



**Department of Transport**  
An Roinn Iompair



2007

Annual Report

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I am delighted with the continued successful rollout of State investment under Transport 21 in 2007, the second year of the plan, including:

- Completion of the strategically important M1 major interurban route from Dublin to the Border ahead of schedule and open to traffic in August 2007.
- 10 further major road openings including the N18 Ennis Bypass, the Arklow Gorey Bypass, the N5 Charlestown Bypass and the N2 Castleblaney Bypass.
- Commencement of work on 8 other projects including M3 Clonee to North of Kells, N6 Athlone to Ballinasloe & Ballinasloe to Galway, N8 Portlaoise to Cullahill/Castle-town as well as Phases 2 and 3 of the M50 Upgrade Scheme.
- Significant ramp-up in the level of public transport construction and planning in Dublin with new buses into service, longer trams on the Tallaght line and work starting on the upgrade of the Kildare rail line.
- Construction started on the Docklands and Cherrywood Luas extensions, with 2007 also seeing the launch of the initial phase of the PPP process for Metro North and decisions taken on preferred routes for the Luas extension to Bray and the City Centre Luas Link.
- 67 new intercity carriages entered into service facilitating hourly return rail services on the Cork-Dublin route, as well as delivery commenced of 150 new intercity railcars with the first of these entering service on the Sligo route.
- Work also started on Phase 1 of the Western Rail Corridor, an important step in promoting balanced regional development, reflected also in the allocation of capital grants totalling €86 million to the six regional airports.

Other significant events in a busy year included signature of the new EU/US Open Skies Agreement as well as finalisation of a new Ireland Canada Air Transport Agreement in April. Open Skies facilitated commencement of new Aer Lingus services from Dublin to San Francisco, Washington and Orlando. While the Aer Lingus announcement in the summer of its intention to withdraw the strategic Shannon-London Heathrow service

was very disappointing, the potential loss of connectivity for the Shannon region was substantially redressed by the decision by Cityjet to launch a new link from Shannon to Charles de Gaulle.

Safety is always paramount on road and rail, on sea or in the air. The primary target of the new Road Safety Strategy launched in October is to reduce road deaths to no greater than 60 fatalities per million of population by the end of 2012. As a direct result of the Strategy, I expect over 400 people who would otherwise have died on our roads to be alive in 2012. The downward trend in road deaths noted in 2006 continued into 2007, with the figure for that year representing the second lowest in 40 years. Nevertheless, we all know that road safety measures will not work alone. All road users must take responsibility for their own behaviour as each one of us can help to further reduce the level of road deaths and injuries. Acutely aware also of the trauma suffered by families who have lost loved ones at sea, I adopted new safety measures for fishing vessels during the year, which should improve safety at sea and ultimately save lives.

Finally, on behalf of my colleague, Minister for State Noel Ahern T.D. and myself, I would like to express appreciation and thanks to both the management and the staff of the Department for their commitment and efforts in progressing the work programme agreed by Government.

A handwritten signature in black ink that reads "Noel Dempsey". The signature is written in a cursive, flowing style.

Noel Dempsey T.D.  
Minister for Transport



During 2007 there was further organisational change in the Department of Transport as the decision was taken to transfer responsibility to us for regional and local roads investment from the Department of Environment, Heritage and Local Government. All modes of transport – roads, public transport, aviation and maritime transport - now come within the ambit of the Department. This facilitates a more integrated policy perspective on transport infrastructure and services. It also allows us to exploit the synergies between national, regional and local road investments and to strengthen our strategic focus on transport investment generally.

The Driver and Vehicle Computer Services Division, based in Shannon, also transferred to this Department and the staff there are a significant addition to our team. The Division maintains up-to-date registers of vehicles and drivers. These facilitate effective enforcement and are a critical lever for road safety. I am delighted to take this opportunity to formally welcome all our new colleagues aboard.

Meanwhile the staff in other Divisions of the Department worked hard to ensure delivery of key milestones under Transport 21 and to progress aviation and maritime policy. Recognising the importance of effective project management and monitoring, a three-year audit programme was launched during the year under the auspices of the Transport 21 Monitoring Group, with audits undertaken in respect of 9 projects. Such mechanisms are effective and give confidence that value for money is being delivered in return for State investment in infrastructure and rolling stock.

Safety across all transport modes is a key objective and many of our people are employed directly in safety and security regulation and accident investigation. I wish to commend the commitment demonstrated by the Department's Air Accident Investigation Unit, who experienced their busiest year to date with the investigation of over 100 reportable occurrences. The Department's Irish Coast Guard also worked long and hard during the year to oversee the raising of the Maggie B and the Pere Charles. I know that we all feel deeply for grieving families and recognise that loss of life at sea can be particularly difficult. The Department's primary concern is with the prevention of

accidents and the new regulations for fishing vessels adopted during the year will help enhance safety at sea.

Sustainable transport and the challenge of climate change became increasingly important items on our agenda during 2007 and ground-breaking work was led by a small team who set out to review sustainable transport issues in response to trends in the transport sector. Working across all sectors of the Department and with colleagues in other Departments and agencies, they are paving the way for a Sustainable Transport and Travel Plan to 2020. The Department was the first in the civil service to publish a workplace travel plan for staff which confirmed that 75% of the Department's Dublin-based staff walk, cycle or take public transport to work. Work was completed in respect of the decentralization of the Department's Road Transport Operator Licensing function and the Road Safety Authority in July 2007. 50 posts were decentralised to Loughrea and 62 more posts than originally planned to Ballina where the Road Safety Authority is headquartered.

2007 was a busy year for the Department and I wish to express my appreciation to staff across all sectors who rose to the challenge and worked effectively to achieve so many of the Department's objectives. A special word of thanks to staff in the Corporate Services functions who make it possible for the rest of the Department to function. On behalf of all of the staff in the Department, I would like to take this opportunity also to express my appreciation and thanks to Minister Noel Dempsey T.D. and Minister for State Noel Ahern T.D for their support and direction.

A handwritten signature in black ink that reads "Julie O'Neill". The signature is written in a cursive, flowing style.

Julie O'Neill  
Secretary General



## OBJECTIVE – Integration

*To further develop and implement an integrated transport policy for Ireland.*

### STRATEGY

- Continue the phased development of an integrated transport policy.

2007 was the second year of the Government's Transport 21 capital investment programme. A total of €2.8 billion was spent on Transport 21 during 2007, an increase of 46% on the 2006 outturn. Of this, expenditure on public transport was €640.4 million, up 82% on 2006. The table below shows details of the spend.

**Table 1**

Sector	Total Exchequer Outturn €m	2006 carryover spend €m	VAT on West-Link Buy-Out €m	PPP €m	Total expenditure Outturn €m
National Roads	1,566.7	24.1	121.9	440.0	2,152.7
Public Transport	640.4	-	-	-	640.4
Regional Airports	3.3	-	-	-	3.3
<b>Totals</b>	<b>2,210.4</b>	<b>24.1</b>	<b>121.9</b>	<b>440.0</b>	<b>2,796.4</b>

On the national roads programme, the first of the five major inter-urban (MIU) routes was completed in 2007 with the opening of the final section of the M1 Dublin – Border motorway. At the end of 2007, 86% of the MIU network was either open to traffic or at construction and all the projects on the network had completed the statutory approval process. A total of 11 national road projects were completed during the year and construction started on a further 10. Work continued on 10 projects.

There was a significant ramp-up, during the year, in the level of public transport construction and planning. Additional public transport capacity was provided with the introduction into service of new buses in Dublin and longer trams on the Tallaght Luas line. Work started on the Cherrywood and Docklands Luas extensions. The benefits of railway rolling stock investment were realised with the introduction of hourly return services on the Cork – Dublin route and the deployment of new intercity railcars on the Sligo line.

Work started on the upgrading of the Kildare rail line and on Phase 1 of the Western Rail Corridor, an important step in promoting the balanced regional development objectives of the National Spatial Strategy. Grants totalling €86 million were allocated to the six regional airports.

Details of progress in each sector during 2007 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 and the 2007 report is available on [www.transport21.ie](http://www.transport21.ie).

Work on the legislation providing for the establishment of a Dublin Transport Authority continued during 2007.

### 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 with active engagement by the Department helping to progress the work of the Cabinet Committee on Housing, Infrastructure & PPPs, the Cabinet Committee on Climate Change & Energy Security and of the Inter-Departmental Group on Economic Regulation.

### STRATEGY

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

The Transport 21 Monitoring Group is comprised of representatives of the Departments of the Taoiseach, Finance and Environment, Heritage and Local Government, the National Development Finance Agency and the Chief Executives of the State transport agencies. The main responsibilities of the group are to:

- monitor the implementation of projects and programmes provided for in Transport 21;
- monitor compliance with the Department of Finance's Capital Appraisal and Management Guidelines and Value for Money Indicators;
- submit an annual progress report on Transport 21 to Government;
- oversee the communications and information strategy for Transport 21; and
- oversee an audit process for the Transport 21 programme.

The Group met four times in 2007. At each meeting the Group reviewed progress on Transport 21 projects and programmes and considered the expenditure position for the year. In 2007, 9 projects under Transport 21 were selected for either an appraisal or implementation audit and audits were completed for each of these. The audit programme will continue in 2008 and 2009 and it is expected that a total of 30 projects under Transport 21 will have been audited at the end of the three-year period.

### **OBJECTIVE – Spatial and Land Use Policy**

*To align transport, spatial and land use policies.*

#### **STRATEGIES**

- **Collaborate with other Government Departments, regional and local authorities and State agencies to ensure the implementation of the National Spatial 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 National Spatial Strategy (NSS) is being fully supported through the delivery of transport investments under Transport 21. Ireland's nine major cities and large towns, their hubs and associated wider regions are beginning to see real benefits as the capital investment programme gets into its stride. Noteworthy improvements include:

- The roll-out of faster, more frequent and higher quality rail and bus services between Dublin and the Gateways/Hubs;
- Major investment in increasing the capacity of the public transport network in Dublin, which is bringing about a more compact and sustainable city;
- Significant time savings in travel times between Dublin, the Gateways and many of the Hubs in the regions due to the completion of key sections of the major inter-urban motorway network between Dublin and Belfast / Cork / Limerick / Galway / Waterford / Sligo;
- Terminal, access and other capacity improvements at Ireland's international airports as well as continued support for international connectivity from regional airports.

At a policy level, the Departments of Transport and Environment, Heritage and Local Government continue to co-operate closely on the development of integrated land use and transportation policies. The Department also continues to engage with the City and County Managers Association. This kind of open dialogue will ensure that the State's investment in transport under Transport 21 is harnessed appropriately through good local planning. It will also ensure that it dovetails with other investment under the National Development Plan 2007-2013, in areas such as housing and water services. This will underpin sustained and more sustainable growth for Ireland and its regions. This is also evidenced in the Department's ongoing involvement in the formulation of regional land use and transportation plans, such as those in 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.*

#### **STRATEGY**

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

The Department's aims to secure a sustainable transport network, which balances economic, social and environmental considerations in an integrated manner. 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. In 2007, the Department developed a number of pilot Transport 21 sustainability initiatives. Both Bus Éireann and Dublin Bus undertook trials on the use of biofuels.

One open-top bus used on Cork City tours now runs on a mix of 95% regular diesel and 5% bio-diesel fuel. The bio-diesel is derived from rape-seed oil. Dublin Bus uses bio-diesel made from recovered vegetable oil on five open-top tour buses.

The Department of Transport funded a scheme to convert 50 selected vehicles to run on pure plant oil, which was carried out under the aegis of the German-Irish Chamber of Industry and Commerce. The cost to the Department was €227,000. This provided for 75% of the cost of engine modification.

In 2007, the Department was also the first in the Civil Service to publish a workplace travel plan for staff aimed at getting greater use of more sustainable forms of travel. 75% of the Department's Dublin-based staff walk, cycle or take public transport to work.

Both the Energy White Paper and the National Climate Change Strategy published in 2007 referred to the need to deliver a Sustainable Transport Action Plan to tackle, among other things, the growth in emissions from the transport sector. In 2007, the Department set about a review of sustainable transport issues in response to the trends from the transport sector. The issue of personal travel behaviours was identified as central. The Minister established an interdepartmental working group in 2007 to help guide preparation of an issues document for use as part of the public consultation to be launched in 2008.

With a view to the development of a National Cycling Plan, that would encourage modal shift toward cycling, a contract was placed by the Department in November 2007 to carry out research on best international practice in cycle policy.

#### **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 the following.

#### **Wider Energy Sub-Group**

The Department of Transport contributed to the White Paper "Delivering a Sustainable Energy Future for Ireland," published by the then Department of Communications, Marine & Natural Resources in March 2007.

#### **Senior Officials Group on Climate Change and Energy Security**

The Department participated in an inter-Departmental Senior Officials Group on Climate Change, in order to assess the likely impact on the economy and on inventory projections of the EU Commission's proposal on effort-sharing.

#### **Steering Group on Climate Change Awareness Campaign**

The Department was part of the Steering Group, which reviewed tenders in 2007 for the Climate Change Awareness Campaign, which will run to 2012. The Steering Group also offers a forum, within which to develop a Driver Awareness Campaign



### **OBJECTIVE – Intelligent Transport Systems**

*To use intelligent transport systems (ITS) to contribute to the development of the transport system.*

#### **STRATEGY**

- **Complete a Departmental Intelligent Transport Systems (ITS) Strategy and mainstream its implementation, particularly in investment programmes.**

With a view to developing an ITS strategy, the Department analysed the responses to the public consultation that was undertaken in 2006 on the future development of Intelligent Transport Systems (ITS) in Ireland. The Department engaged with relevant agencies on how best to ensure the effective implementation of ITS, including meeting with the National Roads Authority regarding ITS developments on the national roads network and commenced preparations to establish a forum on ITS in 2008.

### **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.*

#### **STRATEGIES**

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

In January 2007, the Government agreed to increase its total support for a runway safety project at the City of Derry Airport to €10.87 million. The two Governments had agreed in 2005 to provide 75% of total project costs on a joint basis, subject to an

upper limit of €7.55 million in each case, in view of the expected benefits for communities on both sides of the border.

The Department continued discussions on a regular basis in 2007 with the Northern Ireland authorities and the members of the British Irish Council on advancing co-operation under the North/South Ministerial Council on a number of transport matters. Transport sectoral meetings of the North/South Ministerial Council took place on the 14 September 2007 and 12 December 2007, at which the following were discussed:

- **Restoration of Two Bridges on the Tyrone/Monaghan Border**  
Progress continues to be made on proposals to reopen the Annaghroe and Knocknaganny bridges on the Tyrone/Monaghan border, including the appointment of consultants by Monaghan County Council.
- **Narrow Water Bridge**  
The Council noted progress to date on the Irish Government's proposal for the construction of a bridge at Narrow Water linking County Louth and County Down.
- **A5 and A8 Major Roads Projects**  
In the final quarter of 2007, consultants were appointed to the A5 (North-West Gateway to Aghnacloy) and A8 (Belfast to Larne) projects.
- **Dublin – Belfast Rail Projects**  
Irish Rail and Northern Ireland Railways briefed the North/South Ministerial Council on the options for the upgrade of the Dublin – Belfast rail line at its December 2007 meeting.
- **Railway Safety and Interoperability**  
On-going co-operation between Departments and the two railway operating companies on rail safety and interoperability continued in 2007.
- **Cross-Border Community Based Rural Transport**  
Following on from consideration of the Report on Cross Border Community Based Rural Transport, it was agreed in 2007 that a pilot cross border exercise should be considered for 2008.

- **Road Safety**

The new Road Safety Strategy for Ireland 2007 – 2012 was presented to Council by the Road Safety Authority.

### **OBJECTIVE – European Union**

*To ensure Ireland is well positioned to influence the development of EU transport and legislation.*

#### **STRATEGY**

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

During 2007, the Department contributed to advancing the EU agenda by attending Transport Councils, sectoral Working Groups and comitology Committees. The Department also played an active role at national level through attendance at inter-Departmental forums on EU affairs, including providing appropriate transport-related input to reports and briefing on EU matters arising during the year.

There were 4 Transport Councils during the year under the German and Portuguese Presidencies. Key matters addressed were:

- Conclusion of EU/US open skies aviation agreement;
- Revision of common rules on the operation of air services;
- The issue of sustainable transport and climate protection;
- The future of the Galileo navigation satellite system;
- Interoperability and safety of Community railways; and
- Maritime safety package.

### **OBJECTIVE – Regulation**

*To promote better economic regulation of transport in Ireland.*

#### **STRATEGIES**

- **Improve the quality of regulation.**
- **Ensure that policies developed by the Department are consistent with the principles in the Government White Paper “Regulating Better.”**

The following provides information in accordance with the reporting requirements established by the Department of the Taoiseach in respect of Regulatory Impact Analysis (RIA) during 2007.

General Schemes/Heads of Bills brought to Government	1
General Schemes/Heads for which RIA was prepared	1
Bills published by the Department	1
RIAs published alongside these Bills	0
Statutory Instruments (S.I.s) made by the Department	39
S.I.s for which an RIA was prepared and published	0
Draft EU Directives for which the Department currently has lead responsibility	13
Draft EU Regulations for which the Department currently has lead responsibility	9
Draft Combined Regulations & Directives for which the Department currently has lead responsibility	1
RIAs which are in progress on these Draft EU proposals	0

It was agreed with the Department of an Taoiseach that a full RIA was not required in the context of the Roads Bill 2007. A full RIA is only required in the case of Statutory Instruments, which are deemed significant.

### **OBJECTIVE – Corporate Governance**

*To ensure that our State agencies achieve the highest standards of corporate governance.*

#### **STRATEGY**

- Provide a clear mandate to each of our State Agencies.

The Department continued to provide a clear mandate in line with its statutory obligations for each of the State agencies under its aegis through regular meetings on business plans, updates of strategies, project approvals and financial support.

#### **STRATEGY**

- Ensure, through reporting, the full implementation by our State agencies of the “Code of Practice for the Governance of State Bodies”.

The system, by which the Department’s State agencies report regarding implementation of the Code, indicated satisfactory compliance during 2007.

#### **STRATEGY**

- Continue to provide clear mandate to Aer Lingus.

Aer Lingus is a private company following its successful flotation on the stock market in 2006. The State retains a minority shareholding of approx. 25% of the Company. There are three State appointed directors on the Board of Aer Lingus, who have been mandated to seek to ensure that all future decisions of the Company, which have implications for wider government, aviation or regional development policies, are decided at Board level.

### **OBJECTIVE – Data Collection and Analysis**

*To support the development and implementation of transport policy with targeted data collection and analysis.*

#### **STRATEGY**

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

Good progress was made during 2007 on the development of the Department’s Transport Data and Statistics Strategy. The Strategy will be finalised in early 2008. The Department participated in the Interdepartmental Data Strategy Liaison Group throughout 2007 and also held periodic meetings with the Central Statistics Office to help progress areas of common interest in the collection and analysis of transport and travel data.



### **OBJECTIVE – Upgrading our National Roads Network**

*To upgrade the national road network and expand its capacity so as to improve mobility, reliability and accessibility leading to reduced transport costs and absolute journey times.*

#### **STRATEGIES**

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

#### **Overview of National Roads Investment**

Almost €1.8 billion was invested by the Government in the national roads network in 2007. This represented an increase of almost 8% on the 2006 figure (or an extra €130 million) and demonstrated a continuing commitment to delivering a network of national roads suitable for the safe and speedy movement of people and goods around the country.

The development of the Major Interurban Routes (MIUs) from Dublin to the Border, Galway, Limerick, Cork and Waterford continued apace. The National Roads Authority still remains on target to deliver all of the MIUs by the end of 2010. The first of the MIU routes to reach completion was the M1 to the Border with Northern Ireland. This strategically and politically important route was completed 3 months ahead of schedule and opened to traffic in August 2007.

Altogether eleven major projects were completed in 2007, involving the delivery of over 138 kms of new national road during the year. A further eight major road projects, comprising 225 kms, commenced construction. At the end of 2007, all these projects were within budget and either ahead of or on target. Tables 2 – 4 below provide further details.

#### **M50 Upgrade**

Good progress continued to be made on the M50 upgrade project. Construction of Phase 1 advanced well and contracts for Phase 2 & 3 were signed during 2007.

The following key developments in 2007 prepared the way for the introduction of barrier free tolling (due in 2008).

- On 14 May 2007, the National Roads Authority concluded an agreement with National Toll Roads in relation to the buy-out of the M50 West-Link concession. Under the agreement, the toll plaza reverts to the National Roads Authority in August 2008.
- The enactment of the Roads Act 2007 in July 2007 will facilitate the implementation of barrier free tolling, providing a legislative basis for appropriate deterrents for non-payment of tolls.
- A single new integrated tolling system was introduced in June 2007, allowing motorists to use one electronic tag at any toll facility in the State.

These developments are all significant steps in progress towards the upgrading of the M50.

**Table 2** National Road Projects Completed 2007

Route	Region	Scheme	Length Km
N1	BMW	Border Dundalk	9
N2	BMW	Castleblayney Bypass	15
N4	BMW	Dromod Roosky	10
N5	BMW	Charlestown Bypass	19
N6	BMW	Kinnegad Kilbeggan	28
N11	S&E	Arklow Gorey Bypass	23
N11	S&E	Enniskerry Junction Improvements	Footbridge
N18	S&E	Ennis Bypass	21
N52	BMW	Mullingar Belvedere	4
N56	BMW	Moutaintop to Illistrin	5
N77	S&E	Kilkenny Ring Road Extension	4
<b>Total</b>			<b>138 kms</b>

**Table 3** National Road Project Starts 2007

Route	Region	Scheme	Road Type	Length Km	Estimated Completion
N3	S&E	Clonee to North of Kells	Motorway	61	Q3/2010
N4	S&E	Leixlip to M50 Junction	Dual Carriageway	6	Q3/2009
N6	BMW	Athlone to Ballinasloe	Dual Carriageway	19	Q4/2009
N6	BMW	Galway to Ballinasloe	Dual Carriageway	56	Q2/2010
N8	S&E	Portlaoise to Cullahill/ Castletown	Motorway	40	Q4/2010
N8	S&E	Mitchelstown to Fermoy	Dual Carriageway	16	Q1/2010
M50	S&E	M50 Upgrade Scheme Phase 2	Motorway	25	Q4/2010
M50	S&E	M50 Upgrade Scheme Phase 3	Motorway	2	Q1/2008
<b>Total</b>				<b>225</b>	

**Table 4** National Road Projects in Construction as at 31 December 2007

Route	Region	Scheme	Road Type	Length Km	Estimated Completion
N3	S&E	Clonee to North of Kells	Motorway	61	Q3/2010
N4	S&E	Lexlip to M50 Junction	Dual Carriageway	6	Q3/2009
N6	BMW	Athlone to Ballinasloe	Dual Carriageway	19	Q4/2009
N6	BMW	Kilbeggan to Athlone	Dual Carriageway	29	Q3/2008
N6	BMW	Galway to Ballinasloe	Dual Carriageway	56	Q2/2010
N7	S&E	Nenagh to Limerick	Dual Carriageway	38	Q2/2009
N7	S&E	Limerick Tunnel (PPP)	Dual Carriageway	10	Q4/2010
N8	S&E	Cullahill to Cashel	Dual Carriageway	40	Q2/2009
N8	S&E	Cashel to Mitchelstown	Dual Carriageway	40	Q3/2008
N8	S&E	Portlaoise to Cullahill/Castletown	Motorway	40	Q4/2010
N8	S&E	Mitchelstown to Fermoy	Dual Carriageway	16	Q1/2010
N9	S&E	Carlow Bypass	Dual Carriageway	19	Q3/2008
N9	S&E	Waterford to Knocktopher	Dual Carriageway	24	Q3/2009
N11	S&E	Kilpeddar/Delgany Junction Improvements	Junction	1	Q1/2008
N25	S&E	Waterford City Bypass (PPP)	Motorway	23	Q4/2010
M50	S&E	M50 Upgrade Scheme Phase 1	Motorway	8	Q3/2008
M50	S&E	M50 Upgrade Scheme Phase 2 (PPP)	Motorway	25	Q4/2010
M50	S&E	M50 Upgrade Scheme Phase 3	Motorway	2	Q1/2008
N51	S&E	Navan Inner Relief Road	Single Carriageway	1	Q3/2008
<b>Total</b>				<b>458 kms</b>	



### STRATEGY

- Promote the use of public private partnerships (PPP) as a means of delivering the national roads programme.

