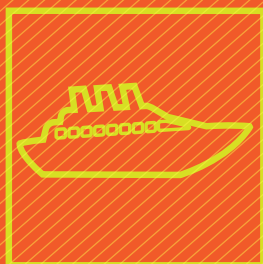




Department of Transport
An Roinn Iompair



Annual Report
2009





► Contents

SECTION 1	Statement by the Minister	4
SECTION 2	Foreword by the Secretary General	7
SECTION 3	Review by Sector	10
	Sustainability and Integration	11
	Public Transport	13
	Roads	18
	Maritime	23
	Aviation	28
	Delivery	34
SECTION 4	Reporting Progress on Individual Strategies in SoS	38
APPENDIX I	Progress on Strategies	39
APPENDIX II	Maritime	67
APPENDIX III	Ministers and Members of the Management Board	68
APPENDIX IV	Other Department Information	70



SECTION 1

Statement by the Minister





During 2009 the Government continued to demonstrate its commitment to provide for an infrastructure that will allow us to take full advantage of the upturn in the economy when it comes.

Capital expenditure of close to €2.4 billion was invested in extending and improving our road and public transport networks, so as to provide better, quicker and safer journeys. In particular, the major interurban motorway network remained on course for full completion in 2010, new Luas and rail commuter lines were opened and the enhancement of bus priority, traffic management and demand management measures continued throughout the country.

I have had a particular concern with safety across all transport modes, and I was happy to see very tangible improvements in 2009. Once again, deaths on our roads fell to a new low, and the European Transport Safety Council ranked Ireland as the 6th best performing EU country for road safety – an improvement of 10 places in just 4 years. We must maintain this momentum, and to that end I published the Road Traffic Bill which will be pursued through the Houses of the Oireachtas in 2010. The Railway Safety Programme 2009 – 2013 was established and implementation commenced. Ireland's Port State Control performance improved, moving from 32nd to 19th place on Paris MoU "White List". New Air Safety Regulations came into operation in December.

A major highlight of the year was the launch of SMARTER TRAVEL – A Sustainable Transport Future. The Action Plan represents a radical transformation in transport policy that puts people, rather than vehicles, first. It contains a range of measures to support and incentivise walking, cycling and using public transport as alternatives to use of the car. Work continued throughout 2009 with the introduction of key initiatives in Smarter Travel including Ireland's first National Bike Week in June 2009.

I would like to acknowledge the contribution of my colleague Noel Ahern TD, who worked with me as Minister of State during the early months of the year. I would also like to thank the management and staff of the Department



for the continuing efforts they make towards the achievement of the Government's objectives in the transport sector. I welcome Minister of State Ciarán Cuffe to the Department and look forward to working with him on the Smarter Travel Agenda.

Noel Dempsey TD

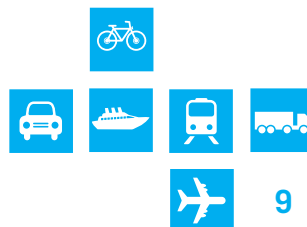
Minister for Transport



I am very pleased to introduce my first annual report of the Department of Transport, having taken over as Secretary General in June 2009. The very significant progress which is recorded for the year is a tribute to the work of my predecessor, Julie O'Neill, and the policies and frameworks that were put in place during her term of office.

Among the highlights of 2009 were

- ▶ The publication in February of Smarter Travel, the Government's sustainable travel strategy to 2020, with notable progress over the course of the year on implementing its actions.
- ▶ The establishment of the National Transport Authority in December, providing a single agency to take charge of surface transport in the Greater Dublin Area and, following the passing of the Public Transport Act, 2009, providing a new contractual structure for all subvented bus and rail services nationwide and a new framework for commercial bus licensing.
- ▶ The completion of 8 national road projects, with 75% of the major inter-urban (MIU) motorway network open to traffic by 2009 and the remainder on course for completion in 2010.
- ▶ The completion of the Cork-Midleton commuter line, the Kildare Rail Project and the Docklands Luas Extension, with construction on other major public transport projects on schedule for 2010 completion.
- ▶ The surpassing, three years ahead of schedule, of the Road Safety Target for a reduction in fatalities to no more than 252 per annum by 2012.
- ▶ The passing of the Harbours (Amendment) Act, 2009, which better equips our port companies to respond to the commercial challenges they face.



- The agreement between Ireland and the US on Customs and Border Protection Preclearance which became operational in Shannon, the first European airport where this facility is available.

In addition to these headline achievements, the staff of the Department continued to maintain a high standard of performance across a wide range of functions including policy-making, regulation, overseeing transport investment, ensuring the safety of transport users, servicing the parliamentary process and enhancing our organisational capabilities.

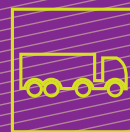
The Department's delivery on a challenging agenda in 2009 must be seen in the context of a very significant reduction in staffing levels, particularly at senior grades where the impact of the Government's incentivised early retirement scheme was particularly marked. The total number at the key management grades of Assistant Secretary, Principal Officer and Assistant Principal fell by almost a quarter, from 77 to 59, over the course of the year.

This required a substantial restructuring of the Department and benefited also from the implementation of our Action Plan in response to the 2008 report of the Organisational Review Programme. I must put on record my appreciation of the commitment and flexibility shown by all staff which enabled the Department to meet its challenges in difficult circumstances.

The implementation of the Department's agenda depends greatly on a close working relationship with the various state agencies under its aegis, with the local authorities and with other Government Departments and agencies. On behalf of the Department, I acknowledge the support and cooperation shown across all of our interactions.

Finally, I wish to thank Minister Noel Dempsey TD for his leadership and support. The Government's continued commitment to investment in the transport sector, notwithstanding the difficult fiscal environment, means that the Department can continue to play a key role in Ireland's economic and social development. I look forward to reporting on further significant progress next year.

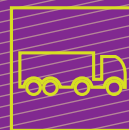
Tom O'Mahony
Secretary General



SECTION 3

Review by Sector





Sustainability
and Integration



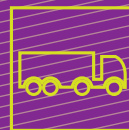
► Sustainability and Integration

In February the Minister launched Smarter Travel the Government's sustainable transport strategy to 2020. The Department has made considerable progress on the implementation of the 49 actions contained in Smarter Travel. A summary of progress made is contained in Appendix 1 – Progress on Strategies.

Cross-Sectoral North/South Co-operation

The Department continued discussions in 2009 with the Northern Ireland authorities under the North/South Ministerial Council and the British Irish Council on advancing co-operation on a number of transport matters. A Transport Sectoral Meeting of the North South Ministerial Council took place on 3 November 2009 and a meeting of the British Irish Council took place on 13 November 2009.

The Irish Government provided €9 million in 2009 for the A5 road project in Northern Ireland.



Public
Transport





► Public Transport

Overview

2009 represented a very challenging year for the public transport sector. The changed economic environment resulted in a drop in public transport patronage of 37 million passengers or 14% between 2007 and 2009. However, public transport passenger numbers in total remained high with approximately 238 million passenger journeys in 2009, excluding private bus operators.

Traditionally public transport usage has reflected economic activity and public transport is impacted by reductions in employment and reduced retail and leisure activity in the general economy. The public transport system will play a critical role in supporting a return to sustainable economic growth, the maintenance of a competitive environment for investment and addressing the challenge of climate change.

The Department remains committed, in accordance with the objectives set out in the Smarter Travel policy, to achieving a substantial growth in public transport usage. In this context, the Department is focused on delivering a strategy for public transport, which addresses key infrastructure deficits, provides a modern regulatory framework and supports the provision of high quality, customer focused services. Key developments in 2009 included:

- The establishment of the National Transport Authority;
- The provision of a modern bus licensing regime under the Public Transport Regulation Act 2009 to replace a system in place since 1932;
- Continued development of a modern regulatory regime for the taxi industry;
- The investment of over €670m in public transport infrastructure; and
- The investment of over €300m in public service obligation passenger services and non-commercial rural public transport services.

The ambitious targets for the delivery of infrastructure set out in Transport 21 at its launch in 2005 are not fully achievable in the current difficult economic climate. The Department remains committed to the delivery of a prioritised investment programme which addresses key infrastructure deficits

and which will provide a backbone for the future development of the public transport system. In this context, Metro North and DART Underground are key infrastructure projects. The Department also remains committed to progressing the planning of Transport 21 projects so that they are in a position to move rapidly to construction once financial circumstances permit.

Public Transport Investment

Investment in the upgrading of public transport infrastructure and services was maintained at a high level in 2009, totalling more than €670m. This enabled the:

- ▶ commencement of the Third Railway Safety Programme (2009-2013);
- ▶ completion of the Glounthaune to Midleton Line in Cork in July;
- ▶ completion of the Luas extension to the Docklands in Dublin;
- ▶ completion of the Kildare Rail project;
- ▶ completion of the first phase of the Western Rail Corridor from Ennis to Athenry.

Construction was progressed on other projects such as the Luas extensions to Cherrywood and Phase 1 of the Navan line from Clonsilla to Pace, both of which will be completed in 2010. Construction/installation works continued on the Dublin City Centre rail resignalling project, as did construction work on the Luas City West extension. Planning was also progressed on projects such as Metro North and the DART Underground. For full details see the Transport 21 Annual Report, which may be accessed at: [http://www.](http://www.Transport21.ie/Publications/)

Transport 21.ie/Publications/

Public Transport Regulation

The National Transport Authority was established in 2009. The Authority has statutory responsibility for procuring public transport infrastructure in the Greater Dublin Area, public transport services and the regulation of the bus market.

