5,105	5,634	4,774	2,977
Sligo	2,681	4,800*	4,800*	4,889*	5,052*
Donegal	2,083				
Knock	2,388	3,191	3,403	5,174**	3,979**
Derry	2,306	2,306	2,583		
Total	18,537	19,898	21,336	19,173	15,018

* Sligo and Donegal routes are operated under a combined contract since 2003.

** Knock and Derry routes are operated by Loganair under a combined contract from 22 July, 2005.

Table 3a NDP Capital Grant Scheme

	2001	2002	2003	2004	2005	2006
	€	€	€	€	€	€
Airport						
Donegal	0	252,779	717,595	0	112,575	49,490
Galway	287,807	728,065	944,712	1,276,421	692,015	0
Knock	302,610	0	2,030,996	0	321,218	529,365
Kerry	0	838,809	854,876	0	394,650	98,107
Sligo	181,759	470,060	238,694	9,441	55,852	124,000
Waterford	55,138	0	586,753	998,085	123,690	0
Total	827,314	2,289,714	5,373,626	2,283,947	1,699,999	800,962

recovered from the income which the airports derive from their normal range of services and activities. The Minister entered into formal PSO contracts with the individual airports during the year to underpin the new scheme.

the last five years. Table 5a provides the total number of passengers at regional airports in 2006.

Tables 3a and 4a provides the total amount paid to each regional airport under Capital and Operational Schemes respectively in each of

Table 4a Operational Grants (Marketing, Safety & Security Scheme pre-2006)

	2001	2002	2003	2004	2005	2006
	€	€	€	€	€	€
Airport						
Donegal	253,947	230,000	280,000	255,000	255,000	64,600
Galway	253,947	230,000	230,000	280,000	280,000	677,848
Knock	444,408	400,000	400,000	400,000	400,000	0
Kerry	444,408	400,000	400,000	400,000	400,000	0
Sligo	253,947	230,000	280,000	255,000	255,000	231,200
Waterford	253,947	410,000	650,000	650,000	650,000	687,685
Total	1,904,607	1,900,000	2,240,000	2,240,000	2,240,000	1,661,333

Table 5a Total Passenger Numbers at the Regional Airports

	2001	2002	2003	2004	2005	2006
	€	€	€	€	€	€
Airport						
Donegal	21,701	23,977	38,355	42,675	47,776	59,731
Galway	111,660	110,120	137,165	225,430	252,897	248,500
Kerry	156,501	169,812	305,333	382,021	382,678	392,407
Knock	202,853	199,089	247,721	372,974	530,084	621,708
Sligo	23,693	26,316	30,329	41,053	39,593	34,292
Waterford	29,061	34,541	34,919	60,875	74,357	80,792
TOTAL	545,469	563,855	793,822	1,125,028	1,327,385	1,437,430

REGIONAL AIRPORT INVESTMENT UNDER TRANSPORT 21

A provision of €100 million is available under Transport 21 for investment in regional airports over the period of the plan. The purpose of the funding is two-fold. Firstly, it will fund existing and future essential safety/security requirements at the regional airports. Secondly, it will provide exchequer support for targeted investment in these airports, where demand for additional air services can be demonstrated and where an economic case can be made to justify increased investment.

A new scheme in respect of this funding in the period up to 2010 was drawn up in the light of the EU 2005 guidelines on the financing of airports. Following EU State Aid approval, the scheme was launched by the Minister in July 2006 and attracted applications from all of the regional airports.

OBJECTIVE – Air Services

To facilitate and encourage as wide a range as possible of reliable, regular and competitive commercial air services for Irish tourism, trade and industry. (Responds to High Level Goal; Competition, Regulation and Reform)

STRATEGY

Determine an appropriate investment strategy for Aer Lingus in the light of its future operational and financial planning requirements and the implication of that strategy for the ownership structure.

On 4 April 2006, in line with the Government decision of May 2005, the Minister and the Minister for Finance agreed proposals for the



implementation of an investment transaction for Aer Lingus by means of an Initial Public Offering (IPO) of shares and advised the Government of these proposals. The General Principles of the sale of the shares in Aer Lingus were approved by Dáil Éireann on 6 July 2006.

Conditional dealings in the shares commenced on the Dublin and London Stock Exchanges on 27 September 2006 and formal admission took place on Monday 2 October. The gross proceeds to the Government from the IPO were €239.6 million. The Company received €534 million from the sale of new shares in the IPO. €104 million from the proceeds received by the Company was raised for the purpose of two Supplementary Pension funds for existing and past employees.

The Government's overarching objective in privatising Aer Lingus was to provide the Company with access to new equity to enable it to compete effectively and fund the growth of its business. Through the IPO, the airline raised new equity of the order of half a billion

Euro, which provides it with a unique opportunity to pursue its expansion based business strategy.

The Government retained a shareholding of 25.4% in Aer Lingus to protect the State's strategic interests.

Shortly after Aer Lingus was admitted to the Stock Exchange, Ryanair launched a hostile takeover bid for the company. Merger clearance for such a takeover is required from the European Commission. The Minister has highlighted his concerns about the proposed takeover on competition grounds and a number of legal and economic submissions have been made to the European Commission. The Commission concluded a Phase 1 examination of the issue in late December 2006 and announced its decision to move to a Phase 2 investigation of the case. The Phase 2 investigation is a detailed examination of the merger proposals and it is expected to conclude by mid May 2007 at the earliest.

STRATEGY

Facilitate greater access for all airlines providing transatlantic air services to and from the USA, in the light of developing EU policy on Europe – United States "open skies".

In November 2005, EU and US negotiators reached agreement on the text of a comprehensive "first-step air transport agreement". The EU Council of Minister's

AIR TRANSPORT (CONTINUED)

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subsequently expressed its unanimous support for the draft agreement, subject to change in the US policy concerning foreign ownership of US airlines. A transitional arrangement for Ireland, relating to the phasing out of the 'Shannon Stop', was included in the November 2005 text.

In December 2006, following opposition from Congress, the US authorities withdrew the rulemaking proposal concerning control and ownership of US airlines which had been essential to enable the European side to support the agreed text.

At the December meeting of the Council of Transport Ministers, the Council nevertheless reaffirmed its commitment to a comprehensive air transport agreement with the US and requested the Commission to enter into urgent consultations with the US to seek initiatives that could lead to a balanced agreement with a view to reporting back to the Council in March, 2007.

STRATEGY

Encourage the development of new air services to and from Ireland through the conclusion of liberal regulatory arrangements with non- European Economic Area (EEA) states.

Ireland currently has 27 Bilateral Air Service Agreements with non EU / European Economic Area (EEA) States. In 2006, Ireland concluded negotiations on a new air services

or 'open skies' agreement between Ireland and Singapore. This Agreement has the potential to further develop new trade and tourism markets between the two countries. The Agreement, which will come into effect in 2007, will allow Singapore and Irish carriers to fly directly to and from Singapore and Ireland.

OBJECTIVE – Safety and Security

To ensure that Irish aviation safety and security policies and practices comply with or exceed best international standards.

(Responds to High Level Goal: Safety)

STRATEGY

Support the safety regulation activities of the Irish Aviation Authority and the development of an effective European Aviation Safety Agency.

The Irish Aviation Authority (IAA) continues to ensure a high level of safety for Irish aviation activities. A member of the Department's staff represents Ireland on the European Aviation Safety Agency (EASA) Management Board. Late in 2005 the European Commission published a proposal to expand EASA's activities into flight activities and licensing. Agreement on this proposal was reached at the December 2006 Council of Transport

AIR TRANSPORT (CONTINUED)

Ministers. This will introduce further welcome harmonisation of European aviation safety standards.

STRATEGY

Review the Irish Aviation Authority's role and structure as a safety regulator and an air navigation service provider in light of new and emerging EU policies.

The Department is currently examining the separation of the IAA's two functions (service provider and regulating authority for air navigation services) in the context of the Single European Sky legislation and the establishment of EASA.

STRATEGY

Continuously review aviation security monitoring arrangements and resource requirements.

The Department is responsible for the ongoing monitoring of airlines' and airports' compliance with national and international aviation security standards. During 2006, the Department carried out a programme of monitoring and testing of security systems throughout the aviation sector. The EU Commission audited security measures at Shannon Airport in April

2006 and at Dublin Airport in October 2006. Officers from the Department were in attendance on both occasions. The audits identified some deficiencies, which the Department, with the co-operation of the aviation industry, moved swiftly to rectify. The Department also took part in a EU-wide exercise in November to test the compliance of airlines in Europe with security requirements. Following the threat from liquid explosives uncovered in the UK in August 2006 new EU regulations restricting the amount of liquids and gels passengers are permitted to bring on board aircraft came into effect on 3 November 2006.

STRATEGY

Ensure that the Department's Air Accident Investigation Unit continues to operate to the highest international standards.

The Air Accident Investigation Unit (AAIU) conducts investigations of aviation accidents and incidents in accordance with Annex 13 to the International Civil Aviation Organisation Convention, European Union Council Directive 94/56/EC, and Statutory Instrument No. 205 of 1997. Table 6a provides details of air accident and incident occurrences in 2006.

Of the 97 reported occurrences, 67 occurred in the State, while 30 occurred outside the State. Of these occurrences, 21 are being investigated by the AAIU, while 10 are the subject of investigation by other national authorities, with the assistance of the AAIU. The AAIU

Table 6a Air Accidents/Incidents/Occurrences

	2002	2003	2004	2005	2006
Accidents Reported	12	13	9	18	11
Serious Incidents Reported	7	16	14	14	8
Incidents Reported	30	35	34	34	41
Occurrences logged and no further action required	10	14	11	11	37
Fatalities	2	1	1	6	3
Injuries	2	4	4	6	0
Final Reports Published	14	20	22	30	28

published 28 Final Reports in 2006 and these are available at www.aaiu.ie.

The main purpose of the AAIU is accident investigation and prevention. In its latter role many reports conclude, where appropriate, with safety recommendations. A total of 24 safety recommendations were made by the AAIU in 2006. These recommendations were made to aircraft operators, airport authorities, aircraft manufacturers and government agencies in Ireland.

OBJECTIVE - Air Traffic Management

Ensure an on-going strategic and operational role for the IAA in the provision of Air Traffic Management (ATM) services. (Responds to High Level Goals; Infrastructure, Integration and Competition, Regulation and Reform)

STRATEGY

Implement the EU's Single European Sky Initiative.

The Department and the IAA are closely involved in developments at EU level on the implementation of European Commission's Single European Sky proposals, an attempt to reform the current air traffic management system and to increase efficiency and eliminate delays.

The IAA is both the service provider and the regulating authority for air navigation services. Separation of these two functions continues to be examined in the context of the Single European Sky legislation, which has implications for the organisation and management of Air Traffic Control services.

The Irish and UK Administrations reviewed, in 2004, a 1966 Agreement on the provision of Air Navigation Services in a major block of international airspace in the North Atlantic, in order to create a new airspace block off the North-West coast of Ireland to be called the Northern Oceanic Transition Area (NOTA). The IAA controls this area and it increases Irish controlled airspace by 95,000sq km.

AIR TRANSPORT (CONTINUED)

Implementation of the Agreement was over 2 phases. It commenced on 20 January 2005 with full implementation from October 2006.

STRATEGY

In conjunction with the IAA, continue to play a proactive part in the development of EU and pan-European proposals for the future of ATM, in particular the EU's Single European Sky initiative.

Work to complete the regulatory framework for the establishment of a Single European Sky, which is intended to bring about major structural improvements to European air traffic management systems, continued in 2006. A Regulation laying down common requirements for the provision of air navigation services was published on 20 December 2005. This Regulation requires all air navigation service providers, including the Safety Regulation Division of the IAA, to be certified in accordance with the common requirements from the beginning of 2007. This was achieved and the air navigation service providers concerned were designated by the Department of Transport in accordance with the Service Provision Regulation of 10 March 2004.

The EU is seeking to develop strategic capability in satellite navigation through the Galileo project, Europe's proposed civilian-controlled global satellite system, which is scheduled to be operational by 2008. Work continued in 2006 on the concession contract

negotiations to appoint the operator of the Galileo system. Negotiation of agreements with third countries also continued.

Legislation to provide for ratification of the revised Eurocontrol Convention was enacted on 4 April 2006.

STRATEGY

Arising from the structural review of the IAA proposed under the Safety Objective, to ensure that the IAA is best positioned to provide ATM services of increasing capacity and enhanced cost effectiveness.

In tandem with the review to be undertaken by the Department, the IAA, in line with its mandate, continued during 2006 to focus on measures to improve its efficiency and effectiveness while maintaining the highest level of safety.



Section 5

MARITIME SAFETY AND ENVIRONMENT

MARITIME SAFETY AND ENVIRONMENT

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(As the Maritime Safety and Environment area only became part of the Department of Transport on 1 January 2006 the items reported on relate to the Statement of Strategy of the Department of Communications, Marine and Natural Resources).

CORE POLICY GOALS

Maritime Safety

To establish, promote and enforce safety and security standards, and by doing so, prevent, as far as possible, the loss of life at sea and on inland waters and other areas, and to provide effective emergency response services.

Marine Environment

To safeguard the quality of the marine environment from ship source pollution.

Strategic Objective 1

To put in place appropriate organisation structures and arrangements to deliver co-ordinated and cost-effective marine safety services.

Responsibility for the Maritime Safety Directorate (MSD) and the Irish Coast Guard (IRCG) was transferred from the Department of Communications, Marine and Natural Resources to the Department of Transport on 1 January 2006. Maritime Safety, Security and Environmental Protection are the remit of the Directorate and the IRCG. Responsibility for the Mercantile Marine Office (MMO) transferred to the Maritime Safety Directorate in 2006. The MMO provides a service to seamen serving on Irish registered vessels maintaining a general register of seafarers; this includes recording sea service, issuing discharge books and identity cards and processing applications for seafarer's sea time records. The office also maintains a general register of shipping and collects fees for vessel surveys, examinations and receipts for publication sales. Revenue in 2006 increased by 6% over 2005 to €532,000 (table 1m).

