



An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

Annual Report

2017



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Our Mission

As a central Government Department, serving the Government and the people of Ireland, our mission is **to shape the safe and sustainable development of transport, tourism, and sport, to support economic growth and social progress.**

Our Values, Behaviours and Culture

The Department of Transport, Tourism and Sport at all times seeks to instil, develop and maintain values and behaviours that maximise the organisation's capacity to deliver upon its stated objectives. The Department's culture is inherent in its structures and the way it carries out its functions and delivers its services. In addition to a duty to be professional, responsive, open and accountable, the Department is firmly committed to continual reform, innovation and improvement.

The primary tenets of the Department's ethos, which reflects the wider ethos of the Civil Service, are set out below:

- The Department maintains the Civil Service values of a deep-rooted public service ethos of independence, integrity, impartiality, equality, fairness and respect
- The Department supports and implements a culture of accountability, efficiency and value for money
- The Department commits to the highest standards of professionalism, leadership and rigour.

Our High Level Goals

In pursuing this mission, we focus on the High Level Goals of our [Statement of Strategy 2016-2019](#). These goals are:

- **Land Transport:** to best serve the needs of society and the economy through safe, sustainable and competitive transport networks and services
- **Aviation:** to maximise air transport connectivity with a safe, competitive, cost-effective and sustainable aviation sector
- **Maritime:** to facilitate safe and sustainable maritime transport and the delivery of emergency management services
- **Tourism:** to support the tourism industry to grow in a sustainable way

- **Sport:** to contribute to a healthier and more active society by promoting sports participation and by supporting high performance and the provision of sport facilities.

Our corporate support services are key to the successful delivery of our goals.

Minister's Foreword

The Department of Transport, Tourism and Sport's Annual Report 2017 outlines the progress made during the year on achieving our goals and objectives as set out in the Department's Statement of Strategy 2016 to 2019.

Transport, Tourism and Sport play a central role in the social and economic well-being of our State and in October I announced the largest increase in funding of any Government Department over the four year period to 2021. Total capital funding over the next four years for transport will now be €7 billion, for sport it will be over €200 million and for tourism it will be over €160 million euro. These increases will allow for the acceleration of a range of projects across the sectors and I look forward to their progression in the coming years.

Last year recorded strong growth in all our areas of activity. In public transport almost 251million passenger journeys (7% increase on 2016) were supported by taxpayer funding of approximately €264million (an increase of 11.6%), in aviation our State and regional airports reported a 5% increase on passenger numbers and a total of 34.8million passengers while in the maritime sector, preliminary figures for our ports report another year of strong growth in 2017. It was also a year of growth for tourism with CSO figures showing a 3.6% increase on 2016 and a total of 9.9million tourists visiting our country.

Last year also witnessed a number of important milestones in project delivery across the Department. In May I launched a public consultation on a new National Greenways Strategy, July saw construction work commence on Phase 2 of the National Indoor Sports Arena, in September the new M17/M18 motorway opened, in November and December over €60million in sports capital grants were announced to support clubs across the country, while also in December the new Luas CrossCity commenced operation.

Of course 2017 was also a year of real tragedy and in recent months we commemorated the first anniversary of the loss last year of Rescue 116 and its crewmembers Dara Fitzpatrick, Mark Duffy, Paul Ormsby and Ciarán Smith. Our thoughts are always with their families and in particular at this difficult time.

Looking ahead to 2018, my Department has a significant role to play in realising the ambition contained within the recently published National Planning Framework and National Development Plan and the Department and its agencies are committed toward implementation of our objectives as set out in both documents. I intend to bring forward a number of important Bills in the area of road safety and will also shortly publish a new National Sports Policy which will provide an overarching policy framework for the sector in the years ahead.

Shane Ross T.D.
Minister for Transport, Tourism and Sport

Minister of State's Foreword

I was delighted and honoured to have been appointed Minister of State for Tourism and Sport last June, and I would like to acknowledge the work of my predecessor, Patrick O'Donovan T.D., which is also reflected in this report.