The Public Transport Regulation Act 2009 was enacted. The Act establishes a new legislative framework for the licensing of commercial public bus passenger services by the National Transport Authority. The Act will replace the Road Transport Act 1932, as amended, which applies to the licensing of

private bus operators, and relevant provisions of the Transport Act 1958 that relate to the provision of bus services by the State bus companies. The Act also provides for the absorption of the Commission for Taxi Regulation into the NTA.

Progress continued to be achieved in 2009 in ensuring that applications made by private bus operators for bus route licences and submissions from the State bus companies in relation to new services and alterations to existing services are processed as quickly as possible. In 2009, determinations were made in respect of over 83% of the applications and submissions made to the Department in that year.

The implementation of the Taxi Regulation Act 2003 continued through a significant package of reform for improvements to the Small Public Service Vehicle (SPSV) sector announced by the Commission for Taxi Regulation in October 2009.

Significant progress was made in 2009 on the implementation of the European Programme of rail regulation in Ireland as set out in Appendix I.

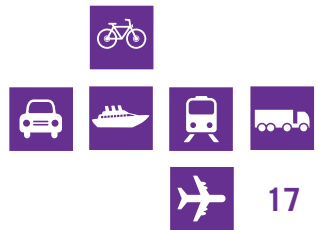
CIÉ Subvention

State subvention paid to CIÉ for the provision of socially necessary, but non-commercial services, amounted to €303.189 million in 2009 compared with €308.627 million in 2008. The Cost and Efficiency Review of Dublin Bus and Bus Éireann was published in January 2009. The Review found Bus Éireann to be largely efficient, however, it identified some scope for greater efficiencies in Dublin Bus.

From the 3rd December 2009 the Memoranda of Understanding with the CIÉ companies were replaced by public service contracts between the National Transport Authority and the three companies, as provided for in the Public Transport Regulation Act 2009, and Regulation (EC) No. 1370/2007.

Fares

In December 2008, the Minister approved an average 10% fares increase for Dublin Bus, Bus Éireann and Iarnród Éireann and 6% for Luas services. Fares have now been held at these levels during 2009 and for 2010.



Railway Safety

The Third Railway Programme 2009-2013 was published and implementation of the Programme commenced in the second half of 2009.

Rural Transport Programme (RTP)

In 2009, 1.29 million passenger journeys were recorded on some 157,000 transport services funded under the Rural Transport Programme, an increase of 7.5% in each case on 2008. Funding of €11m was provided to Pobal, which administers the RTP on behalf of the Department.

Cross-Border Community-based Rural Transport

The pilot cross-border initiative to examine the potential for cross-border rural community based transport services in the area of Fermanagh/South Tyrone and Leitrim/Cavan continued under the auspices of the North/South Ministerial Council, and was overseen by Pobal.

Pilot Rural Transport Projects

During 2009, a number of pilot initiatives commenced in the North-West and North-East regions exploring the potential for improved synergies between existing transport providers in these regions, including Bus Éireann, the Health Service Executive, the Department of Education and Science, Pobal, Rural Transport Programme funded community transport groups and the Irish Wheelchair Association.

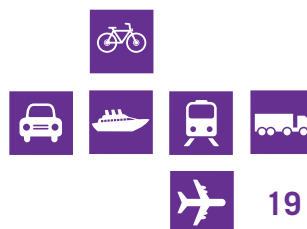
Public Transport Accessibility

A revised version of Transport Access for All, the Department's Sectoral Plan under the Disability Act 2005, was published in May 2009, following a review carried out in 2008. The main changes to the original 2006 Plan relate to (a) the clearer expression of targets so that performance monitoring can be improved and (b) an improved approach to cross-cutting issues.



Roads





► Road Transport

Road Investment

During 2009, with Exchequer investment of almost €1.5 billion, 175 kms of national roads opened to traffic and construction continued on 301 kms. The major inter urban routes (MIU's) remained on target for completion in 2010. Highlights in 2009 included the completion of the Dublin to Galway major inter urban route and the opening of the N25 Waterford City Bypass.

For full details see the Transport 21 Annual Report:

http://www.transport21.ie/Publications/Annual_Reports/2009_Annual_Report.html

Over €450m was invested by the Exchequer in regional and local roads in 2009, resulting in the following output:

- 3,357 kms of road maintained (Restoration Maintenance Programme)
- 1,923 kms of road strengthened (Restoration Improvement Programme)
- 264 specific improvement projects undertaken in 2009

Responsibility for the administration of regional and local road grants was transferred to the National Roads Authority on an administrative basis from September.

Motorway Designation

Ten sections of high quality dual carriageway (over 294 kms) were re-designated as motorway.

Vehicles

The National Vehicle and Driver File (NVDF) contains details of all 2.5 million registered vehicles and their owners as well as the 2.6 million licensed drivers in the country. The system is central to the processing of motor tax and driving licence business through which in excess of €1 billion was collected in 2009.

During 2009 the NVDF was central to the following activities:

- ▶ €1 billion in motor tax receipts was collected with €429 million paid via the online motor tax service.
- ▶ 4.5million motor tax discs were issued, 1.8million through the online motor tax service
- ▶ 530,000 driving licences (including Learner Permit) were issued
- ▶ 817,000 vehicle registration certificates were issued.
- ▶ 739,000 change of ownership notices were processed (236,000 online)
- ▶ 298,000 penalty points notices were issued

Recording of vehicle write-offs notified by insurers on the National Vehicle and Driver File commenced. As a road safety measure write-off records are 'locked down' to prevent changes of ownership and other matters being recorded.

Road Safety

240 people were tragically killed on Irish roads in 2009. However, 2009 was the safest year on record and there were 39 fewer fatalities than in 2008. In addition, the Road Safety Strategy target of achieving no more than 252 deaths per annum by the end of 2012 was achieved, three years ahead of schedule.

The Road Traffic Bill 2009 was published in October. The overall objective of the Bill is to improve road safety, with its primary focus on lowering the legal Blood Alcohol Concentration (BAC) level. The Bill also provides for mandatory testing of drivers involved in collisions as well as a number of other amendments to road traffic legislation. The Bill is expected to be enacted by the Oireachtas during 2010.

Following the announcement in April of new penalty points on conviction at court for certain offences, including the failure to display a current (National Car Test) NCT certificate, the volume of calls and NCT test bookings increased significantly. The surge in tests booked and carried out brought large numbers of cars back into the testing system. The service provider responded well to the additional pressure by increasing capacity to handle calls, take online bookings and deliver roadworthiness tests although the

waiting time for a test rose as high as 12 weeks in some cases. However, the backlogs were addressed and almost all tests booked in December got a test within 30 days or less.

A streamlined centralised permit system for the movement of wide and abnormal loads came into effect in May and is administered by the Gardaí.

Average driving test waiting times were kept close to the 10 week target set by the RSA.

Regulations were introduced in April that provided for the testing, licensing and registration of driving instructors.

In April, the vehicle standards legislative framework was strengthened by extending the whole vehicle type approval framework applying to cars since 1998 to all commercial vehicles, including vans, minibuses, buses, coaches, and heavy goods vehicles.

Following a review of the National Car Test (NCT), regulations made in December introduced a number of new test items from 1 April 2010 and provided that cars over 10 years old be tested annually from 1 June 2011.

The framework for the mutual recognition of driving disqualifications between Member States is contained in the European Union Convention on Driving Disqualifications (1998). In advance of the Convention coming into force, bilateral arrangements are provided for and the Department of Transport has been working on such an arrangement with the UK authorities for some time.

Ireland and the United Kingdom co-ordinated the making of their respective Declarations in October to the Secretary-General of the Council of the European Union under the terms of Article 15.2 of the Convention. This means that, with effect from 28 January 2010, Irish drivers disqualified in the UK for certain road traffic offences will have their disqualifications recognised and applied in this country. The bilateral arrangements will also provide for UK drivers, who are disqualified by Irish Courts, having the disqualification also applied in the UK.



Road Transport Operator Licensing

A new Statutory Instrument was introduced in August which disqualifies road transport operators with serious convictions from holding an operator's licence.

A new transport manager policy was introduced with effect from September, in line with new EU Regulations adopted in 2009. Transport managers are now permitted to manage operations for up to four transport operators as long as the total number of vehicles being managed does not exceed 50.

During 2009 there was an increase in the monitoring of compliance with requirements to hold a Road Transport Operator's Licence. Over 500 operators were monitored during 2009 or approximately 7% of all operators. Over the five-year duration of operator licences, approximately one third of all operators can expect to be monitored. During 2009, three operators had their licences revoked.



Maritime





► Maritime

In this sector the continuing emphasis is on the modernisation of the maritime administration to support maritime activities, both commercial and leisure. The objective is to ensure the provision of effective, competitive and cost efficient services to international standards and to maximize the safety of activities at sea. Against this background some of the main highlights during 2009 are set out below.

Legislation

The Merchant Shipping Bill was published on 8 May 2009. The purpose of this Bill is to update maritime safety law to give further effect to the International Convention for the Safety of Life at Sea, provide for access to passenger vessels for persons with reduced mobility and enable sunken vessels to be raised. It will also give the force of law to the Maritime Labour Convention 2006 and make various amendments to update the Merchant Shipping Acts 1894 to 2005.