The National Roads Authority has completed the procurement phase of all 10 PPP projects in the current National Roads PPP Programme. Four of these schemes are complete and open to traffic, while a further six schemes are currently under construction. Table 5 lists the PPP contracts awarded in 2007. Once the delivery of these schemes is completed, the NRA financial target of €2 billion in private investment will have been met.

**Table 5** PPP Contracts awarded in 2007

Route	Scheme
M3	Clonee to North of Kells
N6	Galway to East Ballinasloe
N7/N8	Portlaoise to Castletown/Cullahil
M50	Upgrade Phase II

### 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 €26 billion in major infrastructure including national roads, public transport, 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. The European Commission have allocated a sum of €1.040 billion towards the cost of the Programme from the European Regional Development Fund (ERDF).

This Programme came to a formal end on 31 December 2006. However, expenditure on projects, which are in receipt of ERDF assistance, remains eligible for ERDF aid for a further two years beyond 2006. The cumulative amount of aid drawn down at the end of 2007 was €976 million. Of this sum, €900 million was in respect of projects under the aegis of the Department, of which €589 million related to national roads and €311 million related to public transport.

### OBJECTIVE – Road Safety

*To promote safer use of our roads.*

### 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.

#### Road Safety Strategy 2007 – 2012

Following its development by the Road Safety Authority, a new Road Safety Strategy for the years 2007 – 2012 was launched by the Taoiseach and the Minister for Transport on the 25th October. The primary target of the new Strategy is to reduce road deaths to no greater than 60 fatalities per million of population by the end of 2012. This would equate to an average of 21 road deaths per month or 252 deaths per year. The average number of road deaths per month in 2007 was 28.

The Strategy sets out 126 actions under the headings of Education, Enforcement, Engineering and Evaluation. The actions cover a range of issues including:

- Roll-out of Garda Traffic Corps across all Divisions, to a level of 1,200 personnel by 2008.
- Implementation of a Safety Camera Network to deliver 6,000 hours of enforcement per month.
- Increase in adult front seat belt wearing rates from 86% to 95% or better by 2012.
- Bringing about a reduction in the legal blood alcohol concentration for drivers.

### Road Safety Authority

The Road Safety Authority is an agency of the Department with responsibility for driver testing and training, driver licensing, road safety research, driver education, vehicle standards and certain enforcement functions. In October 2007, the National Safety Council was formally dissolved and the Road Safety Authority took over the road safety functions previously carried out by the Council.

### Medical Bureau of Road Safety

The Medical Bureau of Road Safety (MBRS) continued its operations during the year as an agency of the Department with responsibility for analysing blood and urine samples provided by the Gardaí for alcohol and / or drug content. In 2007, the MBRS completed its move to a new purpose built premises on the Belfield campus of University College Dublin.

### Expenditure on Road Safety by Agencies

State Body/Agency	2006 €m	2007 €m
National Safety Council	5.56	NA
Road Safety Authority	NA	<sup>1</sup> 43.02
National Roads Authority	20.00	17.21
Medical Bureau of Road Safety	9.40	6.48
<b>Totals</b>	<b>34.96</b>	<b>66.71</b>

<sup>1</sup>Figure of €43.02 million includes expenditure funded by the Road Safety Authority out of its own income.

The expenditure indicated for the National Roads Authority represents only specific road safety measures – this does not include expenditure on improvement and upgrading of the road network generally.

### Road Fatalities 1998 – 2007

In 2007, the overall trend in road deaths continued downwards. While there was a total of 411 road fatalities in 2001, this figure had dropped to 338 in 2007, which itself represented a drop from 365 figure recorded in the previous year. The decrease in road deaths took place despite increases in population, vehicle ownership and changes in vehicle usage patterns. The figure of 338 for 2007 represents the second lowest figure in 40 years.

**TABLE 6** Trend of annual road fatalities 1998-2007

Month	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
January	34	30	32	30	35	20	32	33	40	22
February	29	34	41	38	33	21	36	37	31	25
March	21	35	23	31	34	33	25	26	27	34
April	46	31	42	22	32	23	27	23	37	30
May	33	26	29	40	20	38	26	41	30	24
June	42	35	30	24	34	37	36	22	32	29
July	38	48	39	41	42	32	38	41	38	31
August	40	42	32	34	35	26	35	24	17	28
September	47	38	39	42	36	20	34	31	23	28
October	42	40	40	32	31	34	22	44	32	27
November	41	17	36	41	23	30	29	34	27	23
December	45	37	32	36	21	21	34	40	31	37
<b>Totals</b>	<b>458</b>	<b>413</b>	<b>415</b>	<b>411</b>	<b>376</b>	<b>335</b>	<b>374</b>	<b>396</b>	<b>365</b>	<b>338</b>

**TABLE 7** Number of road deaths compared to number of vehicles

Year	Number of Road Deaths	No. of Vehicles Licensed
1983	535	897,381
2003	335	1,937,429
2004	374	2,036,307
2005	396	2,138,700
2006	368	2,296,393
2007	338	2,441,564

#### Mandatory Alcohol Testing

An Garda Síochána has successfully operated Mandatory Alcohol Testing checkpoints since July 2006, with over 30,000 drivers being tested at those checkpoints each month. Since the introduction, there has been a marked reduction in the number of people killed on our roads. In the 20 month period from 1 August 2006 to 31 March 2008 there were 546 road fatalities compared to 665 road fatalities in the preceding 20 month period to 31 July 2006. During 2007, 18,821 drivers were detected as being over the drink driving limit.

#### Disqualifications and Increases in Fines

New provisions under the Road Traffic Act 2006 came into effect in March 2007. These related to disqualifications and fines.

Drivers who have been disqualified may apply to the courts to restore their licence. The change in the law means that only those who have been disqualified for 2 years or more will be allowed to apply to remove the disqualification. Furthermore, the facility is only available to those who have not been disqualified in the preceding 10 years.

Further changes increased the minimum periods for consequential disqualification orders and added two new offences for such disqualifications, namely, striking a bridge causing death or serious injury, and driving while disqualified. Following a drink driving conviction, disqualification periods now range from 1 to 6 years, depending on the level of alcohol detected and whether it is a first or subsequent offence. Changes also provide for an increase to all fines for road traffic offences. This will bring them more into line with maximum fines, which can be imposed by District Courts, and will increase the deterrent effect on road users.

### **Safety Cameras**

The Department was involved during the year in a Project Group of the Department of Justice, Equality and Law Reform to tender for and select a contractor to implement and operate a safety camera network, with a view to providing 6,000 hours of enforcement per month, under Garda supervision.

### **Penalty Points**

More than half a million penalty points have issued since the introduction of penalty points in 2002. A total of 103,480 penalty points were issued in 2007. Speeding has attracted by far the greatest number of points overall. In 2007, a total of 57,594 notices were issued for speeding offences and 8,287 notices were issued for non-wearing of seat belts by drivers. The Road Safety Authority has responsibility for ensuring that penalty points are endorsed on individual licence records.

### **Driver Licensing Reform**

Regulations made by the Minister introduced a new learner permit on 30 October 2007 for all new first time licence applicants and for those renewing provisional licences after that date. This is the first step in the introduction of a graduated licensing system for Ireland.

The main features of the new system are:

- From 30 October 2007:-
  - the provisional licence is replaced by a learner permit to emphasise the fact that the holder is learning to drive;
  - new applicant learner permit holders must be accompanied by a driver who must hold a full licence for the category for at least two years;
  - new applicant learner permit holders cannot apply for a driving test for six months;
- Existing provisional licences continue in force until their expiry date, after which the holder will be issued with a learner permit;
- From 30 June 2008, a holder of a second provisional licence/learner permit for a car must be accompanied at all times by a person who holds a full licence for a two year period;
- From 1 December 2007, a learner motorcyclist must wear the letter L on a yellow fluorescent tabard.

Driver testing and licensing is carried out by the Road Safety Authority.

### **Mutual Recognition of Driving Disqualification and Lesser Offences**

The Irish and UK authorities continued to work during 2007 on a bilateral agreement to give effect to the EU Convention on Driving Disqualifications.

The development of any bilateral agreement for the mutual recognition of lesser offences (e.g. penalty points) involves complex legal questions and will require the passage of primary legislation in both jurisdictions. A feasibility study on areas of possible co-operation in this area, taking account of the separate systems in Ireland, Northern Ireland and Great Britain, was commissioned by the UK Department for Transport in 2007, with the agreement of Ireland and Northern Ireland.

### **Safety Belts on Buses**

In December 2007, the Minister agreed to a proposal from the Road Safety Authority to review the current policy on the standards and certification requirements for safety belt installations in buses fitted with safety belts. The Road Safety Authority will report to the Minister in 2008 with their recommendations.

### **Commercial Vehicles**

In December 2007, the Minister approved proposals from the Road Safety Authority to improve the operational roadworthiness standard of commercial vehicles on public roads. The proposals set out a three-stranded approach for raising standards on a permanent basis in relation to the compulsory testing system, roadside inspections, and checks at operator premises. An Implementation Group chaired by the Road Safety Authority and comprising the Department, the Department of the Environment, Heritage and Local Government and An Garda Síochána has been established to oversee implementation.

### **Cabinet Sub-Committee on Road Safety**

The Cabinet Sub-Committee on Road Safety includes the Ministers for Justice, Equality & Law Reform, Finance, Health & Children, Education & Science, Environment, Heritage & Local Government and the Attorney General and is chaired by the Minister for Transport. The Committee met in April and December of 2007 to progress cross-cutting road safety issues at a high level.

### **Motor Insurance**

During 2007, the cost of motor insurance as measured by the Central Statistics Office Consumer Price Index fell by 9%.

The Declined Cases Agreement between the Department and the Irish Insurance Federation facilitates acquiring motor insurance for drivers who cannot get a quote or where their quote are so high as to be tantamount to a refusal. Three quotes must be obtained by the proposed policyholder. These quotes are then put before the Declined Cases

Committee, which arranges for one of the member companies of the Irish Insurance Federation to provide cover for the client. The Declined Cases Committee dealt with 72 cases under the Declined Cases Agreement in 2007 (down from 152 in 2006 and 246 in 2005). This decline, which has been continuous since 2001, reflects the increase in availability of insurance and the declining cost of insurance.

The transposition of the Fifth Directive on Motor Insurance was well advanced during 2007 and completion is expected in 2008.

### **OBJECTIVE – Road Haulage**

*A safer and more professional and viable road haulage sector.*

#### **STRATEGY**

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

#### **Re-Assignment of Functions and Decentralisation**

During 2007, the functions of the former Road Haulage Division of the Department were divided. The recently established Road Safety Authority took responsibility for enforcement issues. The Department continued to hold responsibility for the licensing of Road Transport Operators. The Road Transport Operator Licensing Unit was successfully decentralised to new offices in Loughrea in May 2007, as part of the Government's decentralisation programme.

#### **EU/International issues**

The European Commission published a comprehensive proposal in mid 2007 to update and consolidate European legislation underpinning the regulation of the road transport operator sector. Consideration of the proposal commenced in 2007 and will continue in 2008.

The Road Transport Operator Licensing Unit also issues licences to international operators for transport operations beyond the EU, as well as undertaking policy work associated with membership of the European Conference of Ministers of Transport.

#### Number of Licensed Bus and Road Haulage Operators

	2006	2007
Licensed Bus Operators	1870	1872
Licensed Haulage Operators	4955	5187

#### STRATEGIES

- **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.**
- **Regulate driver hours and rest periods for road haulage and bus operators.**

Responsibility for actions under these strategies was devolved to the Road Safety Authority in 2006 and progress will be addressed in that Authority's annual report for 2007.

#### Regional and Local Roads

(As the Regional and Local Roads area became part of the Department of Transport on 1 January 2008, the items reported on below relate to the 2005 – 2007 Statement of Strategy of the Department of the Environment, Heritage and Local Government)

#### OBJECTIVE – Regional and Local Roads

*To promote and support the provision of infrastructure by local authorities, including the development of efficient and cost effective mechanisms for the procurement of infrastructure and services in the area of regional and local roads, which support local communities.*

#### STRATEGY

- **Promote and support the implementation through local authorities of programmes for the improvement and maintenance of non-national roads.**

#### Regional and Local Road Investment – Overview

In 2007, investment in the improvement and maintenance of the regional and local roads network continued to increase, with €608 million provided in grants to local authorities. Taking into account local authorities' own resources, it is estimated that approximately €877 million was spent in total on regional and local roads in 2007.

The €608 million figure provided by the State in 2007 comprised an Exchequer grant of €88 million and a contribution from the Local Government Fund of €520 million. These funds were dispersed by the Department of the Environment, Heritage and Local Government in 2007.

The National Development Plan 2007-2013 provides for investment of €4.3 billion in the regional and local road network over the period of the Plan. In 2007, the Restoration Programme continued to be one of the main elements of the regional and local roads investment programme under the National Development Plan. A sum of €225 million was allocated for road reconstruction and road pavement improvements. This funded work at 2,538 locations with 3,177 kilometres of road being improved. A sum of €81 million was provided for restoration maintenance. This financed work at 2,915 locations with 4,506 kilometres of road being surface dressed.

The second major element during 2007 was an investment of €161 million in 286 specific improvement projects of various scales. This included new roads and bridges and road and bridge upgrade projects. The programme involved:

- strategic road projects which made a substantial contribution to the implementation of the National Spatial Strategy. This mainly involved investment in and between the Gateways and Hubs designated in the National Spatial Strategy;
- roads which opened up strategically placed landbanks for housing and related development in, or adjacent to, the most densely populated urban centres where housing needs are greatest; and
- projects in all areas which supported employment and economic activity. This included roads that linked to other transport infrastructure and which supported industry, agriculture, tourism, fishing and forestry.

The balance of investment in 2007 funded work on a variety of other schemes including safety measures at accident blackspots, a regional road signposting programme and other miscellaneous schemes.

**2007 Outputs** Key outputs in 2007 included:

Grant Scheme	Output Figure 2007
Specific Improvement Schemes	Km Improved: 222
Restoration Maintenance	Km Maintained: 4,506
Restoration Improvement	Km Improved: 3,177
Low Cost Safety	Schemes Completed: 212
Regional Traffic Management	Schemes Completed: 17

### Driver and Vehicle Computer Services

As the Driver and Vehicle Computer Services Division (formerly the Vehicle Registration Unit) became part of the Department of Transport on 1 January 2008, the items reported on below relate to the 2005 – 2007 Statement of Strategy of the Department of the Environment, Heritage and Local Government.

### STRATEGY

- Maintain and develop the National Vehicle and Driver File (NVDF) to ensure optimal management of motor taxation, the main element of the Local Government Fund.

The operational capacity of the Driver and Vehicle Computer Service Division through the National Vehicle and Driver File (NVDF) continues to meet the challenges of increased work volumes resulting from the growth in the overall size of the national vehicle fleet, the increasing driver population and initiatives such as online motor tax. At the end of 2007, there were nearly 2.5 million vehicles on Irish roads. This is an increase of 8% over 2006 and means that there are an additional 700,000 vehicles on Irish roads since 2000.

Revenue from motor tax and driving licensing account for a significant proportion of the financial resources made available to local authorities through the Local Government Fund administered by the Department of the Environment, Heritage and Local Government. Just under €957 million was collected in 2007, of which €309 million was collected via the motor tax online service.

### STRATEGY

- Enhance access to and delivery of information and service to the Department's customers through the use of technology.

### Online Motor Tax

Take up of the overall Online Motor Tax (OMT) facility (renewal and first licensing) continues to increase. As of December 2007, some 41% of vehicle owners nationally who are eligible to do so are taxing their vehicles online (this is up from 34% for 2006). Table 8 highlights the increasing popularity of the online service while Table 9 shows the breakdown of the take up of the online facility in each county.

Discs are issued centrally from the Driver and Vehicle Computer Services Division to the vehicle owner within 24 hours of using the online service.



The competent and efficient operation of the service was acknowledged when it won the E-Government category at the Irish Internet Association and Enterprise Ireland Net Visionary Awards in November 2007. The Net Visionary Awards are unique, in that they are run by the Internet industry and voted on by the Internet industry in Ireland. This is the second award won by the Online Motor Tax service.

### STRATEGY

- Implement the Customer Service Action Plans and Customer Charter.

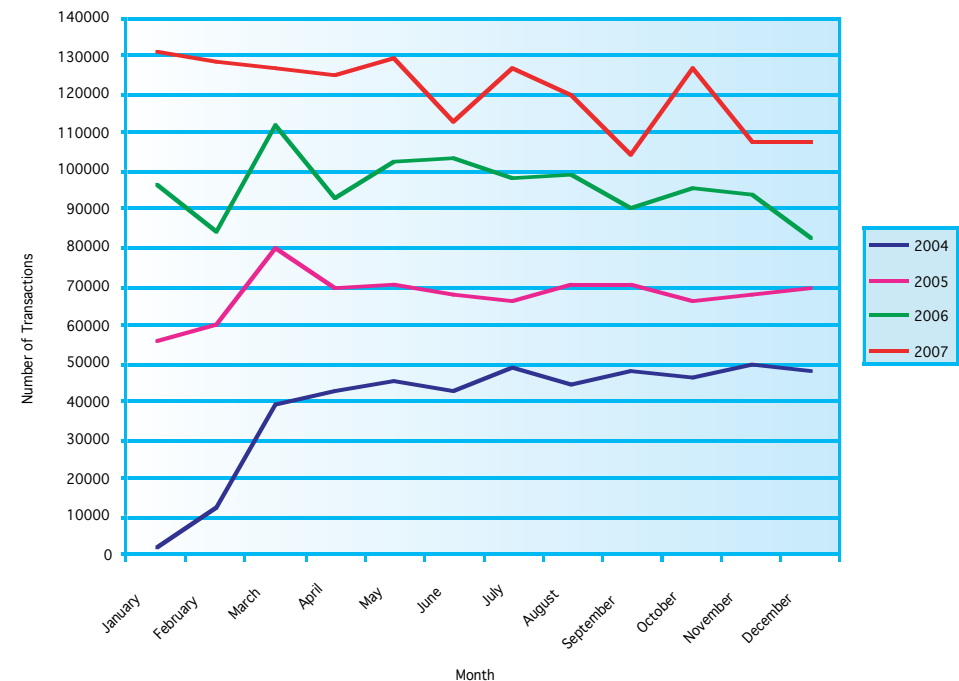
The NVDF is also the focus for a range of customer-oriented activities, which feature in the Customer Service Action Plan in relation to service delivery targets for issue of motor tax renewals/reminder notices and Vehicle Registration Certificates (VRCs).

The main achievements of 2007 were:

- Over 95% of motor tax discs which issue to online customers are processed printed and mailed within 24 hours or by the next working day.
- Over 4 million motor tax renewal/reminder notices were issued in 2007, representing an increase of 275, 000 (or 7%) over 2006 figures. Over 50% of notices were issued at least 25 days prior to the due date and 100% at least 20 days prior to the due date. The target is to issue at least 95% of notices at least 20 days prior to the due date.
- In 2007, nearly 1.25 million Vehicle Registration Certificates (VRCs) were issued from the VRU. Some 935,000 VRCs issued to new owners of previously registered vehicles during 2007, a 12% increase on 2006. A breakdown of VRCs issued by elapsed day is highlighted in Table 10.
- Penalty Point notices are issued on behalf of the Road Safety Authority and, in 2007, almost 318, 000 such notices were issued to drivers who received penalty points or whose penalty points were removed. Also during 2007 notices issued to some 200 drivers who were disqualified from driving, having reached 12 penalty points.

- In February 2007, a system was introduced whereby reminder notices are issued to drivers of new and imported vehicles registered in the State who fail to pay motor tax. To date, some 86,000 such notices have been issued.
- The issue of reminder notices to drivers for the renewal of their driving licence also began in the last quarter of 2007. To date, over 42,000 notices have been issued.