2017 was a remarkable year for Irish tourism, with Ireland continuing to appeal to holidaymakers from home and abroad. Central Statistics Office data shows a record number of overseas visits to Ireland in 2017, with a corresponding increase in revenue accompanying the increase in visitor numbers. Domestic holiday trips and associated revenue also increased in 2017. This is testament to the joint efforts of Government, the tourism agencies and the industry in growing tourism as an important source of employment and revenue.

The Government's on-going commitment to tourism was reflected in Budget 2018 when the 9% VAT rate on tourism services was retained. Minister Ross and I were also delighted to have been able to make an additional €2 million available for Tourism Ireland to invest in strengthening its digital infrastructure along with increased funding for Fáilte Ireland for its Brexit related activities and the development of a new brand for Ireland's Hidden Heartlands. The Government also introduced a €300m low-cost Brexit Loan Scheme for SME's including Tourism enterprises.

In sport, an increase of €1.775m in funding for Sport Ireland for 2018 was secured in 2017. This increase will support the delivery of critical new initiatives, including those to support ladies football and camogie players, to develop sport at local level through the employment of Development Officers and to bring the National Indoor Arena into operation. A record number of clubs and organisations benefitted from the Sports Capital Programme in 2017 with €60m allocated to sports infrastructure projects throughout the country. This was double the funding originally sanctioned and shows the value placed on sport by this Government. 2017 also saw the official opening of the redeveloped Páirc Uí Chaoimh which is receiving €30m in Government support.

There is no doubt that there are challenges to improving the delivery of sport, and it is our intention that the new National Sport Policy will address these. This policy will provide a framework for sport in Ireland over the next ten years and I look forward to its publication in the coming weeks.

Brendan Griffin T.D.
Minister of State for Tourism and Sport

Introduction by Secretary General

This Annual Report is the first full year in reporting on our goals and objectives as set out in our Statement of Strategy 2016 to 2019, which was published in late 2016.

In last year's Annual Report I stated that the Strategy contained ambitious targets but I am pleased to report good progress in each of our sectoral areas: Aviation, Land Transport, Maritime, Tourism and Sport. To better reflect the Strategy, this year's Report sets out the High Level Goals for each sector and then outlines progress against each relevant objective as detailed within the Strategy.

As a Department we work closely with a wide range of State Bodies under our aegis, as well as local authorities and other Government Departments and Bodies in order to deliver upon our objectives and I would like to express my thanks to all for their co-operation and collaboration in 2017.

In 2017 we developed an Action Plan to implement recommendations contained within an Organisational Capability Review report which was completed during the year. Both documents are available to view on our website. The Report recognised the commitment and professionalism of our staff and noted the Department's completion of a number of high-quality policy frameworks in recent years. The Action Plan developed seeks to put in place measures designed to improve our performance in a number of areas, with the priority being to invest in our staff through strengthened supports and opportunities. Implementation of the Action Plan has commenced and will continue throughout 2018 and beyond.

Our achievements in 2017 would simply not have been possible without the hard work and dedication of our staff across the country. I would like to thank them, and my colleagues on the Management Board, for their efforts in 2017 and their continued commitment as we look to support economic growth and social progress through the safe and sustainable development of transport, tourism and sport.

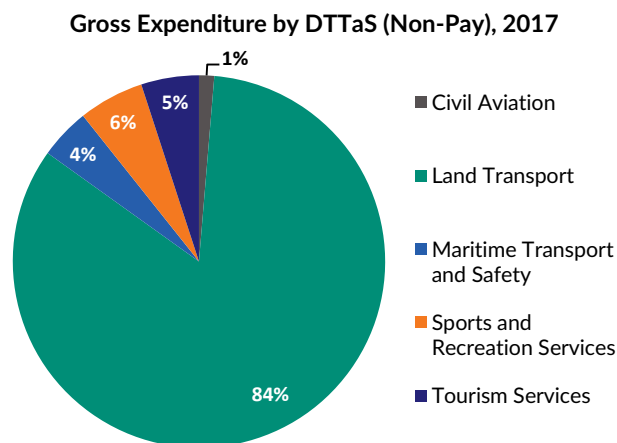
Graham Doyle

Secretary General

At a Glance – 2017

How Exchequer Resources were allocated in 2017 by the Department of Transport, Tourism and Sport