The Harbours (Amendment) Act 2009 was enacted in July 2009. Ten statutory instruments were made during the year, giving effect to international and domestic legislation to (a) enhance maritime safety and protection of the marine environment and (b) effect measures under the Harbours Act 1996 in relation to harbour authorities.

Legislation to give effect to a new vessel registration system was underway and set to be published in 2010. Government approval was obtained for the signing of the AIS Agreement, which provided for the transmission of Automatic Identification System (AIS) information to the North Sea Regions. Dáil Éireann approved Ireland's accession to the Bonn Agreement on Pollution Preparedness and lodged the Instrument of Accession with the Government of Germany. Ireland will host this meeting in 2010.

Port State Control

Ireland's performance under the Paris Memorandum of Understanding (PMoU) continued to improve during 2009 and Ireland moved up the PMoU "White List" to 19th from 32nd during the year. No Irish flagged ship

was detained in 2009; as a result the 3-year rolling total for detained Irish flagged ships is now at zero. This means that Ireland has achieved the best possible performance as a flag state under this scheme.

International standards in relation to foreign flagged vessels were implemented through the inspection of ships calling to Irish ports in accordance with the PMoU on Port State Control. During the year the Department's Surveyors inspected 420 ships, 31 being detained for serious safety, environmental and living and working conditions deficiencies. All international roll-on/roll-off passenger ships operating in and out of the State were inspected and all domestic passenger ferries were certified during the year.

Irish Flag

The internationally trading Irish shipping fleet maintained its numbers at 30 for the year. While there were several deletions from the Irish merchant shipping register, these were replaced with new-build ships for Irish owners, which were built in Korea and Spain. The Irish fleet implemented Long Range Identification and Tracking (LRIT) during the year and met the deadline for its implementation.

SafeSeasIreland, a web-based information portal for ship movements in Irish waters, continued development during the year and the number of users continues to increase. The system facilitates the electronic reporting of ship arrivals and assists the industry in compliance with other regulatory obligations in the maritime sector and the Coast Guard in improving its awareness of vessel traffic.

The Irish Maritime Education and Training Scheme (MET) is certified by the Department of Transport in accordance with the International Maritime Organisation (IMO) and EU requirements for seafarers training and certification. Ireland renewed its IMO audit of its MET system during 2009. This means that the National Maritime College of Ireland (NMCI) and the other approved course providers continue to meet the highest standards and Irish trained seafarers will continue to be in demand internationally.



The new Fishing Vessel Safety Regulations continued to be implemented with thirty fishing vessels in the 15 - 24 metre length category certified during the year. Meetings were held with industry representatives and with the fishing industry as part of the implementation. The safety record in the fishing fleet has improved since the introduction of the regulations.

Search and Rescue

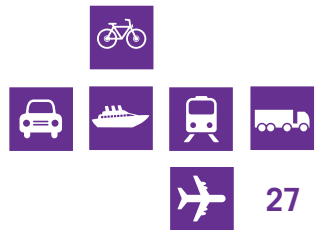
The Irish Coast Guard responded to almost 2,000 incidents in 2009 in the course of which about 3,000 persons were assisted and 154 lives were saved by the Coast Guard's coordinated response utilising Coast Guard helicopters, volunteer rescue units, RNLI lifeboats and Community Rescue Boats.

Significant improvements have been made to the service in 2009 with the commencement of a modernisation programme at the Coordination Centres in Malin, Dublin and Valentia. Malin Coast Guard Centre also commenced an automated Navigation warning service (Navtex) for the western approaches of Ireland and Scotland. Faster winches, higher medical training standards and automated tracking systems improved the level of service available from the Coast Guard's 24 hour/7 day helicopter services based at Dublin, Waterford, Shannon and Sligo airports. An independent efficiency audit of the marine rescue co-ordination centres in Dublin, Malin and Valentia was completed, which found the Centres were of a satisfactory standard.

Ship Source Pollution

The Coast Guard successfully responded to 51 marine pollution or potential pollution and ship casualty incidents and maintained an active preparation and preventative regime.

The highest profile pollution incident during 2009 was the successful response to the Russian Aircraft Carrier Admiral Kuznetsov oil spill off the south coast. Continued discussions are ongoing with the UK on the sharing of resources. Ireland's first dedicated oil pollution recovery vessel 'OSCAR' was launched in April: - a joint project between the Coast Guard and the Shannon Estuary Anti Pollution Team (SEA-PT).

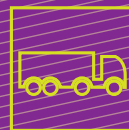


Ports and Shipping

Commercial port investment under the ports sub-programme of the National Development Plan, 2007-2013 continued in 2009. A Study of the Future Role of Dublin Port was conducted as provided for in the NDP 2007-2013 and published in August 2009. A review of shipping policy by the Irish Maritime Development Office was published in April 2009. Three harbours, namely Youghal, Kilrush and Westport transferred to local authority control in 2009.

Maritime Security

The five-year cycle for the implementation of the International Ship and Port Facility Security Code was completed during the year and port facilities were re-certified. Additionally, implementation of EU Directive 65/2005 on port security continued during the year and a number of Port Security Authorities were established in accordance with the requirements of the directive.



Aviation





► Aviation

EU US Open Skies Agreement

The EU US Open Skies Agreement is a comprehensive air transport agreement, which aims to liberalise air transport services between the EU Member States and the US, to open market restrictions and to achieve a high level of regulatory convergence.

The first stage Open Skies agreement which was reached in 2007, was a landmark in international aviation as it removed many long standing restrictions that existed under bi-lateral air service agreements. The Open Skies agreement opened up the market and allowed EU and US carriers, including Aer Lingus, to develop new transatlantic routes. While growth in the market has stalled at present due to the recession, Open Skies has the potential to deliver significant benefits for Ireland over the long term through liberalisation of the market and enhanced competition among airlines.

Negotiations on a second stage agreement are ongoing and some progress was achieved on various regulatory issues during 2009.

EU-Canada

A comprehensive air transport agreement between the EU and Canada was signed in December 2008. The Agreement as negotiated represents a comprehensive deal for both sides and includes a gradual phasing-in of traffic rights and investment opportunities.

The Agreement is fully in line with Ireland's aviation policy, which seeks to liberalise international markets to the fullest extent possible. This new agreement will create a full Open Aviation Area on a phased basis, will remove market restrictions and will create new opportunities in the airline sector. The Agreement is being applied on a provisional basis pending conclusion of requirements at national level, on both sides, for entry into force.

Ireland-Asia

Taking account of the Government's Asia strategy, bilateral relations with India and China are being developed with a view to concluding liberal air



transport agreements with each country that would open up opportunities for Irish carriers to introduce services for the lucrative business and tourism market in Asia.

Aer Lingus Shareholding

The State's shareholding in Aer Lingus stands at 25.1%. Ryanair, which also has a significant minority shareholding in Aer Lingus, launched a second hostile takeover bid for Aer Lingus in December 2008. The Government rejected the offer in January 2009 on the basis that it undervalued Aer Lingus and that a merger, on the basis proposed, would be likely to have a significant negative impact on competition in the market. The bid was subsequently withdrawn.

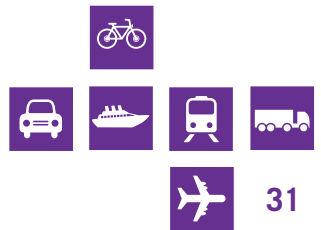
In July 2009, the European Court of First Instance held an oral hearing of Ryanair's appeal against the EU Commission decision to prohibit its 2006 hostile takeover bid for Aer Lingus. The State has made an intervention in the case on the grounds of the negative impact that the merger would have on competition in the market. A judgement is expected in 2010.

Single European Sky

A revision of the first package of Single European Sky (SES) Regulations, adopted in 2004, was agreed during 2009 and became effective in December 2009. This focuses on the following key areas:

- ▶ dealing more directly with performance and environmental challenges and
- ▶ the development of the future technology which will be applied across Europe under the SESAR Single European Sky ATM Research programme.

A key element of the SES-II package is the proposed political commitment to the establishment of Functional Airspace Blocks (FABs) as a means for providing better performance. This is an area where Ireland and the UK are ahead of Europe generally, having finalised the first FAB in accordance with the first Single Sky package in 2008.



Aviation Security

During 2009, the Department continued to expand the programme of monitoring and testing of security systems throughout the aviation sector. The Department conducted aviation security audits of Sligo Airport in May and Cork Airport in September. The outcome of the audits was very positive overall and any deficiencies identified have already been rectified.

A European Commission audit of Dublin Airport including cargo operations, took place in February. No serious deficiencies were found and a detailed action plan to rectify identified deficiencies was submitted to the Commission on 8 July. The Commission subsequently accepted the action plan and advised that the audit file was considered 'closed'.

In December the International Civil Aviation Organisation (ICAO) visited Ireland as a follow-up of their 2007 audit. The objective of the visit was to verify the level of implementation of the Corrective Action Plan agreed to address deficiencies identified in the 2007 audit. ICAO noted the progress made to implement the Plan and advised that the audit file was considered 'closed'.