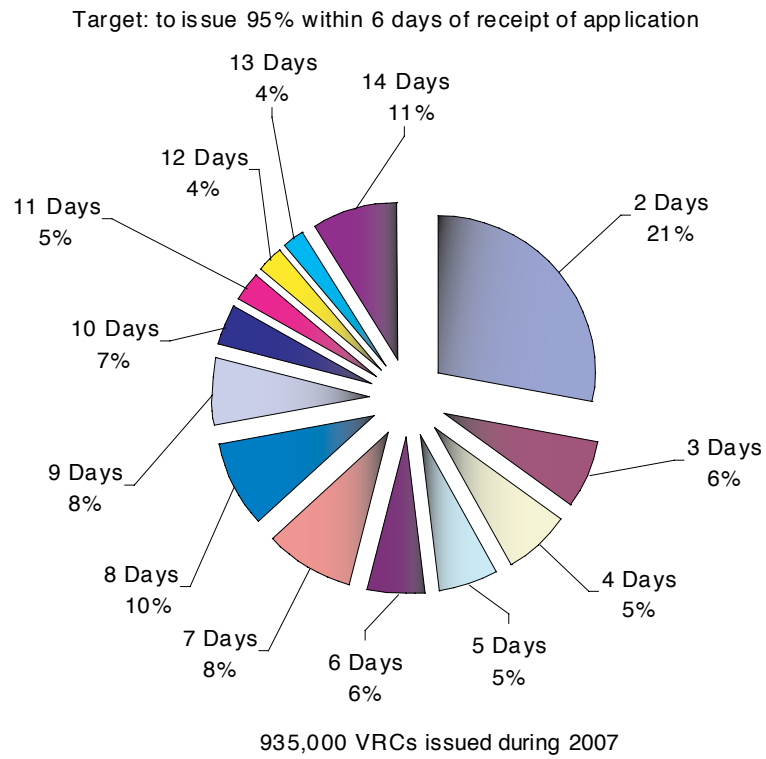
**Table 8** Online Motor Tax Transactions



**Table 9** Online Motor Tax Transactions in 2004, 2005, 2006 and 2007

Motor Tax Office	Vehicle Owners eligible to pay tax online who renewed through:			% Renewed Online
	Motor Tax Office	Online	Total	
CARLOW	37,598	14,546	52,144	27.90
CAVAN	34,117	15,241	49,358	30.88
CLARE	67,901	28,619	96,520	29.65
CORK	204,776	170,331	375,107	45.41
DONEGAL	88,284	20,513	108,797	18.85
GALWAY	107,032	63,188	170,220	37.12
KERRY	72,644	38,238	110,882	34.49
KILDARE	71,607	81,995	153,602	53.38
KILKENNY	48,843	25,352	74,195	34.17
LAOIS	38,882	17,286	56,168	30.78
LEITRIM	20,590	5,553	26,143	21.24
LIMERICK CC	67,008	40,877	107,885	37.89
LONGFORD	24,043	5,592	29,635	18.87
LOUTH	51,067	23,619	74,686	31.62
MAYO	64,264	27,163	91,427	29.71
MEATH	85,321	58,454	143,775	40.66

	Motor Tax Office	Online	Total	
MONAGHAN	32,776	9,184	41,960	21.89
OFFALY	40,566	17,711	58,277	30.39
ROSCOMMON	37,691	12,068	49,759	24.25
SLIGO	35,687	13,158	48,845	26.94
NTH TIPPERARY	43,185	20,933	64,118	32.65
STH TIPPERARY	55,644	17,700	73,344	24.13
WATERFORD CC	40,561	15,973	56,534	28.25
WESTMEATH	46,542	18,010	64,552	27.90
WEXFORD	72,585	41,887	114,472	36.59
WICKLOW	57,222	46,003	103,225	44.57
DUBLIN CITY CL	356,171	469,022	825,193	56.84
LIMERICK CITY CL	25,861	15,461	41,322	37.42
WATERFORD CC	31,170	12,802	43,972	29.11
<b>TOTAL</b>	<b>1,959,638</b>	<b>1,346,479</b>	<b>3,306,117</b>	<b>40.73</b>

**Table 10** Issues of vehicle registration certificates (VRC)



## OBJECTIVE – Public Transport Investment

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

### STRATEGIES

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

### Transport 21

Capital investment to improve the capacity, safety and usage of Ireland's public transport system increased significantly in 2007 under the Transport 21 programme. A total of €640 million was invested through CIÉ, the Railway Procurement Agency and the Dublin Transportation Office, an increase of 82% on 2006 (See Table 11). In addition a total approaching €307m was paid to the CIÉ companies in subvention. (See Table 12)

**Table 11** Capital Investment

Capital Investment	2002€m	2003€m	2004€m	2005€m	2006€m	2007€m
Exchequer Investment in CIÉ Public Transport Safety and Development	262.38	302.37	165.67	285.12	278.50	<b>458.81</b>
Public Transport Projects	7.83	7.81	10.64	23.80	18.76	<b>19.47</b>
LUAS Investment	126.97	128.95	130.00	82.05	28.85	<b>121.61</b>
DTO Capital Expenditure	28.60	40.00	37.00	35.02	27.65	<b>40.49</b>
Agreed CIÉ Borrowings			94.67			
<b>TOTAL</b>	<b>425.78</b>	<b>479.13</b>	<b>437.98</b>	<b>425.99</b>	<b>353.76</b>	<b>640.38</b>

**Table 12** Current Expenditure

Current Expenditure	2002 €m	2003 €m	2004 €m	2005 €m	2006 €m	2007 €m
Exchequer subvention to CIÉ for the provision of socially necessary but non-commercial services	233.3	244.98	257.23	270.09	285.02	<b>306.60</b>
RPA Administration	12.37	12.50	10.28	6.88	9.57	<b>10.20</b>
Light Rail Expenses	2.57	2.43	18.56	0.56	0.14	<b>0.08</b>
DTO Current Expenditure	0.88	0.95	1.01	1.05	1.08	<b>1.11</b>
<b>TOTAL</b>	<b>249.13</b>	<b>260.86</b>	<b>287.08</b>	<b>278.58</b>	<b>295.81</b>	<b>317.99</b>

The capital investment programme funded a number of major projects and programmes in 2007 including the following.

#### Railway Safety Programme 2004-2008

A total of €107m was spent in 2007 under the €512 million Railway Safety Programme 2004-2008. This brings the total cumulative spend under the programme up to €388 million since 2004. Expenditure in 2007 was aimed particularly at track renewal, bridge renewals, level crossings and safety systems.

#### New Rolling Stock

67 new intercity carriages for the Dublin-Cork line all entered service during 2007. The provision of hourly services on the Dublin/Cork route began with the introduction of Irish Rail's new timetable on 14 January 2007.

In March 2007, delivery commenced of 150 new intercity railcars to be used on intercity routes such as Galway, Limerick, Waterford, Tralee, Ennis, Westport and Ballina. By the end of the year, 72 had been delivered and the first of these entered service on the Sligo line during December 2007.

A further 33 intercity railcars were ordered during the year and these will be delivered and enter into service in 2008 and 2009, to serve the outer commuter towns of Portlaoise, Athlone and Carlow.

During 2007, work continued on the DART refurbishment project, which is due for completion by October 2008.

#### Kildare Route Project

During 2007, construction work got underway on the Kildare Route Project which will allow for more frequent running of commuter, regional and intercity trains and will double the service frequency from Hazelhatch to Dublin. The target completion date is 2010.

#### Western Rail Corridor

The Western Rail Corridor project involves the phased re-opening of sections of the Western Rail Corridor from Ennis to Claremorris and the upgrade of the Athenry to Galway line for commuter services. During 2007, work commenced on Phase 1 (Ennis to Athenry) with line clearance completed and approximately 4.5 kms of new track laid by the end of 2007.

#### Cork Commuter Rail Project

During 2007, project enabling works and property acquisitions got underway on the Cork Commuter Rail Project, which will provide a commuter rail service from Mallow to Middleton, through Cork City. Main Construction works commenced in mid-February 2008 on the Glounthaune to Middleton section.

### New Stations

New stations were opened in 2007 at Docklands and Adamstown.

### Navan Rail Link

The first phase of the Navan Rail Link (Clonsilla to Dunboyne) involves re-opening 7.5km of railway line running off the Maynooth line at Clonsilla to the M3 interchange at Pace near Dunboyne. An application for a Railway Order was made by Irish Rail to An Bord Pleanála in September 2007. A favourable decision was received from An Bord Pleanála early in 2008.

During 2007, a scoping study was carried out in relation to Phase 2 of the Navan Rail Link, the extension of the proposed line from Pace to Navan. The study examined 9 routes. Iarnród Éireann are now proceeding to undertake a feasibility study on the 2 alternative routes identified in the scoping study and the preparation of cost estimates and comparative business case.

### Portlaoise Train Care Depot

During 2007, work continued on the Portlaoise Train Care Depot, which will provide state-of-the-art maintenance facilities for 183 new intercity railcars and for some suburban railcars serving the Kildare Route. The depot will open in Spring 2008.

### Interconnector/Electrification

The Interconnector project provides for a connection, largely in tunnel, between the existing Northern Line and the lines running out from Heuston Station. Preliminary design work has commenced and a public consultation took place in July 2007. The target completion date is 2015.

### Road Crossing Automation and Resignalling

During 2007, Iarnród Éireann continued its programme of road crossing automation. This will automate up to 155 road crossings of mainline railway lines on the Galway, Westport/Ballina, Waterford, Limerick, Tralee and Rosslare lines. The programme is well advanced on the Tralee, Waterford and Mayo lines. A new centre, controlling 11 crossings, was opened in Mallow in December 2007.

### Removal of Speed Restrictions

During 2007, work continued under the Removal of Speed Restrictions Programme at both Portarlinton and Limerick Junction. This Programme aims to improve speeds on the rail network to support the increased frequency on the Intercity services.

### New Buses

Funding of over €21 million was provided to Dublin Bus in 2007 towards the cost of 100 additional buses and 100 replacement buses. Funding of over €32 million was provided to Bus Éireann in 2007 towards the cost of 235 new buses, 117 of which had been delivered by end 2007.

Table 13 provides statistics relating to annual expenditure for public service obligation, Dublin Bus number of buses and passenger numbers. Tables 14, 15, 16 and 17 provide similar information in respect of Bus Éireann and Iarnród Éireann.

**Table 13** Dublin Bus Subvention and Passenger Statistics 2002- 2007

	2002	2003	2004	2005	2006	2007
Exchequer Subvention (€million)	56.063	53.867	61.81	64.900	69.845	80.078
Number of Buses	1,062	1,062	1,062	1,082	1,182	1,182
Number of Passenger Journeys (millions)	146.6	149.8	149.8	145.7	146.3	147.0

**Table 14** Bus Éireann Investment under Transport 21

Bus Éireann Projects	Status at end 2007
Procurement of 235 new buses	117 are delivered, 16 of which are in service



**Table 15** Bus Éireann Subvention and Passenger Statistics 2002-2007

	2002	2003	2004	2005	2006	2007
Exchequer Subvention (€million)	21.77	22.86	24.00	25.20	26.46	31.59
Number of Buses	680	680	682	674	674	776
Number of Passengers Journeys –excluding schools (millions)	46.0	48.4	47.8	49.0	49.7	50.0

**Table 16** Iarnród Éireann Projects under Transport 21

Iarnrod Eireann Project	Status at end 2007
Docklands Station	Station opened.
Kildare Route & Western Rail Corridor	Main Works Commenced.
New 67 Intercity Carriages	All in service. Hourly clock-face services commenced between Dublin and Cork.

**Table 17** Iarnród Éireann Subvention and Passenger Statistics 2002-2007

	2002	2003	2004	2005	2006	2007
Exchequer Subvention (€million)	155.48	168.26	171.42	179.99	188.72	194.91
Number of Passengers Journeys (millions)	35.4	35.5	34.5	37.7	43.3	45.5

**LUAS**

Luas Green Line (St. Stephen's Green - Sandyford) and Luas Red Line (Connolly Station - Tallaght)

The popularity of the Luas light rail system continued in 2007 with 28.4 million passengers using the service, compared to 25.8 million in 2006 (an increase of 10%). A total of 15.8 million passengers were carried on the Red Line (up 15% on 2006) and 12.6 million on the Green Line (up 4% on 2006).

To cater for the huge success of Luas, the capacity of the 26 trams on the Red Line is being increased by 40% i.e. the 30-metre trams are being extended to a 40-metre length. 17 of the newly extended trams had already entered service on the Red Line by the end of 2007 and the remainder are expected to enter service by mid 2008. New trams for both the Luas lines are also on order and are expected to enter service in the first quarter of 2009.

**Table 18** Luas

	Red Line 2006	Red Line 2007	Green Line 2006	Green Line 2007
No. of trams	26 (30m)	7 (40m) 9 (30m)	14 (40m)	14 (40m)
Capacity of each tram	221	310 (40m) 221 (30m)	310	310
Number of Passengers Journeys (millions)	13.7	15.8	12.1	12.6

## **Luas Projects**

Transport 21 provides for seven new Luas projects and Metro North and Metro West. These projects, when completed, will provide capacity for an additional 80 million passengers per annum on the Luas/Metro networks.

During 2007, significant progress was made on the projects as follows.

### **Docklands Luas Extension (Line C1)**

This project will extend the existing Luas Red Line from Connolly Station through the Docklands to the Point. The Railway Order for this extension became fully enforceable in February 2007. Construction works commenced in June 2007 and the target completion date is 2009.

### **Cherrywood Luas Extension (Line B1)**

This project will extend the Luas Green Line from Sandyford to Cherrywood. The construction of this line commenced in February 2007 and the target completion date is 2010.

### **Bray Luas Extension (Line B2)**

This line will further extend the Green Line from Cherrywood to Bray. The preferred route to Fassaroe was announced in June 2007. The Railway Procurement Agency (RPA) has decided that there will be a spur to Bray providing interchange at Bray Dart Station. Target date for completion of this project is 2015.

### **Citywest (Line A1)**

This line is the proposed extension of the Luas Red Line to Citywest and Saggart. In December 2007, the RPA submitted an application for a Railway Order to An Bord Pleanála. Subject to securing an enforceable Railway Order, the target completion date is 2010.

### **Luas City Centre to Lucan (Line F)**

This line will connect Lucan in West Dublin to the City Centre. In September 2007, the RPA announced possible route options, marking the start of a public consultation process, which will focus initially on selecting the best overall route. This line is scheduled for completion in 2013.

### **City Centre Link (Line BX) and on to Liffey Junction (Line D)**

Line BX will link the two existing Luas lines in the city centre and Line D will extend this line to Liffey Junction. Following two rounds of public consultation on possible route options, the RPA selected its preferred route for Line BX in March 2007. Dublin City Council is carrying out traffic modelling work on the arrangements for Luas and bus services in the city centre. The RPA is currently undertaking route alignment studies for Line D. The completion timescale for these lines will be dependent on the outcome of the traffic modelling work and the statutory approval process.

## **METRO**

### **Metro North**

The proposed Metro North will provide a link between the City Centre and Swords via Dublin Airport with a total route of approximately 17 km. As a result of public consultation on this project, the RPA Board decided in 2007 to make certain changes to the detail of the selected route: an underground section through Ballymun, a revised tunnel alignment option in Drumcondra and a re-positioning of the underground stop at DCU. The initial phase of the Public Private Partnership (PPP) public procurement process was launched by the RPA in March 2007. In September 2007, the RPA announced the selection of those candidates who had pre-qualified for the tender stage of the project and, in November, it announced that those candidates had formed four Bidding Groups for the purpose of tendering for the project. The target completion date is 2013.

### **Metro West**

This line will link the towns of Tallaght, Clondalkin, Blanchardstown and Porterstown and will provide a fast service to the City Centre and Dublin Airport via Metro North. Following an extensive public consultation process, the RPA announced the emerging preferred route corridor in July 2007. The target completion date for this project is 2014.

### **Public Transport Priority Measures in the Provincial Cities**

**Cork:** The Cork local authorities have commissioned consultants to carry out an update of the Cork Area Strategic Plan 2001-2020. The CASP review will include consideration of the possible viability of Bus Rapid Transit/Light Rail Transit in Cork. Since 2002, the Department has provided €34.4 million in funding for the development of Green Routes and Park and Ride facilities in Cork. This included €5.3 million in 2007. Cork City Council is implementing a Green Route Transport Corridor policy for public transport services in the City, with seven Green Routes substantially completed by the end of 2007.

**Galway:** With support from the Department, Galway City Council commissioned a study to examine and make recommendations on the Galway City bus network, including possible bus priority measures. This study was completed in 2006 and adopted by Galway City Council, with some amendments, in 2007. Galway City Council has proceeded with work on setting up a new Galway Transportation Unit, which will oversee implementation of the recommendations of the study. It has also been agreed that Galway City Council will carry out a study into the feasibility of Bus Rapid Transit/Light Rail Transit in the City.

**Limerick:** €1.2 million was provided by the Department to the two local authorities in Limerick during 2007 for bus priority developments. This included detailed design and promotion of bus priority by Limerick City Council, and completion of the Ennis Road bus priority route in the County Council area. Funding was also allocated to Limerick City Council for detailed design work on the Dublin Road Green Route as well as marketing of the Green Routes. The Department has also agreed with the Limerick local authorities that the terms of reference for the proposed Limerick Planning, Land Use and Transportation Study will include an examination of the feasibility of introducing light rail transit and / or bus rapid transit.

**Waterford:** Waterford City Council completed detailed design work for two priority bus routes during 2007. Funding for regional bus priority and park-and-ride measures continued in 2007 under Transport 21.

### **STRATEGY**

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

### **CIÉ Subvention**

State subvention to CIÉ for the provision of socially necessary, but non-commercial services, increased in 2007 to €306.58 million from €285 million in 2006.

Memoranda of Understanding on Service Levels and Targets for CIÉ operating companies were introduced between the Department of Transport and the CIÉ group of companies in 2003 and are reviewed on an annual basis. The Memoranda set out a shared understanding of the quantity and quality of service, which each company intends to provide. They incorporate a performance reporting system, whereby the CIÉ companies report quarterly on performance against the targets set out in the Memoranda of Understanding.

During 2008, a report under the Expenditure Review process on the subvention paid to CIÉ in the period 2001-2005 was laid before the Oireachtas.

### **Fares**

In December 2007, the Minister approved an average 5% fares increase, for Bus Átha Cliath, Bus Éireann and Iarnród Éireann, as well as an average 4.15% fares increase for Luas.

## **OBJECTIVE – Competition, Regulation and Reform**

*Use competition, economic regulation and structural reform to enhance the delivery of public transport services.*

### **STRATEGIES**

- **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.**
- **Establish independent structures to procure and regulate public transport services.**
- **Reform the market regulatory framework for the Dublin and national bus markets, replacing the Road Transport Act, 1932.**
- **Restructure the CIÉ Group.**

### **Bus Licensing**

Pending reform of the Road Transport Act 1932, the Department of Transport continued throughout 2007 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 cross border and the international carriage of passenger by coach and bus.

In 2007, the volume of licence applications and notifications increased while applications for authorisations under EU Regulations in relation to the international carriage of passenger 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, continues to improve efficiency in this area with a view to reducing processing times while being mindful of statutory requirements.

In 2007, the Department of Transport received 589 new applications for proposed services. In total, 605 cases were finalised in 2007, of which 75% were cases received during the year.

### **EU Developments**

A new Regulation on public passenger transport services by rail and by road was adopted by the European Parliament and the Council of Transport Ministers in October 2007. 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 new Regulation will require all public service obligation transport services to be subject to contracts. At present, the provision of funding to Bus Éireann and Dublin Bus is based on Memoranda of Understanding between the companies and the Minister. The current approach will have to be replaced with contracts in order to comply with the new EU Regulation.

Two Directives and a Regulation were also adopted by the European Parliament and the Council of Ministers in October 2007. These related to rail passengers' rights and obligations, the development of EU railways and the allocation of railway infrastructure capacity, the levying of charges for the use of railway infrastructure and the certification of train drivers.

### **Regulatory Reform**

Under the Programme for Government, priority has been given to expediting the establishment of a Dublin Transport Authority, which will have overall responsibility for surface transport in the Greater Dublin Area. Work to progress this continued during 2007 and legislative proposals for the proposed Authority are expected to be published in 2008. The Dublin Transport Authority Bill will also apply the requirements of the new EU Regulation on Public Service Obligations in the transport sector to the Greater Dublin Area.

The new Programme for Government also includes a commitment to improving bus services under Transport 21 by reforming bus licensing to facilitate the optimum provi-

sion of services by providing a level playing field for all market participants, both public and private. Primary legislation is being prepared to underpin a new licensing regime, designed to be consistent with the new EU Regulation on Public Service Obligations in the transport sector, which comes into force in December 2009.

#### **New EU Proposals**

During 2007, discussion also continued at the Council Working Party regarding three European Commission proposals (adopted in 2006) to improve the rail regulatory framework in the EU.

#### **STRATEGY**

- **Pursue and oversee implementation of the Taxi Regulation Act 2003.**

A number of amendments to the Taxi Regulation Act 2003 were introduced following the enactment of the Roads Act 2007. These addressed a range of issues raised by the Commission for Taxi Regulation. The amendments included, inter alia, provisions to facilitate the introduction of a licensing control regime for dispatch operators, which operate a business for taking bookings for taxis, hackneys and limousines, as well as an increase in the maximum fines for certain offences under the Act.

During the year:-

- a new Commissioner for Taxi Regulation was appointed and the Commission completed recruitment of nine Enforcement Officers;
- national enforcement operations commenced fully, including a fixed charge offences system from November 2007;
- following consultation, the Commission published new National Vehicle Standards Requirements for Small Public Service Vehicles in November 2007 and new small public service vehicle driver identification cards were also rolled out during the year;
- new members were appointed by the Minister to the Advisory Council to the Commission for Taxi Regulation, with the new Council convening in August 2007.

#### **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.*

#### **STRATEGY**

- **Implementation of an independent regulatory framework for railway safety.**

The Railway Safety Commission (RSC) was established in 2006 as an independent body for the regulation of railway safety under the Railway Safety Act 2005. During 2007, the Commission completed its first full year of operations and submitted its first Annual Report on its activities as well as its Financial Statements to the Minister in that regard. A Chief Investigator was appointed to the head of the Railway Incident Investigation Unit, a functionally independent unit of the Commission charged with investigating railway incidents and accidents.

During 2007, the Railway Safety Commission was also designated as the competent authority under an EU Directive in respect of approval for the installation and safety components for Cableways (including cablecars, chairlifts and funicular railways) in Ireland.

#### **Railway Safety Advisory Council**

In May 2007, the Railway Safety Advisory Council was appointed by the Minister under the provisions of the Railway Safety Act 2005. The function of the Council is to consider issues relevant to railway safety and to act as an advisory and consultative body to the Commission and the Minister as appropriate. An independent Chairperson was appointed and twelve other members were appointed to represent groups with an interest in railway safety, including the travelling public.

### Departmental Oversight

During 2007, the Department continued its oversight of the regulatory framework and other arrangements for railway safety. These activities included work to transpose outstanding elements of the Railway Safety Directive, monitoring of regulatory developments at EU level, ongoing refinement of emergency planning procedures in the event of major rail transport accidents (in co-operation with the Departments of Defence and Environment, Heritage & Local Government), as well as continuing liaison with counterparts in Northern Ireland and participation in the Road Rail Safety Working Group chaired by the Railway Safety Commission.

### STRATEGY

- **Promote, oversee, monitor and support the effective implementation of a prioritised safety investment programme for the improvement of Irish Rail safety management systems and infrastructure.**

### Railway Safety Programme 2004-2008

Over €1 billion has been invested in the upgrading of the railway network service since 1999, with the objective of reducing the level of risk on the railway. In 2007, investment in the programme totalled €107m. 2007 investment was aimed particularly at track renewal with a focus on lightly-used lines, bridge-renewals and level crossing elimination or upgrade, as well as continued enhancement of Irish Rail's safety systems, including training, safety audits and development of information systems for the identification and management of risks. The beneficial impact of the investment is evident from latest results from Irish Rail's network risk model, which indicates a continued reduction of the risk factor since 2003.