In 2017 €1.71bn of taxpayer funding was spent across the Department's programmes with the sectoral breakdown as below:



Source: DPER Databank. 2017 provisional

Headline Statistics from 2017



Roads

- €399m on national roads
- €325m on regional and local roads
- €37.6m on national road maintenance



Public Transport

- €339m invested in public transport infrastructure
- 7% increase in public transport passenger numbers
- 1.76m passenger journeys funded under Rural Transport Programme



Aviation

- 34.5m passengers through Irish airports, an increase of 5% on 2016
- 1.1m flights managed by Irish air traffic controllers and radio officers, an increase of 2.5% on 2016

Image Credit: Transport Infrastructure Ireland

Image Credit: Iarnród Éireann

Image Credit: daa



Maritime

- Ireland maintained its position in the top tier of international shipping benchmarks for the quality of its shipping and seafarer training.
- New edition of *Code of Practice for the Safe Operation of Recreational Craft* published.
- Irish Coast Guard responded to 2,502 incidents.



Tourism

- 9.9m overseas visits to Ireland, an increase of 3.6% over 2016.
- Expenditure from overseas visits grew from €4.58bn to €4.87bn in 2017.
- 169,200 people employed in Accommodation and Food Service sector (+9% on 2016).



Sport

- €60m to 1,807 projects under 2017 Sports Capital Programme
- €9.8m invested in high performance sport and €7.4m to GAA, FAI and IRFU to increase participation by young people
- €12m for redevelopment of Páirc Uí Chaoimh



Cars & Motorists

- 5m motor tax discs issued with €1bn in motor tax receipts
- 1.2m vehicle registration certs issued
- 596k driving licences issued
- 464k road worthiness certs issued for commercial vehicles



Accident Investigation

- Air Accident Investigation Unit published 22 Air Accident Reports and issued 12 safety recommendations
- Railway Accident Investigation Unit published 2 reports and issued 9 safety recommendations



Sustainable Transport

- 9 projects funded under Active Travel Town Programme
- 3 projects funded under Smarter Travel Demonstration Area Programme
- 18 Projects funded under National Cycle Network Programme

Image Credit: D/Transport, Tourism and Sport

Image Credit: AAIU / RAIU

Image Credit: NTA

Integration with Wider Government Policy

Our mission and goals are often closely linked with other important Government policy areas, and many of our spending and investment decisions will have lasting impacts on our societal and economic development.

Objective 1: To ensure that policy and programme development, investment and spending decisions are consistent with the wider strategic context and anticipated future trends

Brexit

Brexit has been identified as the main strategic risk facing the Department. The Department's Policy, Governance and EU Division leads on the overall preparation and coordination of our response to Brexit to ensure provision of cohesive and inclusive analysis. The Division chairs an internal Departmental Committee on Brexit and liaises closely with the Tourism Marketing and Impact Assessment Division in relation to tourism specific Brexit issues.

The Government has established a number of Brexit workgroups to provide key sectoral or thematic advices to the Cabinet Committee and Government, and to ensure a coordinated, whole-of-Government response to Brexit. Throughout 2017 we worked closely with other Departments and bodies to prepare for, and address, the many challenges resulting from Brexit, including contingency planning. The Department continues to be represented on a number of key inter-Departmental working groups, including the Inter-Departmental Group on the EU and Brexit.

In 2017 the Department held three sectoral specific dialogues with stakeholders –

- In January over 200 stakeholders from North and South took part in the Department's
 - All-Island Transport and Logistics Sectoral Dialogue; and
 - All-Island Dialogue on tourism.
- In April the Department held a workshop on the possible impacts of Brexit on maritime transport with stakeholders representing merchant shipping, fishing vessels, recreational craft, ports, equipment suppliers, service providers and training providers.