Table 1m Mercantile Marine Office receipts in 2005 and 2006

	2005 € 000	2006 € 000	% Increase / (decrease)
MMO Receipts			
Examination Fees	38	35	-7%
Survey Fees	426	402	-6%
Sale of Forms	4	4	19%
Miscellaneous Receipts	36	90	149%
Total Revenue from Receipts	504	532	6%

Strategic Objective 2

To continuously improve marine safety culture and awareness

During 2006, work progressed on a comprehensive safety regime with particular emphasis on the recreational and commercial fishing sectors.

ISSUE OF MARINE NOTICES

A total of twenty-seven Marine Notices issued from the Department during 2006. Marine Notices are circulated to organisations and individuals ranging from state agencies, the fishing industry, international shipping and water based recreational interests and are available on the Department's website, www.transport.ie

REVIEW OF SAFETY MEASURES ON SMALL WATERCRAFT

The Minister of State, Mr. Pat the Cope Gallagher T.D. launched the Code of Practice for the Safe Operation of Recreational Craft on 24 May 2006. The Code sets out current

legislative requirements governing recreational craft, as well as providing detailed guidance and information on best practice for the safe operation of such craft.

SAFETY AWARENESS

A comprehensive programme for safety on the water awareness took place with widespread local radio advertising on public holiday weekends during the summer months as part of an annual safety awareness programme, focusing in particular on the regulations regarding the wearing of lifejackets on pleasure craft. Throughout the year the IRCG also attended various events around the coast providing advice and marine safety demonstrations to the public to urge compliance with basic safety precautions.

During 2006, IRCG held Search And Rescue Exercises to promote public awareness at Greenore, Howth, Greystones, Rosslare, Youghal, Ballybunion, Cleggan and Killybegs. These exercises involved the IRCG Helicopters, IRCG Units, RNLI Lifeboats and the Civil Defence.

Table 2m Compliance monitoring and safety advice patrol statistics for 2006

Station	Boats Checked	Compliant
Killala	72	52%
Costello Bay	134	54%
Killaloe	126	61%
Howth	483	90%
Crosshaven	469	83%

COMPLIANCE MONITORING OF SAFETY LEGISLATION

IRCG Volunteer Coast Guard Units carried out a very successful at-sea monitoring programme for small boat compliance with safety legislation. More than 1,000 boats were visited – table 2m refers. The presence of Coast Guard boats is effective in ensuring the wearing of lifejackets.

MARITIME PASSENGER TRANSPORT ACCESSIBILITY

Maritime Passenger Transport Accessibility provisions have been successfully integrated into the Department's Sectoral Plan addressing the accessibility needs of people with mobility, sensory and cognitive impairments. A maritime forum representative of service providers and regulators, together with nominees from the disability sector, has been established to ensure that the maritime element of the Sectoral Plan is implemented.

COMMISSIONERS OF IRISH LIGHTS

The Commissioners of Irish Lights are responsible for providing and maintaining aids to navigation around the island of Ireland. An Exchequer grant of €5.5 million was paid to the Commissioners in 2006.

WEATHER BUOYS PROJECT

The Department has provided funding for five weather buoys, which have now been deployed by the Marine Institute around the coast of Ireland. The buoys provide hourly meteorological and sea state observations. These readings are not only used within Ireland but also globally and throughout Europe. The buoys conform to the WMO standards.

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

During 2006, a national AIS system was designed, tendered, procured and delivered to Irish Coast Guard stores for installation through 2007. This system receives position and other relative static and dynamic information automatically broadcast from vessels 300 gross tonnes or larger. The data received will be collected and used at the Coast Guard's three Rescue Co-ordination Centres to aid Search and Rescue (SAR). It will provide live and historical views of vessel movements and employ a suite of statistical analysis tools. The data feed will also be accessible by other approved state and EU agencies.

A North / South project, funded by the INTERREG IIIA EU Structural Funds Community Initiative Programme, to provide AIS capability for marine aids to navigation on the coastline from Co. Donegal to Co. Louth was substantially progressed in 2006. AIS

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

functionality has been successfully deployed on six buoys, five lighthouses and a lightfloat, recording and transmitting data on the live position and status of vessels.

Strategic Objective 3

To develop and implement international and domestic safety standards

LEGISLATIVE PROGRAMME

The Department continued to implement its legislative programme aimed at improving marine safety standards and operation of vessels. The programme included the transposition into Irish law of EU Commission Directive 2005/12/EC on specific stability requirements for RoRo passenger ships. A project was commissioned during 2006 to consolidate and update merchant shipping legislation since 1894.

Following the introduction of Regulations for Fishing Vessels 24 metres and over and the introduction of a Code of Practice for fishing vessels under 15 metres, a public consultation process was undertaken on draft regulations for fishing vessels in the 15-24 metres category. The regulations will be finalised in 2007.

INTERNATIONAL FORA

During 2006, the Department represented Ireland in negotiations on maritime safety and security issues at a number of international fora, including at European Union level, the European Maritime Safety Agency (EMSA), the Maritime Safety Committee of the International Maritime Organisation (IMO), the International Labour Organisation (ILO), the International Telecommunication Union (ITU), and the Paris Memorandum of Understanding on Port State Control (Paris MoU). The Department continued to represent Ireland as an observer at the International Hydrographic Organisation (IHO) while waiting to complete Ireland's application for full membership.

IMPLEMENTATION OF SAFETY STANDARDS

Following an audit report in 2005 concerning Ireland's compliance with the STCW Convention 1978 (International Convention on Standards of Training, Certification and Watchkeeping for Seafarers) the International Maritime Organisation (IMO) have confirmed that Ireland continues to implement to full and complete effect the provisions therein. This is very important for Irish seafarers and for the maintenance of Ireland's maritime training status.

MARITIME SAFETY AND ENVIRONMENT
(CONTINUED)INSPECTION AND CERTIFICATION OF
VESSELS

Table 3m below provides details of vessel inspections undertaken in 2006.

- *New-Build Vessels:* 5 new internationally trading cargo ships were certified and registered on the Irish flag during the year. These vessels were built in Croatia, the Netherlands and Spain and included chemical tankers and general cargo ships.
- *International Convention Vessels:* In addition to certifying new-build ships the Department carries out an extensive annual in-service inspection programme for ships on the Irish flag. During the year 48 annual in-service surveys were carried out by Recognised Organisations (ROs) acting under delegated authority on behalf of the Department on internationally trading cargo ships. In addition, 14 Irish registered merchant ships were surveyed by the MSO to check for compliance with all applicable IMO and ILO requirements and issued with statutory certification including radio certification. These inspections were also used as oversight measures on the ROs authorised to carry out ship inspections and certification tasks on Ireland's behalf.
- *Domestic Cargo Ships:* All vessels carrying cargo on domestic voyages are required to comply with National Load line requirements as well as STCW. In total 10 such vessels were surveyed during 2006 and issued with appropriate certification.
- *Passenger Ships:* All ships carrying more than 12 passengers are required to hold a passenger ship safety certificate. There are many domestic passenger ships operating in Ireland and examples include ferries to offshore islands, large sightseeing ships and passenger ships on inland waters such as lakes and rivers. Domestic passenger ships were also subject to operational control during the year and enforcement action was taken as appropriate when requirements were not being met.
- *Passenger Boats:* Any vessel which carries up to 12 passengers for hire or reward or takes people to or from their place of work requires a passenger boat licence. There are a very large variety of such vessels in this sector and examples include, *inter alia*, small ferries, sightseeing boats and training boats.
- *Fishing Vessels:* The fishing vessel fleet is sub-divided into three sectors based on length; less than 15 metres, 15 to 24 metres and over 24 metres. There are approximately one hundred over 24 metres fishing vessels and during the year the safety regime was progressed and Safety Certificates of Compliance were issued in relation to thirty-two such vessels. For the less than 15 metres a panel of outside surveyors is maintained and continued its work during the year.

Table 3m *Vessel Inspections undertaken 2004 - 2006*

<i>Number of Vessel Inspections</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>
International Convention Vessels Cargo Ship Safety and Load Line Surveys	56*	39*	14
Domestic Cargo Ships	-	-	10
Domestic Passenger Ships safety certificates issued	112	114	99
Fishing Vessels Safety Certificates of Compliance	84	36	32
Passenger boats licensed, including new buildings and in-service boats	180	235	164

* Combined figures only available for these 2 years

RECREATIONAL CRAFT

Following implementation of a new enhanced regime in the recreational sector the Department carried out market surveillance activities in relation to compliance of recreational craft with statutory requirements. During the year inspections were carried out at yacht brokers as well as on board vessels. There were seventy-one recreational craft registered in Ireland with an additional twenty overseas registrations in 2006.

CERTIFICATION OF SEAFARERS

The Department operates the certification process for all seafarers in Ireland, including fishermen and oversight for leisure craft users. Table 4m provides the number of certificates issues in the period 2004 - 2006. The Department also worked closely with the Cork Institute of Technology at the National Maritime College of Ireland (NMCI) and the college and courses were audited and approved in compliance with IMO and national requirements.

Table 4m *Number of Certificates issued 2004 - 2006*

<i>Number of Certificates issued</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>
Certificates of Competency	137	138	120
Certificates of Equivalent Competency	239	155	121
Fishing Certificates of Competency	N/A*	46	43
Certificates of Competency in Radio Handling	1245	1589	1571

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

MARITIME SECURITY

The newly implemented maritime security regime put in place in 2004 continued to operate well during 2006. A total of thirty-seven Irish registered vessels had been issued with International Ship Security Certificates and a total of twenty-six Continuous Synopsis Records were issued during 2006. The National Maritime Security Committee met quarterly during 2006 and continued to provide high-level advice on maritime security policy. The EU Commission carried out its first maritime security inspection of Ireland during 2006. The Department organized a conference at the NMCI in Cork in November 2006 to commence arrangements for the full implementation of EU Directive No. 2005/65 on Enhancing Port Security.

PORT STATE CONTROL (PSC)

PSC is a system, which carries out inspections of foreign flagged ships, which visit Irish ports. During 2006 Ireland chaired the Paris MoU on PSC and directed the organisation in co-operation with the EU Commission and EMSA through a major change programme, which is developing a new risk based inspection regime.

The Department successfully continued with the Irish port state control inspection programme and the 25% inspection target was exceeded. Enforcement action was taken against ships found to present a significant threat to maritime safety, security or the marine environment and a total of twenty six ships were detained as they posed a significant threat (table 5m refers).

ROLL-ON ROLL-OFF PASSENGER SHIPS AND HIGH SPEED PASSENGER CRAFT

The Department carried out both scheduled and unscheduled inspections (table 6m) on the Ro-Ro passenger ships and high-speed passenger craft, which operate on international voyages to and from Ireland. During these inspections enforcement actions were taken to ensure that the vessels complied with the safety requirements and three such ships were served with a "Notice of Prevention of Operation" during 2006.

Table 5m Port State Control Inspection undertaken 2002 - 2006

	2002	2003	2004	2005	2006
Ships inspection conducted	400	430	411	422	440
Inspection rate	30%	30%	30%	26%	27%

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

Table 6m Inspections of Ro Ro and High Speed Ferries 2004 - 2006

	2004	2005	2006
Number of Ro-Ro Passenger Ships and High Speed Passenger Craft	16	19	18
Number of scheduled and unscheduled inspections	32	38	36

INTERNATIONAL LABOUR ORGANISATION

The Department was part of the Irish delegation at the Conference held at the ILO in Geneva where the Consolidated Maritime Labour Convention was negotiated. This was a major achievement and together with the international conventions SOLAS (Safety of Life at Sea), MARPOL (Convention on Maritime Pollution) and STCW (Standards of Training, Certification and Watchkeeping) now forms the fourth pillar for maritime safety security and pollution prevention worldwide.

HYDROGRAPHY

The Department progressed Ireland's membership application of the International Hydrographic Organisation (IHO), an intergovernmental consultative and technical organisation established to support safety and navigation and the protection of the marine environment. The Department liaised with the capacity building division of the IHO, which is assisting Ireland in the establishment of a hydrographic service. The Department also approved a number of Irish registered ships for the implementation of electronic charts and

worked with the UKHO on updating Irish hydrographic charts.

REGULATORY APPROVALS

The Department carried out an oversight of maritime safety training course providers as well as short course providers. The Department also carried out market surveillance and spot checks of maritime products and carried out inspections of the inflatable liferaft service stations in Ireland to ensure their continuing approval.

MARITIME RADIO AFFAIRS

During 2006 the Department worked closely with the Department of Communications, Marine and Natural Resources and ComReg providing services in relation to maritime radio. During 2006 it was agreed that these functions would transfer to the Department of Transport to enable the provision of a "single one-stop shop" service in relation to maritime radio affairs.

Table 7m Ship Radio Licences issued / EPIRB Registrations 2004 - 2006

	2004	2005	2006
Ship radio licence technical approval	769	1,446	850
EPIRB registration	N/A	500	450
False alerts investigated	20	12	12

The Department is responsible for the management of the national database of marine Emergency Position Indicating Radio Beacon (EPIRB's) and using this information for Search and Rescue purposes. In addition the Department advises customers regarding the use and technical requirements of these devices. Details of ship radio licences issues and EPIRB registrations in 2004 - 2006 are in table 7m.

Strategic Objective 4

To provide efficient and effective emergency search and rescue services in the marine environment and on mountains and caves and lakes and inland waters.

During 2006, the Department's Irish Coast Guard (IRCG) continued to provide Search and Rescue (SAR) and accident prevention services operating both through the provision of services by its Search Response Units and Regional Control Centres and through "declared facilities" under its co-ordination, such as the RNLI, Community Rescue Boats Ireland, etc. There was good co-operation and team working between the resources and close liaison with other organisations.