The Department continued to monitor Irish Rail's implementation of the Programme and physical and financial progress. A number of independent technical audits on aspects of the Programme were commissioned.

The Railway Safety Investment Programme has been selected as part of the Government's overall Expenditure Review process. The review process commenced in 2007 and will be completed during 2008.

### **OBJECTIVE – Public Transport Integration**

*To ensure an integrated and sustainable approach to the development and delivery of public transport services.*

### STRATEGY

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

### **Public Transport Priority Measures in Greater Dublin Area**

Funding for the network of bus priority infrastructure is provided by the Department's Traffic Management Grant. The DTO Traffic Management Grant Committee allocates the Grant 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 2007 was over €40 million.

Approximately 79% of this funding was spent on bus priority measures. Projects in 2007 were mainly in suburban areas (e.g. Malahide QBC enhancements, Blanchardstown Road). Some were located closer to the city centre (e.g. Pearse Street, Waterloo Road, enhancements on Stillorgan QBC). Final output figures for 2007 are currently being compiled by the DTO.

### **Quality Bus Network**

By the end of 2007, 12 QBC corridors were in operation throughout the Greater Dublin Area including Malahide, Lucan, Stillorgan, Finglas, North Clondalkin, South Clondalkin, Rathfarnham, Tallaght, Swords, Blanchardstown, Ballymun and Western Orbital. Some 190 kms of treated corridor network now exists with some 27.2 km of bus priority network that feeds into the network.

The following developments took place in 2007:

- Work continued on bus priority schemes at Pearse Street, Waterloo Road and Morehampton Road / Upper Leeson Street.
- QBC enhancements took place on the North Quays, Parkgate Street and St. John's Road.
- QBC enhancements took place on Malahide Road and Swords Road radial approaches to the city during 2007.
- Suburban bus priority schemes that were completed during 2007 included Firhouse (Phase 1), Blanchardstown Shopping Centre Bus Interchange, Sandyford Road and Blanchardstown Road North and South.

#### Hard Shoulders

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.

#### Cycling

The DTO Cycling Policy was adopted by the Steering Committee in late 2006 and actions under the policy were progressed in 2007. Cycle facilities continue to be developed in conjunction with the implementation of bus priority schemes.

Grants to the value of €330,000 were approved by the DTO Traffic Management Grant Committee for expenditure on planning and provision of cycling facilities in the Greater Dublin Area, over and above those facilities provided as part of bus schemes. A number of other initiatives were progressed.

- The Third Annual Dublin City Cycle, organised jointly by the DTO, Dublin City Council and the Dublin Docklands Development Authority, took place in July 2007. A sample of the 2,500 participants was surveyed for their views on cycling in Dublin and key requirements to improve the levels of cycling in the city.

- A Technical Group made up of local authority staff, Departmental staff and external consultants was formed in 2007, and has been meeting regularly to prepare a revised Cycle Manual. A draft Manual is scheduled to be presented to the DTO Steering Committee by Autumn 2008.
- As proposed by the DTO Cycle Working Group, the DTO conducted an inventory of cycling facilities on the main road network in the Dublin area. The inventory indicated that there are 692 km of cycle lane/track in the GDA.

#### Operation Freeflow

Operation Freeflow is an annual initiative to help reduce congestion in the Dublin City area during the Christmas period. Operation Freeflow 2007 ran from 28 November 2007 to 6 January 2008. 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.

#### STRATEGY

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

#### Public Transport Accessibility

Significant resources are being provided under Transport 21 for the on-going implementation of *Transport Access for All*, the Department's Sectoral Plan under the Disability Act 2005. Accessibility is being built into new public transport infrastructure projects and funding is also being provided to continue the phased retrofit of existing infrastructure. In general, the timescales for the various elements of the Plan are expected to be completed within the timeframe of Transport 21.

The First Progress Report (January to June 2007) on the implementation of *Transport Access for All* was well received by the National Disability Strategy Stakeholder Monitoring Group. The Department's Second Progress Report was prepared (July to December 2007) for discussions by the Group in January 2008.



In line with a commitment in *Transport Access for All*, preparations have commenced for a full review of the Sectoral Plan in 2008. The review will be undertaken in consultation with the Public Transport Accessibility Committee, which has a monitoring role in relation to progress in implementing the Sectoral Plan and evaluating its impact.

### **Implementation of *Transport Access for All***

Progress has been demonstrated as follows:

- Over 67% of the Bus Átha Cliath fleet is now composed of low-floor, wheelchair accessible buses and in excess of 68 routes are now served by such buses.
- Bus Éireann is acquiring new wheelchair accessible coaches that are only now becoming commercially available. Trials of accessible commuter coaches on selected routes will commence in 2008.
- Transport 21 is funding accessibility upgrades to a number of bus stops, Quality Bus Corridor and Green Routes. Over 1000 bus stops have already been upgraded to accessibility standard in the Greater Dublin Area and work in that regard is on-going. Bus stops are also being upgraded in the Greater Dublin Area on routes that form part of the Quality Bus Corridor (QBC) Programme. In addition, bus stops are being upgraded in the provincial cities in conjunction with the construction of QBCs/Green Routes.
- Accessibility improvement work at railway stations on the Dublin-Cork line progressed well during 2007 and is now at an advanced stage.
- The modification of the internal layout of all Green Line trams is complete with the introduction of 8 tip up seats and extra handrails. The Red Line internal modification regarding tip up seats and additional handrails is being completed in tandem with the extension to the trams from 30m to 40m. By end 2007, 17 of the Red Line trams had been modified and extended.

- Detailed accessibility audits of the proposed Metro stops are currently being carried out and accessibility refinements to the design are being incorporated wherever possible. Also, the specification for Metro vehicles incorporates requirements for accessibility, which draw substantially on feedback from the Luas User Group, as well as from current legislation and recommendations from authorities both in Ireland and abroad.
- A draft Report on accessibility standards at Irish ports was advanced during 2007 and is expected to be finalised in early 2008. The four international ferry ports have carried out accessibility audits and are in the process of evaluating these and implementing action plans.
- Funding was provided in 2007 for the provision of disability awareness training for private bus/coach operators of public transport services and operators/crew of domestic passenger ships.

### **Rural Transport Programme**

Under the Rural Transport Programme (RTP) managed by Pobal on behalf of the Department and launched in February 2007, thirty-four community transport groups are being funded to address social exclusion in their areas arising from unmet public transport needs.

In excess of 120,800 RTP transport services were operated in 2007 and almost 999,000 passenger trips were recorded on these services. Older people and people with disabilities form a core customer base.

The National Development Plan 2007-2013 commits some €90 million to the Rural Transport Programme over its full term. In 2007, some €9 million was provided. This led to an increase in the frequency of a number of existing services, an extension of area coverage, and additional groups of passengers being able to access rural transport. Funding is also available to the RTP from the Department of Social and Family Affairs in respect of the Free Travel Scheme and from other interests that support the initiative.

### **Cross-Border Community-based Rural Transport**

Early in 2007, the Department of Transport and the Department for Regional Development Northern Ireland jointly agreed to undertake a research study into the provision of rural transport services. An EU Interreg IIIA Programme Grant provided the major part of the funding for the study. The report was received in November 2007 and the matter was discussed at the fourth meeting of the North/South Ministerial Council in December 2007. The Council asked officials to work together in 2008 to consider a pilot cross-border exercise and to report back.

#### **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.**

### **Integrated Ticketing**

The Department authorised the Integrated Ticketing Project Board to proceed with the implementation of the Project along the lines agreed by the Project Board. In October 2007, the Project Board agreed a Memorandum of Understanding setting out the roles, responsibilities, actions and commitments of each of the participants for the effective delivery of the integrated ticketing project.

The Railway Procurement Agency (RPA) commenced a procurement process for a contractor to build the back-office system and provide the associated services required for the integrated ticketing system. Tenders were received in December 2007 and it is expected that the contract will be awarded in Spring 2008.

In the meantime, smartcard ticketing systems are already in place on the services of both LUAS and Mortons. LUAS has sold 36,000 cards and there are over 20,000 people using smartcards regularly. Mortons has sold approximately 3,000 smartcards.

The proposed integrated ticketing system, including an e-purse, will be launched initially within the Greater Dublin Area on the services of Dublin Bus, LUAS and Morton's Coaches (a private bus operator) in September 2009. It will be extended to Irish Rail DART and commuter rail services within a further 12 months, and to Bus Éireann on a pilot basis on a number of its commuter routes. It is also envisaged that other private bus operators will join the scheme.

#### **STRATEGY**

- **Review the role and structure of the Dublin Transportation Office and implement any necessary changes.**

Under the Programme for Government, priority has been given to expediting the establishment of a Dublin Transport Authority, which will have overall responsibility for surface transport in the Greater Dublin Area. The role of the Dublin Transportation Office is being reviewed in the context of the Dublin Transport Authority proposals.



## OBJECTIVE – Airports

*To ensure that the State airports respond to the needs of their full range of customers and to facilitate the contribution of the regional airports to balanced regional development.*

### STRATEGY

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

The State Airports Act 2004 provides the framework that 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 for the purposes of separating the Dublin Airport Authority into three separate independent airports under State ownership.

Under the Act, all three airport authorities must prepare business plans for the independent era, which must be approved by the Minister and the Minister for Finance. By the end of 2007, all three authorities had submitted their business plans.

### STRATEGY

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

Passenger traffic at Dublin Airport is forecast to grow from its 2007 level of 23 million passengers per annum to 30 million by 2015 or so. 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 approved by Government, the Dublin Airport Authority has begun the process of delivering a second terminal (T2) for Dublin Airport that will incorporate a new Pier E. Construction of T2 commenced in October 2007 and is due for completion by end-2009 with a view to it opening in early 2010.

The Commission for Aviation Regulation (CAR) decided in December 2006 to review its airport charges determination for the period 2006-2009 to take account of the Dublin Airport Authority's final capital expenditure programme. CAR published its conclusions on this review in July 2007.

CAR concluded that its current price cap would enable DAA to fund T2 and expand capacity at Dublin Airport. The Commission believes that the financing costs of T2 and

related airport infrastructure projects are compatible with retention of the current passenger charge, when account is taken of projected higher traffic levels. Accordingly, CAR has decided that there will be no change to the current price cap of €6.34 average per passenger (2004 prices) for the period to end-2009. The next charges determination, to be undertaken by CAR, will come into effect in 2010.

### Passenger numbers at the state airports

Air passenger traffic at Ireland's State airports increased by 8% from 27.8 million in 2006 to 30.1 million in 2007.

**Table 19** Passenger throughput at State Airports (million persons)

	2002	2003	2004	2005	2006	2007
Dublin	15.1	15.9	17.1	18.5	21.2	23.3
Shannon	2.4	2.4	2.4	3.3	3.6	3.6
Cork	1.9	2.2	2.3	2.7	3.0	3.2
<b>Totals</b>	<b>19.4</b>	<b>20.5</b>	<b>21.8</b>	<b>24.5</b>	<b>27.8</b>	<b>30.1</b>

### 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.**

The Department continued to support regional air access through the air services Public Service Obligation (PSO) programme in 2007, 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 the 22nd July 2005 to the 21st July 2008. Details of the PSO contracted subvention levels are set out in Table 20.

**Table 20** Contracted Subvention Levels for PSO Programme

Route	2003 (€'000)	2004 (€'000)	2005 (€'000)	2006 (€'000)	2007 (€'000)
Kerry	4,497	4,916	4,336	3,010	3,085
Galway	5,105	5,634	4,774	2,977	3,004
Sligo Donegal	*4,800	*4,800	*4,889	*5,052	*5,235
Knock	3,191	3,403	**5,174	**3,979	**4,159
Derry	2,576	2,583			
<b>Totals</b>	<b>20,169</b>	<b>21,336</b>	<b>19,173</b>	<b>15,018</b>	<b>15,484</b>

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

\*\*Knock and Derry routes are operated by Loganair under a combined contract since 22nd July 2005.

### Capital Grants Scheme

Transport 21 includes a provision of €100 million for investment in regional airports over the period to 2015. In February 2007, the Minister announced a programme of grant aid from within that provision amounting to €86 million for capital projects at the regional airports under a new scheme, which covers the period to the end of 2010.

### Core Airports Operational Funding Subvention Scheme

Grants amounting to €2.264 million were paid to four of the six regional airports in 2007 under a separate scheme, which was drawn up during 2006 in response to new EU guidelines on airport funding. The scheme is intended to provide financial assistance in respect of core airport operational costs, which cannot be fully recovered from the income, which the airports derive from their normal range of services and activities.

The total amount paid to each regional airport under Capital and Operational Schemes in each of the last six years is as follows:

**Table 21** Capital Grants under National Development Plan / Transport 21

Airport	2002 €	2003 €	2004 €	2005 €	2006 €	2007 €
Donegal	252,779	717,595	0	112,575	49,490	299,524
Galway	728,065	944,712	1,276,421	692,015	0	673,892
Knock	0	2,030,996	0	321,218	529,365	699,465
Kerry	838,809	854,876	0	394,650	98,107	189,074
Sligo	470,060	238,694	9,441	55,852	124,000	303,911
Waterford	0	586,753	998,085	123,690	0	1,174,487
<b>Total</b>	<b>2,289,714</b>	<b>5,373,626</b>	<b>2,283,947</b>	<b>1,699,999</b>	<b>800,962</b>	<b>3,340,353</b>

**Table 22** Operational Subvention

(known as Marketing, Safety & Security Scheme pre-2006)

Airport	2002 €	2003 €	2004 €	2005 €	2006 €	2007 €
Donegal	230,000	280,000	255,000	255,000	64,600	44,000
Galway	230,000	230,000	280,000	280,000	677,848	859,000
Knock	400,000	400,000	400,000	400,000	0	0
Kerry	400,000	400,000	400,000	400,000	0	0
Sligo	230,000	280,000	255,000	255,000	231,200	9,000
Waterford	410,000	650,000	650,000	650,000	687,685	1,352,000
<b>Total</b>	<b>1,900,000</b>	<b>2,240,000</b>	<b>2,240,000</b>	<b>2,240,000</b>	<b>1,661,333</b>	<b>2,264,000</b>

**Table 23** Passenger Numbers at the Regional Airports

Airport	2002	2003	2004	2005	2006	2007
Donegal	23,977	38,355	42,675	47,776	59,731	60,388
Galway	110,120	137,165	225,430	252,897	248,500	309,302
Kerry	169,812	305,333	382,021	382,678	392,407	389,434
Knock	199,089	247,721	372,974	530,084	621,708	556,357
Sligo	26,316	30,329	41,053	39,593	34,292	44,533
Waterford	34,541	34,919	60,875	74,357	80,792	118,771
<b>Total</b>	<b>563,855</b>	<b>793,822</b>	<b>1,125,028</b>	<b>1,327,385</b>	<b>1,437,430</b>	<b>1,478,785</b>

**OBJECTIVE – Air Services**

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

**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.

The need to ensure that Aer Lingus would have access to capital to fund business expansion was addressed by the successful flotation of the Company on the stock market in 2006.

**STRATEGY**

- Facilitate greater access for all airlines providing transatlantic air services to and from the USA, in light of developing EU policy on EU US “open skies”.

**EU - US “Open Skies” Agreement**

EU Transport Ministers endorsed the first stage EU - US “Open Skies” Agreement on 22 March 2007. The final signature took place at the EU - US Summit on 30 April 2007. The first stage EU - US Agreement will create major economic benefits for both the EU and the US. The European Commission has already estimated that over the first five years it will yield €12 billion in consumer benefits and lead to the creation of 80,000 new jobs.

The agreement will, as projected by several studies, lead to considerable economic benefits for Ireland, for the business sector, for the tourism industry and for the air transport industry for which new possibilities have been opened up.

The agreement as a whole is to enter into force on a provisional basis from 30 March 2008 but the transitional arrangements relating to Ireland had immediate effect.

**Transitional arrangements for Ireland**

An agreement on transitional arrangements for Ireland was concluded in November 2005 and was included in the text of the proposed EU-US agreement. This provided that the 1:1 Shannon stop requirement (1 stop at Shannon for every stop at Dublin) would change to 1:3 for the period November 2006 to end March 2008, after which the Shannon stop requirement would end. During the transitional period, Irish airlines would have access to 3 additional US destinations.

Following the endorsement of the agreement at the Transport Council in March 2007, Aer Lingus and other European carriers were permitted, with immediate effect, to open three new US routes. Following the coming into effect of these transitional arrangements, Ireland formally notified the US that the three additional points to which services were to be provided are Washington (Dulles), Orlando, Florida and San Francisco. Aer Lingus commenced services on all three new transatlantic routes in the second half of 2007.

### **Economic & Tourism Development Plan for Shannon Catchment Area**

With a view to assisting Shannon Airport and the wider region to adapt to the proposed new arrangements under the “Open Skies” regime, the Minister undertook to prepare an economic and tourism development plan for the region. The Plan was drawn up in consultation with the Departments of Arts, Sport & Tourism, Enterprise, Trade & Employment, Communications, Energy & Natural Resources and Finance and approved by Government in December 2007. The Economic & Tourism Development Plan facilitates the completion of a package of measures leading to improved road and rail access for the Shannon region and the continued rollout of broadband infrastructure throughout the region, as well as tourism marketing measures.

### **Issues concerning connectivity of Shannon Airports & Mid West Region**

Aer Lingus announced its decision in August 2007 to withdraw its strategically important Shannon-London Heathrow service from January 2008.

The Department participated in a Cross-Departmental Senior Officials Group, established at the initiative of the Taoiseach in response to the Aer Lingus decision, with the objective of presenting a clear analysis and set of options to Government for their consideration. The Department also worked closely with the Shannon Airport Authority in its efforts to attract a replacement hub service.

The report of the Senior Officials Group was published in September 2007. It concluded that the loss of the direct Shannon-Heathrow connection would have a negative impact on connectivity to/from the region unless an alternative carrier could be attracted to serve the route. The impact would be subject to a range of mitigating factors requiring mobilisation of relevant interests within the region, based on a shared vision and strategy.

Marketing efforts by Shannon Airport during 2007 led successfully to an agreement with Cityjet/Air France to commence a new service to Paris Charles de Gaulle Airport in early 2008. This will ensure that business and tourism interests in the Shannon region continue to have access to a major international hub airport and will greatly reduce the impact that the loss of the Shannon-Heathrow service might have on the region.

### **Ryanair Takeover bid for Aer Lingus**

In October 2006, shortly after Aer Lingus was admitted to the Stock Exchange, Ryanair launched a hostile takeover bid for the company.

The Minister and the Taoiseach outlined the Government’s opposition to the takeover on competition and aviation policy grounds. Several legal and economic submissions were made by the Department to the European Commission during their investigation into the attempted takeover of Aer Lingus, as notified by Ryanair pursuant to EC Merger Regulation.

On 27 June 2007, the European Commission confirmed that the proposed takeover of Aer Lingus by Ryanair was being prohibited on competition grounds.

### **STRATEGY**

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

### **Revision of the Third Air Package**

European aviation was liberalised in 1992 by the “third air package” comprising three Regulations governing licensing of air carriers (2407/92) access to intra-Community air routes (2408/92) and fares and rates (2409/92). A draft legislative proposal to revise and consolidate these three Regulations was presented by the Commission in 2006. The proposed Regulation on common rules for the operation of air transport services within the Community aims to increase market efficiency, to enhance the safety of air services, to improve passenger protection and generally to update the regulatory framework to better suit today’s liberalised air transport market.

During 2007, this proposal was discussed in both the European Parliament and the European Council. Political agreement was reached at the November Council of Transport Ministers. It is anticipated that the text of this proposal will be finalised in 2008.



### Air Service Agreements

Ireland has 25 Air Service Agreements with non-EU/EEA countries.

In April 2007, Ireland concluded negotiations on a new Ireland Canada bilateral Agreement, which took effect immediately on a provisional basis. Under the new agreement, carriers can provide services between any point in Ireland and any point in Canada in contrast to the previous agreement which restricted Irish carriers to just one point in Canada – Montreal.

At EU level, negotiations have commenced with Ukraine, Jordan and Israel to establish Euro-Mediterranean Aviation Agreements with those countries.

### OBJECTIVE – Safety and Security

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

#### 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 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. During 2007 discussions continued in both the European Parliament and the European Council. Political agreement was reached at the June 2007 Council of Transport Ministers. The text of the proposal is expected to be formally adopted in early 2008.

The expansion of the remit of EASA 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 continued to consider the possible need to provide for institutional separation, as distinct from existing functional separation, of the two key roles of the Irish Aviation Authority (service provider and regulating authority for air navigation services) within the context of the Single European Sky legislation.

#### 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 regulations and standards.

During 2007, the Department carried out a programme of monitoring and testing of security systems throughout the aviation sector. The International Civil Aviation Organisation (ICAO) audited Ireland's compliance with ICAO aviation security standards in July 2007. The EU Commission also carried out an audit of our compliance with EU Regulations in December 2007. These involved an audit of our practices and procedures for monitoring the security standards of the aviation sector and included an assessment of security procedures at Dublin and Cork airports.

The audits identified some minor issues, which the Department, with the co-operation of the aviation industry, moved to rectify. The Department also participated in EU and other international fora to enhance the harmonisation of aviation security measures in the EU and worldwide.



### STRATEGY

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

The Air Accident Investigation Unit conducts its 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. The sole purpose of such investigations is to determine the circumstances and causes of these events, with a view to the preservation of life and the avoidance of similar occurrences in the future. It is not the purpose of such investigations to apportion blame or liability.

A total of 107 occurrences were reported to the Air Accident Investigation Unit in 2007. The breakdown of which is as follows:

(i) Accidents	19
(ii) Serious Incidents	9
(iii) Incidents	68
(iv) Occurrences logged needing no further action	11
<b>Total Fatalities</b>	<b>4</b>
<b>Total Injuries</b>	<b>26</b>

From the total number of occurrences reported during 2007 for which further action was required, 61 occurred in the State, while 35 occurred outside the State. Of these occurrences, 38 incidents are still under investigation by the Air Accident Investigation Unit, while 25 are the subject of investigations by or in co-operation with other authorities.

A total of 28 Final Reports were published in 2007 and 18 Safety Recommendations were made to aircraft operators, airport authorities, aircraft manufacturers and Government agencies in Ireland and abroad.

### OBJECTIVE – Air Traffic Management

*Ensure an on-going strategic and operational role for the Irish Aviation Authority in the provision of Air Traffic Management (ATM) services.*

#### STRATEGY

- Implement the EU's Single European Sky Initiative.