All relevant Divisions within the Department are actively engaged in Brexit-related work and remain in regular contact with individual agencies and stakeholders (including Northern Ireland's Department of the Economy and Department of Infrastructure) on specific Brexit related matters as they arise.

Connecting Europe Facility

In 2013, the new EU Connecting Europe Facility (CEF) Regulation 2013 was adopted. It provides for funding or preferential loans for projects in the Transport, Energy and Telecoms sectors with the objective of filling the missing links in Europe's energy, transport and digital networks.

The CEF funds are allocated under a 'Call' structure. Proposals can be submitted by Member States, international organisations, joint undertakings, or public or private undertakings. A total budget of €14.9bn has been allocated for Transport for non-cohesion Member States, such as Ireland, for the period 2014-2020. The CEF funds are awarded mainly in the form of direct grants to co-fund eligible projects or through financial instruments. The level of co-funding varies depending on the nature of the projects from 10% up to 50% funding.

There have been six calls to date including two in 2017 for SESAR (Single European Sky Air Traffic Management Research) and CEF Blending, which are open for applications until April 2018. Irish organisations have since 2014 been successful in applications involving over €80m in EU co-funding for projects including rail, ports, Intelligent Transport, Motorways of the Sea, SESAR and an alternative fuel innovation project.

Strategic Research and Analysis

The Department's Strategic Research and Analysis Division (SRAD – formerly Economic and Financial Evaluation Unit) provides an analytical and research resource to support the wider Department, in line with Government's commitment to evidence-based policy making.

The SRAD carries out research and analysis, disseminates research findings and proposes evidence-informed policy recommendations. Its primary work centres on economic analysis, expenditure appraisal, evaluation and data management and use. Particular highlights in 2017 include –

- Publication of a [Value for Money and Policy Review of the Driver Testing Service](#)
- Publication of a report on the [Cost of Congestion in the Greater Dublin Area](#)
- Publication of the annual [Transport Trends 2017](#)
- Publication of the Department's [Data Strategy 2017 - 2019](#)
- Initiation of two Value for Money Reviews – one on Tourism Marketing and the other on the Sports Capital Programme
- Completion of the Department's [Quality Assurance Process](#) 2016 which assesses compliance with the Public Spending Code, along with three ['In Depth Checks'](#) of particular Departmental expenditure items
- Contribution to the assessment of evidence bases for both the Mid-Term Capital Plan and the Spending Review
- Provision of advice and guidance to divisions and agencies on economic appraisals and adherence to the Public Spending Code.

Objective 2: To reduce emissions and build a climate resilient low carbon transport sector by 2050

Adaptation

[Developing Resilience to Climate Change in the Irish Transport Sector](#) was published in November 2017 and is the first ever transport sectoral Climate Change Adaptation Plan. The Plan outlines climate research and analysis to aid in ‘future-proofing’ our vital road, rail, aviation, ports and bus services and infrastructure.

Alternative Fuels

The [National Policy Framework on Alternative Fuel Infrastructure in Ireland 2017 – 2030](#) was published in May 2017. It seeks to support the development of refuelling and recharging infrastructure to ensure that no barriers remain to market uptake of low emitting vehicles (LEVs) and will reassure car manufactures and investors of the State’s long-term commitment to alternative fuels and promote investment and development in this field. The *Framework* sets out a national ambition that from 2030 all new cars and vans sold in Ireland will be zero-emission (or zero-emission capable).

The *Programme for a Partnership Government* commitment (5B) states that Ireland will become a leader in the take-up of electric vehicles (EVs); therefore, a dedicated *LEV Taskforce* was established to consider the range of measures and options available to Government to accelerate this aim. The work of the *Taskforce* has been divided into three work streams focusing on: Market Growth Stimuli and Visibility; Infrastructure, Energy Regulation and Pricing; and Planning Legislation, Building Regulations and Public Leadership. Preliminary recommendations from the *Taskforce* were considered in the 2018 budgetary process and a suite of continued and new EV supports were announced as part of Budget 2018. The *Taskforce* will broaden its scope to consider measures to promote fuels such as natural gas, liquid petroleum gas and hydrogen in 2018. In addition, it is expected that in 2018 an electric small public service vehicles (SPSV) grant scheme will be established to support the uptake of EVs in Ireland’s Taxi/Hackney/Limousine industry.