State Airports

Ireland signed a preclearance agreement with the USA in November 2008 whereby the passengers of all U.S. bound flights from Ireland can be fully cleared for all US entry controls e.g. immigration, customs, agriculture and security etc. before leaving Ireland. Following the construction of the preclearance facility at Shannon Airport and the enactment of the Aviation (Preclearance) Act 2009, preclearance became operational at Shannon on 5 August 2009. Preclearance is due to become operational in Dublin with the opening of T2 in 2010.

Following the deferral of a decision on the separation of the three State Airports until 2011, new corporate governance arrangements under which Cork and Shannon airport authorities functions were renegotiated by the boards of the three airport authorities. The new arrangements provide for the appropriate delegation of responsibility for the management and promotion of the airports, subject to the necessary accountability to the DAA board in respect of annual budgets, airport charges policy and capital expenditure.



New boards were appointed to the three State Airport Authorities in 2009. Mr. David Dilger was appointed as Chairman of the Dublin Airport Authority and Mr. Brian O'Connell was appointed Chairman of the Shannon Airport Authority while Mr. Gerry Walsh was re-appointed as Chairman of the Cork Airport Authority.

A formal procurement process was initiated in July 2009 in relation to the facilities management of Terminal Two. On evaluating the pre-qualification submissions, consultants engaged by the Department reported that none of the candidates had met the minimum requirements for prequalification. Following his decision to terminate the procurement process and confirmation from the Dublin Airport Authority that it could operate T2 within the benchmark target set by the Commission for Aviation Regulation, the Minister mandated the Authority on 21 June 2010 to proceed with finalising arrangements to operate T2 with effect from November 2010.

Regional Airports

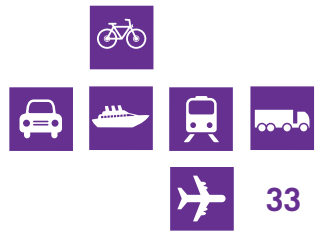
During 2009 grants amounting to more than €4.7 million were paid to the six regional airports under the Regional Airports Capital Expenditure Grant Scheme. In addition, just over €2.5 million was paid in respect of a runway safety project at Derry Airport under a co-financing arrangement agreed with the UK Government. Subvention amounting to €3.34 million was paid to five of the regional airports under the Operational Subvention Scheme.

Payments of over €18 million were made to Aer Arann and Ryanair for the operation of PSO air services connecting Donegal, Derry, Sligo, Knock, Galway and Kerry Airports with Dublin in 2009.

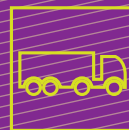
A Value for Money (VFM) study on regional airports exchequer expenditure commenced in 2009 and is due for completion in 2010. The study will assist in establishing future priorities for regional airport expenditure taking account of overall airport policy objectives public expenditure constraints.

Corporate Governance

During 2009, the Department continued to implement the new measures introduced in 2008 to improve corporate governance of our State agencies, including improved reporting on compliance with the Code of Practice for

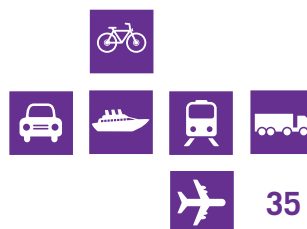


the Governance of State Bodies and the putting in place of more structured arrangements for interaction between the Department and its agencies on governance issues.



Delivery





► Delivery

Organisational Review Programme (ORP)

The ORP Report was published in November 2008 and can be accessed on our website **www.transport.ie** and **www.orp.ie**. As part of the ORP process, the Secretary General had submitted a detailed response to Department of an Taoiseach, setting out an action plan covering findings of direct relevance to the Department of Transport. Our individual actions were related to four broad groups.

1. Strategic leadership across the transport sector
2. Improving communications and relationships
3. Promoting a culture of continuous improvement
4. Strengthening service delivery and improving governance

During 2009, an ORP Action Plan Monitoring Group chaired by the Secretary General and drawn from across the Department was set up to oversee progress on implementation.

Resource Capacity Study

The ORP action plan committed to a Resource Capacity Study to review the capacity of the staff quota to deliver on the Department's agenda and to review how available resources might be deployed more efficiently.

FGS Consulting were engaged in May 2009 to undertake the study. The Study was completed in 2009 and was made available to the Department's staff. The report incorporates details of the revised structure which was agreed for the Department in 2009. Recommendations of the study were to be taken on board in the restructuring of the Department in 2010.

Staffing

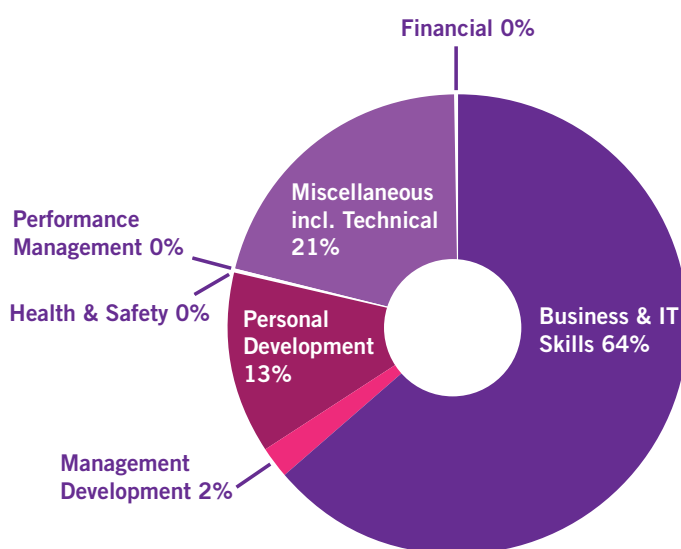
Under the Government's Incentivised Scheme of Early Retirement (ISER), 32 applications were approved by this Department. With effective retirement dates ranging from June 2009 to October 2010, the majority of retirees were of senior management grades i.e. Assistant Principal Officer or above.

Staff Training and Development

One of the key activities undertaken during 2009 was the development of a new Training and Development Strategy. The Strategy outlines the main training objectives to be pursued up to 2014.

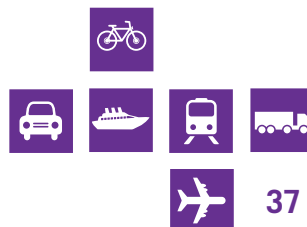
Upgrading information technology capability throughout the Department was the main operational focus in 2009 and by the end of the year 60% of staff had achieved ECDL Start Certificate status. Other notable training activities included personal development courses, information exchange sessions on transport policies, and also the delivery of induction training to every new staff member within 12 weeks of his/her arrival in the Department.

The total spend on staff training and development in 2009 was €1,060,271. This represented 3.14 % of total payroll costs. A total of 1,835 training days were delivered to staff in 2009. Table 1 shows a breakdown of the categories of training delivered expressed as a percentage of the overall number of training days.



Accommodation

A major renovation project started in 2009 at the Department's premises at Leeson Lane in Dublin which, when completed in mid 2010, will provide improved accommodation and communications facilities, especially for the Irish Coast Guard.



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.

Health and Safety

Health & Safety Unit offered health screening to all Department staff, with the Department subsidising 55% of the cost. The health screening, which was delivered by Lablink, was made available in both Dublin-based and regional offices, and a total of 272 staff availed of the screening in May and June 2009.

The updated Department Safety Statement was made available to staff in December 2009. Risk assessments (which form Part 2 of the Safety Statement) for most of the Department's premises are also made available to staff, and are updated periodically. Risk assessments for the remainder of the Department's premises will be undertaken in 2010.

Emergency Planning

The Swine Influenza Pandemic began to spread globally in May 2009. The Department participated in the Inter – Departmental Standing Committee on Public Health which was established in response to the Swine Influenza Pandemic. Vaccination against the H1N1 virus was offered to all Department staff members through the HSE Mass Vaccination Clinics and for all Agency staff members either through their occupational health staff or through HSE clinics.

November 2009 was notable for the high rainfall recorded over Ireland and the consequent severe flooding experienced in many parts of the country. The main transport impact was the closure of a number of roads to traffic for a significant period and the disruption of travel and public transport services. The Department of Transport's role in response to the severe flooding was one of supporting the Department of Environment, Heritage and Local Government and the Local Authority areas affected and ensuring that the public transport systems ran as smoothly as possible during the severe weather period. This role was repeated at year-end and into January 2010 as an extended period of low temperatures gave rise to further transport disruption and damage to roads.



► APPENDIX I Progress on Strategies

Appendix I summarises progress on the strategies set out in the Department's Statement of Strategy.

SUSTAINABILITY AND INTEGRATION

Objective: To ensure that travel and transport trends become sustainable	
Strategy	Reporting on 2009
Ensure that transport policies contribute now and in the future to economic growth, social cohesion and the protection of the environment	In 2009 the Department began progressing the actions contained in the Smarter Travel Policy which sets national targets for better mobility, more active travel, less emissions and a transport system which helps competitiveness which sets national targets for better mobility, more active travel, less emissions and a transport system which helps competitiveness.
Promote increased use of sustainable modes of transport (walking, cycling and public transport)	Full details of the policy are on www.smartertravel.ie and the following are some highlights of progress in 2009:
Promote measures which reduce the need for travel	<ul style="list-style-type: none"> • The National Sustainable Travel Office (NSTO) was established as a division within the Department of Transport to oversee the many initiatives in the policy. • SmarterTravel logo was designed. • The interdepartmental working group, which assisted in the preparation of this policy has been retained and an internal departmental group has been established.
Work effectively with other relevant Government Departments, local authorities and agencies, including the Dublin Transport Authority once established, to ensure that complementary strategies are developed and implemented to progress sustainable development	<ul style="list-style-type: none"> • A Local Authority Network has been established • Ireland's first National Cycle Policy Framework was launched in April 2009. • Ireland's first National Bike Week was held from 14th to 21st June, 2009. • On the 14 July, 2009, the Department launched the Smarter Travel Areas Competition. • The Smarter Travel Projects Fund was also launched in 2009.