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

The European Commission has requested Member States to submit proposals for Functional Airspace Blocks (FABs), in accordance with the Airspace Regulation (No. 551/2004). A Functional Airspace Block is a term used to describe the merging of existing airspace blocks to provide for more efficient air traffic management. In October 2007, the Department and the UK Department of Transport asked the service providers (Irish Aviation Authority & National Air Traffic Service) to submit a formal proposal for the development of an IRL/UK Functional Airspace Block. That proposal was submitted in December 2007.

SESAR is the technological element of the Single European Sky initiative, which aims by 2020 to provide Europe with a high performance air traffic control infrastructure, which will facilitate the safe and environmentally-friendly development of air transport, utilising technological advances and programmes such as Galileo. The SESAR Joint Undertaking was established in June 2007. Work is continuing, led by Eurocontrol, on the masterplan for the modernisation of Europe's air traffic management, which will set out a schedule and work programme for the development and deployment of new air traffic management technologies throughout Europe.

### STRATEGY

- In conjunction with the Irish Aviation Authority, 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 2007. Work also continued with a view to ratification by Ireland of the Revised Eurocontrol Convention and EU Accession Protocol.

### Other Significant Developments

The EU is seeking to develop strategic capability in satellite navigation through the Galileo project, Europe's global satellite system. Concession contract negotiations were terminated in June 2007 as the Galileo Joint Undertaking failed to agree contract terms with the private sector. However, the June Council of Transport Ministers supported in principle the deployment of Galileo by 2013. Following agreement at the November 2007 Council, the Regulation on the implementation of Galileo is being revised.

### STRATEGY

- Arising from the structural review of the Irish Aviation Authority proposed under the Safety Objective, to ensure that the Irish Aviation Authority is best positioned to provide air traffic management services of increasing capacity and enhanced cost effectiveness.

In tandem with the Department's review, the Irish Aviation Authority, in line with its mandate, continued during 2007 to focus on measures to improve its efficiency and effectiveness while maintaining the highest level of safety.





## MARITIME

As the Maritime Transport Division and the Maritime Safety and Environment Directorate only became part of the Department of Transport on 1 January 2006, the items reported on relate to the 2005 – 2007 Statement of Strategy of the then Department of Communications, Marine and Natural Resources.

### **OBJECTIVE – Ports**

*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.*

### **STRATEGY**

- **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 over 95% by volume of the island's external trade. The annual estimated value of these imports and exports through seaports in the Republic has been estimated at in excess of €120 billion.

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

The Government's Ports Policy Statement was published in 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.

During 2007, the Department continued implementation of ports policy, which included the drafting of a new Harbours Bill.

### **STRATEGY**

- **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 Ports Policy Statement acknowledged that providing sufficient port capacity to meet growing demand is a key challenge for the sector, particularly for unitised trade i.e. LoLo (Lift on Lift off) and RoRo (Roll on Roll off).

In October 2006, the Department published an Information Paper outlining the broad conclusions of a ports capacity study. Seven ports made detailed submissions regarding their proposals for increasing unitised capacity. The study demonstrated that the projects being progressed by the ports sector had the potential to deliver adequate port capacity going forward. The number and quality of the projects illustrated the ability of the sector to respond to growing demand and the trend towards larger ships, requiring deeper water.

The Department closely monitored the progress of the various proposals in 2007 and will continue to do what is necessary to ensure that statutory and other corporate governance requirements within the Department's remit are dealt with expeditiously.

### National Development Plan 2000-2006

The Transport Programme of the NDP 2007-2013 contains a Ports Sub-Programme. It is estimated that the port infrastructure projects that may be completed in the lifetime of the NDP will cost between €300 and €600 million. The ports themselves will fund these investments. The final figure will be determined by the ultimate combination of projects that the port companies proceed with over the period.

#### STRATEGY

- 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. This facilitated greater integration and policy coherence.

#### STRATEGY

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

In 2007, 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 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. The Department also continued to provide funding for essential remedial works at selected regional harbours.

#### STRATEGY

- To maintain and increase Irish based ship ownership/management.

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, taking account of past successes as well as issues that need to be addressed going forward.

This review and evaluation was substantially complete at the end of 2007. It was conducted in the context of widespread consultation with the shipping industry and representative organisations. The outcome of the review will be considered by the Department in 2008.

#### STRATEGY

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

### Seafarers Training Grant Scheme

The Irish Maritime Development Office continued funding in 2007 of 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. The Irish Maritime Development Office also continued to support the promotional effort of the National Maritime College based in Ringaskiddy.

#### Performance Indicators: Ports

Turnover in 2007 for all ten companies amounted to €142.2 million compared to €139 million for the same period in 2006 - an increase of some 2.3%. Operating profit for 2007 was €38 million, representing a decrease of 5%, from €40 million in 2006.

Some 3.6 million passengers passed through the port companies' facilities in 2007 compared to 3.5 million passengers respectively in 2006 - an overall increase of 2.8%. This may be partly attributed to the continuing marketing campaign by ports and ferry operators.

### Performance Indicators: Shipping

The Irish Maritime Development Office (IMDO) estimates that, in 2007, the shipping services sector employed about 8,300 people in 315 companies with a combined annual turnover of €1.6 billion.

According to analysis provided by the IMDO, relevant performance indicators for the shipping and ports sector over the last decade include:

- A 79% increase in direct shipping services between Ireland, the UK and the Continent;
- A 300% increase in the average unit capacity of container vessels calling at Irish Ports;
- An 89% increase in LoLo (Lift on, Lift off) traffic;
- An 87% increase in RoRo (Roll on, Roll off) traffic;
- Six of the ten largest global deep sea container lines have established Irish offices;
- 80% of companies providing direct unitised shipping services into the Irish market have their principal place of business outside Ireland, although the majority have Irish local representative office;
- A fall of almost 1 million in sea passenger traffic between Ireland and Continental Europe. However, in 2007 the market saw its first increase in 5 years with 4% passenger and 5% car traffic growth.
- An increase in excess of 150% in the number of cruise ships calling at Irish ports;
- Bulk traffic throughput at Irish ports (which includes break bulk, dry bulk and liquid bulk cargoes) is at a ten year high of 32 million tons.

Ireland is ranked as the 14th largest centre for shipping finance globally. Estimates at the end of 2007 indicated that \$5 billion of assets are financed from Irish based ship finance and leasing institutions.

### OBJECTIVE – 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.*

Safety at sea is a vital issue for all those who venture on to the water. It is the Department's challenge to facilitate maritime commerce and eliminate impediments to the efficient and economical movement of goods and people, while maximising recreational access to and enjoyment of the water. Safety at sea is a vital issue for all those who venture on to the water, but most particularly for those seafarers and others who earn their living from domestic waters (coastal trade, fishing and leisure activities).

#### STRATEGY

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

During 2007 work continued on maritime safety, security and ship-sourced pollution prevention work with emphasis on enhancing existing safety regimes.

Against a background of renewed investment and support for maritime safety, a decision was made in 2007 to restructure the existing three centres – a Marine Rescue Co-ordination Centre (in Dublin) and two Sub-Centres (in Malin and Valentia respectively) – into two centres, one on the east coast and one on the west coast. Each of the two centres is to be capable of supporting the entire national Coast Guard network and configured so as to allow for continuity of service in the event of one centre becoming unserviceable. Papers relating to this decision are available on the Department's website [www.transport.ie](http://www.transport.ie). Decisions on location are expected to be finalised in 2008 and a tender for new equipment will then issue.

In accordance with the Department's *Sectoral Plan* under the Disability Act, the maritime sector now has a dedicated Maritime Passenger Transport Forum, tasked with imple-



menting the *Sectoral Plan* for the maritime area. The Forum, which held its first meeting on 12 March 2007, comprises representatives of the disability sector, state authorities and private sector maritime transport providers.

During 2007 considerable progress was made on the implementation of Safe Seas Ireland (SSI), a project to provide a single window for electronic delivery of services for both the regulatory authorities and the maritime stakeholders of maritime information requirements. The Department completed the development of Phase I, which linked SSI to the EU Safe Sea Net (SSN), an EU Community vessel traffic monitoring and information system. The Hazardous Material (HAZMAT) module became operational in 2007 and the Department continued on further automation of ship reporting needs.

### STRATEGY

- To continuously improve marine safety culture and awareness.

During 2007, work progressed on a comprehensive safety regime with particular emphasis on the recreational and commercial fishing sectors.

### Issue of Marine Notices

A total of forty-three Marine Notices issued from the Department during 2007. 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](http://www.transport.ie)

### Safety Awareness

The focus of this year's safety awareness programme was pleasure craft and the Department took a stand at the Boat Show in the RDS to highlight safety issues for such craft, in particular, the wearing of lifejackets. Articles were also placed in relevant publications to draw attention to the availability of the Code of Practice for the Safe Operation of Recreational Craft, which sets out the legislative requirements governing recreational craft and offers guidance and information on best practice for their operation.

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

During 2007, Coast Guard held Search and Rescue Exercises to promote public awareness at Hook Head in Co. Wexford, Howth, Greystones, Bantry and Greencastle. These exercises involved the Coast Guard Helicopters, Coast Guard Units, RNLi Lifeboats, Community Rescue Boats Ireland, Local Authority Lifeguards, Civil Defence, Gardaí, Fire and Ambulance Services and local boating and leisure interests. Coast Guard volunteers visited Primary Schools around the coast promoting safety and distributing various publications.

### Compliance Monitoring of Safety Legislation

Volunteer Coast Guard Units from Howth, Dunmore East, Crosshaven, Costello Bay, Kilalla and Killaloe carried out boat patrols on the water monitoring for small boat compliance with safety legislation. More than 1,000 boats were visited. The presence of Coast Guard boats has been effective in ensuring the wearing of lifejackets. Coast Guard Search and Rescue helicopters transiting on exercise monitored the wearing of Personal Flotation Devices (PFDs) at outdoor pursuit and activity centres at various locations and reported an apparent 100% compliance.

A Personal Flotation Device (PFD) Survey took place in mid July 2007. Analysis of results indicates adult compliance for leisure in the region of 65% and for children 80-85%. It is noted that in areas where Coast Guard conducts compliance monitoring boat patrols that compliance goes up to circa 90%. It is intended to conduct another similar survey in 2008.

**Table 24** Results of Personal Flotation Device Survey

Totals	Boats	Number of Adults		Number of Children		% Compliance	
		On board	Wearing PFDs	On board	Wearing PFDs	Adults	Children
<5m	684	1087	767	327	285	70.6	87.2
5-7m	510	1584	1072	201	165	67.7	82.1
>7m	211	854	479	87	73	56.1	83.9
Unspecified	110	203	109	45	38	53.7	84.4
Sail	539	1146	822	220	197	71.7	89.5
<17kn	432	1031	579	154	131	56.2	85.1
>17kn	317	1089	672	219	172	61.7	78.5
PWC	82	80	69	11	11	86.3	100.0
Other	145	382	285	56	50	74.6	89.3
Fishing	98	219	120	39	33	54.8	84.6
Angling	170	563	298	74	67	52.9	90.5
Cruising	488	1295	827	254	216	63.9	85.0
Racing	231	455	358	97	91	78.7	93.8
Diving	80	393	266	13	9	67.7	69.2
Other	448	803	558	183	145	69.5	79.2



The Marine Safety Working Group, with representation from different interested organisations and chaired by the Coast Guard, continued its work to produce safety on the water advice and guidelines on a wide range of issues. These publications are free and available widely.

#### **Maritime Passenger Transport Accessibility**

The Department of Transport has commenced the provision of initial disability awareness training for operators/crew of domestic passenger ships. The first training course was held in Galway in late November 2007 and approximately 40 operators/crew attended.

#### **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 €5.8 million was paid to the Commissioners in 2007.

#### **Weather Buoys Project**

The Department has provided funding for six weather buoys, which are deployed by the Marine Institute around the coast of Ireland. The buoys provide hourly meteorological and sea state observations. These readings are used both within Ireland and internationally.

#### **Automatic Identification System (AIS)**

Directive 2002/59 mandated all EU states to establish Automatic Identification Systems (AIS) around their national coastlines. During 2007, the Irish Coast Guard commissioned a system covering the Irish Coastline. This system receives ship name, position, course, speed and other qualified static and dynamic information automatically broadcast from suitably equipped vessels. The data received is used by the Coast Guard to aid Search and Rescue (SAR).

Automatic Identification Systems (AIS) capability for marine aids to navigation, on buoys of primary navigational significance on the coastline from Co. Donegal to Co. Louth

was further progressed in 2007. AIS 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.

#### **STRATEGY**

- To develop and implement international and domestic safety standards.

#### **Legislative Programme**

New safety regulations for fishing vessels in the 15 - 24 metre category were introduced by the Department. Ten Statutory Instruments were finalised including: - Mercantile Marine Tonnage Regulations, Port Security Regulations & Safety of Fishing Vessel Regulations.

The consolidation and review of all extant Merchant Shipping Acts (1894-2005) is underway.

#### **International Forums**

During 2007, the Department participated in negotiations on maritime safety and security issues at a number of international forums, including the Maritime Safety Committee of the International Maritime Organisation (IMO), the International Labour Organisation (ILO), the International Telecommunication Union (ITU), the European Maritime Safety Agency (EMSA), the Paris Memorandum of Understanding on Port State Control (Paris MoU) and at European Union level.

In June 2007, Ireland acceded to the International Hydrographic Organisation (IHO), an inter-governmental consultative and technical organisation established to support safety in navigation and the protection of the marine environment. Ireland also became a member of the North Sea Hydrographic Commission, which is one of the regional hydrographic commissions of the IHO. The Department hosted a Paris Memorandum of Understanding Port State Control Seminar in Dublin during December 2007.

The Department established the Irish Committee of Recognised Organisations (ICRO) during the year with the inaugural meeting held on 23 February 2007. This Committee consists of delegations from the recognised organisations, which carry out statutory services on behalf of the Department in relation to shipping. The Committee, chaired by the Department, forms a key part of the oversight of maritime safety, security and pollution prevention on Irish registered ships.

### Inspection and Certification of Vessels

**International Convention Vessels:** Five new internationally trading cargo ships were certified and registered on the Irish flag during the year.

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, forty-eight annual in-service surveys were carried out on internationally trading cargo ships by Recognised Organisations (ROs) acting under delegated authority for the Department. In addition, twenty-six 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. These inspections were also used as measures to assist oversight of the ROs authorised to carry out ship inspections and certification tasks on Ireland's behalf. One Irish flagged ship was detained during 2007 and this detention is currently under appeal.

**Domestic Cargo Ships:** All vessels carrying cargo on domestic voyages are required to comply with National Load line requirements as well as STCW (Standards of Training, Certification and Watchkeeping). In total, fourteen such vessels were surveyed during 2007 and issued with appropriate certification.

**Passenger Ships:** All ships carrying more than twelve 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 twelve 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-metre, 15-to-24-metre and over-24-metre. There are approximately one hundred vessels in the over-24 metre category. During the year, the safety regime was progressed and Safety Certificates of Compliance were issued in relation to thirty-one such vessels. The Department has established a panel of surveyors to deal with boats in the less-than-15 metre category.

**Table 25**

Number of Vessel Inspections	2004	2005	2006	2007
International Convention Vessels Cargo Ship Safety and Load Line Surveys	*56	*39	14	31
Domestic Cargo Ships			10	14
Domestic Passenger Ships safety certificates issued	112	114	99	79
Fishing Vessels Safety Certificates of Compliance - over 24m vessels	84	36	32	31
Passenger boats licensed, including new buildings and in-service boats	180	235	164	220

\*Combined figures only available for these 2 years

### Recreational Craft

During the year the Department carried out inspections in relation to compliance of recreational craft with statutory requirements. The inspections were carried out at yacht brokers as well as on board vessels. There were fifty-four recreational craft registered in Ireland with an additional eleven overseas registrations in 2007.

### Certification of Seafarers

The Department operates the certification process for all seafarers in Ireland, including fishermen, plus oversight for leisure craft users. 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 26** Number of Certificates issued

	2004	2005	2006	2007
Certificates of Competency	137	138	120	148
Certificates of Equivalent Competency	239	155	121	100
Fishing Certificates of Competency	N/A	46	43	36

### Mercantile Marine Office

The Mercantile Marine Office 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 seafarers' sea time records.

The office also maintains a general register of shipping and collects fees for vessel surveys, examinations and receipts for publication sales. Total revenue in 2007 increased by 4% to €467,000, as follows:

**Table 27** Mercantile Marine Office – Receipts

Total Receipts	2006 €000	2007 €000	% Increase
Examination Fees	35	39	11%
Survey Fees	402	409	2%
Sale of Forms	4	5	25%
Miscellaneous Receipts	9	14	56%
<b>Total</b>	<b>450</b>	<b>467</b>	<b>4%</b>

From 1 September 2007, the MMO commenced the collection of receipts in respect of marine radio services. This additional revenue was as a result of the transfer of responsibility for ships radio licensing and radio operators' certification from the Commission for Communications Regulation (ComReg) to the Department. Total income in respect of radio licensing services from 1 September 2007 amounted to €37,000, as follows:

**Table 28** Maritime Radio Affairs – Receipts

	<b>1/9/2007 – 31/12/2007 €000</b>
Ships Radio Licence Fees	27
Radio Operators Certificates	10
<b>Total</b>	<b>37</b>

The Mercantile Marine Office has statutory duties relating to ensuring that the requirements of the Merchant Shipping Acts, International Conventions and Regulations in respect of Irish Registered vessels are complied with. The following are amongst the services provided by the Mercantile Marine Office in Dublin and Cork:

**Table 29** Services Provided by Mercantile Marine Office

	<b>2007</b>
Reserving Name of Vessel	182
Ministerial Approvals under the Mercantile Marine Act, 1955	123
Signal Letters	7
Irish Seafarers Identification Cards	75
Irish Seafarers Discharge Books	83
Efficient Deck Hand (EDH) Certificates	3
Able Bodied (AB) Certificates	4
Emergency Service Awards	6

The total number of commercial vessels registered under the Mercantile Marine Act, 1955, on 31 December 2007 amounted to 128, the combined gross tonnage of which was in excess of 152,000 GT. Total transactions on the Irish Ships Register during 2007 are set down in Table 30.

**Table 30** Ships Register

<b>Ship Type</b>	<b>New Registrations</b>	<b>Cancelled Registrations</b>	<b>Alterations to Registrations</b>
Pleasure	89	8	4
Commercial	11	10	0
Fishing	24	20	10
<b>TOTAL</b>	<b>124</b>	<b>38</b>	<b>14</b>

### Maritime Security

The maritime security regime put in place in 2004 continued to operate well during 2007. Seventeen Continuous Synopsis Records were issued during 2007 and, in addition, there were 30 Irish vessels issued with International Ship Security Certificates by the end of 2007. The National Maritime Security Committee met quarterly during 2007 and continued to provide high-level advice on maritime security policy. The EU Commission concluded its follow up to the first maritime security inspection of Ireland, which had taken place in 2006. The EU Commission undertook an inspection of a port facility in Ireland in 2007 and no non-conformities were recorded.

Following a risk analysis, the EU Commission was informed of the measures to be put in place relating to domestic shipping in Ireland. Transposition of EU Directive No. 2005/65 was effected by the adoption of Statutory Instrument No. 284 of 2007 and the implementation programme for the measures required pursuant to the Directive continued during 2007.

### Port State Control

The Department continued to implement Port State Control (PSC), which involves inspecting foreign flagged ships visiting Irish ports. The Department's inspection programme exceeded the 25% inspection target. 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-four ships were detained. Details regarding Ship Inspections and Port State Control Detentions during 2007 are set out in Table 31 and Table 32 respectively.

During 2007, Ireland also continued to chair the Paris MoU on Port State Control and directed the organisation in co-operation with the EU Commission and EMSA through a major change programme in developing a new risk based inspection regime.

**Table 31** Ship Inspections

	2002	2003	2004	2005	2006	2007
Ship inspections conducted	400	430	411	422	440	410
Inspection rate	30%	30%	30%	26%	27%	26%

**Table 32** Port State Control Detentions

Type of Ship	Flag State	Reason for Detention
General Cargo	Antigua & Barbuda	ILO Hour of Work/Rest
General Cargo	Antigua & Barbuda	Radio Communications
General Cargo	Antigua & Barbuda	Hull Damage
General Cargo	Antigua & Barbuda	ILO + Operational Control
General Cargo	Belize	STCW + Safety
General Cargo	Cayman Islands, UK	MARPOL
Ro-Ro Cargo	Cyprus	ILO Hour of Work/Rest
Bulk Carrier	Jamaica	Multiple Safety Deficiencies
General Cargo	Latvia	Fire Fighting
Bulk Carrier	Malta	Operational Control
Ro-Ro Cargo	Malta	Multiple Safety
Oil Tanker	Marshall Islands	Operational Control + MARPOL
General Cargo	Antilles, NL	ILO Hour of Work/Rest
General Cargo	Norway	Safety, Hull Damage + Fire Fighting
General Cargo	Norway	Cargo Securing
General Cargo	Norway	Fire Fighting
General Cargo	Norway	Life Saving Appliances
Bulk Carrier	Panama	Multiple Safety
General Cargo	Saint Vincent & the Grenadines	Lifeboat Deficiencies
General Cargo	Saint Vincent & the Grenadines	Operational Control
General Cargo	Ukraine	ILO Hour of Work/Rest
General Cargo	United Kingdom	Crew Certs + Hull Damage

### Prosecutions

The Department initiates prosecutions in cases of serious breaches of the Regulations. In 2007 one prosecution was successfully pursued against the owner of a domestic passenger ship operating on an inland lake, who was found to be operating the vessel with more than the maximum number of passengers onboard. The Department is currently pursuing two further prosecutions initiated during 2007.

### Roll-On Roll-Off Passenger Ships and High Speed Passenger Craft

The Department carried out both scheduled and unscheduled inspections on the nineteen Ro-Ro passenger ships and high-speed passenger craft, which operate on international voyages to and from Ireland. During these inspections, appropriate enforcement actions were taken to ensure that the vessels complied with the safety requirements. There were no “Notices of Prevention of Operation” issued in 2007.

**Table 33** Passenger Craft Inspections

	2004	2005	2006	2007
Number of Ro-Ro & High Speed Passenger Craft	16	19	18	19
Number of Inspections	32	38	36	31

### International Labour Organisation

The Department was part of the Irish delegation at the 96th Session of the International Conference held in ILO Geneva in Summer 2007, at which the working fishing convention and the working fishing recommendations 2007 were adopted.

### Regulatory Approvals

The Department carried out 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

The Department is responsible for ship radio surveys, ship radio station licensing, maritime radio operator certification and management of the national Emergency Position Indicating Radio Beacon (EPIRB) Registry. The Department also investigates abuses of the maritime radio spectrum, including false alerts. In addition, the Department provides technical advice and support to its customers on a wide range of shipboard radio communications and radio navigation equipment and systems.