Aviation and Maritime Emissions

The importance of minimising the impact of aviation on the environment is increasingly recognised. Achieving a carbon neutral growth scenario for the aviation sector is strongly supported by Ireland and efforts are underway at a global level to implement a coordinated global response.

In 2017 the International Civil Aviation Organisation (ICAO) Council, of which Ireland is currently a member, approved the draft standards that will apply in the implementation of a global Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Ireland, as part of the 44 member European Civil Aviation Conference, is working towards its implementation from its first phase i.e. from 2021.

The Department is also actively engaged with the Department of Communications, Climate Action and Environment on matters pertaining to aviation within the framework of the EU Emission Trading System (ETS).

Likewise in the maritime sector, it is recognised that shipping needs to play its part in controlling greenhouse gas emissions. In 2017 Ireland participated in meetings of the Maritime Environment Protection Committee (a committee of the International Maritime Organization) in London where this topic was debated. In the context of developing an IMO strategy on the reduction of greenhouse gas emissions from ships various proposals were put forward. The strategy is due to be adopted in April of 2018 and Ireland is participating fully in the forthcoming negotiations.

Mitigation

In June 2017 Government approved the [National Mitigation Plan](#) which firmly establishes Government's commitment to working toward our national decarbonisation objective.

Transport will play a significant role in the national mitigation effort and the [Plan](#) sets out 24 transport mitigation measures and 29 time-bound associated actions with designated leads and identified stakeholders. The transport mitigation measures are wide-ranging and focus primarily on –

- Modal shift
- Investment in public and sustainable transport
- Decarbonising the fleet through the promotion of alternative fuels and technologies.

Objective 3: To develop strategies and policies that take account of future developments in the transport sector, including intelligent transport systems

Intelligent Transport Systems (ITS) embody the application and integration of advanced communication based technologies to transport. ITS is very broad based and is an enabler that allows transport operators to better plan, design, operate, maintain and manage transport systems.

During 2017 DTTAS continued its engagement with national and international ITS organisations and platforms such as ITS Ireland, ERTICO, Association of European

Transport support the European Transport Conference, and, the Road User Charging Conferences.

Our main areas of focus on ITS in 2017 are summarised below:

- **National ITS Strategy**

During 2017 work continued on the drafting of a National ITS Strategy for Ireland. However, due to continued developments in the EU (see Cooperative ITS below), it was decided to delay the planned public consultation scheduled for 2017.

- **EU ITS Directive**

We, along with our agencies, engaged fully with the European Commission on ITS matters and in particular on the development of delegated regulations under the ITS Directive (2010/40/EU). The delegated authority under the ITS Directive allowing the Commission to make Regulations has been extended for a further five years from August 2017. ITS Regulations have already been adopted in the areas of road safety related traffic information, real time traffic information and an EU wide multimodal journey planner.

- **EU Cooperative Intelligent Transport Systems (C-ITS)**

The Amsterdam Declaration, published on 15 April 2016, sets out the broad actions which Member States need to take to prepare for the introduction of autonomous vehicles in the EU. This was supplemented in 2017 by a Letter of Intent signed by Member States in Rome in March 2017. Further proposals emanated from Frankfurt in September 2017.

The European Commission has published a Road Map for Europe on C-ITS (e.g. allowing vehicles communicate with each other and with the road infrastructure for greater transport efficiency and increased safety). The Road Map is contained in the [European Strategy on Cooperative Intelligent Transport Systems](#). The development of the National ITS Strategy will take the Commission's initiatives into account in its outcomes as well as any legislative proposals which the Commission may propose on foot of its C-ITS Strategy. A C-ITS Regulation on specifications for C-ITS continued its drafting process in 2017 and is expected to be adopted in 2018.