In addition to these funds the Department supported a range of exemplary projects and a sample of these is outlined below:

- Two off road cycling routes, from Carrigaline to Crosshaven, and from Passage West to Rochestown, were opened in County Cork in December 2009 at a costing of €1.6 million.
- A €430,000 project to deliver safe walking and cycling routes in the County Cork town of Eyeries was also completed in 2009.
- A 17.5km off-road cycle route between Newport and Mulranny, costing €1.6m to develop, is nearing completion. This project will continue in 2010.
- An off-road cycle track has been provided in Castletroy, Co. Limerick. The 1.6km path, was delivered at a cost of €185,000.
- Year 2 of a 5 year Green Schools programme delivered with 76,000 children reached by 2009 resulting in a car reduction of at least 18%. A number of working groups were also established, to discuss the development of a National Walking Policy, an e-Working Action Plan, the drafting of an eco-driving programme and a national certificate in cycle competency for primary children.
- A pilot Donegal/Derry car share scheme launched in partnership with the Department's counterparts in Northern Ireland.
- Public consultation commenced in advance of the preparation of a National Cycle Design Manual.
- A project has been established with a number of local authorities to produce an urban design manual to support and encourage more sustainable travel patterns in urban areas.



Objective: To align transport, spatial and land use policies	
Strategy	Reporting on 2009
Collaborate with the Department of Environment, Heritage and Local Government to ensure that the relevant local authorities prepare integrated land use and transportation strategies for the remaining National Spatial Strategy gateways and hubs	<p>Preparation of a strategic planning, land-use and transportation study for the Mid-West Region (which incorporates the Limerick/Shannon gateway and Ennis hub) commenced in 2009.</p> <p>Submissions emphasising the importance of the integration of transport and land use planning were made by the Department to Regional Authorities during the consultation process on draft Regional Planning Guidelines.</p>
Ensure that the relevant local authorities conduct feasibility studies for light rail and bus rapid transit in Cork, Galway, Waterford and Limerick as part of the development or review of integrated land use and transportation strategies for the regions in question	These studies are to be completed in 2010.
Support the preparation of a new long-term integrated transportation strategy for the Greater Dublin Area, as a successor for A Platform for Change	The Department continued to actively participate in preparatory work by the Dublin Transportation Office on the Greater Dublin Area Transport Strategy 2010-2030 "2030 Vision".



Objective: 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

Strategy	Reporting on 2009
Set up a Dublin Transport Authority with powers to deliver an effective, efficient, coherent and integrated surface transport system in the Greater Dublin Area	The Dublin Transport Authority was established on 1 December 2009. It was renamed as the National Transport Authority at the same time.
Deliver a smartcard integrated ticketing system for the Greater Dublin Area	Progress continued to be made on this project in 2009.
Deliver real-time integrated public transport passenger information system for the Greater Dublin Area	Progress continued to be made on this project in 2009.
Promote Intelligent Transport Systems	<p>An ITS working group was established to inter alia inform Ireland's negotiating position on the proposed EU Directive on Intelligent Transport Systems (ITS) Directive.</p> <p>In October, the Department undertook a stakeholder consultation on the road accident notification concept eCall.</p>

Objective: To continue to develop an accessible transport system

Strategy	Reporting on 2009
Carry out a review of Transport for All, the Department's current Sectoral Plan under the 2005 Disability Act	Following a review in 2008 a revised Sectoral Plan was published in May 2009.
Pending completion of the above review, implement the current Sectoral Plan	Implementation of the revised Sectoral Plan is proceeding satisfactorily.



Objective: To provide a long-term capital investment framework for the development of an integrated transport system

Strategy	Reporting on 2009
Prepare a new long-term capital investment framework as a successor to Transport 21 (2006-2015)	Preliminary work continued during 2009. The NTA work on a new transportation strategy for the Greater Dublin Area and the light rail/bus rapid transit studies will provide an input into the review of Transport 21.

Objective: To ensure widespread awareness of Transport 21, its aims, proposals and progress

Strategy	Reporting on 2009
Implement an information and communications strategy, which uses various appropriate media to inform stakeholders and the general public about Transport 21, its aims, projects and programmes and the progress being made	The Transport 21 annual progress report on 2008 and two Transport 21 Newsletters were published during the year.
Maintain and develop Transport 21 website as key information point for the public and for users on the Transport 21 programme	The Transport 21 website was updated and accessed regularly through the year, with a total of 118,000 hits and almost 78,800 unique visits in 2009.
Report on progress to Government and the Oireachtas	The Transport 21 Annual Report for 2008 was published in March 2009.



Objective: To ensure that Transport 21 investment is delivered efficiently and cost effectively, making use of industry best practice and providing value for money and to achieve the successful closure of the EU European Regional Development Fund assisted Economic and Social Infrastructure Operational Programme

Strategy	Reporting on 2009
Promote, oversee, monitor and support the efficient and cost effective delivery of Transport 21, through the relevant agencies	<p>The Transport 21 Monitoring Group, comprised of high level representatives of relevant Government Departments and the Transport implementing agencies, met on four occasions in 2009. At each meeting, progress on Transport 21 projects and programmes, as well as expenditure was reviewed.</p> <p>The Transport 21 Programme Board comprises senior officials in the Department of Transport with responsibility for oversight of the implementation of Transport 21 projects and programmes. In 2009, the Board met on thirteen occasions. It reviewed project progress and funding requirements.</p>
Ensure that investment is delivered in accordance with the Department of Finance Capital Appraisal and Management Guidelines (2005) and Value for Money Indicators (2005)	The Transport 21 audit programme findings verified that the implementing agencies were continuing to appraise Transport 21 projects in accordance with the Department of Transport's "Guidelines on a Common Appraisal Framework" and the Department of Finance's "Guidelines for the Appraisal and Management of Capital Expenditure Proposals in the Public Sector".



Enhance the common appraisal framework for all Transport 21 projects to ensure consistency in project appraisal and approval and to take account of environmental factors	Following consultation with the Department of Finance and Transport agencies the Department of Transport completed a review of its existing Common Appraisal Framework in 2009 and consequently issued revised “Guidelines on a Common Appraisal Framework for Transport Projects and Programmes” to the implementing agencies for implementation. Also in 2009, the Department finalised detailed guidelines on “Post Project Review Methodology for Transport Projects”. This guidance explains the background to post project reviews, sets out the proposed content of such reviews and indicates the data needs required to complete reviews. Both documents were transmitted to the Transport implementing agencies for implementation in August 2009.
Carry out a rolling programme of project and programme audits to assess compliance with the relevant guidelines and efficient delivery of Transport 21 projects and programmes	Consultants Steer Davies Gleave and Booz & Company were engaged by the Department of Transport in 2007 to review respectively (i) the appraisal and (ii) the financial and physical progress of selected Transport 21 projects. Six audits were conducted during 2009. The audits carried out relate to projects that have a total estimated capital cost of €1.931billion.
Manage the formal closure of the Economic and Social Infrastructure Operational Programme	The Department of Transport is the “Managing Authority” for the Economic and Social Infrastructure Operational Programme 2000-2006 (ESIOP) and so has lead responsibility for the closure of this programme. 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 a further period beyond 2006. The cumulative amount of aid draw down entitlement at the end of 2009 was €994 million.



Objective: To ensure effective North/South co-ordination and enhance British-Irish cooperation

Strategy	Reporting on 2009
Engage with the North/South Ministerial Council and the British-Irish Council	<p>A Transport Sectoral Meeting of the North South Ministerial Council took place on 3 November 2009 at which the following were discussed:-</p> <ul style="list-style-type: none"> Restoration of two Bridges on the Tyrone/Monaghan Border Narrow Water Bridge A5 and A8 Major Roads Projects Dublin-Belfast Rail Service Road Safety Blood Alcohol Concentration Limits Border Community based Rural Transport Sustainable Travel and Transport Freight Transport <p>A meeting of the British Irish Council took place on the 13 November 2009; transport was among the topics discussed.</p>

Objective: To ensure Ireland is well positioned to influence international developments, especially in the EU context

Strategy	Reporting on 2009
Progress the transposition of EU legislation into Irish law	European Communities Regulations made during 2009 are available on the Department's website



Objective: To provide effective governance of our State agencies	
Strategy	Reporting on 2009
Provide a clear mandate to each of our State agencies and monitor their performance	Significantly enhanced corporate governance arrangements for our agencies were put in place during 2009 to monitor their performance, ensure compliance with the Code of Practice, and put in place a structured framework for engagement with the agencies.
Ensure compliance by agencies with the Government Code of Practice	
Ensure that regular structured engagement takes place at an appropriate level with all agencies, as a means of reviewing performance and ensuring that the Department's objectives are being met	

Objective: To implement regulatory reform	
Strategy	Reporting on 2009
Continuously keep regulatory structures and regulation under review	This is being done arising from follow up to Organisational Review Programme and the Department's participation in the Interdepartmental Group on Economic Regulation.
Conduct regulatory impact analyses (RIAs) where required by Government policy	RIA's are undertaken as part of new regulatory measures.
Participate pro-actively in the Inter-Departmental Group charged with consideration of further matters related to the economic regulatory environment	The Department is participating in an Interdepartmental Group on Economic Regulation.