MARINE INCIDENT STATISTICS

During 2006 the IRCG responded to 1,807 marine emergency incidents, an increase of five over 2005 figures. The total number of people assisted was 4,266 (down 443 on 2005). There were 75 fatalities in incidents in which the IRCG had an involvement. This is an increase of 12 and included fishing vessels (5), swimmers (4), rivers and lakes (14), cliffs (4) and mountain rescue (3). Table 8m provides relevant details.

MARINE SEARCH AND RESCUE PREPAREDNESS, RESPONSE AND CO-OPERATION

The Department maintained close liaison with the many different organisations / agencies working together in the marine emergency area both in Ireland and other EU countries. Live training exercises took place in 2006 off Killybegs, Co. Donegal and in the Irish Sea involving the Naval Service, Dublin Fire Brigade, the RNLI and IRCG Helicopters.

COAST GUARD MARINE RESCUE CO-ORDINATION CENTRE/SUB-CENTRE (MRCC/MRSC)

The three Rescue Co-ordination Centres are located in Dublin, Malin, Co. Donegal and Valentia, Co. Kerry. There were 1,807 Search and Rescue (SAR) and recovery missions in 2006. The Call Outs tasked in 2006 involved the IRCG Coastal Units (720), IRCG helicopters (458), the RNLI (711), Community Rescue Boats

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

Ireland (148) together with assistance from the Irish Naval Service, the Air Corps and An Garda Síochána.

HELICOPTER SERVICES

Four helicopters on contract to the Department operate out of Dublin, Shannon, Sligo and Waterford Airports. Helicopter resource audits took place during 2006 at the four SAR helicopter bases, as did operational readiness inspections at the three Rescue Co-Ordination Centres.

COASTAL UNITS, STATION HOUSES AND OPERATIONS

The IRCG have fifty-five Coastal Units crewed by 950 volunteers. These units carried out 720 operational SAR and recovery missions in 2006. Bunbeg Station House in Co. Donegal was opened in May 2006. Development work on new station houses for Costello Bay, Co. Galway, Achill, Co. Mayo and Toe Head, Co. Cork began. Completion expected in 2007. Additional temporary accommodation has been provided for the Doolin Unit and considerable effort has been expended to acquire a suitable site for a modern station house.

There are ten Community Rescue Boats Ireland (CRBI) stations in Ireland. Discussions took place with three new aspirant CRBI stations at Schull, Ballinaskelligs and Fermoy. In 2006 orders were placed for a new Foyle Class rescue boat and three D Class boats. Two Foyle Class rescue boats ordered in 2005 were commissioned in 2006.

An additional €100,000 was provided for development grant aid to Mountain Rescue. A fulltime development officer has been appointed by the Irish Mountain Rescue Association out of the funding. Dublin / Wicklow and Mayo Mountain Rescue Teams received grant aid towards new mobile co-ordination units.

COAST GUARD NATIONAL MARINE COMMUNICATIONS NETWORK

IRCG engineering is responsible for research, planning, design, purchase, implementation, upgrade and ongoing maintenance of the various communications needs of the IRCG. Maintenance extends to all radio communications sites, the equipment within, the buildings, mast facilities and access roads.

Each Rescue Co-ordination Centre is equipped with facilities for recording radio and telephone traffic. The integrity of the voice recording systems at the three control centres was further enhanced during 2006 through the purchase and installation of additional recorders, computers and ancillary equipment.

The national maritime radio network:

- Three manned Rescue Co-ordination Centres
- Sixteen coastal VHF voice and DSC radio sites.
- Two inland sites dedicated to VHF communications along the River Shannon, its lakes and adjacent waterways.

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

Table 8m Irish Coast Guard Statistics 2004 - 2006

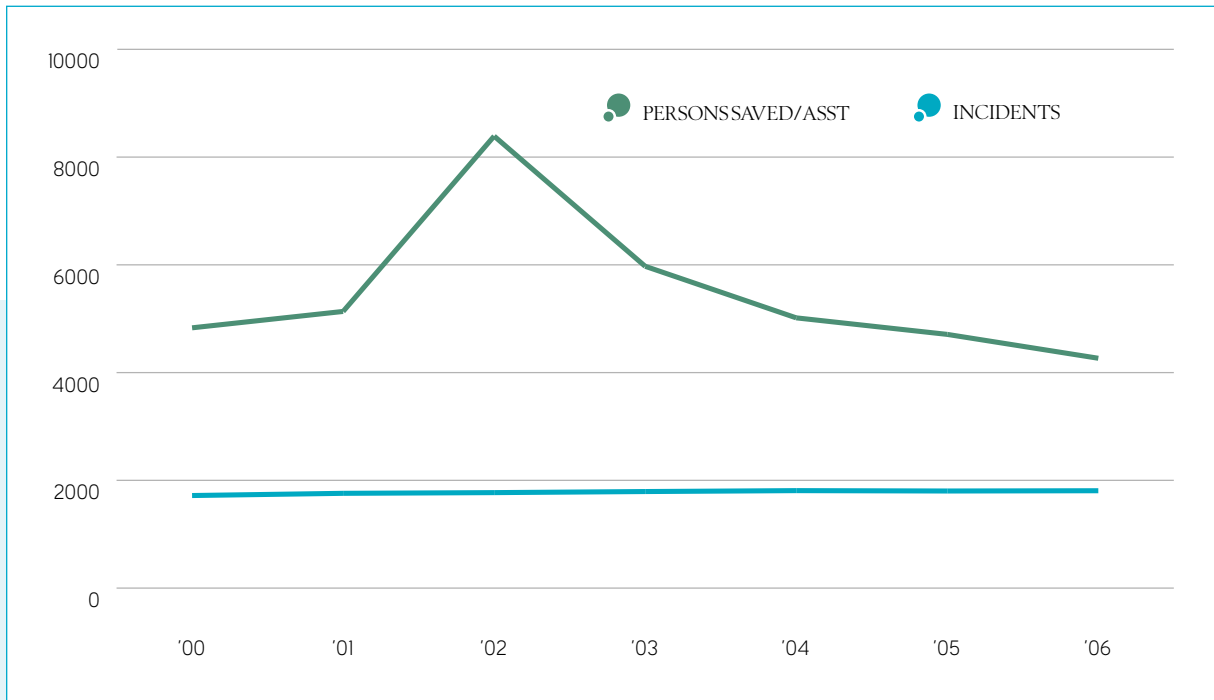
	2004	2005	2006	Increase decrease (%)
Incidents	1809	1802	1807	
Persons saved/assisted	5016	4709	4266	-9%
Pleasure Craft	478	551	547	-1%
Merchant Craft	60	75	63	-16%
Fishing Craft	319	297	265	-11%
Pollution Reports	41	34	34	-
IRCG Coastal Units Tasked	594	663	720	+9%
IRCG Helicopters Tasked	374	452	458	+1%
Air Corp Helicopters Tasked	62	N/A	N/A	-
RNLI Tasked	698	754	711	-6%
Community Rescue Boats Ireland Tasked	77	105	148	+41%
Gardaí Tasked	74	58	70	+21%
False Alarms	117	126	142	+13%
Hoax Calls	23	20	27	+35%

- Two coastal VHF repeater sites.
- Four MF/HF (long range) radio sites
- Three NAVTEX broadcast sites.

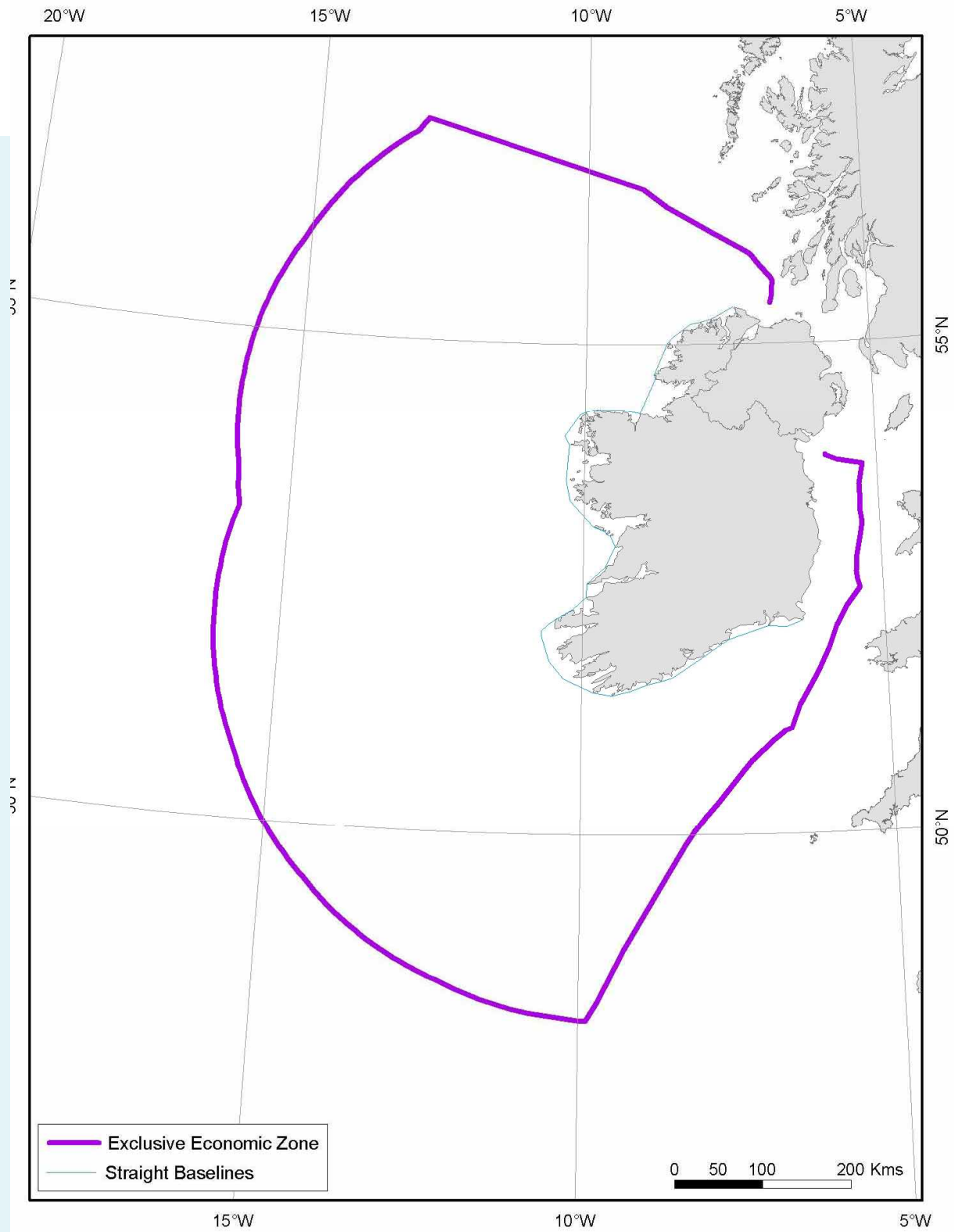
Responsibility is also extended to the communications equipment in use by the IRCG volunteers around the Irish coastline, the radio equipment located at fifty-five station houses, vehicles and boats.

IRCG volunteer teams are initially alerted to incidents by use of pager. A new national

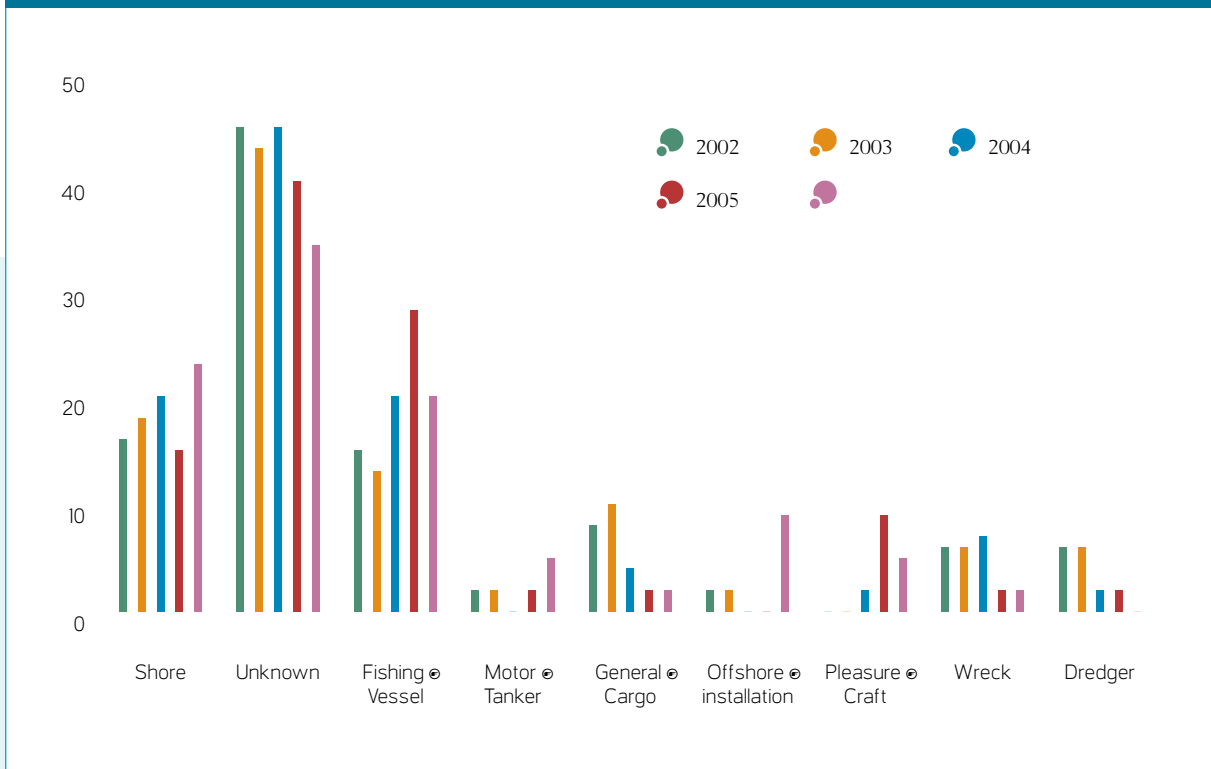
paging/alerting system was researched, designed, purchased and delivered during 2006 for installation in 2007/8. This new system employs modern digital technologies and provides for greater functionality and flexibility in delivery of service.