During 2007, the Department worked very closely with the Department of Communications, Energy and Natural Resources and ComReg providing services in relation to maritime radio. Also in 2007, these functions under the Wireless Telegraphy Act were transferred from ComReg to the Department of Transport to enable the provision of a “single one-stop shop” service for maritime radio affairs.

**Table 34** Maritime Radio Affairs

	2004	2005	2006	2007
Radio Surveys		170	153	162
Ship radio station licences	769	1,446	850	794
EPIRB registration	N/A	500	450	350
False alerts investigated	20	12	12	20
Radio operator certificates		1,589	1,571	1,791

### STRATEGY

- 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 2007, the Irish Coast Guard (IRCG) responded to 1,961 emergency incidents, an increase of over 8% compared to 2006. The total number of people assisted was 3,488 compared to 4,266 in 2006, a decrease of 18%. There were 58 fatalities in 2007 compared to 75 in 2006.

There was an almost threefold increase in the number of fishing vessel fatalities, 14 persons lost their lives compared 5 in 2006. Incidents involving fishing vessels increased from 265 in 2006 to 278 in 2007. There was a significant increase in the number of diving incidents (120%), which included 4 fatalities. Yacht/dinghy incidents increased by 50%, surfer incidents increased by 30%, while jet-ski and canoe increased by 10% and 30% respectively.

Table 35 opposite provides a breakdown of emergency incidents for the past 3 years.



**Table 35** Irish Coast Guard Statistics

	2005	2006	2007	% Change
Incidents	1802	1807	1961	8.5
Persons saved/assisted	4709	4266	3488	-18.2
Pleasure Craft	551	547	674	23.2
Merchant Vessels	75	63	64	1.6
Fishing Vessels	297	265	278	4.9
Pollution Reports	34	34	47	38.2
IRCG Coastal Units	663	720	822	14.2
IRCG Helicopter	452	458	469	2.4
RNLI Tasked	754	711	736	3.5
CIRS	105	148	96	-35.1
Gardaí Tasked	58	70	58	-17.1
False Alarms	126	142	142	N/A
Hoax Calls	20	27	23	-14.8

### 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. The Irish Coast Guard hosted the 12th Session of the North Atlantic Marine Rescue Co-ordination Centre (MRCC) Meeting at Dublin Castle in October 2007. Representatives from 12 countries attended along with Coast Guard staff from the Rescue Co-ordination Centres at Dublin/Malin Head/Valentia. The theme for the conference was international co-operation, information was exchanged, SAR incidents reviewed, presentations made on various SAR related topics along with a live SAR exercise involving a CG boat, an RNLI Lifeboat and a SAR helicopter at Howth.



### **EU Flood Pilot Project**

Ireland attended a number of Project Board Meetings and conference/workshops during 2007. The project is aimed at the possible coordinated use of SAR resources internationally during massive coastal inundation or flood situations.

### **Helicopter Services**

Six Coast Guard helicopters on contract to the Department operate out of Dublin, Shannon, Sligo and Waterford Airports. Helicopter resource audits took place during 2007 at the four SAR Helicopter Bases, as did operational readiness inspections at the three Rescue Co-Ordination Centres. A new contract providing for the helicopter SAR services commenced operationally on 01 July 2007, to continue for 3 years with the minister having an option to extend it for a further period up to a maximum of 3 years. The helicopters were tasked 469 times in 2007, an increase of 11 missions from the previous year.

### **Coastal Units, Station Houses and operations**

The Coast Guard have fifty-five Coastal Units crewed by 950 volunteers. These Units carried out 822 operational SAR and recovery missions in 2007. Development work on new station houses for Costello Bay, Co. Galway, Achill, Co. Mayo and Toe Head, Co. Cork were all near completion by the end of 2007. Killaloe, previously a Community Rescue Boat Station, was officially launched as the first inland Coast Guard Unit in mid August. Coast Guard volunteers participated on North/South Joint Search and Rescue (JSAR) games held in Coleraine and a volunteer delegation also participated in SAR Scene in Canada in October and performed very well.

There are ten Community Rescue Boats Ireland stations at various locations around Ireland. The Irish Coast Guard part funded a new boat at Bantry and a new service for Lough Corrib/Mask.

A development grant of €100,000 was provided in 2007, in addition to the total grant of over €165,000 for the 10 Mountain Rescue Teams and the Irish Mountain Rescue Association. The Irish Mountain Rescue Association has appointed a fulltime development

officer 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**

Coast Guard engineering is responsible for research, planning, design, purchase, implementation, upgrade and ongoing maintenance of the various communications needs of the Coast Guard. 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 in brief comprises:

- Three manned Rescue Co-ordination Centre's (RCC's).
- Sixteen coastal VHF voice and DSC radio sites.
- Two inland sites dedicated to VHF communications along the River Shannon, its lakes and adjacent waterways.
- Two coastal VHF repeater sites.
- Four MF/HF (long range) radio sites.
- Three NAVTEX broadcast sites.

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



## OBJECTIVE – Marine Environment

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

### STRATEGY

- 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 offshore platforms in the Irish Exclusive Economic Zone.

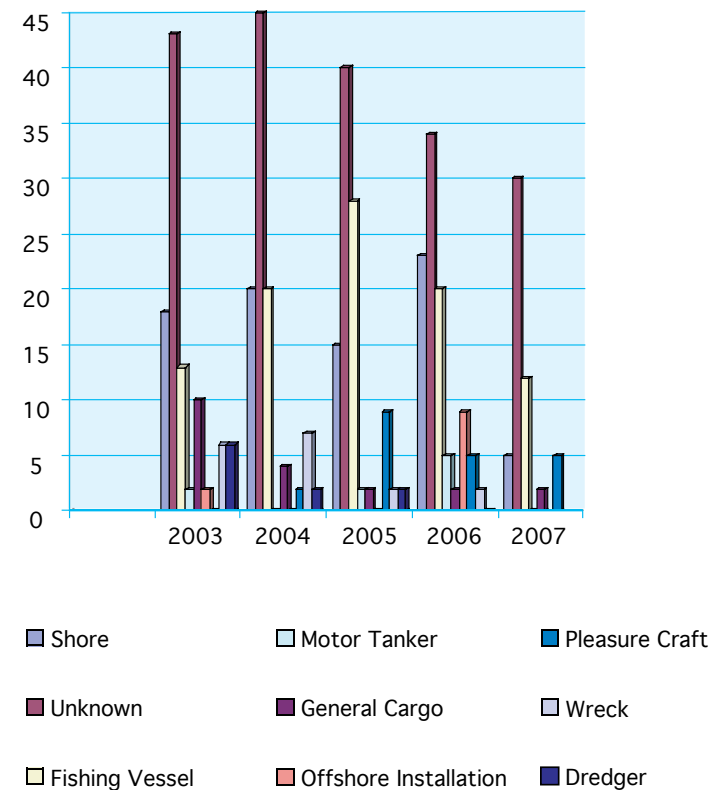
### Marine pollution and ship casualty preparedness and response

The Irish Coast Guard is responsible for preparedness and response to marine pollution and ship casualty incidents within the Irish Exclusive Economic Zone (EEZ). Under the Oil Pollution Preparedness, Response and Co-operation convention the Coast Guard is also responsible for developing and co-ordinating an effective regime for oil spill response, this includes national and local oil spill contingency planning, stockpiling of oil spill response equipment, training and exercise and international co-operation.

During 2007, the Coast Guard dealt with 54 pollution reports within the Irish EEZ. All reports were investigated and appropriate action carried out. Analysis indicates that reported pollution comprises approximately 79% mineral oils, 4% sewage and 17% other substance i.e. algae or unidentified blooms. Diesels and gas oils were the most frequently identified pollution substances. None of the individual spills amounted to more than half a ton. Clusters of slicks were reported in harbours and open sea with only a few reports in estuaries and on beaches.

Reported Source of Pollution by % Period 2003 –2007

Figure 1.1



During 2007 the Coast Guard also assisted in the salvage of the fishing vessels Pere Charles and Maggie B. Both vessels were brought ashore in Arklow for inspection by the MCIB and Department Surveyors.

The Coast Guard maintains national stockpiles of pollution response equipment at Killybegs, Castletownbere and Dublin. Regular exercises are carried out using these equipment stockpiles.

The Coast Guard also provided oil spill response management courses for 33 harbour/port and local authority personnel this year. These courses are based on the International Maritime Organisation model courses for oil spill response. One-day familiarisation courses were also provided for Port and Local Authority personnel at each of the Coast Guard Oil Spill Response Equipment Stockpiles.

Various types of marine pollution preparedness and response exercises were held throughout the year ranging from notification, mobilisation, tabletop, incident management and equipment deployment exercises for marine pollution and casualty incidents. A Tier 3 exercise was held in April this year focusing on contingency planning, setting up a Shoreline Response Centre as part of incident management, shoreline clean up operations and equipment deployment. This was a large exercise involving Irish Coast Guard, Shannon Foynes Port Company, Clare, Kerry & Limerick County Councils, ESB & Aughinish Alumina.

### **International Forums**

Ireland participated in a number of EU and other international forums on marine pollution and salvage, including the International Maritime Organisation and the European Maritime Safety Agency. The Department also continued to play an active role on the Bonn Agreement Committee, while waiting to complete Ireland's application for full membership.

### **STRATEGY**

- 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 2007. Revised Sea Pollution (Prevention of Oil Pollution) and new Sea Pollution (Prevention of Air Pollution from Ships) Regulations were introduced in 2007. These give effect to Annex I and VI, respectively, of the International Convention for the Prevention of Pollution from Ships (known as the MARPOL Convention).

Parts of the Sea Pollution (Hazardous Substances) (Compensation) Act of 2005 were also commenced, providing for higher levels of compensation in pollution cases, and protecting the liability of the Irish Coast Guard while undertaking salvage operations.

### **International Forums**

Ireland participated fully in EU and international meetings dealing with marine environment issues, including the Maritime Environment Protection Committee of the International Maritime Organisation, the European Maritime Safety Agency and the International Oil Pollution Compensation Fund (IOPCF).

### **Port Reception Facilities**

Directive 2000/59/EC is given effect in Irish law by Statutory Instrument 117 of 2003, which 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. During 2007, the plans for ports were continually monitored and updated as required.

### **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.



### **OBJECTIVE – Staffing**

*A highly motivated, professional and productive staff working with equal opportunity in a positive, harmonious and supportive environment.*

### **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.

### **Performance Management & Development System**

The most significant event in 2007 was the integration of the Performance Management and Development System (PMDS) process with other aspects of human resources policy. This was the first year that the Integrated PMDS Model came into full effect and all staff were obliged to complete an Annual Assessment before 1 January 2008, in order to determine eligibility for increments, promotion competitions and higher scales.

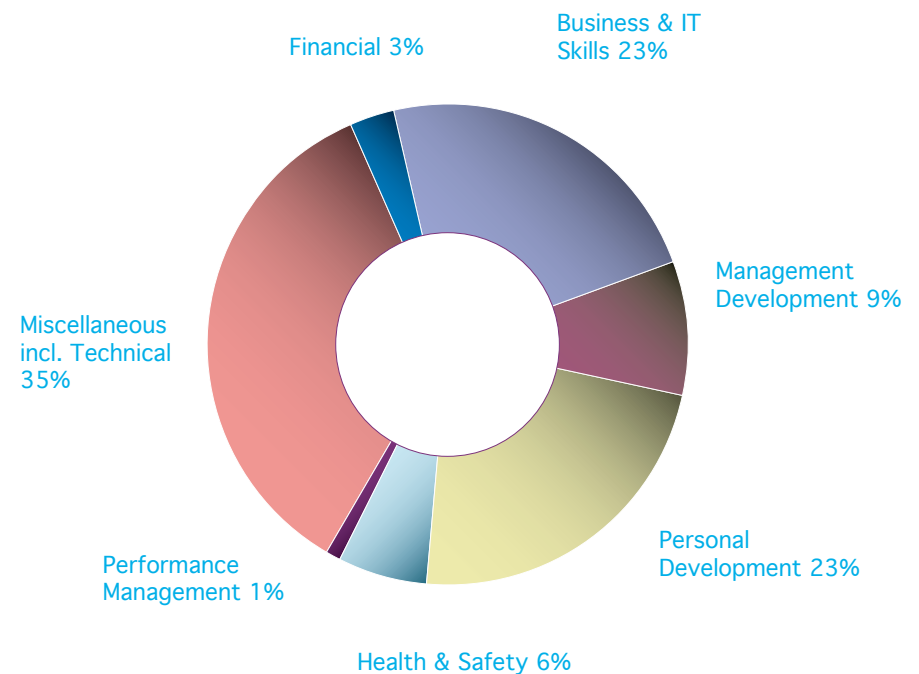
### **HR Strategy**

The Strategic Human Resources Unit commenced the development of a Human Resources Strategy for the Department by engaging consultants to conduct an Employee Attitude Survey. There were also a series of focus groups set up in order to meet with the Management Board and a cross section of staff from the Department. Following this, a draft strategy document was presented to staff at the end of 2007 for their observations with a view to being finalised in 2008.

### **Staff Training and Development**

In 2007, the Department focused on the delivery of training and development requirements identified by staff and their managers through the Performance Management and Development System. The total spend on staff training and development in 2007 was approaching €1.25 million. This represented 4.59% of total payroll costs.

1220 training days were delivered to staff in 2007. The chart below shows a breakdown of the categories of training delivered expressed as a percentage of the overall number of training days.



### Education Refunds

The Department encourages staff to pursue third level qualifications in their own time and will undertake to refund up to 100% of certain third level fee courses, subject to certain conditions. Table 36 provides details for 2003 to 2007.

**Table 36** Third Level Fee Refund Scheme

	2003	2004	2005	2006	2007
Refunds Approved	43	46	32	36	22
Total Spend	€74,925	€81,075	€59,036	€92,449	€74,592
Third Level Qualifications					
Masters Degree	2	1	2	3	3
Primary Degree	5	3	4	5	3
Higher Diploma	0	0	1	0	0
Diploma	3	2	3	0	3
Certificate	2	10	2	2	6

### OBJECTIVE – Operating Environment

*A modern, progressive operating environment that delivers positive outcomes to customers, both externally and internally.*

#### STRATEGY

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

The continuing open and proactive approach to industrial relations issues and engagement with the partnership process has preserved a positive environment. There was no loss of workdays in 2007 due to industrial action.

The Department promotes and supports family-friendly work initiatives/policies. The number of staff that availed of the various schemes during 2007 is set out in Table 37.

**Table 37** Number of staff availing of Family Friendly Schemes

Scheme	2005	2006	2007
Worksharing	89	119	87
Parental Leave	24	25	23
Term Time	23	28	16

The number of staff with disabilities employed in the Department is 3.1% and this accords with the 3% target established by Government in this regard.

**Table 38** Percentage of Staff with Disabilities

	2005	2006	2007
Percentage of staff with disabilities	3.5 %	3.1 %	3.1 %

**STRATEGY**

- **Active Participation in the Civil Service Modernisation Agenda.**

**Strategic Planning**

Following extensive internal and external consultations with key stakeholders and interested parties, a draft Statement of Strategy for the period 2008 to 2010 was submitted to the Minister in December 2007 in accordance with the terms of the Public Service Management Act, 1997. The Statement of Strategy is a forward looking document that sets out the key goals, objectives and related strategies for the Department over the coming three years. The Statement also lays the foundation for the Department's annual business planning cycle for the next three years.

**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. As part of this process, the Corporate Services area of the Department was restructured in 2007 in order to improve service provision.

**STRATEGY**

- **Positive advancement of the public sector decentralisation programme.**

Work was completed in respect of the decentralisation of both Departmental and Road Safety Authority (RSA) staff in July 2007. In total, 50 posts were decentralised to Loughrea, involving 10 posts from the Department's own Road Transport Operator Licensing function as well as 40 posts within the Road Safety Authority. Loughrea was among the priority moves in the decentralisation programme.

The Government decision to establish the Road Safety Authority with its headquarters located in Ballina meant that 62 posts more than originally planned were decentralised to Ballina, bringing the total to 129 in that town. The Road Safety Authority has a total

staff complement of 309, 40 of whom are located in Loughrea, 129 in Ballina, with the remainder assigned to driving test centres throughout the country.

The Department also proposes to transfer at least 37 posts to Drogheda and work continued during 2007 to progress this move.

**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 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 commitment set out in our Customer Charter.

**STRATEGY**

- **Continual review and development of our communications and information systems.**

The Department is fully committed to making optimal use of Information Communications Technology to support the delivery of our core business objectives. In 2007, the Department progressed to implementation of the Information Communications Technology Strategy developed in late 2006. An Information Services Strategy Group was established to ensure that the delivery of Information Communications Technology systems is fully aligned with the business priorities of the Department. The Information Services Strategy Group will also ensure that industry best practice governance is in place for all projects. The Department's Information Services Division has been restructured and will receive a significant increase in resources in 2008.

The main projects completed during 2007 were a very significant delivery of additional mobile working capability; decentralisation of the Road Transport Operator Licensing Division to Loughrea; expansion and enhancement of Information Communications Technology infrastructure following the Department's restructuring post-election; upgrade of service delivery to internal customers; implementation of data exchange facilities to enable contracting out of driving tests; improvement of backup and recovery systems; data security enhancements and a number of improvements to business support databases.

In 2007, the Department continued to place as much information as possible on its website - [www.transport.ie](http://www.transport.ie) - with the aim of making it widely available to our stakeholders.

The staff intranet site 'Staffnet' is embedded 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 is replacing e-mail in many instances as a way of circulating information, making internal communications within the Department more efficient, effective and targeted.

#### **Freedom of Information (FOI)**

During 2007, 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 39.

**Table 39** Freedom of Information (FOI)

<b>FOI Activity</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Requests Received	43	78	92	91
Requests Granted	13	17	20	11
Requests Part granted	15	22	36	28
Requests Denied	10	9	23	23
Requests withdrawn or handled outside the Freedom of Information process	7	9	24	16
Requests transferred to other bodies	0	2	1	0
Internal Reviews	5	1	10	12
Appeals to the Information Commissioner	4	0	7	6

### **OBJECTIVE – Financial Management**

*Financial management that secures, allocates and controls financial resources of the Department to ensure delivery of outputs and value for money.*

#### **STRATEGY**

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

The Department managed a budget of almost €2.8 billion in 2007. Of this, over €2.3 billion was spent on developing transport infrastructure under the ten-year national transport investment framework, Transport 21.

In line with the reform of the budget and estimates process, the Department published its first Annual Output Statement, which was presented by the Minister to the Dáil Select Committee on Transport on 21 March 2007. This was an annual output focused statement setting out the financial resources and the specific targets to be achieved in relation to the strategic objectives set out in the Department's Statement of Strategy 2005-2007.

The Financial Information presented in Appendix G is also analysed by various strategic objectives of the Department (using the new Statement of Strategy 2008-2010 as a template). The Appendix includes an update on the output targets included in the Output Statement presented to the Dáil Select Committee on 21 March 2007.

#### **STRATEGY**

- **Ensure proper administration, monitoring and control expenditure through efficient and effective systems.**

Finance Division continued to maintain a Quality Management System with ISO 9000:2001 accreditation for its provision of financial services in the accounts, financial controls, estimates, payroll and management reporting functions.

Developments continued on electronic solutions to further improve service and enhance efficiencies and effectiveness in the finance area during the year. A particular focus was enhancements in the system of internal financial control within the Department. The existing Risk Management System was overhauled to provide a more efficient management reporting tool in the context of managing risks. Further improvements were made to the System Dossier, which maps all internal financial controls across the Department. Both systems are now intranet based.

#### **Prompt Payment of Accounts Act 1997**

The Department complied with the provisions of the Act during 2007. In accordance with the Act, interest payments are incurred in respect of late payments of accounts. The interest payments incurred in 2007 amounted to €1,005. Table 40 sets out more detail.

**Table 40** Interest Payments in respect of Late Payment of Accounts

<b>Year</b>	<b>No. of Payments</b>	<b>Amount €</b>
2004	56	2,324
2005	11	103
2006	49	893
2007	33	1,005



### **Internal Audit**

The Internal Audit Unit carries out an annual programme of audits based on risk assessment and reports to the Audit Committee and Secretary General. The Department's Audit Committee met on four occasions in 2007 and adopted reports arising from the following audits/reviews undertaken in 2007:

- Audit of the system for processing of subscriptions to Eurocontrol and recoupment of subscriptions from the Irish Aviation Authority.
- Audit of the system for processing of administration payments and expenses to the National Roads Authority.
- Audit of the system for Maintenance of the Systems Dossier.
- Cohesion Fund – Systems-Based Audit of the Ennis Bypass Project.
- Review of Integration of Maritime Functions into the Department of Transport.
- Systems-Based Audit of the Fixed Asset Register.
- Control & Management of Stores in the Irish Coastguard.
- Comparative review of compliance with Code of Practice on the Governance of State Bodies.
- Review of Public Procurement Practices.

In addition to the audits completed, follow-up on implementation of recommendations and spot-checking on implementation of a sample of recommendations was a continuing feature of the work of Internal Audit Unit. The Internal Audit Unit prepares a separate Annual Report each year.