PUBLIC TRANSPORT

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

Strategy	Reporting on 2009
Provide the policy, legislative, institutional and funding framework for the implementation of a prioritised investment programme for public transport	This is being done under Transport 21 Investment Programme. The Public Transport Regulation Act 2009 was enacted.
Monitor and support delivery of public transport investment programmes by Iarnród Éireann, Bus Éireann, Bus Átha Cliath, the Railway Procurement Agency and other State agencies, so as to secure optimum efficiency and timely delivery	Regular meetings took place with CIE companies, RPA and DTO on project delivery. Transport 21 Dublin Stakeholder Group involving transport agencies, Dublin City Council and business interests met eleven times in 2009.
Promote the appropriate use of non-Exchequer sources of funding, including public-private partnerships and development levies and contributions, to support the investment programme	A number of rail projects under Transport 21 are being provided on the basis of PPPs and development levies.
Provide adequate support for bus priority, traffic management and demand management measures	The Department invested €57.9m in Traffic Management Grants in the GDA and €12.1m in the Regional Cities.
Support the continued development of the Rural Transport Programme	Funding was increased from €10m in 2008 to €11m in 2009.



Provide adequate support for and ensure value for money, transparency and service improvements in respect of State public service obligation payments for public transport services	Cost & efficiency review of Dublin Bus and Bus Éireann published in January 2009. Good progress reported by the companies in implementing the report's recommendations. Public service contracts (effective 3rd December 2009) concluded between CIÉ companies and the National Transport Authority.
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	Progress was made across a range of projects in this category.

Objective: 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

Strategy	Reporting on 2009
Pending the reform of the bus route licensing regime, continue to process applications from bus operators in accordance with provisions currently in place	Applications continued to be processed in accordance with the existing legislation pending the commencement of the Public Transport Regulation Act 2009.
Ensure that we are in full compliance with our EU obligations in relation to public service obligations for bus and rail	The Dublin Transport Authority Act 2008 as amended by the Public Transport Regulation Act 2009 provided for a new contractual structure relating to the provision of subvented bus and rail services in the Greater Dublin Area consistent with EU obligations. The Public Transport Regulation Act 2009 extended these provisions on a national basis.



Develop proposals for reform of the legislative framework governing the licensing of bus routes so as to provide a level playing field for all market participants including an examination in that context of the need for a National Transport Regulator	The Public Transport Regulation Act 2009 was enacted.
Ensure that we are in full compliance with our EU obligations in relation to access to the rail market for passenger and freight services, including infrastructure charging, interoperability and passenger rights	The transposition of Directive 2007/58/EC providing for opening of the International Rail Passenger market for cabotage from 1 January 2010, has been advanced in 2009 and is due for completion in early 2010. To this end in 2009 an infrastructure charging regime was developed by Irish Rail. Regulations concerning the scope of Regulation 1371/2007 on rail passenger rights and obligations were made. Regulations were also made transposing Directive 2005/47/EC on the rights of mobile workers engaged in cross border services.
Ensure the full implementation of the Taxi Regulation Act 2003	Most of the provisions of the Act are being implemented by the Commission for Taxi Regulation.



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

Strategy	Reporting on 2009
Oversee the independent regulatory framework for railway safety and adapt legislation as necessary, including as required by EU legislation	Ongoing oversight of the regulatory framework for railway safety continued in 2009.
Promote, oversee, monitor and support the effective implementation of a prioritised safety investment programme for the Iarnród Éireann network	Railway Safety Programme 2009 – 2013 was established and implementation commenced.
Support the Railway Safety Commission in its statutory role	Regular meetings take place with the Commission on progressing its role.
Support the development of railway safety policy at EU level	The Department participates in meetings with Northern Ireland, UK and EU authorities on the further development of rail safety issues.



ROADS

Objective: To upgrade the national, regional and local road networks and expand capacity, in order to improve mobility, reliability and accessibility and lead to reduced transport costs and absolute journey times on the national road networks

Strategy	Reporting on 2009
To provide a policy, legislative and funding framework for investment in national roads	A number of sections of high quality dual carriageways on the major interurban routes were redesignated as motorways under Section 8 of the Roads Act 2007.
Monitor and support delivery of national roads improvement and maintenance programmes by the NRA, so as to secure optimum efficiency and timely delivery	Ongoing monitoring within the National Roads Policy Division of NRA expenditure and auditing of the function was undertaken during the course of 2009. The NRA and the Division's staff maintained strong contact throughout the year and the NRA met its expenditure targets as agreed. The completion of the five major inter urban (MIU) routes and the M50 upgrade are all currently on target for delivery in 2010.
Promote the appropriate use of public private partnerships to support the national road investment programme	<p>Further good progress was made on the current national roads toll-based PPP programme in 2009. Two PPP roads were completed and opened to traffic in Q4 2009. The remaining four schemes are on course to be delivered on time (by end 2010) and within budget.</p> <p>Arising from a Government review of the financing arrangements for Transport 21 in 2008, it was proposed that a number of national road projects should be undertaken as unitary payment (non-toll) based PPP schemes under a Second PPP Roads Programme. The tender process for the construction of the first two of these, the N18/N17 Gort-Tuam PPP and the N11 Arklow-Rathnew/N7 Newlands Cross PPP, got underway in 2009. Contracts for these two schemes are expected to be awarded by end 2010.</p>



Monitor and support the implementation through local authorities of programmes under the National Development Plan for the improvement and maintenance of local and regional roads, so as to secure optimum efficiency and timely delivery	Significant investment in regional and local roads continued in 2009 with improvement works undertaken on 1,923kms of road under the Restoration Improvement Programme.
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Objective: To promote the safer use of our roads	
Strategy	Reporting on 2009
Implement more efficient systems for regulating access to the profession of road transport operator, taking account of EU legislation	<p>During 2009, the Department continued to process and issue licences to operators within its customer service charter targets.</p> <p>EU Regulations to up-date and consolidate the rules underpinning the regulation of the road transport operator sector were agreed in 2009, and came into effect on 4 December 2009. Those Regulations will apply in Ireland from 4 December 2011.</p>
Implement the Road Safety Strategy 2007-2012	A significant reduction in road fatalities was again achieved in 2009, the Road Safety Strategy target of no more than 252 deaths per annum by the end of 2012 was also achieved, three years ahead of schedule.
Maintain the computerised National Vehicle and Driver File system and use it to facilitate the implementation and enforcement of measures appropriate to road safety and vehicle and driver regulation generally, including the collection of motor tax	Work is ongoing in this area in relation to cross-border initiatives on penalty points and data exchange in relation to offences involving motor vehicles.



MARITIME

Objective: 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

Strategy	Reporting on 2009
Implement the ports sub-programme of the National Development Plan, 2007-2013, including the proposed study of Dublin Port	Investment in this programme continued throughout 2009.
Continuously monitor port capacity proposals to provide on time additional capacity in line with national and regional needs	Capacity is monitored under the Port Sub-Programme of the NDP.
Facilitate any infrastructure funding opportunities presented by the EU Motorways of the Sea initiative as part of the Trans-European Transport Network	The Irish Maritime Development Office have a dedicated staff member to monitor this area, keep the Department and industry informed and maximise funding opportunities for Ireland.

Objective: 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

Strategy	Reporting on 2009
Maintain/develop appropriate beneficial fiscal regime for ship owners and operators	Fiscal regime for ship owners and management was maintained at 2008 levels.
Review overall strategy for the shipping sector with Irish Maritime Development Office	Review of shipping policy was published in April 2009.
Support Irish Maritime Development Office in its promotion of the shipping sector	Ongoing liason between IMDO and the department throughout the year.



Objective: To implement the general strategic development framework for state regional harbours through transfer of ownership to local authorities or port companies

Strategy	Reporting on 2009
Encourage and facilitate the transfer of small regional harbours to local control	Three regional harbours transferred by Order under the Harbours Act 1996.
Make funding available for remedial works at regional harbours	There was an outturn of €2.1m on allocated funding of €3.2m.

Objective: To minimise, through preventative measures, the number and severity of incidents from maritime activity within Ireland's zone of responsibility, that lead to injury or loss of life or damage to property or to the environment

Strategy	Reporting on 2009
Ensure that Irish maritime safety, security and ship-source pollution prevention policies and practices meet best international standards	Ireland's Port State Control performance improved, moving from 32nd to 19th place on Paris MoU "White List". Proposals for a development plan on pollution response were approved.
Implement an effective enforcement regime and maintain effective compliance programmes, including audits, to meet international, EU and national requirements	The Department progressed its application for the International Maritime Organisation's Member State Audit Scheme of Ireland's maritime administration. The audit will take place in September 2010.
Support the provision of information, education and training to develop best practice maritime safety	The Code of Practice for the Safe Operation of Recreational Craft booklet was made available to the general public at maritime events. The Marine Safety Working Group continued to produce and update water safety publications in 2009.
Influence attitudes and behaviours to focus on accident prevention and water safety awareness	Safety on the Water media awareness campaigns were run in 2009. 57,804 marine safety information broadcasts (including Navtex) and 49 Marine Notices issued during the year. The accident trend continued to improve positively in the regulated sector, with just 5 fatalities in 2009.