- **Autonomous Driving**

Autonomous driving includes all the initiatives on C-ITS. There are degrees of driver assistance from cruise control up to and including fully autonomous vehicles which do not require input from a driver. The EU is currently pursuing a strategy of introducing connected and autonomous driving, in stages. We are currently actively looking at what options are being developed at an Irish and EU level. Some of the necessary infrastructural developments in Ireland for this are already being progressed. During 2017 a greater level of interest in the area was demonstrated and DTTAS is engaging with stakeholders. The actions mentioned above under C-ITS are also being directed to autonomous driving. It is expected that further developments in the area will be announced in Gothenburg, Sweden in June 2018.

- **eCall**

During 2017 preparation for the eCall service, which is an electronic emergency call service fitted to vehicles, continued.

Part of that preparation is the upgrade of the Emergency Call Answering Service in conjunction with the Department of Communications, Climate Action and Environment. The Department of Communications, Climate Action and Environment successfully implemented the upgraded the Emergency Call Answering Service in 2017 with the assistance of funding from the EU Commission under the I_HeERO support programme. eCall is mandatory in all new car models from 30 March 2018.

- **Research Projects**

Ireland is taking part in a pilot project with Maynooth University to develop software which can search a database of road attributes for changes in the data on these attributes. This project will assist in Ireland meeting its obligations under EU ITS Regulations to provide Real Time Traffic information. Ultimately this information will be communicated to drivers which should enhance road safety and facilitate traffic movement. This project is continuing in Phase 2 in 2018.

Other research projects in which DTTAS is a participant are:

- C-Roads
- TN-ITS GO
- Arc Atlantique
- I_HeERO

Objective 4: To effectively coordinate and manage a national-level strategic response to emergencies for which we are the designated Lead Government Department.

The Department is represented on the Government Task Force on Emergency Planning and on the National Steering Group which oversees the Framework for Major Emergency Management. We are the Lead Government Department for national transport emergencies and support other Lead Departments for emergencies which affect travel and transport e.g. severe weather.

In 2017 the Department participated in the National Emergency Coordination Group, convened by the Department of Housing, Planning and Local Government, in response to heavy flooding in Donegal in August and to Storm Ophelia in October.

We also participated in a number of emergency planning exercises during 2017 and continue to work closely with the Office of Emergency Planning on a range of emergency planning issues including the updating of the National Risk Assessment.

Aviation



Image Credit: daa

High level goal **To maximise air transport connectivity with a safe, competitive, cost-effective and sustainable aviation sector**

Our aviation strategy aims to promote regular, safe, cost-effective and competitive air services linking the country with key business and tourism markets. A key component in the continued development of the air transport market is the negotiation of liberal air transport agreements, at both the national and EU levels, to remove regulatory impediments to new air services.

Objective 5: To ensure that Irish aviation meets the highest standards of safety and security

EU Safety Regulation

In December 2015, the European Commission published a proposal for a Regulation on common rules in the field of civil aviation replacing and revising the principal Regulation (EC) 216/2008 on aviation safety and preparing the EU aviation safety regulatory framework for the challenges of the future, including:

- The development of a common legal framework on drones
- Enabling Member States to pool and share the existing technical resources among the competent authorities of the Member States and EASA
- The opportunity to delegate aviation safety oversight to EASA or another Member State.

While there was broad support for the direction of the proposal, Ireland and other Member States had concerns in a number of areas, including the scope of the Proposal.

Negotiations continued in 2017 between the European Parliament, Member States and Council, and the European Commission. In late December 2017, the Estonian Presidency indicated that provisional agreement had been reached on the final text of the new draft Regulation.

International Civil Aviation Organisation

Ireland continues its role as a member of the International Civil Aviation Organisation (ICAO) Council for the period 2016-2019.

The ICAO Council is one of the two governing bodies of ICAO and its major duties are to adopt international Standards and Recommended Practices (SARPs) and to incorporate these as Annexes to the Chicago Convention. Ireland, as a member of the ICAO Council continues work on the development and implementation of the ICAO global scheme for the reduction of emissions from international aviation.