MAP SHOWING IRELAND'S EXCLUSIVE ECONOMIC ZONE



Reported Source of pollution by % Period 2006 - 2002



Strategic Objective 5

To safeguard the quality of the marine environment through the provision of an efficient and effective response to casualty, salvage and wreck and marine pollution incidents from vessels and off-shore platforms in the Irish Pollution Responsibility Zone

DEPARTMENT'S IRISH COAST GUARD MARINE POLLUTION AND CASUALTY PREPAREDNESS AND RESPONSE

Pollution & Marine Casualty Incidents 2006

During 2006, the IRCG dealt with fifty-two pollution reports within the Irish Exclusive Economic Zone (formerly known as the Irish Pollution Responsibility Zone). All reports were

investigated and appropriate action carried out. There was an effective and efficient response to incidents in accordance with the standards set out in the provisions of the Irish Coast Guard Standard Operational Procedures.

Analysis of the pollution reports indicates that reported pollution comprised approximately 86% oils and 14% other substances i.e. algae or unidentified blooms etc. Diesel and gas oils were the most frequently identified polluting substances.

As can be seen from the graph there was an increase in reports of oil spills with unknown source. There was also an increase of oil spills from offshore installations due to increases in offshore activity.

During the year the IRCG intervened in a number of marine casualty incidents and closely monitored incidents that posed a threat to the marine environment, or the safety of the vessel or crew. These incidents were mainly minor and were prevented from escalating.

MARITIME SAFETY AND ENVIRONMENT (CONTINUED)

INTERNATIONAL FORA

Ireland participated in various international and EU fora on marine pollution and salvage, including the IMO OPRC-HNS Technical Group, Bonn Agreement, EU Management Committee on Marine Pollution, European Group of Experts on Satellite Monitoring and Assessment of Sea Based Oil Pollution, Anglo French Accident Technical Group and EMSA.

In 2006 agreement was reached between the Contracting Parties to the Bonn Agreement for Co-operation in Dealing with Pollution of the North Sea by Oil and Other Harmful Substances to invite Ireland to become a Contracting Party. Ireland is going through the necessary processes for Oireachtas approval of accession. Ireland plays an active role at Bonn Agreement exercises and is a member on its Operational, Scientific and Technical Committee.

Strategic Objective 6

To develop and implement domestic, EU and international environmental standards.

LEGISLATION

Ireland continued to develop and implement domestic, EU and international environmental standards through the preparation of domestic legislation in 2006.

The Sea Pollution (Miscellaneous Provisions) Act 2006 was signed by the President on the

31st October 2006 and commenced on the 8th December 2006. The Act updates our legislation in relation to the protection of the marine environment through giving effect in our law to several internationally agreed instruments concerning the prevention of, response to, and liability for pollution from ships.

PORT RECEPTION FACILITIES

Directive 2000/59/EC given effect in Irish law by S.I. 117 of 2003 requires all ports in the State to have in place a plan detailing port reception facilities for ship generated waste and cargo residues, and to submit the plan for approval to the Department. All such plans have been submitted; all but one has been approved by end 2006 with the final one expected to be approved early in 2007.

NUCLEAR SAFETY

The Department monitored the shipment of nuclear materials to and from Sellafield to ensure that operations are conducted in accordance with international rules and best available practice.



Section 6

MARITIME TRANSPORT

MARITIME TRANSPORT

CORE POLICY GOALS

To establish and implement a framework for the provision by port companies operating within the national transport chain of port services which are efficient, effective and adequate for the needs of our trading economy.

Strategic Objective 1

To facilitate the availability of commercial port services which are effective, competitive and cost efficient.

Ireland's commercial ports are vital elements of the nation's transport system, carrying 99% by volume of the island's external trade. The annual estimated value of these imports and exports through seaports in the Republic has been €120 billion, compared to a figure of €14 billion through our airports.

The Department acts on behalf of the Minister as shareholder in terms of the corporate governance of the 10 State owned commercial port companies and is also responsible for policy development for the ports sector as a whole.

The Government's Ports Policy Statement was adopted by the Government in December

2004 and published in January 2005. It aims to better equip the port sector and its stakeholders to meet national and regional capacity and service needs through:

- Clearer and more focussed commercial mandates for the ports and their Boards.
- Enhancing Board performance through reform of the structure of Port Boards.
- Encouragement of private sector investment and involvement.
- Sanction for the use of non-core assets to fund new port development, but not to mask inefficiencies.
- Encouragement of healthy competitive conditions within and between ports.
- Encouragement of mergers where a business case exists.

Strategic Objective 2

To ensure adequate infrastructure at ports to cope with growing throughput and facilitate competitive services for ships and goods in line with assessments of national seaport capacity to 2014.

The Policy Statement outlines predictions of a ports capacity requirement over the next 10

MARITIME TRANSPORT (CONTINUED)

years. New port infrastructure will be needed to meet this requirement. As an island economy such strategic port infrastructure is vital for economic growth. One of the key challenges that lie ahead is the provision of adequate in-time port capacity, particularly for unitised trade (LoLo and RoRo). The Policy Statement sets out a framework to ensure that capacity needs are identified, planned and progressed in a coordinated manner.

In 2006 the Department completed a study, with assistance from industry experts, to help determine whether the anticipated capacity requirement to 2014 and beyond can be efficiently and adequately met through the successful advancement and implementation by the port sector of some combination of the various proposals currently under development in the sector. Detailed submissions outlining proposals for new capacity for unitised trade were received from seven ports around the country.

The study concludes that there is currently significant available capacity for LoLo traffic at Irish ports. Current available capacity for RoRo traffic also exists, although less so than in the case of LoLo. The conclusions of the study clearly demonstrate that the projects being progressed by the ports sector have the potential to deliver adequate capacity going forward, in line with the Government's Ports Policy. An Information Paper outlining these broad conclusions was published in October 2006.

The Department will closely monitor the progress of these proposals, and will do what is necessary to ensure the statutory and other corporate governance requirements within its remit are dealt with expeditiously.

NATIONAL DEVELOPMENT PLAN 2000-2006

Since 2000, a total of €14.42 million grant aid has been paid under the Seaports Measure of the National Development Plan 2000-2006.

Strategic Objective 3

To promote the integration of maritime transport within the total transport chain.

Responsibility for State commercial ports transferred from the Department of Communications, Marine and Natural Resources to the Department of Transport with effect from 1 January 2006.

Strategic Objective 4

To implement the general strategic development framework for State regional ports and harbours through transfer of ownership to port companies or local authorities.

In 2006, a number of regional harbours continued to operate under the 1946 Harbours Act. They range from harbours with limited commercial traffic to others catering for a mix

MARITIME TRANSPORT (CONTINUED)

of uses, including fishing and marine leisure. The Department continued to implement Government policy to transfer these harbours to local authority or port company control, depending upon the level of commercial traffic they handle. Sligo and Annagassan Harbours were transferred to local authority control during 2006.

Strategic Objective 5

To maintain and increase Irish based ship ownership/management.

The Department of Finance carried out a review of the Tonnage Tax scheme in 2006, the results of which were positive.

The relocation of responsibility for ports and shipping has presented an opportunity to undertake a fresh appraisal of the State's shipping sector policy, in the wider context of the State's overall transport policy, of which maritime transport is a key part.

The Irish Maritime Development Office was asked to carry out a thorough evaluation of the

results of the State's existing strategies to promote the maritime transport sector. In doing that, it was asked to take account of the successes that have already been achieved and the issues that need to be addressed going forward.

This review will be completed in the near future. It has been conducted in the context of widespread consultation with the shipping industry and representative organisations. The outcome of the review, when available, will inform the formulation of future policy recommendations to the Government.

Strategic Objective 6

To foster an environment to support increased Irish seafarer and onshore maritime sector employment.

Table 9m Shipping sector statistics

	2005	2006
Number of commercial ships over 500GT (operating within the Irish shipping sector)	52	42
Combined gross tonnage	357,675	125,833

MARITIME TRANSPORT (CONTINUED)



REINTRODUCTION OF THE EMPLOYER'S OF SEAFARERS PRSI REFUND SCHEME

The 'Employer's of Seafarers PRSI Refund Scheme' refunds employers the PRSI that they pay in respect of their seafaring employees. The scheme was reintroduced following a review of its operation and continuing usefulness. The Department successfully engaged with the European Commission in order to obtain formal approval, under the Community's State Aid guidelines for maritime transport, for the reintroduction of the scheme. The domestic legislation to reintroduce the

scheme was signed in 2006 to enable PRSI refunds to issue to eligible parties.

SEAFARERS TRAINING GRANT SCHEME

The Irish Maritime Development Office continued funding shipboard training for seafarer cadets and additional training for officers, engineers and mates, through its payment of grants to students of the new National Maritime College of Ireland and to other eligible seafarers.

MARITIME TRANSPORT (CONTINUED)

PORTS THROUGHPUT, TURNOVER AND SECTOR EMPLOYMENT

Cargo throughput at Irish ports increased from 47.7 million tonnes in 2004 to 55.5 million tonnes in 2005, an increase of 16%.

Some 2.22 million passengers passed through the port companies' facilities in 2005 (3.24 million including Rosslare) compared to 2.43 million (3.53 million including Rosslare) passengers in 2004 - an overall decline of 9%. This was due to the continuing impact of low fare air travel.

The Irish Maritime Development Office estimate that in 2006 the shipping services sector employed about 8,300 people, in 315 companies with a combined annual turnover of €1.69 billion.



Section 7

ORGANISATIONAL

ORGANISATIONAL

OBJECTIVE – Staffing

*A highly motivated, professional and productive staff working with equal opportunity in a positive, harmonious and supportive environment.
(Responds to High Level Goal: Delivery)*

STRATEGY

A structured approach to the assignment, development and promotion of staff, which meets business and individual needs and recognises performance and capability in accordance with best practice.

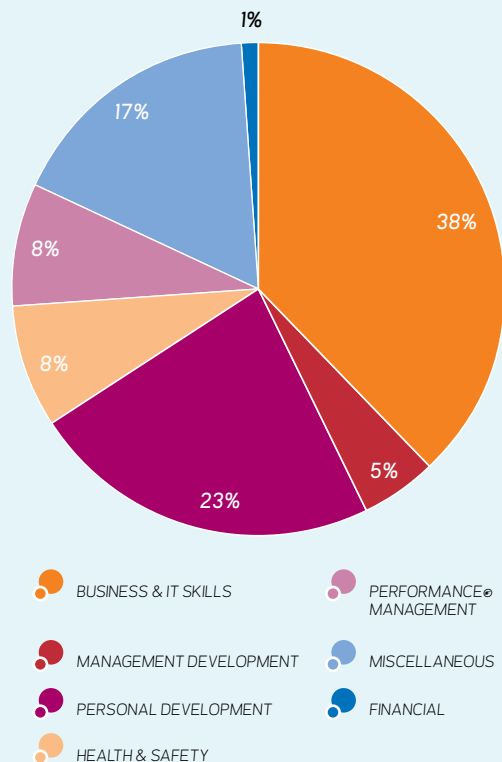
During 2006, staff assignments were made taking into account the business needs of the Department and the development needs of the individual. As part of the Action Plan for the Department developed under Sustaining Progress a target of 100% competitive merit-based promotions was pursued. Discussions with staff interests on this policy had concluded in 2004 and the agreed policy was ratified in January 2005.

STAFF TRAINING AND DEVELOPMENT

In 2006 the Department focused on the delivery of training and development requirements identified by staff and their managers through the Performance

Management and Development System (PMDS). The total spend on staff training and development in 2006 was €1,757,033. This represented 4.59% of total payroll costs.

A total of 1694 training days were delivered to staff in 2006. The following chart shows a breakdown of the categories of training delivered expressed as a percentage of the overall number of training days.



ORGANISATIONAL (CONTINUED)

Table 10m *Third Level Fee Refund Scheme*

	2002	2003	2004	2005	2006
Refunds Approved	42	43	46	32	36
Total Spend	€69,509	€74,925	€81,075	€59,036	€92,449
3rd level qualifications					
Masters Degree	2	2	1	2	3
Primary Degree	2	5	3	4	5
Higher Diploma	0	0	0	1	0
Diploma	4	3	2	3	0
Certificate	2	2	10	2	2

An innovative programme of training to promote disability awareness and explore the positive/negative impact of disability on society commenced in 2006 and will continue in 2007.

PERFORMANCE MANAGEMENT & DEVELOPMENT SYSTEM (PMDS):

A very significant event in 2006 was the introduction of the Integrated PMDS Model linking the PMDS process with other aspects of human resources policy. All staff were encouraged to complete an Annual Assessment for familiarisation and training purposes before 1 January 2007 when the Integrated Model comes into full effect.

A series of information briefings on the Integrated Model in 2006 was provided to staff. In addition to the briefing sessions, a DVD explaining the Integrated Model was prepared

and sent to all Department staff before the end of 2006.

A programme called "Re-energising PMDS in the Department" commenced in 2006. A formalised Divisional Planning process was also introduced, which resulted in many divisions conducting off-site business planning sessions. A series of one-day PMDS refresher training courses commenced in Autumn 2006 and will continue in 2007. Over 30% of staff participated in the various PMDS training programmes in the Department in 2006.

EDUCATION REFUNDS

The Department encourages staff to pursue third level qualifications in their own time and will refund up to 100% of certain third level fee courses, subject to certain conditions. Table 10 provides details for 2002 - 2006.

ORGANISATIONAL (CONTINUED)

STRATEGY

Continued development of a positive working environment, including effective partnership structures within the Department, which is responsive to the needs of staff.