Support the Marine Casualty Investigation Board in the performance of its functions	Corporate governance of the MCIB was progressed, including the presentation of the Board's 2008 Annual Report within deadline.
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Objective: To enhance delivery of maritime administration services and to safeguard national maritime interests in the international maritime community

Strategy	Reporting on 2009
Provide a consolidated and updated legislative base for Maritime Administration	Merchant Shipping Bill 2009 was published.
Develop new legislation designed to target specific maritime safety, security or environmental issues	Five Statutory Instruments relating to maritime safety measures made in 2010. Progress on legislative framework for vessel registration, with publication proposed in 2010.
Represent Ireland's position effectively in the international maritime community and implement relevant international conventions and EU measures in a timely manner	Three instruments deposited to complete Ireland's accession to Annex VI of the international MARPOL Convention, the international Bonn Agreement on oil pollution response and the Automatic Identification System (AIS) Agreement for the North Sea regions.
Develop the Department's Irish Coast Guard and Maritime Administration taking account of national and international developments	A new Integrated Communications System was delivered for the Irish Coast Guard during the year and will be fully functional in 2010.
Establish a forum to stimulate stakeholder participation and debate	The Maritime Passenger Transport Forum continued by implementing the recommendations contained in its report.
Develop online services, including registration of ships for maritime administration	Safe Seas Ireland (SSI) eGovernment System was further rolled out to approx 300 internal and external customers and was in full use 24 hours 7 days. This facilitated the attainment of port state control inspections & all Ro-Ro passenger ship inspections.



Develop and implement quality survey, inspection and certification programmes for people, vessels and ports	There were 420 Port State Control inspections in 2009 with 31 detentions. Seafarer certification handled 240 cases in 2009. Passenger boat licensing/ship safety certification/tonnage Certificates processed in 2009 numbered 540. There were 24 RO-RO high-speed passenger craft inspections. Maritime Radio surveys numbered 46 with 296 radio operator certificates issued.
Support enhancement of Irish maritime navigation services, including development of up-to-date navigation charts	Work commenced on a review of the Commissioner of Irish Lights jointly with the UK's Department for Transport. Report and recommendations are expected in early 2010.
Develop monitoring mechanisms, in order to increase awareness of the trends of marine traffic and possible threats arising in waters off the Irish coast	Safe Seas Ireland / LRIT (Long Range Identification and Tracking) now in place. An inter-Departmental Group on maritime surveillance was established under the Chair of the Department to develop a shared integrated maritime picture.



Objective: To prevent, as far as possible, loss of life and damage to the marine environment by preparing for and ensuring an effective response to marine accidents

Strategy	Reporting on 2009
Provide maritime emergency management services through public and voluntary bodies and in cooperation with other States	Marine and emergency alerts and notifications were provided through the Marine Rescue Co-ordination and Sub Co-ordination Centres.
Promote greater cooperation and knowledge sharing between the Coast Guard and the Department of Defence	The Coast Guard and the Department of Defence continued to improve cooperation and inter-operability in the delivery of maritime emergency response particularly in the areas of training.
Develop and co-ordinate an effective regime for preparedness and response to marine pollution	IRCG incident command exercises to tier 2 level were completed. Approval received in December to become full members of the Bonn Agreement on combating oil pollution.
Provide an efficient and effective response to marine accidents and incidents	In 2009, the IRCG responded to 1,893 incidents. 2,973 persons were assisted and 154 lives were saved. IRCG volunteer teams were called out 766 times, and the IRCG helicopters were tasked on 512 missions. IRCG assisted Garda on 53 incidents and on 194 missing person incidents. 57,804 marine safety and 608 pollution broadcasts were issued and 51 pollution and salvage incidents were responded to.
Continue investment in Coast Guard infrastructure and equipment	20 new vehicles were purchased and three new RIB's (Rigid inflatable boat) were added to the Coast Guard boat fleet to assist Compliance Monitoring Patrols.
Increase utilisation of Coast Guard volunteers in the management and delivery of appropriate services	The new Coast Guard Climbing System commenced activation in late 2009, to be completed in 2010. A Framework Document on Competency Based Training for Volunteers was completed for the Volunteer Coast Guard Scheme.



AVIATION

Objective: To ensure the sustainable development of the State and regional airports	
Strategies	Reporting on 2009
Facilitate the provision of additional terminal, runway and pier capacity at Dublin Airport required to cater for continuing passenger growth	On 17 December, 2008 the Dublin Airport Authority announced that it would be reviewing its proposed capital investment programme for the period from 2010 to 2014 and expected that it would be reduced significantly, reflecting the new, lower growth forecast for passenger numbers during this period. These reductions, including a possible deferral of the planned new parallel runway at Dublin Airport, would not affect the scheduled completion of Terminal 2 by November 2010 and the associated infrastructure at Dublin Airport.
Once operational and financial readiness has been demonstrated under the State Airports Act 2004, establish Cork and Shannon as independent airports	Due to the emerging economic difficulties and the slowdown in the aviation sector generally, the Minister decided in December 2008, following consultation with the 3 State airports, to defer a decision on the separation of the 3 airports until 2011.
In the context of the draft EU Airport Charges Directive, review the approaches to good economic regulation, accountability and transparency in regulatory decision-making by the Commission for Aviation Regulation	The Directive was issued on 11 March 2009 and is due for transposition on 15 March 2011. Preliminary work started on the transposition in 2009.
Implement targeted safety and other investments in the regional airports and targeted subventions for regional air services	During the year grants amounting to more than €4.7 million were paid to the six regional airports under the Regional Airports Capital Expenditure Grant Scheme.



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

Strategies	Reporting on 2009
Pursue the conclusion of liberal air transport agreements, at both the national and EU levels, to remove regulatory impediments to the inauguration of new air services	<p>Some progress was achieved during 2009 regarding a second stage EU-US Open Skies Agreement. Negotiations between EU Member States and the US are ongoing.</p> <p>Bilateral aviation relations with India and China are being developed with a view to concluding liberal air transport agreements with each country.</p> <p>The Department participated on EU Commission steering committees for the negotiation of new Air Transport Agreements with third countries.</p>
Represent Ireland's strategic aviation interests in various international forums. Seek to influence the evolving regulatory framework for aviation at EU level and in the wider international context to ensure that it continues to promote competition and innovation in the market place and the sustainable development of the market for air services	<p>The Department continues to participate in European and International fora including the EU Commission, the European Civil Aviation Conference, Eurocontrol, the European Aviation Safety Agency and the International Civil Aviation Organisation on the further development of the European and international regulatory framework governing all aspects of the aviation sector.</p>



<p>Promote opportunities for Irish carriers in European and International markets for air transport services and perform the State's functions as a significant minority shareholder in Aer Lingus, in conjunction with the Department of Finance</p>	<p>Contacts with a number of countries including India and China were deepened with a view to expanding bilateral aviation relations with each country in order to facilitate and encourage the provision of direct services.</p> <p>Arrangements were made for the provisional application of the European Common Aviation Area (ECAA) Agreement which creates opportunities for Irish carriers to initiate services between Ireland and other EU Member States and the Balkan region.</p> <p>Ryanair, which also has a significant minority shareholding in Aer Lingus, launched a second hostile takeover bid for Aer Lingus in December 2008. The Government rejected the offer in January 2009 on the basis that it undervalued Aer Lingus and that a merger, on the basis proposed, would be likely to have a significant negative impact on competition in the market. The bid was subsequently withdrawn.</p> <p>In July 2009, the European Court of First Instance held an oral hearing of Ryanair's appeal against the EU Commission decision to prohibit its 2006 hostile takeover bid for Aer Lingus. The State has made an intervention in the case on the grounds of the negative impact that the merger would have on competition in the market.</p>
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Objective: To provide for effective air navigation services

Strategies	Reporting on 2009
Contribute to the ongoing development of both Eurocontrol requirements relating to the development of the Pan-European air traffic management system and the EU “Single Sky” initiative, and ensure their effective implementation in Ireland	The Second Single European Sky Package was adopted by the Council and European Parliament in 2009 and has direct effect in all Member States. This package aims to reform the current air traffic management system to increase efficiency and eliminate delays.

Objective: To ensure that Irish aviation safety and security policies and practices meet the highest international standards

Strategies	Reporting on 2009
Contribute proactively to the development of safety policy at EU level, including the proposed expansion of the functions of the European Aviation Safety Agency and to the development of safety standards at European and international level	<p>The remit of the European Aviation Safety Agency (EASA), which was set up by Regulation (EC) No.1592/2002, was originally limited to ensuring the airworthiness and environmental compatibility of aircraft but its mandate was progressively extended to cover all other fields of aviation safety. It is now the central tenet of the EU’s aviation safety strategy, responsible for preparing regulation in the sector and ensuring its implementation by Member States.</p> <p>In 2009, the Council and European adopted Regulation (EC) No. 1108/2009 extending the Agency’s remit to the field of aerodromes, air traffic management and air navigation services in tandem with the adoption of the second Single European Sky Package.</p>
Support the aviation regulation activities of the Irish Aviation Authority	A Working Group was established to oversee preparations for the audit by the International Civil Aviation Organisation of Ireland’s system of safety oversight of civil aviation which will take place in 2010.