## APPENDIX A

### LEGISLATION PASSED IN 2007

#### Primary

Roads Act 2007

#### Secondary

S.I. No. 15 of 2007 Railway (Dublin Light Rail Line A - Tallaght to Abbey Street) (Amendment) Order 2007

S.I. No. 63 of 2007 Harbours Act 1996 (Compulsory Acquisition) (Dublin Port Company) Order 2007

S.I. No. 86 of 2007 Road Traffic Act 2006 (Commencement) Order 2007

S.I. No. 112 of 2007 European Communities (Port State Control) (Amendment) Regulations 2007

S.I. No. 189 of 2007 Light Railway (Fixed Payment Notice) Regulations 2007

S.I. No. 212 of 2007 European Communities (Transport of Dangerous Goods by Rail) (Amendment) Regulations 2007

S.I. No. 232 of 2007 Railway Safety Act (Part 8)(Appointed Day) Order 2007

S.I. No. 283 of 2007 Road Traffic (Special Permits for Particular Vehicles) Regulations 2007

S.I. No. 284 of 2007 European Communities (Port Security) Regulations 2007

S.I. No. 285 of 2007 European Communities (Occurrence Reporting In Civil Aviation) Regulations 2007

S.I. No. 369 of 2007 Mercantile Marine (Tonnage) Regulations 2007

S.I. No. 375 of 2007 Road Traffic (Components and Separate Technical Units) Regulations 2007

S.I. No. 448 of 2007 European Communities (Mechanically Propelled Vehicle Entry into Service) Regulations 2007

S.I. No. 449 of 2007 European Communities (Motor Vehicle UN-ECE Type Approval) (Amendment) Regulations 2007

S.I. No. 527 of 2007 Road Traffic (Recognition of Foreign Driving Licences) Order 2007

S.I. No. 545 of 2007 European Communities (Road Transport Activities Checks) Regulations 2007

S.I. No. 563 of 2007 Safety of Fishing Vessels Regulations 2007

S.I. No. 586 of 2007 Sea Pollution (Hazardous Substances) (Compensation) Act 2005 (Commencement) Order 2007

S.I. No. 629 of 2007 Road Traffic (Components and Separate Technical Units) (Two and Three Wheel Motor Vehicle) Regulations 2007

S.I. No. 640 of 2007 Merchant Shipping (Safety of Fishing Vessels) (15-24m) Regulations 2007

S.I. No. 655 of 2007 Air Services Authorisation (Amendment) Order 2007

S.I. No. 669 of 2007 Fishing Vessel (Fees) Regulations 2007

S.I. No. 671 of 2007 C oras Iompair  ireann Pension Scheme for Regular Wages Staff (Amendment) Scheme (Confirmation) Order 2007

S.I. No. 703 of 2007 Merchant Shipping (Training & Certification) Regulations 2007

S.I. No. 709 of 2007 European Communities (Vehicle Testing) (Amendment) Regulations 2007

S.I. No. 718 of 2007 Road Traffic Act 2006 (Sections 10, 11 And 13) (Commencement) Order 2007

S.I. No. 719 of 2007 Road Traffic (Licensing of Learner Drivers) Regulations 2007

S.I. No. 724 of 2007 Road Traffic (Licensing of Learner Drivers) (No. 2) Regulations 2007

S.I. No. 725 of 2007 Road Traffic (Licensing of Learner Drivers) (Certificates of Competency) Regulations 2007

S.I. No. 728 of 2007 Sea Pollution (Prevention of Air Pollution from Ships) Regulations 2007

S.I. No. 754 of 2007 European Communities (Safety of Third-Country Aircraft Using Community Airports) Regulations 2007

S.I. No. 766 of 2007 European Communities (Cableways Installation Designed to Carry Persons) Amendment Regulations 2007

S.I. No. 767 of 2007 Harbour Rates (Arklow Harbour) Order 2007

S.I. No. 772 of 2007 European Communities (Interoperability of the Trans-European Conventional and High-Speed Rail Systems) Regulations 2007

S.I. No. 788 of 2007 Sea Pollution (Prevention of Oil Pollution from Ships) Regulations 2007

S.I. No. 802 of 2007 European Communities (Motor Vehicles Type Approval) (Amendment) Regulations

S.I. No. 803 of 2007 European Communities (Passenger Car Entry into Service) (Amendment) Regulations 2007

S.I. No. 813 of 2007 National Safety Council Dissolution Order 2007

S.I. No. 829 of 2007 Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2007

## **APPENDIX B**

### **PUBLICATIONS**

Annual Report 2006

Transport 21 Annual Report 2006

Transport 21 Newsletter 2007

Expenditure Review of the CIÉ Group Subvention

## APPENDIX C

### TRANSPORT STATISTICS

Note: The statistics presented in this Appendix are collected from various sources e.g. the Central Statistics Office, the CIÉ 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.

<b>Roads</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
<b>National Roads</b>					
Overall expenditure	€1,222.5m	€1,241.4m	€1,317.2m	€1,742.5m	€1,767.8m
Capital expenditure on improvement work	€1,169.1m	€1,190.0m	€1,263.8m	€1,582.5m	€1,712.7m
Current expenditure on road maintenance	€53.4m	€51.4m	€53.4m	€55.1m	€55.1m
Length of National Primary Road Network	2,746km	2,740km	2,754km	2,739km	2,747km
Length of National Secondary Road Network	2,685km	2,682km	2,682km	2,676km	2,679km
<b>Road Safety</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Road Safety Expenditure (only of NSC & MBRS)	€4.8m	*€6.3m	€8.7m	€15.0m	€6.5m
Road Deaths	335	374	396	365	338
Penalty Points Issued	**93,364	105,200	291,842	392,775	199,947
Drink Driving Detections	11,344	12,307	13,727	17,780	18,821

\* Including NSC Metrication Campaign expenditure

\*\*Penalty Points Issued 31 October 2002 – 31 December 2003

<b>Public Transport</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
State subvention to CIÉ	€245.0m	€257.2m	€270.1m	€285.0m	€306.6m
Expenditure on the Rural Transport Programme	€3.0m	€3.0m	€4.5m	€5.1m	€9.0m
<b>Bus</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Number of buses (Bus Átha Cliath)	1060	1062	1082	1182	1182
Number of wheelchair accessible buses (Bus Átha Cliath)	450	460	553	679	
Number of Quality Bus Corridors (QBCs) (Dublin)	9	9	11	12	13
Number of Buses (Bus Éireann)	680	680	674	674	776
<b>Rail</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
State Investment in Railways	€245.9m	€240.2m	€279.6m	€257.4m	€408.0m
Number of Railcars	144	144	180	180	182
Number of DART cars	118	154	154	154	154
Passenger Numbers					
Bus Átha Cliath	150.0m	149.8m	146.0m	146.3m	147.0m
Bus Éireann	92.0m	90.2m	92.6m	90.09m	95.7m
Rail	35.5m	34.5m	37.7m	43.3m	47m

<b>Taxis</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Total Number of Licensed Taxis	12,845	13,563	N/A	15,472	19,496
Total Number of Licensed hackneys	4,868	4,938	N/A	4,847	4,868

<b>Airports</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Grants to regional airports (Capital)	€5,373,626	€2,283,947	€1,700,018	€800,962	€3,340,353
Grants to regional airports (Operational)	€2,240,000	€2,240,000	€2,240,000	€1,661,333	€2,264,000
PSO Expenditure	€19,898	€21,336	€19,173	€15,018	€15,484
<b>Passenger throughput at State Airports (million persons)</b>					
Dublin	15.9m	17.1m	18.5m	21.2m	23.3m
Shannon	2.4m	2.4m	3.3m	3.6m	3.6m
Cork	2.2m	2.3m	2.7m	3.0m	3.2m
<b>Air Accidents</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Accidents reported	13	9	19	11	19
Serious Incidents reported	16	14	14	8	9
Incidents reported	35	34	34	41	68
Fatalities	1	1	6	3	4
Injuries	4	4	6	0	26

<b>Management Support</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
Number of Freedom of Information requests received	156	43	78	92	91
Numbers of staff on family friendly policy	117	123	136	172	126
Training expenditure (€m)	€0.85m	€0.92m	€0.95m	€1.77m	€1.19m
Education Refunds (€000)	€74,925	€81,075	€59,036	€92,449	€74,592
Late payment of accounts	€4,239	€2,324	€103	€893	€1,005

## APPENDIX D

### BODIES UNDER THE AEGIS OF THE DEPARTMENT IN 2007

#### 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  
Tel 01-8141111  
Email [customer.relations@dublinairport.com](mailto:customer.relations@dublinairport.com)  
[www.dublin-airport.com](http://www.dublin-airport.com)

##### Shannon Airport Authority

Shannon Airport Authority plc was incorporated on 16 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.

Shannon Airport Authority plc  
Shannon Airport  
Co. Clare  
Tel 061-712000  
Email [feedback@shannonairport.com](mailto:feedback@shannonairport.com)  
[www.snn.aero](http://www.snn.aero)

##### Cork Airport Authority

Cork Airport Authority plc was incorporated on 16 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  
Tel 021-4313131  
Email [feedback@corkairport.com](mailto:feedback@corkairport.com)  
[www.corkairport.com](http://www.corkairport.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  
Tel 01-6718655  
Email [info@iaa.ie](mailto:info@iaa.ie)  
[www.iaa.ie](http://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  
Tel 01-6611700  
Email [info@aviationreg.ie](mailto:info@aviationreg.ie)  
Trade Email [traveltrade@aviationreg.ie](mailto:traveltrade@aviationreg.ie)  
[www.aviationreg.ie](http://www.aviationreg.ie)

**Marine****Marine Casualty Investigation Board**

The Marine Casualty Investigation Board carries out investigations into marine casualties that take place in Irish waters or involve Irish registered vessels anywhere in the world. The main purpose of the Board's investigations is to establish the cause of a marine casualty with a view to making recommendations to the Minister for Transport for the avoidance of similar marine casualties in the future.

Marine Casualty Investigation Board  
Leeson Lane  
Dublin 2  
Telephone: 6782460  
Fax: 678 3129  
Email [info@mcib.ie](mailto:info@mcib.ie)  
[www.mcib.ie](http://www.mcib.ie)

**Harbour Authorities****Arklow Harbour Commissioners**

Harbour Office  
Arklow  
Co. Wicklow  
Tel 0402-32466  
Email [arklowharbour@eircom.net](mailto:arklowharbour@eircom.net)

**Baltimore and Skibbereen Harbour**

Harbour Commissioners  
Harbour Office  
Baltimore  
Co. Cork  
Tel 028-20106

**Kinsale Harbour Commissioners**

Harbour Office  
Kinsale  
Co. Cork  
Tel 021-4772503  
Email [kharbour@iol.ie](mailto:kharbour@iol.ie)

**Tralee and Fenit Harbour**

Tralee and Fenit Pier  
Harbour Commissioners  
Harbour Office  
Fenit  
Co. Kerry  
Tel 066-7136231  
Email [fenitmarina@eircom.net](mailto:fenitmarina@eircom.net)

**Bantry Bay**

Bantry Bay Harbour Commissioners  
Wolfe Tone Square  
Bantry  
Co. Cork  
Tel 027-53277  
Email [harbourmaster@bantrybayport.com](mailto:harbourmaster@bantrybayport.com)



**Kilrush Urban District Co.**

Town Hall  
Kilrush  
Co. Clare  
Tel 065-9051047  
kilrush@clarecoco.ie

**River Moy (Ballina)**

River Moy Commissioners  
The Quay  
Ballina  
Co. Mayo  
Tel 096-21208

**Youghal**

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

**Westport Port and Harbour**

Commissioners  
Altamount  
Westport  
Co. Mayo  
Tel 098-25439

**Wexford Harbour Commissioners**

Harbour Office  
Wexford  
Tel 053-22376

**Port Companies****Port of Cork**

Port of Cork Company  
Custom House Street  
Cork  
Tel 021-4273125  
Email BKeating@portofcork.ie  
www.portofcork.ie

**Drogheda Port Company**

Maritime House  
The Mall  
Drogheda  
Tel 041-9838378  
Email maritimehouse@droghedaport.ie  
www.droghedaport.ie

**Dublin Port Company**

Port Centre  
Alexandra Road  
Dublin 1  
Tel 01-8550888 or 01-8555771  
Email econnellan@dublinport.ie  
www.dublinport.ie

**Dun Laoghaire Harbour Company**

Harbour Lodge  
Crofton Road  
Dun Laoghaire  
Co. Dublin  
Tel 01-2801311  
Email michael@dlharbour.ie  
www.dun-laoghaire.com

**Shannon/Foynes Port Company**

Harbour Office  
Foynes  
Co. Limerick  
Tel 069-73100 or 069-65473  
Email bbyrne@sfpc.ie  
www.sfpc.ie

**Galway Harbour Company**

New Docks  
Galway  
Tel 091-562329  
Email galwayharbour@eircom.net

**New Ross Port Company**

Harbour Office  
New Ross  
Co. Wexford  
Tel 051-421303  
Email ceo@newrossport.iol.ie

**Port of Waterford Company**

3rd Floor  
Marine Point  
Belview Port  
Slieverue  
Waterford  
Tel 051-874907  
Email info@portofwaterford.com  
www.portofwaterford.com

**Dundalk Port Company**

Harbour Office  
Dundalk  
Co. Louth  
Tel : 042-9334096  
dundalkport@eircom.net

**Wicklow Port Company**

Harbour Office  
Wicklow  
Tel 0404-67455  
Email wicklowport@eircom.net

## Public Transport

### C.I.E. Group

Córas Iompair Éireann (CIÉ) is a statutory body, which provides bus and rail public transport for passengers and rail freight services. It also operates 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 and internationally. These three companies were set up under the Companies Act, as provided for in the Transport (Reorganisation of CIÉ) Act 1986. Currently CIÉ is the national body with responsibility for the provision of socially necessary public transport services.

Córas Iompair Éireann  
Heuston Station  
Dublin 8  
Tel 01-6771871  
Email [info@cie.ie](mailto:info@cie.ie)  
[www.cie.ie](http://www.cie.ie)

### Iarnród Éireann

Iarnród Éireann provides conventional rail services for both passengers and freight, providing DART, Commuter and Intercity rail services. It is currently the fastest growing rail operator in Europe.

Iarnród Éireann  
Connolly Station  
Dublin 1  
Tel 01- 8363333  
Email [info@irishrail.ie](mailto:info@irishrail.ie)  
[www.irishrail.ie](http://www.irishrail.ie)

### Bus Átha Cliath

Bus Átha Cliath provides bus services in Dublin city 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  
Tel 01-8720000  
Email [info@dublinbus.ie](mailto:info@dublinbus.ie)  
[www.dublinbus.ie](http://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  
Tel 01-8366111  
Email [info@buseireann.ie](mailto:info@buseireann.ie)  
[www.buseireann.ie](http://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  
Tel: 01-6463400  
Email [info@rpa.ie](mailto:info@rpa.ie)  
[www.rpa.ie](http://www.rpa.ie)

### **The Railway Safety Commission**

The Railway Safety Commission was established 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. The Railway Accident Investigation Unit is also located within the Commission.

Railway Safety Commission  
Trident House  
Blackrock  
Co. Dublin  
Tel 01-2068110  
Email [info@rsc.ie](mailto:info@rsc.ie)  
[www.rsc.ie](http://www.rsc.ie)

### **Commission for Taxi Regulation**

The Commission for Taxi Regulation is an independent public body established under the Taxi Regulation Act 2003. 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.

Commission for Taxi Regulation  
35 Fitzwilliam Square  
Dublin 2  
Tel: 01- 6593800  
Consumer information/advice: 1890 606090  
General industry information/advice: 1890 347347  
Email [commission@taxiregulator.ie](mailto:commission@taxiregulator.ie)  
[www.taxiregulator.ie](http://www.taxiregulator.ie)

### **Dublin Transportation Office**

The Dublin Transportation Office co-ordinates the implementation by relevant agencies of *A Platform for Change*, an agreed integrated transport strategy for the Greater Dublin Area. The DTO is also responsible for carrying out ongoing strategic transportation planning work, including the regular updating of the transport strategy for the Greater Dublin Area. It also administers a Traffic Management Grants scheme on behalf of the Department.

Dublin Transportation Office  
3rd Floor  
Block 6/7  
Irish Life Centre  
Dublin 1  
Tel 01-8798300  
Email [info@dto.ie](mailto:info@dto.ie)  
[www.dto.ie](http://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  
Tel 01-6602511  
[www.nra.ie](http://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 Gardaí by people 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 Gardaí. 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 01-478 1723  
[www.ucd.ie/legalmed/mbrs.html](http://www.ucd.ie/legalmed/mbrs.html)

**Road Safety Authority (RSA)**

The Road Safety Authority (RSA) was 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  
Email [info@rsa.ie](mailto:info@rsa.ie)  
[www.rsa.ie](http://www.rsa.ie)

## APPENDIX E

### Staff Numbers

STAFF NUMBERS 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	Numbers at 31/12/07
Secretary General	1	1	1	1	1
Assistant Secretary	5	5	5	6	6
Principal Officers	17	17	17	20.6	19.6
Assistant Principal Officers HDA				1	
Assistant Principal Officers	43.5	42.5	45	50.7	46.13
H.E.O./Administrative Officers HDA				1	2
Administrative Officers	9	7	7	8	6
Higher Executive Officers	57	55.5	57	73.4	64.23
Executive Officers H.D.A.	1	1	1	0	
Executive Officers	65.5	67	72	81.53	66.93
Staff Officers	15.5	6.5	15	14.7	15.5
Transport Officers	9	9	9	9	
Clerical Officers	130	123.5	125	153.4	105
Ministerial Staff	8	9	5	9	5
Services Officers / Attendants/Storekeeper	16	17	16	19.3	14.3
Telephonists	2.5	2.5	2	2.3	3.03
Chief Aeronautical Officer	1	1	1	1	1
Aeronautical Officer Grade I	2	2	2	1	2
Aeronautical Officer Grade II	2	1	1	1	2
Information Officer	0	0	0	0	0
Accountant Grade 2	1	1	1	1	1
Legal Advisor				1	1
Staff Engineer	1	1	1	1	1
Statistician					1
Sustainability Advisor					1
Senior Advisor (Roads)	1	1	1	1	1
Senior Vehicle Tester	1	1	1	0	
Vehicle Tester	2	2	0	3	

<b>STAFF NUMBERS GRADE (HDA=Higher Duties Allowance)</b>	<b>Numbers at 31/12/03</b>	<b>Numbers at 31/12/04</b>	<b>Numbers at 31/12/05</b>	<b>Numbers at 31/12/06</b>	<b>Numbers at 31/12/07</b>
CEO Designate Road Safety Authority	0	0	1	0	
CEO Road Safety Authority	0	0	0	1	
Director Irish Coast Guard				0	1
Assistant Director ICG					1
Chief Engineer				1	1
Chief of Operations				1	
Deputy Divisional Controller				3	3
Divisional Controller				2	2
Electronics Officer				3	3
Engineering & Operations Officer				1	1
Radio Officer Grade III				27	25
Regional Controller Grade ICG				3	2
Station Officer				18	15
Temp ROIII				2	3
Training & Operations Officer				2	1
Chief Surveyor				1	1
Deputy Chief Surveyor				1	1
Principal Radio Surveyor				1	1
Marine Radio Surveyor				1	1
Surveyor (Officer in charge)				2	2
Surveyor				20	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	
<b>TOTAL</b>	<b>514</b>	<b>505.5</b>	<b>506</b>	<b>692.56</b>	<b>449.72</b>

## APPENDIX F

### MINISTER AND MEMBERS OF THE MANAGEMENT BOARD IN 2007

#### Noel Dempsey T.D.

(appointed Minister for Transport on 14th June 2007)

#### Julie O'Neill

(appointed Secretary General of the Department of Transport in June 2002)

#### Andrew Cullen

(appointed Assistant Secretary in March 1999; in 2007, he was responsible for Land Transport Regulation and CIÉ sector)

#### John Fearon

(appointed Assistant Secretary in October 2000; in 2007, he was responsible for Maritime Safety Services)

#### John Lumsden

(appointed Assistant Secretary in February 1990; in 2007, he was responsible for Roads and Maritime Transport sectors)

#### Pat Mangan

(appointed Assistant Secretary in June 1995; in 2007, he was responsible for Transport 21, Luas/Metro and the Dublin Transport Authority)

#### Maurice Mullen

(appointed Assistant Secretary in 2002; in 2007, he was responsible for Corporate Services and Sustainable Transport)

#### John Murphy

(appointed Assistant Secretary in 2001; in 2007, he was responsible for the Aviation sector)

### MINISTERS & MINISTERS OF STATE

#### DEPARTMENT OF TRANSPORT 2002 - 2008

Name	Title	From	To
Noel Dempsey, T.D.	Minister for Transport	14 June 2007	To Date
Martin Cullen, T.D.	Minister for Transport	28 September 2004	14 June 2007
Seamus Brennan, T.D.	Minister for Transport	6 June 2002	28 September 2004
Noel Ahern, T.D.	Minister of State	13 May 2008	To Date
Pat the Cope Gallagher, T.D.	Minister of State	14 February 2006	14 June 2007
Ivor Callely, T.D.	Minister of State	29 September 2004	9 December 2005
Dr. Jim McDaid, T.D.	Minister of State	19 June 2002	29 September 2004



## APPENDIX G

### FINANCIAL INFORMATION

*This information is for the year ended 31 December 2007 and is analysed by various strategic objectives of the Department. It includes an update on the output targets included in the Department of Transport 2007 Output Statement, which was presented to the Dáil Select Committee on Transport on 21 March 2007.*

### BREAKDOWN OF TOTAL GROSS EXPENDITURE BY STRATEGIC OBJECTIVE

<b>Integration &amp; Sustainability</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
To ensure that travel and transport trends become more sustainable	1,268	1,154
To align transport, spatial and land use policies	225	239
To develop a more integrated transport system so that the different transport modes complement each other through improved interfacing of infrastructure, services, information and payment systems	51,106	43,427
To continue to develop an accessible transport system	41,174	28,019
<b>Net Objective Expenditure</b>	<b>93,773</b>	<b>72,839</b>

<b>Public Transport</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
To expand and improve the capacity, usage, quality, accessibility, safety, sustainability and integration of Ireland's public transport system	930,407	864,470
To ensure that the existing regulatory regimes in place in respect of rail transport, bus transport and taxi services are implemented in line with relevant national and EU legislation and to modernise them in line with developments at EU level and Government commitments in the Programme for Government	2,089	2,187
To ensure that railway infrastructure and services are provided, managed and used in a manner that protects people from death and injury	50,317	49,877
<b>Net Objective Expenditure</b>	<b>982,813</b>	<b>916,534</b>

<b>Roads</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
To upgrade the national, regional and local road networks and expand capacity, in order to improve mobility, reliability and accessibility	1,660,956	1,765,233
To promote safer use of our roads	39,567	37,729
<b>Net Objective Expenditure</b>	<b>1,700,523</b>	<b>1,802,962</b>

<b>Aviation</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
To ensure the sustainable development of the State and regional airports	35,522	22,469
To facilitate the continued creation and sustainable growth of competitive air links, in order to promote the development of Irish business and tourism	4,279	3,706
To provide for effective air navigation services	800	641
To ensure that Irish aviation safety and security policies and practices meet the highest international standards	2,699	4,305
<b>Net Objective Expenditure</b>	<b>43,300</b>	<b>31,121</b>
<b>Total</b>	<b>2,888,421</b>	<b>2,886,867</b>

<b>Maritime Transport</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
To ensure investment in ports meets port capacity requirements and to facilitate the availability of commercial port services which are effective, competitive and cost efficient	12,226	5,788
To maintain and increase Irish based ship ownership / management and to develop the maritime cluster, so as to foster economic development and employment in the sector	579	123
To implement the general strategic development framework for State regional harbours through transfer of ownership to local authorities or port companies	631	392
To effectively minimise, through the development and implementation of preventative measures, the number and severity of incidents leading to injury, loss of life or damage to property or to the environment from maritime activity within Ireland's zone of responsibility and to respond efficiently to any incidents that nonetheless do occur	54,576	57,108
<b>Net Objective Expenditure</b>	<b>68,012</b>	<b>63,411</b>

## APPENDIX H STRATEGIC OBJECTIVE DETAILS BY SECTOR

### Integration & Sustainability

*To ensure that travel and transport trends become sustainable.*

Integration & Sustainability	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	15
Capital	0	160
Total	<b>0</b>	<b>175</b>
<b>Programme Administration</b>		
Pay	716	394
Non-Pay	135	183
Total	<b>851</b>	<b>577</b>
<b>Support Expenditure</b>	<b>443</b>	<b>421</b>
<b>Appropriations-in-Aid</b>	<b>26</b>	<b>19</b>
<b>Net Objective Expenditure</b>	<b>1,268</b>	<b>1,154</b>

**Number of staff employed** (including allocation of Executive and Support Staff) as at 31 December 2007<sup>1</sup> **14**

Outputs	2007 Output Target	2007 Output Achieved
<b>Sustainable Travel and Transport Action Plan</b>	Publication of Plan	Publication of Issues Document completed in early 2008

<sup>1</sup> Staffing numbers included for all the individual programmes / objectives in this section are adjusted upwards to incorporate an allocation of Executive and Corporate Support Staff. The costs of Executive and Corporate Support area of the Department are included in each programme / objective under Support Expenditure and are allocated on the basis of staff numbers.