National Aviation Facilitation Committee

Two meetings of the National Aviation Facilitation (FAL) Committee were held in 2017 with all relevant Government Departments and Agencies. Regional airport and Irish based international aircraft operators are also represented. The main aim of the Committee is to provide a forum for issues to be aired by the aviation sector and to find ways of addressing them to improve the passenger experience, as well as ensuring compliance with Annex 9 of the Chicago Convention which is monitored by ICAO.

A joint meeting of the FAL and NCASC (National Civil Aviation Security Committee) was also held to discuss a review of immigration and security arrangements at Irish airports. The review included stakeholder consultation, analysis of international practices and the existing national regime for facilitation and security at Irish airports. The report of the Review was submitted and approved by the Minister for Transport, Tourism and Sport and the Minister for Justice and Equality in March 2018. A number of recommendations made in this report will be incorporated into the National Civil Aviation Facilitation Programme and progressed through existing structures.

National Civil Aviation Security Programme and Committee

The National Civil Aviation Security Programme sets out national and international aviation security requirements for civil aviation in the State. The Department conducted the annual review of the Programme in 2017 in consultation with the National Civil Aviation Security Committee.

The National Civil Aviation Security Committee, which is chaired by the Department, is established to coordinate the implementation of the National Programme for civil aviation security. The Committee comprises representatives of relevant Government Departments and Agencies; the aviation industry sectors; and, the Irish Aviation Authority. The Committee met in plenary on two occasions in 2017, with a number of topic focused working group meetings held to progress the work of the Committee in 2017, including the joint meeting of the FAL and NCASC on immigration and security arrangements at Irish airports outlined above

Air Accident Investigation Unit

A total of 17,756 Mandatory Occurrence Reports (MORs) were received and assessed in 2017, of which 68 came within the investigative remit of the Air Accident Investigation Unit (AAIU). With priority given towards the investigation and reporting of accidents and serious incidents, a total of 38 occurrences were the subject of an investigation in 2017. 20 of these occurrences were national and 18 were foreign investigations into Irish registered/operated aircraft abroad.

The following table shows a breakdown of the total national and international occurrences and fatalities recorded by the AAIU in 2017.

	Accidents	Serious Incidents	Incidents	Total	Fatalities
National	9	11	16	36	5
International	7	11	14	32	
Total	16	22	30	68	

There were a total of five aviation related fatalities in Ireland in 2017. Four members of an Irish Coast Guard Helicopter R116 lost their lives in an accident at Black Rock, Co. Mayo, Ireland on the 14 March 2017 and one pilot lost his life in a general aviation accident at Knockahavaun, Co. Waterford, Ireland on the 27 March 2017.

With regard to the foreign occurrences, the AAIU provided assistance to these investigations through the appointment of 18 Accredited Representatives. The AAIU continues to support the Egyptian authorities in their investigation of the Irish Registered Airbus A321, EI-ETJ Accident that occurred in the Sinai Peninsula, Egypt on 31 October 2015, with the loss of 224 persons.

A total of 22 Reports, made up of 18 national and 4 international, were published on the Unit website www.aaui.ie and 12 safety recommendations were issued to various aviation entities by the AAIU in 2017.

Objective 6: To promote the sustainable development, competitiveness and growth of the Irish aviation sector within Ireland and globally

National Aviation Policy for Ireland

The [National Aviation Policy](#) (NAP) was published in August 2015. Progress continues on the actions contained in the policy across all of its chapters.

In line with the NAP commitment to establish closer collaborative links with the industry, the National Civil Aviation Development Forum consisting of over 60 senior aviation stakeholders continued its work in 2017. Arising from the report and proposals of the NCADF published in 2016, the Department conducted extensive engagement cross-Government in 2017 on the possible implementation of some of the actions proposed in support of the NAP. DTTAS finalised the [formal response of Government Departments to the NCADF recommendations](#), circulated to NCADF membership and published on 31 October 2017.