<p>Ensure that the Department's Air Accident Investigation Unit continues to operate to the highest International standards and conducts thorough, independent, impartial and timely investigations into air accidents and incidents that occur in the State</p>	<p>A new Statutory Instrument, S.I. No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009 came into operation on the 9th December 2009. The S.I. gives effect in Irish legislation to changes to Annex 13 of the Chicago Convention on International Civil Aviation and it also gives effect to the relevant provisions of EU Directives and Regulations relating to air accident investigation and maintenance of an accident and serious incident database.</p> <p>The Unit published 27 Reports during 2009, consisting of 5 Preliminary Reports and 22 Final Reports.</p> <p>The European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) database continued in operation in the Unit throughout 2009. All reported accidents and incidents are recorded on ECCAIRS and ACCID/INCID reports are generated by the database.</p> <p>A Universal Safety Oversight Audit Programme (USOAP) Working Group continued in operation throughout 2009 in preparation for pending ICAO Audit in March 2010</p>
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DELIVERY

Objective: To deliver the goals of the Department through the maintenance of a highly motivated, professional and productive staff working with equal opportunity in a positive, harmonious and supportive environment

Strategy	Reporting on 2009
Implement a Human Resource Management strategy which will facilitate a structured approach to the assignment, development and promotion of staff, will meet business and individual needs and recognise performance and capability in accordance with best practice	A Strategic HR Unit was established in January 2009 in order to create a more structured approach to HR issues. The Division produced a number of HR policies in 2009 including a Mobility Policy, a policy on the Flexible Working Hours System, and Underperformance Guidelines which are currently being implemented. A HR Strategy document will be finalised in the first quarter of 2010.
Continue to develop effective Partnership structures and to foster a positive working environment, responsive to the needs of staff	In March 2009, the Secretary General arranged a Workshop to reassess the role of Partnership. All staff were invited to participate. Following a successful workshop, the Secretary General decided to establish 3 Ad Hoc Partnership Groups to deal with Communications, Accommodation and the Social Club.
Work closely with staff and key stakeholders to implement Government Decisions in relation to decentralisation	<p>In light of budgetary developments in 2008, the decision was taken by Government to defer a number of decentralisation projects, pending a review in 2011.</p> <p>This included the proposed moves of the National Roads Authority to Ballinasloe, the Irish Aviation Authority to Shannon, the CIE Group to Shannon, and the Railway Safety Commission together with air and marine safety functions to Drogheda.</p>



Objective:To provide a modern, efficient and effective financial management service, that ensures value for money

Strategy	Reporting on 2009
Provide assurance to the Accounting Officer in relation to the internal financial control, risk management and procurement systems of the Department	The Internal Audit Unit in the Department worked effectively and continued to develop its capabilities during 2009. The Audit Committee is satisfied with the quality and level of audit activity in the Department.

Objective:To develop an organisational structure that enables the Department and its staff to deliver effectively and efficiently in a modern, progressive environment

Strategy	Reporting on 2009
Consolidate and enhance the Department's headquarters accommodation	Significant progress was made during 2009 in progressing a major refurbishment of the Department's premises in Leeson Lane Dublin. This will contribute to a reduction from six to three buildings occupied by the Department in central Dublin.
Participate in the Organisational Review Programme for the Irish civil service	Following the publication of the Organisational Review Programme Report in November 2008 a Monitoring Group was set up. This Group met in 2009 and monitored the Action Plan.
Develop and implement our Customer Service Action Plan	A revised Customer Service Action and Customer Charter Plan was finalised in 2009.
Implement annual business planning and review cycles	The business planning process was updated and monitored effectively.



Objective: To provide information and communications technology systems, which will enable the Department to capitalise on information as a key strategic resource in the formulation of transport policy and the delivery of services

Strategy	Reporting on 2009
Provide a secure, cost effective and modern information and communication technology infrastructure and services to customers and staff	The Department made considerable changes to its technology infrastructure which have yielded sizable savings and provided increased security and resilience. The core telephony system in the Department migrated to a single integrated system. The National Vehicle Driver File system migrated to the Government Virtual Private Network (GVPN) for better use of a shared national resource, to facilitate joined up Government and for potential cost savings of approx €250,000 per annum. The Government Networks Migration Project work was a multi strand initiative and was rolled out to 32 Local Authorities, 21 One Stop Shops/Civic Offices.
Improve the Department's record and knowledge management capability and provide convenient access to the information needed to deliver the Department's objectives	A number of pilot applications were delivered during 2009, which have resulted in significant and measurable improvements in the Department's knowledge management capability. The SafeSea Ireland project which is targeted on more efficient processing of vessels through Irish ports has now been rolled out to about 300 internal and external customers and is in full 24/7 use. The resilience and security of the system has been dramatically increased and it is now providing a secure platform for the transfer of sensitive port security planning documentation. A number of enhancements were also delivered during 2009, including new facility for submitting security plans and assessments. Additionally in 2009, we built and commenced rollout of a Sharepoint platform to facilitate the introduction of very significant efficiencies in the Departments processes. About 14 collaborative projects are now live and are clearly demonstrating the potential workload savings that are possible through better use of ICT, particularly Sharepoint.
Ensure robust governance of major information technology projects	Substantial changes were made to the governance models of projects, in line with Department of Finance guidelines and recommendations.



APPENDIX II Maritime

The following internationally trading ships greater than 500 gross tons were on the Irish flag at the end of 2009.

name of vessel	name of vessel	name of vessel
Arklow Faith	Arklow Raven	Arklow Wind
Arklow Fame	Arklow Rebel	Asphalt Sailor
Arklow Flair	Arklow Resolve	Asphalt Seminole
Arklow Fortune	Arklow Rival	Camira
Arklow Freedom	Arklow Rock	Celtic Explorer
Arklow Future	Arklow Rogue	Clonmore
Arklow Manor	Arklow Rover	Heulin Endeavour
Arklow Racer	Arklow Ruler	Granuaile
Arklow Raider	Arklow Wave	MSC Bahamas
Arklow Rainbow	Arklow Willow	Pearl

Irish Coast Guard Statistics – Five-year trend

	2005	2006	2007	2008	2009
Incidents	1802	1807	1961	1876	1893
Persons saved & assisted	4709	4266	3488	3155	3127
Pleasure Craft	551	547	696	594	667
Merchant Craft	75	63	64	63	47
Fishing Craft	297	265	278	221	142
Pollution Report	34	34	47	45	51
IRCG Coastal Units	663	720	822	707	766
IRCG Helicopter	452	458	469	450	512
RNLI	754	711	736	679	709
Community Rescue Boats Ireland	105	148	96	99	146
Gardaí	58	70	58	50	53
False Alarms	126	142	142	136	132
Hoax Calls	20	27	23	17	13



► APPENDIX III

Ministers and Members of the Management Board in 2009

- **Noel Dempsey T.D.**
(appointed Minister for Transport on 14 June 2007)
- **Noel Ahern T.D.**
(appointed Minister of State at the Department of Transport on 13 May 2008 until 21st April 2009)
- **Tom O'Mahony**
(appointed Secretary General of the Department of Transport in June 2009)
- **Julie O'Neill**
(appointed Secretary General of the Department of Transport in June 2002, retired in June 2009)
- **Andrew Cullen**
(appointed Assistant Secretary in March 1999; in 2009, he was responsible for Land Transport Investment Regulation, CIE, and Dublin Transport Authority; retired in November 2009)
- **John Fearon**
(appointed Assistant Secretary in October 2000; in 2009 he was responsible for Maritime Administration and Information Systems)
- **John Lumsden**
(appointed Assistant Secretary in February 1990; in 2009 he was responsible for Roads and Maritime Transport; retired in March 2009)
- **Pat Mangan**
(appointed Assistant Secretary in June 1995; in 2009 he was responsible for Finance, Transport 21 and Roads Investment)
- **Maurice Mullen**
(appointed Assistant Secretary in 2002; in 2009 he was responsible for Communication and Support Services, Sustainable Transport and Road Safety)
- **John Murphy**
(appointed Assistant Secretary in 2001; in 2009 he was responsible for Aviation and Human Resources)



Ministers At Department Of Transport 2002- 2009

Name	Title	From	To
Seamus Brennan TD	Minister for Transport	June 2002	28 September 2004
Martin Cullen TD	Minister for Transport	28 September 2004	14 June 2007
Noel Dempsey TD	Minister for Transport	14 June 2007	To date
Dr. Jim McDaid TD	Minister of State	June 2002	29 September 2004
Ivor Callely TD	Minister of State	29 September 2004	9 December 2005
Pat the Cope Gallagher TD	Minister of State	14 February 2006	14 June 2007
Noel Ahern TD	Minister of State	13 May 2008	21 April 2009



► APPENDIX IV

Other Department information

Useful links to other Department information are as follows:

- Department's annual output statement for 2009
http://www.transport.ie/upload/general/12421-20100401_ANNUAL_OUTPUT_STATEMENT-0.DOC
- Bodies under the aegis of the Department
www.transport.ie/aboutus.aspx
- Legislation and publications are also accessible on the Department's website **www.transport.ie**



Department of Transport
An Roinn Iompair



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All Divisions within the Department are listed at:

<http://www.transport.ie/ContactUs.aspx>