The Department did not suffer any loss of workdays in 2006 due to industrial action. The continuing open and proactive approach to Industrial Relations issues has preserved a positive environment.

The Department promotes and supports family friendly work initiatives / policies. The number of staff that availed of the various schemes is in table 2o.

In accordance with Government equality policies, the Department has targets in relation to the gender breakdown of key staff grades. These targets are set out in table 3o.

The number of staff with disabilities employed in the Department is 3.12% and this accords with targets established by Government in this regard.

Table 2o Number of staff on Family Policy

Scheme	2004	2005	2006
Worksharing	86	89	119
Parental Leave	23	24	25
Term Time	14	23	28

Table 3o Male:Female ratio in relevant grades 2004 - 2006

	2004	2005	2006	Target by end 2007
HEO	55:45	45:55	49:51	50:50
AP	55:45	55:45	58:42	50:50
PO	87:13	94:6	82:18	74:26

ORGANISATIONAL (CONTINUED)

Table 4o Percentage of staff with Disabilities

	2004	2005	2006
% of staff with disabilities	3.7	3.5	3.12

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OBJECTIVE – Financial Management

Financial management that secures allocates and controls financial resources of the Department to ensure delivery of outputs and value for money. (Responds to high level goals: Delivery)

STRATEGY

Seek sufficient Exchequer funds, and where appropriate identify private sector funding, to meet the Department's administrative and programme expenditure requirements.

The Department has secured an approved capital budget over 10 years through the national transport investment strategy *Transport 21*, representing the largest ever spend in this country on new transport infrastructure.

In this context, a total of €1.838.3 billion was spent in 2006 in respect of the *Transport 21* investment programme in national roads, public transport and regional airports. €34.4

billion in total will be allocated over the lifetime of the *Transport 21* programme of which €26 billion will come from the Exchequer.

STRATEGY

Ensure proper administration, monitoring and control of all income and expenditure through efficient and effective systems.

Finance Division continues to maintain ISO 9000:2001 accreditation for its provision of services in the accounts, financial controls, estimates, payroll sections and the Management Information Framework project.

Electronic solutions to create efficiencies and improved service for processes in the finance area continued to be progressed. The main development in this regard in 2006 was the increase in use of Electronic Funds Transfer, including the provision of electronic remittances, allowing electronic payment to the Department's agencies and to the suppliers of goods and services. At year end, 98% of the value of such payments were made electronically.

The central Management Information Framework (MIF) project came to a conclusion. The Department completed its post-

ORGANISATIONAL (CONTINUED)

implementation review, which it submitted to the Department of Finance in March. The main focus of MIF development during the year was in supporting the Reform of the Budgeting and Estimates process, which requires Department's to produce in tandem with the estimates an annual output focused Statement setting out the objectives and targets for the current year and reporting on the outturn for the previous year.

PROMPT PAYMENT OF ACCOUNTS ACT, 1997

The Department has complied with the provisions of the Act during the year ended 31 December 2006. In accordance with the Act, interest payments are incurred in respect of late payments of accounts. The interest payments incurred in 2006 were €893 – see table 5o.

INTERNAL AUDIT

The Internal Audit Unit prepares an annual programme of audits based on risk assessment and reports to the Audit Committee and Secretary General, as appropriate.

The Department's Audit Committee met on four occasions in 2006 and adopted reports arising from the following audits in 2006:

- Driver Testing Section – Audit of cash receipts in respect of driver testing fees
- Driver Licensing Section and Finance Unit – Audit of recoupment of driver licensing expenses from the Local Government Fund
- CIE – Public Service Obligation Payments – Non Capital
- EU Audit – ESIOP National Public Transport Services Measure
- Payments to Regional Airports – Non Capital

Table 5o Interest payments in respect of late payment of accounts

Year	No of Payments	Amount €
2003	114	4,239
2004	56	2,324
2005	11	103
2006	49	893

ORGANISATIONAL (CONTINUED)

- DTO- Traffic Management Measures - Capital
- Bus Licensing -System for processing of licences and handling of fees
- Receipt of fees in respect of National Toll Roads
- Audit of European Conference of Ministers of Transport (ECMT) expenditure
- Arrangements for approval and payment of overtime
- Audit of Irish Coast Guard Helicopter Contract
- EU Audit - ESIOP National Roads Measure

In addition to the audits completed, follow-up on implementation of recommendations and spot-checking on implementation of a sample of recommendations was completed in 2006.

OBJECTIVE – Operating Environment

A modern progressive operating environment that delivers positive outcomes to customers, both externally and internally (Responds to high level goals: Delivery)

STRATEGY

Active Participation in the Civil Service Modernisation Agenda.

The Performance Management and Development System (PMDS) continues to be fully implemented in the Department.

The Department is represented on the Customer Service and the Change Management Networks.

STRATEGY

Positive advancement of the public sector decentralisation programme.

The decentralisation of 50 staff from the Department and the Road Safety Authority (RSA) to Loughrea is among the priority moves in the Government's decentralisation programme. The proposal will see the transfer of 10 posts from the Road Transport Operator Licence function and 40 other posts to the RSA there.

OPW has arranged suitable accommodation in Loughrea and the Department is working to ensure that the posts are transferred in accordance with the target date of early 2007.

A further 37 posts are decentralising to Drogheda and work continued in 2006 to progress this move.

ORGANISATIONAL (CONTINUED)

ROAD SAFETY AUTHORITY STAFFING

The Road Safety Authority was formally established on 1 September 2006. The establishment of the RSA with its headquarters located in Ballina means that 62 posts more than originally planned will be decentralised. The number of staff involved is increasing from 67 (i.e. the number of staff originally located there) to 129.

The Department is working to ensure that the posts are transferred to Ballina by the end of the second quarter of 2007.

The RSA has a total of 309 staff, 40 of whom will be located in Loughrea, 129 in Ballina and the remainder in driving test centres around the country.

STRATEGY

Development and implementation of our Customer Service Action Plan

The Department has two Customer Charters – one for road haulage customers and one for the rest of the Department's customers. Both Charters set out the standards of service customers can expect to receive from the Department. Our Customer Service Action Plan explains how the commitments in the Charter are to be met.

These standards are being monitored throughout the Department using various tracking systems. An automated system for telephone calls shows that promptness of call answering was very good, with the average

response time to a call measured at 4.4 seconds, well within 20 seconds as per our Customer Charter commitment.

STRATEGY

Continual Review and Development of our communications and information systems.

In 2006, the Department continued to place as much information as possible on its website – www.transport.ie – with the aim of making it widely available to our customers. The Department continued the formulation of proposals in the course of 2006 to update the website.

Three issues of the internal staff magazine 'On the DOT' were published in 2006. The magazine contributes to a good communications ethos within the Department.

The staff intranet site 'Staffnet' continued as the main electronic communication mechanism within the Department. A significant amount of information is now available on the site. The electronic Bulletin Board facility on the site has replaced email in many instances as a way of circulating information, making internal communications within the Department more efficient and targeted.

ORGANISATIONAL (CONTINUED)

INFORMATION TECHNOLOGY

During the year a number of projects were completed and a number of others significantly moved forward. During the second half of 2006 the Department carried out a review of its anticipated IT strategy needs for the medium term. An outline IT policy strategy, standards and governance framework was developed based on relevant industry best practice. It is intended that the new IT strategy and governance framework will be implemented on a phased basis as resources allow.

STRATEGY

Regular Review of the contribution that Departmental Structure makes to delivery.

Departmental structures are reviewed on an ongoing basis and changes implemented to take account of emerging work priorities.

FREEDOM OF INFORMATION (FOI)

During 2006 the Department continued to meet its commitment to operate within the requirements of the FOI Acts, 1997 and 2003. Requests were received and dealt with as set out in table 60.

Table 60 Freedom of Information

Scheme	2004	2005	2006
Requests Received	43	78	92
Request Granted	13	17	20
Request Part granted	15	22	36
Request Denied	10	9	23
Requests withdrawn or handled outside the Freedom of Information process	7	9	24
Requests transferred to other bodies	0	2	1
Internal Reviews	5	1	10
Appeals to the Information Commissioner	4	0	7

Section 8

APPENDICES

APPENDIX A

LEGISLATION PASSED IN 2006

PRIMARY

Aviation Act 2006

The Sea Pollution (Miscellaneous Provisions) Act 2006

Road Traffic Act 2006

Road Traffic and Transport Act 2006

Road Safety and Authority Act 2006

Sea Fisheries and Maritime Jurisdiction Act 2006

Transportation into Irish Law of EU Commission Directive 2005/12/EC on specific stability requirements for RoRo passenger ships

SECONDARY

S.I. No. 9 of 2006: C  ras Iompair   ireann Pension Scheme for Regular Wages Staff (Amendment) Scheme (Confirmation) Order 2006

S.I. No. 10 of 2006: C  ras Iompair   ireann Superannuation Scheme 1951 (Amendment) Scheme (Confirmation) Order 2006

S.I. No. 58 of 2006: European Communities (Motor Vehicle Type Approval) (Amendment) Regulations 2006

S.I. No. 87 of 2006 - European Communities (Merchant Shipping) (Ro-Ro Passenger Ship Survivability) (Amendment) Rules 2006

S.I. No. 88 of 2006 EC Road Transport

Regulations 2006

S.I. No. 89 of 2006 EC Road Transport (Recording Equipment) Regulations 2006

S.I. No. 134 of 2006 - Road Traffic Act 2002 (Commencement of Certain Provisions) Order 2006

S.I. No. 135 of 2006 - Road Traffic Acts 1961-2005 (Fixed Charge Offences) Regulations 2006

S.I. No. 136 of 2006 - Local Authorities (Traffic Wardens) Act 1975 (Fixed Charge Offences) Regulations 2006

S.I. No. 138 of 2006 - The Merchant Shipping (Light Dues) Order 2006

S.I. No. 164 of 2006 European Communities (Mechanically Propelled Vehicle Entry into Service)(Amendment) Regulations 2006

S.I. No. 165 of 2006 European Communities (Passenger Car Entry into Service) (Amendment) Regulations 2006

S.I. No. 166 of 2006 European Communities (Motor Vehicles Type Approval)(Amendment)(No. 2) Regulations 2006

S.I. No 187 of 2006 - Roads Act 1993 (Classification of National Roads) Order 2006

S.I. No 188 of 2006 - Roads Act 1993 (Classification of Regional Roads) Order 2006

S.I. No. 193 of 2006 - Harbours Act, 1969 (Extension of the Pilotage District of the Port of Waterford Company) Order 2006

APPENDIX A (CONTINUED)

S.I. No. 212 of 2006 -European Communities (Interoperability of the Trans-European Conventional and High-Speed Rail Systems) Regulations 2006.

S.I. No. 213 of 2006 – European Communities (Minimum Safety Requirements for Tunnels in the Trans-European Road Network) Regulations, 2006

S.I. No. 215 of 2006 - Railway Safety Act 2005 (Section 5 and Parts 4, 9 and 10) (Commencement) Order 2006

S.I. No. 239 of 2006 - Sea Pollution (Prevention of Pollution by Garbage from Ships) (Amendments) Regulations

S.I. No. 240 of 2006 European Communities (Compulsory Use of Safety Belts and Child Restrain Systems in Motor Vehicles) Regulations 2006

S.I. No. 265 of 2006 Taxi Regulation Act 2003 (Section 36 (2A) to (4)) (Commencement) Order 2006.

S.I. No. 269 of 2006 - Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations

S.I. No. 316 of 2006 - Harbours Act, 1996 (Transfer of Sligo Harbour to Sligo County Council) 2006

S.I. No. 339 of 2006 European Communities (Installation and Use of Speed Limitation Devices in Motor Vehicles)(Amendment) Regulations 2006

S.I. No. 340 of 2006 Road Traffic (Requirement to have Audible Warning Devices on Vehicles) Regulations

S.I. No. 342 of 2006 Road Traffic (Lighting of Vehicles) (Blue and Amber Lamps) Regulations 2006

S.I. No. 347 of 2006 - Railway Safety Act 2005 (Section 130) (Commencement) Order 2006

S.I. No. 348 of 2006 - Aer Lingus Act 2004 (Commencement of Section 3) Order 2006.

S.I. No. 384 of 2006 – Road Traffic Act 2006 – (Commencement Order)

S.I. No. 385 of 2006 Road Traffic Act 2006 (Mobile Phones – Prescribed Numbers) Regulations 2006

S.I. No. 441 of 2006 Railway (Dublin Light Rail Line B1 – Sandyford Industrial Estate to Cherrywood) Order 2006

S.I. No. 443 of 2006 Road Traffic Act 2002 (Commencement of Certain Provisions relating to Driving while Holding Mobile Phone) Order 2006

S.I. No. 444 of 2006 Road Traffic Acts 1961 to 2006 (Fixed Charge Offence) (Holding Mobile Phone while Driving) Regulations 2006

S.I. No. 446 of 2006 - Harbours Act, 1996 (Sections 86 and 87) (Commencement Order) 2006

S.I. No. 455 of 2006 - Aer Lingus Act 2004 (Commencement of Section 6) Order 2006.

S.I. No. 456 of 2006 - Aer Lingus Act 2004 (Section 6 (4)) Order 2006.