*To align transport, spatial and land use policies.*

Integration & Sustainability (Spatial and Land Use)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	0
Capital	0	0
Total	<b>0</b>	<b>0</b>
<b>Programme Administration</b>		
Pay	110	131
Non-Pay	26	23
Total	<b>136</b>	<b>154</b>
<b>Support Expenditure</b>	<b>94</b>	<b>89</b>
<b>Appropriations-in-Aid</b>	<b>5</b>	<b>4</b>
<b>Net Objective Expenditure</b>	<b>225</b>	<b>239</b>

**Number of staff employed** (including allocation of Executive and Support Staff) as at 31 December 2007 **3**

Output	2007 Output Target	2007 Output Achieved
<b>Dublin Transport Authority (DTA)</b>	Enactment of primary legislation to establish Authority	Draft text of Bill completed, but subject to further review in respect of land use/ transport integration and the public service obligation provisions

*To develop a more integrated transport system so that the different transport modes complement each other through improved interfacing of infrastructure, services, information and payment systems.*

Integration & Sustainability (Better Integration)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	0
Capital	49,000	42,064
Total	<b>49,000</b>	<b>42,064</b>
<b>Programme Administration</b>		
Pay	1,143	465
Non-Pay	197	160
Total	<b>1,340</b>	<b>625</b>
<b>Support Expenditure</b>	<b>813</b>	<b>773</b>
<b>Appropriations-in-Aid</b>	<b>47</b>	<b>35</b>
<b>Net Objective Expenditure</b>	<b>51,106</b>	<b>43,427</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>25</b>	

Outputs	2007 Output Target	2007 Output Achieved
<b>Traffic Management Measures</b>	New and improved bus priority measures and Park and Ride facilities begun in Dublin and Provincial cities according to plan	Programme of bus priority measures in GDA, Cork, Galway, Limerick and Waterford continued to be funded. A number of new and upgraded QBCs became operational, and detailed design work for bus priority measures in other areas was carried out
<b>Integrated Ticketing System (ITS)</b>	Following requisite approvals public procurement underway for a system of integrated ticketing for bus and rail in accordance with timeframe proposed by Integrated Ticketing Project Board	The ITS Build procurement tenders closing date was 5 December 2007 with five tenderers submitting proposals

*To continue to develop an accessible transport system.*

Integration & Sustainability (Accessibility)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	9,000	9,000
Capital	31,000	17,896
Total	<b>40,000</b>	<b>26,896</b>
<b>Programme Administration</b>		
Pay	375	415
Non-Pay	212	143
Total	<b>587</b>	<b>558</b>
<b>Support Expenditure</b>	<b>623</b>	<b>592</b>
<b>Appropriations-in-Aid</b>	<b>36</b>	<b>27</b>
<b>Net Objective Expenditure</b>	<b>41,174</b>	<b>28,019</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>19</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Disability Act</b>	Sectoral Plan for Transport implemented in line with targets	The Department's Second Progress Report (July to December 2007) was presented to the National Disability Strategy Stakeholder Group. The Group acknowledged that good progress was being made towards the achievement of the medium term targets set out in the Sectoral Plan
<b>Rural Transport Programme (RTP)</b>	Mainstreaming of RTP in place and schemes rolled out	Continued increase in frequency of number of existing RTP services. Support being provided to assist the development of service proposals for new areas

## Roads

*To upgrade the national, regional and local road networks and expand capacity, in order to improve mobility, reliability and accessibility.*

Investment (Better Roads)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	68,688	70,181
Capital <sup>2</sup>	1,609,100	1,712,787
<b>Total</b>	<b>1,677,788</b>	<b>1,782,968</b>
<b>Programme Administration</b>		
Pay	593	839
Non-Pay	105	138
<b>Total</b>	<b>698</b>	<b>977</b>
<b>Support Expenditure</b>	<b>499</b>	<b>474</b>
<b>Appropriations-in-Aid</b>	<b>18,029</b>	<b>19,186</b>
<b>Net Objective Expenditure</b>	<b>1,660,956</b>	<b>1,765,233</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>15</b>
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Outputs	2007 Output Target	2007 Output Achieved
National Roads Construction	Completion of 9 projects, commencement of 6 and work continuing on 13 projects in line with NRA programme	11 projects (over 137 kms of roadway) completed and 8 projects commenced (225kms) and work continuing on 8 projects

<sup>2</sup> Budget figures includes Capital Carryover €24.1m in 2007.

*To promote the safer use of our roads.*

Safety & Security (Road Safety)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	30,870	31,176
Capital <sup>3</sup>	6,570	5,064
<b>Total</b>	<b>37,440</b>	<b>36,240</b>
<b>Programme Administration</b>		
Pay	1,691	881
Non-Pay	247	515
<b>Total</b>	<b>1,938</b>	<b>1,396</b>
<b>Support Expenditure</b>	<b>1,421</b>	<b>1,350</b>
<b>Appropriations-in-Aid</b>	<b>1,232</b>	<b>1,257</b>
<b>Net Objective Expenditure</b>	<b>39,567</b>	<b>37,729</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>44</b>
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<sup>3</sup> Budget figures includes Capital Carryover of €55,000 in 2007.

Outputs	2007 Output Target	2007 Output Achieved
<b>Road Safety</b>	Publication of new Road Safety Strategy	The Road Safety Strategy 2007 – 2012 was launched in October 2007
	Implementation of relevant measures to give effect to Strategy	All actions in Road Safety Strategy identified for 2007 completed, including publication of a revised Rules of the Road, road safety awareness events, integration of RSA enforcement activity with An Garda Síochána, Customs and the HSA, and publication of various consultation documents
<b>Timely issuing of Road Transport Operator Licences</b>	Operator licences processed in line with timeframes specified in the Customer Charter	Licences processed within the specified timeframes

## Public Transport

*To expand and improve the capacity, usage, quality, accessibility, safety, sustainability and integration of Ireland's public transport system.*

Investment, Sustainability & Integration (Better Public Transport)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	331,091	329,094
Capital	596,157	532,428
Total	<b>927,248</b>	<b>861,522</b>
<b>Programme Administration</b>		
Pay	1,542	1,454
Non-Pay	395	317
Total	<b>1,937</b>	<b>1,771</b>
<b>Support Expenditure</b>	<b>1,297</b>	<b>1,233</b>
<b>Appropriations-in-Aid</b>	<b>75</b>	<b>56</b>
<b>Net Objective Expenditure</b>	<b>930,407</b>	<b>864,470</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>40</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Luas</b>	Construction of Line B1 Sandyford to Cherrywood and Line C1 Docklands Extension commenced, subject to enforceable Railway Orders	Construction commenced on both lines
	Enforceable Railway Order (RO) for Citywest Luas extension secured by Railway Procurement Agency (RPA)	Pre – Railway Order application consultations between RPA and An Bord Pleanála (ABP) concluded. RPA experienced delays in securing satisfactory final 'sign off' with private development consortium. RPA submitted Railway Order application to ABP in December 2007
	Delivery of 10 metre tram extensions on Luas Red Line commenced, providing a 40% increase in the passenger capacity of each tram	17 of 26 trams extended
	Placing of order by RPA for 8 additional trams to increase passenger capacity on both LUAS lines	RPA placed order for 18 new 40 metre trams, 8 of which are for use on the Red/Green Lines (4 on each line)



Outputs	2007 Output Target	2007 Output Achieved
<b>Metro</b>	Commencement by RPA of Railway Order process for Metro North	RPA commenced statutory pre-Railway Order application consultations with An Bord Pleanála (ABP)
	Completion by RPA of public consultation and identification of preferred route alignment for Metro West	RPA announced the emerging preferred route corridor for Metro West

Outputs	2007 Output Target	2007 Output Achieved
<b>Bus</b>	Entry into service 100 additional buses Dublin Bus and additional buses on Bus Éireann network	Most of the additional buses entered service with Dublin Bus
	Service level agreements with CIÉ Corporate companies in place	Memoranda of Understanding (MOUs) in place and operational with the subsidiary companies

Outputs	2007 Output Target	2007 Output Achieved
<b>Rail</b>	Opening of Docklands station and provision of additional services on Maynooth suburban line	Station opened under budget and ahead of schedule
	Entry into service of the first tranche of 150 Intercity railcars	First trains entered service on the Dublin-Sligo route. Order increased to 183
	Commencement of main works on Kildare Route Project, Western Rail Corridor and on Cork Commuter Rail Network, subject to enforceable Railway Order where appropriate	Main works on Kildare Route Project & Western Rail Corridor commenced. Main works due to commence shortly on Cork Commuter Rail Network
	Hourly clock-face services on Cork-Dublin rail service	Hourly clock-face services on Cork-Dublin route in place
	Commencement by CIÉ of Railway Order process for Navan line (Phase 1)	Oral Hearing in respect of Iarnród Éireann's application to An Bord Pleanála for a Railway Order concluded

*To ensure that the existing regulatory regimes in place in respect of rail transport, bus transport and taxi services are implemented in line with relevant national and EU legislation and to modernise them in line with developments at EU level and Government commitments in the Programme for Government.*

Governance & Reform (Public Transport Regulation)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	0
Capital	0	0
Total	<b>0</b>	<b>0</b>
<b>Programme Administration</b>		
Pay	1,131	1,302
Non-Pay	63	42
Total	<b>1,194</b>	<b>1,344</b>
<b>Support Expenditure</b>	<b>950</b>	<b>904</b>
<b>Appropriations-in-Aid</b>	<b>55</b>	<b>61</b>
<b>Net Objective Expenditure</b>	<b>2,089</b>	<b>2,187</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>29</b>
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Outputs	2007 Output Target	2007 Output Achieved
<b>Rail</b>	Freight market liberalised in accordance with EU Law.	Freight market fully open to competition in accordance with EU Law
	Acceptable outcome from EU discussions on 3rd Railway Passenger Package	Text of Package (1 Regulation and 2 Directives) adopted and published in Official Journal
<b>Bus Route Licensing</b>	Bus route licences processed in accordance with requirements under Road Transport Act, 1932	Bus route licence applications were processed in accordance with the requirements under the Road Transport Act 1932
	Legislative proposals for reform of Road Transport Act 1932 published	Further progression must await the determination of political direction from new Government

*To ensure that railway infrastructure and services are provided, managed and used in a manner that protects people from death and injury.*

<b>Safety &amp; Security (Railway Safety)</b>	<b>2007 Estimate €000</b>	<b>2007 Outturn €000</b>
<b>Programme Expenditure</b>		
Current	2,090	1,575
Capital	48,000	48,073
Total	<b>50,090</b>	<b>49,648</b>
<b>Programme Administration</b>		
Pay	105	122
Non-Pay	38	26
Total	<b>143</b>	<b>148</b>
<b>Support Expenditure</b>	<b>89</b>	<b>85</b>
<b>Appropriations-in-Aid</b>	<b>5</b>	<b>4</b>
<b>Net Objective Expenditure</b>	<b>50,317</b>	<b>49,877</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>3</b>
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<b>Outputs</b>	<b>2007 Output Target</b>	<b>2007 Output Achieved</b>
<b>Rail Safety</b>	Satisfactory implementation of Railway Safety Act by the Railway Safety Commission	All mechanisms and procedures in place by the Railway Safety Commission for ongoing implementation of the Railway Safety Act 2005

## Aviation

*To ensure the sustainable development of the State and regional airports.*

Investment and Governance & Reform (Better Airports)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	11,000	17,748
Capital	23,239	3,421
Total	<b>34,239</b>	<b>21,169</b>
<b>Programme Administration</b>		
Pay	606	609
Non-Pay	197	148
Total	<b>803</b>	<b>838</b>
<b>Support Expenditure</b>	<b>509</b>	<b>484</b>
<b>Appropriations-in-Aid</b>	<b>29</b>	<b>22</b>
<b>Net Objective Expenditure</b>	<b>35,522</b>	<b>22,469</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>16</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Regional airports grants schemes</b>	Implementation of new operational and capital grants schemes for regional airports	Both schemes implemented. Claims for operational subvention were fully paid. Work began on the rollout of the multiannual capital grants programme approved by the Government
<b>Cross Border - City of Derry Airport (CODA)</b>	Agreed funding for CODA in conjunction with the Department for Regional Development Northern Ireland	Government approved increase in cap on contribution. Way cleared for activation of grant draw-down once both Governments approved Derry City Council's proposals for future governance of the Airport
<b>Public Service Obligation (PSO) Contracts</b>	Effective operation of PSO services within agreed budget and contract limits	PSO services continued to operate within budget and to contract specifications
<b>State Airports</b>	Implementation of restructuring proposals for State Airports	Dublin Airport Authority (DAA) forwarded State Airport business plans on restructuring together with commentary for consideration by Department

*To facilitate the continued creation and sustainable growth of competitive air links, in order to promote the development of Irish business and tourism.*

<b>Governance &amp; Reform (Competitive Air Links)</b>	<b>2007 Output Target</b>	<b>2007 Output Achieved</b>
<b>Programme Expenditure</b>		
Current	3,700	2,699
Capital	0	0
<b>Total</b>	<b>3,700</b>	<b>2,699</b>
<b>Programme Administration</b>		
Pay	264	671
Non-Pay	106	135
<b>Total</b>	<b>370</b>	<b>806</b>
<b>Support Expenditure</b>	<b>222</b>	<b>211</b>
<b>Appropriations-in-Aid</b>	<b>13</b>	<b>10</b>
<b>Net Objective Expenditure</b>	<b>4,279</b>	<b>3,706</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>7</b>

<b>Outputs</b>	<b>2007 Output Target</b>	<b>2007 Output Achieved</b>
<b>Air Services</b>	The development of new air services to and from Ireland	The development of new air services to/from Ireland is underpinned by the establishment of Air Service Agreements with other countries. During 2007 Ireland signed a bi-lateral agreement with Canada and at EU level the EU/US Opens Skies Agreement was completed
<b>Shareholder Interest</b>	Discharge shareholder interest in respect of Aer Lingus	On Target Successful outcome to the EU Competition Case arising from the Ryanair takeover bid for Aer Lingus

*To provide for effective air navigation services.*

Governance & Reform, Safety & Security (Effective Air Navigation Services)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	0
Capital	0	0
Total	<b>0</b>	<b>0</b>
<b>Programme Administration</b>		
Pay	428	293
Non-Pay	33	22
Total	<b>461</b>	<b>315</b>
<b>Support Expenditure</b>	<b>360</b>	<b>342</b>
<b>Appropriations-in-Aid</b>	<b>21</b>	<b>16</b>
<b>Net Objective Expenditure</b>	<b>800</b>	<b>641</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>11</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Air Navigation Services</b>	Ireland's obligations relating to certification under EU Regulation No. 550/2004 (Service Provision Regulation) are met	Department approved delegation arrangements for provision of air traffic services by UK National Air Traffic Services (NATS) in the Donegal area in July 2007, in accordance with Article 10(3) of Regulation 550/2004
	Agreement with UK authorities on establishment of a Functional Airspace Block (FAB)	Following high-level meetings between the Department, UK Department of Transport, IAA and National Air Traffic Services (NATS), a decision was taken in October to proceed with a UK/Ireland FAB. Development of implementation plan is underway. A formal proposal paper was submitted by IAA/NATS in Dec 2007
	Proposals submitted to Government on legislation to provide for the institutional separation of safety regulation and air navigation service provision	A number of legislative and potentially non-legislative options for institutional separation of IAA functions were developed.

*To ensure that Irish aviation safety and security policies and practices meet the highest international standards.*

Safety & Security (Aviation Safety & Security)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	10,362	10,202
Capital	0	0
Total	<b>10,362</b>	<b>10,202</b>
<b>Programme Administration</b>		
Pay	1,158	1,126
Non-Pay	378	416
Total	<b>1,536</b>	<b>1,542</b>
<b>Support Expenditure</b>	<b>974</b>	<b>926</b>
<b>Appropriations-in-Aid</b>	<b>10,173</b>	<b>8,365</b>
<b>Net Objective Expenditure</b>	<b>2,699</b>	<b>4,305</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>30</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Accident Investigation</b>	Effective and timely investigation of accident occurrences	The Unit experienced its busiest year to date with over 100 occurrences requiring action. Implementation of European Co-Ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) in Unit commenced
<b>Air Navigation</b>	Completion of Section 32 Audit of IAA under the Irish Aviation Authority Act	Due to competing priorities, the tender process for the S.32 did not commence. The tender process is due to commence shortly
<b>Air Security</b>	Completion of audit programme and implementation of recommendations	2007 Audit Programme completed

## Maritime Transport

*To ensure investment in ports meets port capacity requirements and to facilitate the availability of commercial port services which are effective, competitive and cost efficient.*

Investment and Governance & Reform (Better Ports)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	1
Capital	10,650	4,916
<b>Total</b>	<b>10,650</b>	<b>4,917</b>
<b>Programme Administration</b>		
Pay	815	232
Non-Pay	115	17
<b>Total</b>	<b>930</b>	<b>249</b>
<b>Support Expenditure</b>	<b>686</b>	<b>652</b>
<b>Appropriations-in-Aid</b>	<b>40</b>	<b>30</b>
<b>Net Objective Expenditure</b>	<b>12,226</b>	<b>5,788</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>21</b>
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Outputs	2007 Output Target	2007 Output Achieved
<b>Ports Policy Statement</b>	Key capacity projects progressed by port companies in line with Ports Policy Statement	As part of a Port Capacity Study seven ports put forward proposals for increasing unitised capacity. The Department has received progress reports on these and continues to monitor developments closely

*To maintain and increase Irish based ship ownership / management and to develop the maritime cluster, so as to foster economic development and employment in the sector.*

Governance & Reform (Shipping)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	73	101
Capital	0	0
<b>Total</b>	<b>73</b>	<b>101</b>
<b>Programme Administration</b>		
Pay	489	148
Non-Pay	70	11
<b>Total</b>	<b>559</b>	<b>159</b>
<b>Support Expenditure</b>	<b>411</b>	<b>391</b>
<b>Appropriations-in-Aid</b>	<b>464</b>	<b>528</b>
<b>Net Objective Expenditure</b>	<b>579</b>	<b>123</b>

<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007	<b>13</b>
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Outputs	2007 Output Target	2007 Output Achieved
<b>Development of Maritime Sector</b>	Decision taken on most appropriate location for Irish Marine Development Office (IMDO)	Decision made with the integration of IMDO within the Department well advanced
	IMDO review of shipping policy completed	Draft report received and reviewed



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

Governance & Reform (Regional Harbours)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	0	1
Capital	0	22
Total	<b>0</b>	<b>23</b>
<b>Programme Administration</b>		
Pay	326	113
Non-Pay	48	8
Total	<b>374</b>	<b>121</b>
<b>Support Expenditure</b>	<b>273</b>	<b>260</b>
<b>Appropriations-in-Aid</b>	<b>16</b>	<b>12</b>
<b>Net Objective Expenditure</b>	<b>631</b>	<b>392</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>8</b>
<b>Outputs</b>	<b>2007 Output Target</b>	<b>2007 Output Achieved</b>
Legislation	Publication of Harbours Bill	Government approval for Bill provided

*To effectively minimise, through the development and implementation of preventative measures, the number and severity of incidents leading to injury, loss of life or damage to property or to the environment from maritime activity within Ireland's zone of responsibility and to respond efficiently to any incidents that nonetheless do occur.*

Safety & Security (Maritime Safety, Security & Environment)	2007 Estimate €000	2007 Outturn €000
<b>Programme Expenditure</b>		
Current	36,602	38,480
Capital	5,595	3,873
Total	<b>42,197</b>	<b>42,353</b>
<b>Programme Administration</b>		
Pay	5,896	8,827
Non-Pay	1,811	1,473
Total	<b>7,707</b>	<b>10,400</b>
<b>Support Expenditure</b>	<b>4,958</b>	<b>4,715</b>
<b>Appropriations-in-Aid</b>	<b>286</b>	<b>360</b>
<b>Net Objective Expenditure</b>	<b>54,576</b>	<b>57,108</b>
<b>Number of staff employed</b> (including allocation of Executive and Support Staff) as at 31 December 2007		<b>152</b>

Outputs	2007 Output Target	2007 Output Achieved
<b>Coast Guard Maritime emergency management services</b>	24 hour-7 day Coast Guard emergency response service in place	24-7 emergency response was provided within the Irish search and rescue region and pollution responsibility zone
<b>Development measures</b>	Implementation of the Automated Identification System (AIS) to receive and transmit safety related information between vessels and the state authorities	AIS is installed and commissioned nationally. Electronic interconnection with CVR/SSI is established providing AIS derived data feed to Coast Guard. Web based system access is also provided to internal departmental users, Navy and Commissioner of Irish Lights

<b>Surveys and Inspections</b>	Required inspections on all Ro-Ro passenger ships and High Speed Craft passenger ships carried out	19 RO/RO passenger ferries / high-speed passenger craft operated to/from Ireland on scheduled regular international passenger voyages in 2007. Marine Survey Office (MSO) carried out 30 inspections on these vessels in accordance with Directive 99/35/EC
<b>Maritime safety legislation</b>	Legislative proposals prepared for maritime safety and merchant shipping requirements	<ul style="list-style-type: none"> <li>- Transposition of 2 Annexes to the International Convention on Prevention of Pollution from Ships completed - Merchant Shipping (Miscellaneous Provisions Bill) – General Scheme and Memo were approved by Minister and will now go to Government.</li> <li>- Project to prepare single consolidated and annotated working text of all extant Merchant Shipping Acts under general categories heading completed</li> </ul>

# APPENDIX I