S.I. No. 457 of 2006 - Road Traffic Act 2006 (Part Commencement Section 16 (2) (c)) Order 2006

APPENDIX A (CONTINUED)

- S.I. No. 462 of 2006** Road Safety Authority Act 2006 (Establishment Day) Order 2006
- S.I. No. 463 of 2006** Road Safety Authority Act 2006 (Section 18)(Appointed Day) Order 2006
- S.I. No. 474 of 2006** - Aer Lingus Act 2004 (Commencement of Certain Provisions) Order 2006.
- S.I. No. 475 of 2006** - Aer Lingus Act 2004 (Commencement of Certain Provisions) (No.2) Order 2006.
- S.I. No. 476 of 2006** - Aer Lingus Act 2004 (Commencement of Section 6 (2)) Order 2006
- S.I. No. 477 of 2006** Road Safety Authority Act 2006 (Conferral of Functions) Order 2006
- S.I. No. 507 of 2006** - European Communities (Organisation of Working Time)(Mobile Staff in Civil Aviation) Regulations 2006
- S.I. No. 510 of 2006** - Merchant Shipping Weighing of Goods Vehicles Regulations 2006
- S.I. No. 537 of 2006** Road Traffic (Licensing of Drivers) Regulations 2006
- S.I. No. 538 of 2006** European Communities (Driving Theoretical Tests)(Amendment) Regulations 2006
- S.I. 540 of 2006** European Communities (Motor Vehicles Type Approval) (Amendment) (No 3) Regulations 2006
- S.I. No. 541 of 2006** European Communities (Passenger Car Entry into Service) (Amendment) (No 2) Regulations 2006
- S.I. No. 542 of 2006** European Communities (Mechanically Propelled Vehicle Entry into Service) (Amendment) (No 2) Regulations 2006
- S.I. No. 576 of 2006** - Railway Safety Act 2005 (Fixed Payment Notice) Regulations 2006
- S.I. No 578 of 2006** - Harbour Rates (Tralee and Fenit Pier and Harbour) Order 2006
- S.I.No.. 585 of 2006** - Railway Safety Act 2005 (Railway Incidents Regulations 2006
- S.I. No. 596 of 2006** - Railway Safety Act, 2005 Railway (Kildare Route Project 2006
- S.I. No. 605 of 2006** - Sea Pollution (Miscellaneous Provisions) Act 2006 (Commencement) Order 2006
- S.I. No. 637 of 2006** - Road Traffic (Signs) Regulations 2006
- S.I. No. 638 of 2006** - Road Traffic (Control of Traffic) Regulations 2006
- S.I. No. 639 of 2006** - Road Traffic Act 1994 (Control of Traffic - Exemption Permits) Regulations 2006
- S.I. No. 648 of 2006** - Railway (Dublin Light Rail C1 - Connolly to the Point) Order 2006
- S.I. No. 841 of 2006** - Railway Safety Act 2005 Part 2 (Establishment Day) Order 2005
- Number yet to be assigned** - Harbours Act 1996 (Annagassan Pier Commissioners) Transfer Order 200
- Number 14 of 2006** Road Safety Authority Act 2006

APPENDIX B

PUBLICATIONS IN 2006

Consultation Paper on Intelligent Transport Systems	13 March 2006
Dublin Light Rail Line B1 Sandyford to Cherrywood – Findings of Inquiry	25 April 2006
ESIOP Progress Report on Programme Implementation to end December 2005	28 April 2006
Code of Practice for the Safe Operation of Recreational Craft	24 May 2006
ESIOP Update Evaluation 2005	12 July 2006
Tuarascáil Bhliantúil 2005	7 July 2006
Annual Report 2005	7 July 2006
Dublin Light Rail Line C1 Connolly Station to Point Depot – Findings of Inquiry	6 August 2006
ESIOP – Progress Report on Programme Implementation to end June 2006	27 October 2006
Report of the Dublin Transport Authority Establishment Team	9 November 2006

The Marine Safety Working Group published Safety Guidelines for Angling and Guidelines on MEDICO Cork for seafarers.

Independent Verifier's Report – Proposed Terminal Two and associated works Dublin Airport

APPENDIX C

BODIES UNDER THE AEGIS OF THE DEPARTMENT IN 2006

AER LINGUS

Aer Lingus was a State owned enterprise (until 2006) whose principal business is the provision of scheduled passenger and cargo services to a range of points in Ireland, the United Kingdom, Europe and the United States. In 1993, the company was restructured into the Aer Lingus Group plc.

On 4 April 2006 in line with the Government decision of May 2005, the Minister and the Minister for Finance agreed proposals for the implementation of an investment transaction for Aer Lingus by means of an Initial Public Offering (IPO) of shares and advised the Government of these proposals.

The General Principles of the sale of the shares in Aer Lingus were approved by Dail Eireann on 6 July 2006.

Conditional dealings in the shares commenced on the Dublin and London Stock Exchanges on 27 September 2006 and formal admission took place on Monday 2 October. The State is now a minority shareholder owning 25.4% of the company

Aer Lingus Group plc
Head Office
Dublin Airport
Co. Dublin

Aviation

DUBLIN AIRPORT AUTHORITY

Dublin Airport Authority (formerly Aer Rianta) is a public limited company, responsible for the management and development of Dublin

Airport. Dublin Airport Authority is also charged with taking all necessary measures to give effect to the restructuring of the State Airports as provided for in the State Airports Act 2004. However, prior to the completion of the restructuring (i.e. prior to the assets of Shannon and Cork Airports being vested in their respective Airport Authorities. Dublin Airport Authority will remain responsible for Shannon and Cork.

Wholly owned subsidiaries of Dublin Airport Authority include Aer Rianta International who manage duty-free shops, bars and other airport management activities in overseas locations and the Great Southern Hotels Group.

Dublin Airport Authority plc
Head Office
Old Central Terminal Building
Dublin Airport
Co. Dublin

Telephone: 00-353-1-8141111
Email: customer.relations@dublinairport.com

www.dublin-airport.com

SHANNON AIRPORT AUTHORITY

Shannon Airport Authority plc was incorporated on 16th September 2004 and will in due course own and operate Shannon Airport. At present the board of Shannon Airport Authority is charged with preparing to assume responsibility for the management and development of Shannon Airport as well as being empowered to undertake any functions delegated to it by, and in agreement with, Dublin Airport Authority during the interim period.

APPENDIX C (CONTINUED)

Shannon Airport Authority plc
Shannon Airport
Co. Clare

Telephone: 00-353-61-712000
Email: feedback@shannonairport.com

www.snn.aero

CORK AIRPORT AUTHORITY

Cork Airport Authority plc was incorporated on 16th September 2004 and will in due course own and operate Cork Airport. At present the board of Cork Airport Authority is charged with preparing to assume responsibility for the management and development of Cork Airport as well as being empowered to undertake any functions delegated to it by, and in agreement with, Dublin Airport Authority during the interim period.

Cork Airport Authority plc
Cork Airport
Co. Cork

Telephone: 00-353-21-4313131
Email: feedback@corkairport.com

www.cork-airport.com

IRISH AVIATION AUTHORITY

The Irish Aviation Authority carries out a range of operational and regulatory functions and services relating to the safety and technical aspects of civil aviation.

The Authority ensures that the Irish Civil Aviation operates to international and European safety standards and systems in accordance with international agreements.

Irish Aviation Authority
Aviation House
Hawkins Street
Dublin 2

Telephone 00-353-1-6718655
Fax: 00-353-1-6792934

www.iaa.ie

COMMISSION FOR AVIATION
REGULATION

The principal function of the Commission for Aviation Regulation is to regulate airport charges and air traffic control charges at Irish airports, which have an annual throughput of in excess of one million passengers. The Commission also has responsibility for slot allocation at Dublin Airport, licensing of air carriers under EU regulations, regulation of the groundhandling market and licensing of travel agents and tour operators.

Alexandra House,
Earlsfort Terrace,
Dublin 2

Telephone: 00-353-1-6611700
Fax: 00-353-1-6611269 (general)
Fax for Travel Trade Licensing: 00-353-1-6612092

www.aviationreg.ie

APPENDIX C (CONTINUED)

Marine

HARBOUR AUTHORITIES

Arklow Harbour
Arklow Harbour Commissioners
Harbour Office
Arklow
Co. Wicklow
Tel : 0402-32466
Fax : 0402-31068
arklowharbour@eircom.net

Baltimore and Skibbereen Harbour
Baltimore and Skibbereen
Harbour Commissioners
Harbour Office
Baltimore
Co. Cork
Tel : 028-20106
Fax : 028-20266

Dingle Harbour
Dingle Harbour Commissioners
Dingle
Co. Kerry
Tel : 066-9151629
Fax : 066-9152629
dinglemarine@eircom.net

Kinsale
Kinsale Harbour Commissioners
Harbour Office
Kinsale
Co. Cork
Tel : 021-4772503
Fax : 021-4774695
kharbour@iol.ie

Tralee and Fenit Harbour
Tralee and Fenit Pier
Harbour Commissioners

Harbour Office
Fenit
Co. Kerry
Tel : 066-7136231
Fax : 066-7136473
fenitmarina@eircom.net

Bantry Bay
Bantry Bay Harbour Commissioners
Wolfe Tone Square
Bantry
Co. Cork
Tel : 027-53277
Fax : 027-51202
harbourmaster@bantrybayport.com

Kilrush U.D.C
Kilrush Urban District Co.
Town Hall
Kilrush
Co. Clare
Tel : 065-9051047
Fax : 065-9052821
kilrush@clarecoco.ie

River Moy (Ballina)
River Moy Commissioners
The Quay
Ballina
Co. Mayo
Tel : 096-21208
Fax : 096-70240

Youghal
Youghal Urban District Co.
Town Hall
Youghal
Co. Cork
Tel : 024-92926
Fax : 024-92690

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Westport
Westport Port and Harbour Commissioners
Altamount
Westport
Co. Mayo
Tel : 098-25439
Fax : 098-28997

Wexford
Wexford Harbour Commissioners
Harbour Office
Wexford
Tel : 053-22376
Fax : 053-47782

PORT COMPANIES

Port of Cork
Port of Cork Company
Custom House Street
Cork
Tel : 021-4273125
Fax : 021-4276484
BKeating@portofcork.ie
<http://www.portofcork.ie/>

Drogheda Port Company
Drogheda Port Company
Maritime House
The Mall
Drogheda
Tel : 041-9838378
Fax: 041-9832844
www.droghedaport.ie
maritimehouse@droghedaport.ie

Dublin Port Company
Dublin Port Company
Port Centre
Alexandra Road

Dublin 1
Tel : 01-8550888 or 01-8555771
Fax : 01-8551241
econnellan@dublinport.ie
<http://www.dublinport.ie/>

Dun Laoghaire Harbour Company
Dun Laoghaire Harbour Company
Harbour Lodge
Crofton Road
Dun Laoghaire
Co. Dublin
Tel : 01-2801311
Fax : 01-2809607
michael@dlharbour.ie
<http://www.dun-laoghaire.com/>

Shannon/Foynes Port Company
Shannon/Foynes Port Company
Harbour Office
Foynes
Co. Limerick
Tel : 069-73100 or 069-65473
Fax : 069-73138
bbyrne@sfpc.ie
<http://www.sfpc.ie/>

Galway Harbour Company
Galway Harbour Company
New Docks
Galway
Tel : 091-562329
Fax : 091-563738
galwayharbour@eircom.net

New Ross Port Company

New Ross Port Company
Harbour Office
New Ross

APPENDIX C (CONTINUED)

Co. Wexford
Tel : 051-421303
Fax : 051-421294
ceo@newcrossport.iol.ie

Port of Waterford Company
Port of Waterford Company
Harbour Office
Georges Street
Waterford
Tel : 051-874907
Fax : 051-874908
info@portofwaterford.com
<http://www.portofwaterford.com/>

Dundalk Port Company
Dundalk Port Company
Harbour Office
Dundalk
Co. Louth
Tel : 042-9334096
Fax : 042-9335481
dundalkport@eircom.net

Wicklow Port Company
Wicklow Port Company
Harbour Office
Wicklow
Tel : 0404-67455
Fax : 0404-67455
wicklowport@eircom.net

Public Transport

C.I.E. GROUP

Córas Iompair Éireann (CIÉ) is a statutory body charged with the provision of bus and rail public transport for passengers as well as rail freight transport within the State and the

operation of Rosslare Europort and CIÉ Tours. CIÉ has three wholly owned subsidiary limited liability companies: Iarnród Éireann, the national rail company, Bus Átha Cliath, which operates bus services in Dublin, and Bus Éireann which operates bus services nationally. These were set up under the Companies Act as provided for in the Transport (Reorganisation of CIÉ) Act 1986.

Córas Iompair Éireann
Heuston Station
Dublin 8
Telephone: 00-353-1-6771871
Fax: 00-353-1-7032776

www.cie.ie

IARNRÓD ÉIREANN

The Transport (Reorganisation of C.I.E.) Act 1986 sets out the principal objects of Iarnród Éireann as to provide a railway service and a road freight service. It is the general mandate of the company to operate commercially to the maximum extent possible, taking account of the public service obligations of the company and to manage, maintain and develop the rail network infrastructure.

Iarnród Éireann
Connolly Station
Dublin 1
Telephone 00-353-1- 8363333

www.irishrail.ie

APPENDIX C (CONTINUED)

BUS ÁTHA CLIATH

Bus Átha Cliath provides bus services in Dublin city and county and contiguous areas. It provides an extensive network of bus routes – Radial, Cross City, Orbital, DART feeder, Airlink, Cityspeed XPRESSO, Nitelink, Railink, Schoolink and sightseeing tours.

Bus Átha Cliath
59 Upper O Connell Street
Dublin 1
Telephone: 00-353-1-8720000

www.dublinbus.ie

BUS ÉIREANN

Bus Éireann operates a wide range of bus and coach services throughout the country. These include: Expressway coach services linking major cities and towns; local bus services in rural areas; city bus services in Cork, Galway, Limerick and Waterford and Euroline coach services to Britain. Bus Éireann is also responsible for the operation and administration of the national school transport scheme on behalf of the Department of Education and Science.

Bus Éireann
Broadstone
Dublin 7
Telephone: 0-353-1- 8366111

www.buseireann.ie

RAILWAY PROCUREMENT AGENCY

The Railway Procurement Agency (RPA) is responsible for the procurement of new light rail and metro infrastructure projects through a number of means including Public Private Partnership (PPP). It is also mandated to develop an integrated ticketing scheme for public transport, initially in the Dublin region.

Railway Procurement Agency
RPA House
Block C
Parkgate Street Business Centre
Parkgate Street
Dublin 8
Telephone: 00-353-1-6463400
Fax: 00-353-1-6463401

www.rpa.ie

THE RAILWAY SAFETY COMMISSION

The Railway Safety Commission was established with effect from 1 January 2006 under the Railway Safety Act 2005. The Commission has responsibility for regulating the safety of railway systems carrying fare-paying passengers and commercial freight, and of other railways where they interface with public roads. The Commission also has responsibility for safety approval of new and modified passenger-carrying cable railways, cable cars and drag-lifts.

Railway Safety Commission
Trident House,
Blackrock,
Co. Dublin
Telephone: 00-353-1-2068110

APPENDIX C (CONTINUED)

Fax: 00-353-1-2068115
 Email: info@rsc.ie
www.rsc.ie

DUBLIN TRANSPORTATION OFFICE

The Dublin Transportation Office was established to coordinate the implementation by relevant agencies of an agreed integrated transport strategy for the Greater Dublin Area, the Dublin Transportation Initiative. The DTO is also responsible for carrying out ongoing strategic transportation planning work, including the regular updating of the transport strategy. It also administers a traffic management grants scheme on behalf of the Department.

Dublin Transportation Office
 Hainault House
 Floor 3
 69-71 St Stephens Green
 Dublin 2
 Telephone: 00-353-1-4778100
 Fax: 00-353-1-4785935

www.dto.ie

Roads

NATIONAL ROADS AUTHORITY

The National Roads Authority has statutory responsibility for the management of the national roads programme and for the allocation of grants to specific projects on the national roads network. **While the Minister for Transport has responsibility for overall policy and funding in relation to the national roads programme, the implementation of individual projects is a matter for the NRA in conjunction with the relevant local authority. The NRA, under Section 17 of the Roads Act, 1993, has overall responsibility for the planning and supervision of works for the construction and maintenance of national roads. The responsibility for the provision of funding to carry out improvement work on individual projects also rests with the NRA.**

National Roads Authority
 St Martins House

Waterloo Road
 Dublin 4
 Telephone: 00-353-1-6602511
 Fax: 00-353-1-6680009

www.nra.ie

MEDICAL BUREAU OF ROAD SAFETY

The Medical Bureau of Road Safety was established in 1968 under Part V of the Road Traffic Act, 1968. The Bureau's principal functions are to carry out analyses, for their drug or alcohol content, of specimens of blood and urine, provided for the Gardai by people

APPENDIX C (CONTINUED)

suspected of drink or drugs driving offences. The Bureau issues certificates in respect of the results of these analyses, which may be used as evidence in prosecutions for offences. The Bureau also participates in the Evidential Breath Testing Programme, providing Evidential Breath Testing instruments and training to Gardai. The Bureau is financed by an annual grant from the Department and the five member Board is appointed by the Minister for Transport

Medical Bureau of Road Safety

Department of Forensic Medicine
University College Dublin
Earlsfort Terrace
Dublin 2
Tel: + 353 1 478 1723
Fax: + 353 1 478 1103

www.ucd.ie/legalmed/mbrs.html

COMMISSION FOR TAXI REGULATION

An Coimisiún um Rialáil Tacsaithe

The Commission for Taxi Regulation is an independent public body established under the Taxi Regulation Act 2003 with effect from 1 September 2004. The principal function of the Commission is the development and maintenance of a new regulatory framework for the control and operation of small public service vehicles (taxis, hackneys and limousines) and their drivers. In exercising this function the Commission pursues a range of objectives which are focused on the promotion of quality oriented services by all small public service vehicle operators and drivers.

Commission for Taxi Regulation
35 Fitzwilliam Square, Dublin 2
Telephone 00 – 353 – 1 – 6593800
www.taxiregulator.ie

ROAD SAFETY AUTHORITY (RSA)

The Road Safety Authority (RSA) is a new Agency being established to take a lead role in the area of road safety. The RSA is a body under the aegis of the Department of Transport and is responsible for-

- promotion of road safety
- accident and road safety research
- driver testing and licensing
- vehicle standards
- road haulage enforcement functions
- registration of driving instructors
- driver vocational training
- compulsory basic training for motorcyclists

The Road Safety Authority
Moy Business Park
Primrose Hill
Dublin Road
Ballina
Co Mayo
Tel. 096 25000
or
Lo-Call 1890 506080
Fax 096 25252
E-mail. info@rsa.ie
www.rsa.ie

APPENDIX D

TRANSPORT STATISTICS

Note: The statistics presented in this Appendix are collected from various sources e.g. the Central Statistics Office, the CIE group of companies etc. If you would like to know our source for any particular statistic please contact us directly. Most of the data presented below refers to the State sector only. We acknowledge that, to get a fuller picture of transport in Ireland under Air and Public Transport in particular, then, data should also be collected from the private sector. Unfortunately such data is not, as of yet, easily or readily available.

	2002	2003	2004	2005	2006
ROADS					
NATIONAL ROADS					
Overall expenditure	€1,135.55m	€1,222.54m	€1,241.40m	€1,317.164m	€1,742.5m
Capital expenditure on improvement work	€1,083.54m	€1,169.145m	€1,190.02m	€1,263.77m	€1,582.5m
Current expenditure on road maintenance	€52.02m	€53.396m	€51.387m	€53.394m	€55.064m
Length of National Primary Road Network	2,754km	2,746km	2,740km	2,754kms	2,739kms
Length of National Secondary Road Network	2,681km	2,685km	2,682km	2,682kms	2,676kms

	2002	2003	2004	2005	2006
ROAD SAFETY					
Road Safety Expenditure (only of NSC & MBRS)	€4.669m	€4.825m	€6,291m Metrication Campaign expenditure (incl. NSC)	€8,680m (See also Table 9r)	€14,956
Road Deaths	376	335	374	399	368
Penalty Points Issued	n/a	93,364 31/10/02 - 31/12/03	105,200	291,842	392,775
Drink Driving Detections	13,411	11,344	12,307	13,727	17,780

APPENDIX D (CONTINUED)

VEHICLE TESTING - NCT

Number of Tests	536,071	631,257	614,227	624,619	681,799
Full NCT Pass Rate	53%	52%	51%	49%	53%

	2002	2003	2004	2005	2006
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PUBLIC TRANSPORT

State subvention to CIÉ	€233.3m	€245m	€257.23m	€270.09m	€285.020m
Expenditure on the Rural Transport Initiative (RTI)	€2.95m	€3m	€3m	€4.5m	€5.1m
Bus Number of buses (Bus Átha Cliath)	1062	1060	1062	1082	1182
Number of wheelchair accessible Bus Átha Cliathes	360	450	460	553	679
Number of Quality Bus Corridors (QBCs)	9	9	9	11	12
Number of Buses (Bus Éireann)	680	680	680	674	674
Rail State Investment in Railways	€232.5m	€245.9m	€240.2m	€279.6m	€257.4
Number of Railcars	64	144	144	180	180
Number of DART cars	118	118	154	154	154

PASSENGER NUMBERS

Bus Átha Cliath	147m	150m	149.8m	146m	147m
Bus Éireann	89.2m	92m	90.2m	92.6m	90.09
Rail	35.4m	35.5m	34.55m	37.7m	43.15m
DART & Suburban Rail	24.1m	24.2m	23.24m	26.6m	28.288m
Intercity Rail	11.3m	11.3m	11.3m	11.1m	14.865m

APPENDIX D (CONTINUED)

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TAXIS

Total Number of Licensed Taxis	11,630	12,845	13,563	N/A	15,472
Total Number of Licensed hackneys	n/a	4,868	4,938	N/A	4,847

	2002	2003	2004	2005	2006
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AIRPORTS

Aid to regional airports (Capital)	€2,29m	€5,37m	€2,28m	€1,70m	€0.80m
Grants to regional airports (marketing etc)	€1,90m	€2,24m	€2,24m	€2,24m	€1,66m
PSO Expenditure	€18, 537	€19,898	€21,336	€19,173	€15,018

PASSENGER THROUGHPUT AT STATE AIRPORTS (MILLION PERSONS)

Dublin	15.1m	15.9m	17.1m	18.5m	21.19m
Shannon	2.35m	2.4m	2.4m	3.3m	3.64m
Cork	1.9m	2.2m	2.25m	2.7m	3.01m

AIR ACCIDENT

Accidents reported	12	13	9	19	11
Serious Incidents reported	7	16	14	14	8
Incidents reported	30	35	34	34	41
Fatalities	2	1	1	6	3
Injuries	2	4	4	6	0

APPENDIX D (CONTINUED)

MANAGEMENT SUPPORT

Number of Freedom of Information requests received	128	156	43	78	92
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MALE/FEMALE RATIO BY GRADE

Principal Officer	89.5:10.5	88:12	87:13	94:6	82:18
Assistant Principal	53:47	53:47	55:45	55:45	58:42
Higher Executive Officer	47:53	47:53	55:45	45:55	49:51
Numbers of staff on family friendly policy	103	117	123	136	172
Training expenditure (€m)	€1.2m	€0.85m	€0.92m	€0.95m	€1.77m
Education Refunds	€69,509	€74,925	€81,075	€59,036	€92,449
Late payment of accounts	€3,282	€4,239	€2,323	€103	€893

APPENDIX E

STAFF NUMBERS

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GRADE (HDA=Higher Duties Allowance)	Numbers at 31/12/03	Numbers at 31/12/04	Numbers at 31/12/05	Numbers at 31/12/06
Secretary General	1	1	1	1
Assistant Secretary	5	5	5	6
Principal Officers	17	17	17	20.6
Assistant Principal Officers HDA		1		
Assistant Principal Officers	43.5	42.5	45	50.7
Administrative Officers HDA				1
Administrative Officers	9	7	7	8
Higher Executive Officers	57	55.5	57	73.4
Executive Officers H.D.A.	1	1	1	0
Executive Officers	65.5	67	72	81.53
Staff Officers	15.5	6.5	15	14.7
Transport Officers	9	9	9	9
Clerical Officers	130	123.5	125	153.4
Ministerial Staff	8	9	5	9
Services Officers / Attendants/Storekeeper	16	17	16	19.3
Telephonists	2.5	2.5	2	2.3
Chief Aeronautical Officer	1	1	1	1
Aeronautical Officer Grade I	2	2	2	1
Aeronautical Officer Grade II	2	1	1	1
Information Officer	0	0	0	0
Accountant Grade 2	1	1	1	1
Legal Advisor				1
Staff Engineer	1	1	1	1
Senior Advisor (Roads)	1	1	1	1
Senior Vehicle Tester	1	1	1	0
Vehicle Tester	2	2	0	3
CEO Designate Road Safety Authority	0	0	1	0
CEO Road Safety Authority	0	0	1	0
Director Irish Coast Guard				0
Chief Engineer				1
Chief of Operations				1

APPENDIX E (CONTINUED)

GRADE (HDA=Higher Duties Allowance)	Numbers at 31/12/03	Numbers at 31/12/04	Numbers at 31/12/05	Numbers at 31/12/06
Deputy Divisional Controller				3
Divisional Controller				2
Electronics Officer				3
Engineering & Operations Officer				1
Radio Officer Grade III				27
Regional Controller Grade ICG				3
Station Officer				18
Temp ROIII				2
Training & Operations Officer				2
Chief Surveyor				1
Deputy Chief Surveyor				1
Principal Radio Surveyor				1
Marine Radio Surveyor				1
Senior Engineering & Ops Officer				0
Divisional Controller				0
Surveyor (Officer in charge)				2
Surveyor				20
Chief Driver Tester				1
Supervisor Driver Tester				12
Driver Tester	103	103	100	85.63
Contract Driver Tester	19	19	19	19
Contract Driver Tester Recruited 2006				11
NSC Posts Transferred/RSA Contracts				13
Senior Economist	1	1	1	0
TOTAL	514	505.5	506	692.56

APPENDIX F

MINISTERS AND MEMBERS OF THE MANAGEMENT BOARD IN 2006

Martin Cullen	(appointed Minister for Transport on 28th September 2004)
Pat the Cope Gallagher	(appointed Minister of State on 14th February 2006)
Julie O'Neill	(appointed Secretary General of the Department of Transport in June 2002)
John Lumsden	(appointed Assistant Secretary in February 1990; in 2006 he was responsible for the Roads sector and Maritime Transport within the Department)
Pat Mangan	(appointed Assistant Secretary in June 1995; in 2006 he was responsible for <i>Transport 21</i> , Luas/Metro and the Dublin Transport Authority within the Department)
Andrew Cullen	(appointed Assistant Secretary in March 1999; in 2006 he was responsible for Land Transport Regulation and CIE sector within the Department)
John Murphy	(appointed Assistant Secretary in 2001; in 2006 he was responsible for the Aviation sector within the Department)
John Fearon	(appointed Assistant Secretary in October 2000; he was responsible for the Corporate Services Sector within the Department until October 2006 when he took over responsibility for the Maritime Safety Services)
Maurice Mullen	(appointed Assistant Secretary in 2002; he was responsible for the Maritime Safety Services until October 2006 when he took over responsibility for Corporate Services and Sustainable Transport within the Department)

MINISTERS AT DEPARTMENT OF TRANSPORT 2002 - 2006

NAME	TITLE	FROM	TO
Seamus Brennan, T.D.	Minister for Transport	June 2002	28 September 2004
Martin Cullen, T.D.	Minister for Transport	28 September 2004	Date
Dr. Jim McDaid, T.D.	Minister of State	June 2002	29 September 2004
Ivor Callely, T.D.	Minister of State	29 September 2004	9 December 2005
Pat the Cope Gallagher T.D.	Minister of State	14 February 2006	Date

APPENDIX G

FINANCIAL INFORMATION

The following is financial information for the year ended 31 December 2006 analysed by strategic objectives of the Department

129

Total Budget - By Source of Funding

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
Voted Expenditure	2,404,779	2,360,797
Non-Voted Expenditure ¹	99,000	99,000
Total Gross Expenditure	2,503,779	2,459,797
Appropriations in Aid	36,088	40,603
Net Expenditure	2,467,691	2,419,194

¹ By way of the application for capital supply services of unspent appropriations, the surrender of which may be deferred under Section 91 of the Finance Act 2004.

APPENDIX G (CONTINUED)

130

Expenditure by High Level Goal

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
INTEGRATION		
Programme Expenditure	31,082	6,853
Administration	1,099	898
Support Expenditure	329	252
Total Gross Expenditure	32,510	8,003
Appropriations in Aid	-	-
Net Objective Expenditure	32,510	8,003
INVESTMENT		
Programme Expenditure	2,341,815	2,327,673
Administration	3,049	3,021
Support Expenditure	1,511	1,156
Total Gross Expenditure	2,346,375	2,331,850
Appropriations in Aid	18,025	18,575
Net Objective Expenditure	2,328,350	2,313,275

APPENDIX G (CONTINUED)

SAFETY		
Programme Expenditure	62,254	58,491
Administration	26,926	28,113
Support Expenditure	12,992	9,924
Total Gross Expenditure	102,172	96,528
Appropriations in Aid	10,273	11,765
Net Objective Expenditure	91,899	84,763
COMPETITION, REGULATION AND REFORM		
Programme Expenditure	14,711	16,462
Administration	5,412	4,968
Support Expenditure	2,599	1,986
Total Gross Expenditure	22,722	23,416
Appropriations in Aid	7,790	10,263
Net Objective Expenditure	14,932	13,153
Total	2,467,691	2,419,194

APPENDIX G (CONTINUED)

Roads Objectives

To upgrade the national road network and expand its capacity thereby improving mobility, reliability and accessibility, leading to reduced transport costs and absolute journey times

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
INVESTMENT (ROADS)		
PROGRAMME EXPENDITURE		
Current	68,144	68,144
Capital	1,452,221	1,582,500
Total	1,520,365	1,650,644
ADMIN EXPENDITURE		
Pay	937	934
Non-Pay	33	60
Total	970	994
Support Expenditure	448	343
Total Gross Expenditure	1,521,783	1,651,981
Appropriations-in-Aid	18,025	18,575
Net Objective Expenditure	1,503,758	1,633,406
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		21

Budget figures includes Capital Carryover of €96.5m

APPENDIX G (CONTINUED)

Roads Objectives (Contd.)

133

To promote safer use of our roads

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
SAFETY (ROADS)		
PROGRAMME EXPENDITURE		
Current	11,599	9,455
Capital	7,255	7,191
Total	18,854	16,646
ADMIN EXPENDITURE		
Pay	10,936	10,901
Non-Pay	3,452	4,880
Total	14,388	15,781
Support Expenditure	8,170	6,241
Total Gross Expenditure	41,412	38,668
Appropriations-in-Aid	9,823	10,870
Net Objective Expenditure	31,589	27,798
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		27

APPENDIX G (CONTINUED)

134

Roads Objectives (Contd.)*To promote the development of a more professional and viable road haulage sector*

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
COMPETITION, REGULATION & REFORM (ROADS)		
PROGRAMME EXPENDITURE		
Current	356	157
Capital	-	-
Total	356	157
ADMIN EXPENDITURE		
Pay	1,319	1,315
Non-Pay	242	163
Total	1,561	1,478
Support Expenditure	723	553
Total Gross Expenditure	2,640	2,188
Appropriations-in-Aid	595	1,438
Net Objective Expenditure	2,045	750
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		24

APPENDIX G (CONTINUED)

Public Transport Objectives

135

To improve the capacity, safety and usage of Ireland's public transport system

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
INVESTMENT (PUBLIC TRANSPORT)		
PROGRAMME EXPENDITURE		
Current	325,238	311,058
Capital	464,026	347,984
Total	789,264	659,042
ADMIN EXPENDITURE		
Pay	1,189	1,185
Non-Pay	299	280
Total	1,488	1,465
Support Expenditure	777	594
Total Gross Expenditure	791,529	661,101
Appropriations-in-Aid	-	1
Net Objective Expenditure	791,529	661,100
Number of Staff (including allocation of		
		2007
Executive and Corporate Support Staff)		37

APPENDIX G (CONTINUED)

136

Public Transport Objectives (Contd.)

To enhance the efficiency and effectiveness of the delivery of public transport services through competition, economic regulation and structural reform

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
COMPETITION, REGULATION & REFORM (PUBLIC TRANSPORT)		
PROGRAMME EXPENDITURE		
Current	-	-
Capital	-	-
Total	-	-
ADMIN EXPENDITURE		
Pay	1,565	1,560
Non-Pay	878	604
Total	2,443	2,164
Support Expenditure	1,104	843
Total Gross Expenditure	3,547	3,007
Appropriations-in-Aid	6	34
Net Objective Expenditure	3,541	2,973
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		52

APPENDIX G (CONTINUED)

Public Transport Objectives (Contd.)

137

To ensure that railway infrastructure and services are provided, managed and used in conformity with relevant EU requirements and in a manner that protects people from death and injury

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
SAFETY (PUBLIC TRANSPORT)		
EXPENDITURE		
Current	1,786	2,272
Capital	-	-
Total	1,786	2,272
ADMIN EXPENDITURE		
Pay	116	115
Non-Pay	35	37
Total	151	152
Support Expenditure	128	97
Total Gross Expenditure	2,065	2,521
Appropriations-in-Aid	-	1
Net Objective Expenditure	2,065	2,520
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		6

APPENDIX G (CONTINUED)

138

Public Transport Objectives (Contd.)

To further develop and implement an integrated transport policy for Ireland and to incorporate the economic, social and environmental dimensions of sustainability into the development and delivery of transport policy

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
INTEGRATION (PUBLIC TRANSPORT)		
EXPENDITURE		
Current	1,082	1,082
Capital	30,000	5,771
Total	31,082	6,853
ADMIN EXPENDITURE		
Pay	710	708
Non-Pay	389	190
Total	1,099	898
Support Expenditure	329	252
Total Gross Expenditure	32,510	8,003
Appropriations-in-Aid	-	-
Net Objective Expenditure	32,510	8,003
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		16

APPENDIX G (CONTINUED)

Aviation Objectives

139

To ensure State airports are in a position to provide cost competitive and appropriate infrastructure on a timely basis to meet the current and prospective needs of airlines, passengers and other users, consistent with DAA's commercial mandate and to assist in optimising the contribution of the country's network of regional airports to balanced regional development.

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
INVESTMENT (AVIATION)		
PROGRAMME EXPENDITURE		
Current	17,186	17,186
Capital	15,000	801
Total	32,186	17,987
ADMIN EXPENDITURE		
Pay	460	459
Non-Pay	131	103
Total	591	562
Support Expenditure	286	219
Total Gross Expenditure	33,063	18,768
Appropriations-in-Aid	-	-
Net Objective Expenditure	33,063	18,768
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		14

APPENDIX G (CONTINUED)

140

Aviation Objectives (Contd.)

To facilitate and encourage as wide a range as possible of reliable, regular and competitive commercial air services for Irish tourism, trade and industry

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
COMPETITION, REGULATION & REFORM (AVIATION)		
EXPENDITURE		
Current	615	6,659
Capital	-	-
Total	615	6,659
ADMIN EXPENDITURE		
Pay	591	590
Non-Pay	175	100
Total	766	690
Support Expenditure	155	118
Total Gross Expenditure	1,536	7,467
Appropriations-in-Aid	-	-
Net Objective Expenditure	1,536	7,467
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		7

APPENDIX G (CONTINUED)

Aviation Objectives (Contd.)

141

To ensure that Irish aviation safety and security policies and practices comply with or exceed best international standards

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
SAFETY (AVIATION)		
PROGRAMME EXPENDITURE		
Current	500	568
Capital	-	-
Total	500	568
ADMIN EXPENDITURE		
Pay	844	841
Non-Pay	389	315
Total	1,233	1,156
Support Expenditure	700	535
Total Gross Expenditure	2,433	2,259
Appropriations-in-Aid	-	1
Net Objective Expenditure	2,433	2,259
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		34

APPENDIX G (CONTINUED)

142

Aviation Objectives (Contd.)

To ensure an ongoing strategic and operational role for the Irish Aviation Authority in the provision of Air Traffic Management (ATM) services

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
COMPETITION, REGULATION & REFORM (AVIATION)		
PROGRAMME EXPENDITURE		
Current	9,236	8,731
Capital	-	-
Total	9,236	8,731
ADMIN EXPENDITURE		
Pay	197	197
Non-Pay	51	35
Total	248	232
Support Expenditure	260	199
Total Gross Expenditure	9,744	9,162
Appropriations-in-Aid	7,189	8,791
Net Objective Expenditure	2,555	371
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		12

APPENDIX G (CONTINUED)

Maritime Objectives

143

To establish, promote, regulate and enforce maritime safety & security standards, provide emergency response services and safeguard the quality of the marine environment

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
SAFETY (MARINE)		
PROGRAMME EXPENDITURE		
Current	36,553	36,204
Capital	4,561	2,801
Total	41,114	39,005
ADMIN EXPENDITURE		
Pay	10,026	9,994
Non-Pay	1,128	1,030
Total	11,154	11,024
Support Expenditure	3,994	3,051
Total Gross Expenditure	56,262	53,080
Appropriations-in-Aid	450	893
Net Objective Expenditure	56,712	52,187
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		191

APPENDIX G (CONTINUED)

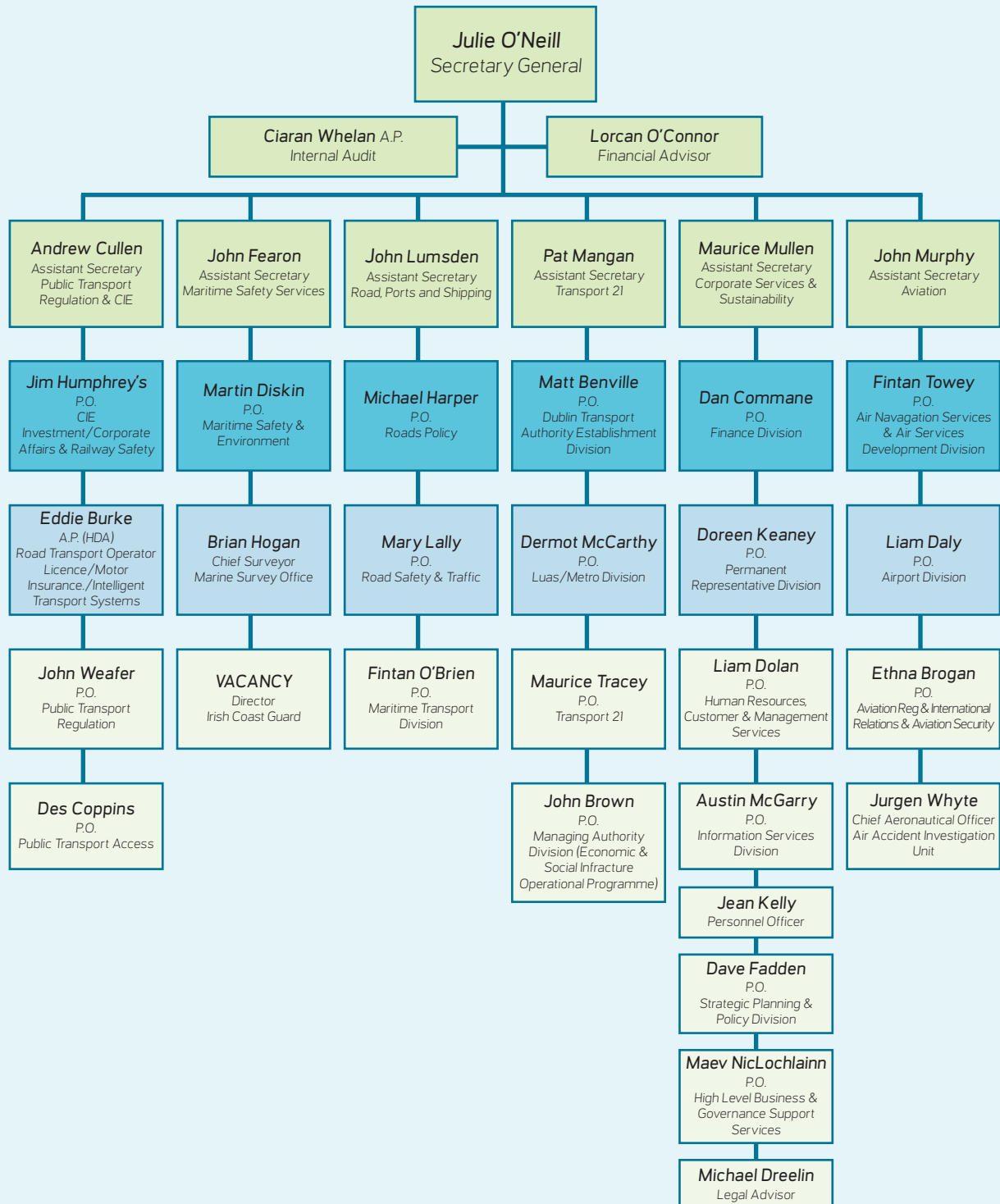
144

Maritime Objectives (Contd.)

To provide a framework for port infrastructure and to oversee the transfer of regional harbours to local authority or port company control and to foster maritime sector activity at sea and on shore

	Budget 2006 €('000s)	2006 Provisional Outturn €('000s)
COMPETITION, REGULATION & REFORM (MARITIME)		
PROGRAMME EXPENDITURE		
Current	139	21
Capital	4,365	894
Total	4,504	915
ADMIN EXPENDITURE		
Pay	257	256
Non-Pay	137	148
Total	394	404
Support Expenditure	357	273
Total Gross Expenditure	5,255	1,592
Appropriations-in-Aid	-	-
Net Objective Expenditure	5,255	1,592
		2007
Number of Staff (including allocation of Executive and Corporate Support Staff)		17

ORGANISATIONAL CHART



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