The response of Government Departments, while recognising that it has not been possible to progress all recommendations, highlights a number of concrete, positive initiatives and developments in response to the Forum's recommendations.

In terms of external developments impacting on the policy, the decision by the UK to withdraw from the European Union (Brexit) is the most significant event since the publication of the policy, with the potential for substantial negative impacts on both the Irish aviation sector and the Irish economy. The unique legal regime which governs international civil aviation makes the legalities around Brexit quite complex. Unlike many other sectors, trade in aviation services are usually excluded from general international trade and investment agreements and instead are governed by a network of bilateral agreements between states.

Aviation is the principal means of travel for all visitors to/from Ireland, and the UK is by far the most important origin and destination for international passengers to and from Ireland. The current extent of air traffic between the UK and Ireland is significant at approximately 12.8 million passengers or 39% of total passengers handled by Irish airports. The Dublin to London route is the second busiest international route globally by number of passengers with almost 4.5 million passengers per year.

We are engaging on key issues through an internal committee established within the Government's Brexit Contingency Framework and in consultation with the sector. These include implications for the open skies policy and connectivity, the future of the UK's position within the Single European Aviation Area, the future of the UK's membership in

EASA, and the future of the Ireland-UK Functional Airspace Block. Our priority when involved in the negotiation of any new aviation agreement will be to protect a fully liberalised and deregulated market in order to ensure no erosion of our connectivity or disruption to airlines, airports, business, tourism and personal travel.

In line with the aim to enhance Ireland's connectivity, and take strategic steps to ensure sufficient capacity for the increasing air traffic demand, the second parallel runway project at Dublin Airport continued. The preliminary works under the first phase of the construction package including preparation of the site, drainage, utility works, fencing, landscaping and realignment of roads have been completed. Procurement for the main construction project is underway.

To also ensure the long-term development of State Airports, we appointed consultants to undertake a review of the future capacity needs at Ireland's State Airports. The review commenced in 2017 and will consider the development of the three State Airports to 2050. As part of this review the consultants will also identify and prioritise new infrastructure which will be required in the coming years. In the case of Dublin Airport only, the study is expected to recommend the timeframe for the development of new terminal capacity – Terminal 3 – and its appropriate design and optimum location. This report is expected to be completed by mid-2018.

In order to ensure that sufficient resources are in place at US Preclearance to accommodate the growing transatlantic business at Dublin Airport and Shannon Airport, the Department commenced negotiations with the US to amend the Ireland/US Preclearance Agreement.

In line with commitments outlined in the NAP, the Department published [quarterly aviation statistical information](#) on our website throughout 2017 in relation to State and Regional Airports, including passenger numbers, cargo carried and airport commercial movements.

Airport Charges

In September the Department published a [Policy Statement](#) setting out revised Government policy on how airport charges are regulated for Dublin Airport. The revised [Policy](#) was informed by a detailed independent economic analysis by Indecon Consultants and by an extensive public and industry consultation. Implementation of the Policy will involve changes to current law, as set out in the Aviation Regulation Act, 2001 by way of primary legislation. The [Policy](#) also sets out the Department's intention to restructure economic, safety and security regulation in the aviation sector by separating the regulatory function of the IAA from its commercial activities in air traffic control and merge it with the Commission for Aviation Regulation.

Air Transport Agreements

A key component of the EU's external aviation policy is to develop a wider European Common Aviation Area by incorporating neighbouring countries. To this end, a number of air transport agreements have been negotiated between the EU and many neighbouring countries and regions in recent years.

Following the negotiation of Open Skies agreements with the USA and Canada, the major focus of the EU is now on negotiating and concluding aviation agreements with key emerging markets such as Brazil, Association Southeast Asian Nations (ASEAN), the Gulf Cooperation Council states, and China in addition to the neighbouring States.

During 2016 the EU Commission was authorised to open negotiations on comprehensive EU air transport agreements with the ASEAN Member States, Turkey, Qatar and the United Arab Emirates (UAE). Ireland fully supports the EU efforts in this area. Throughout 2017, officials from the Department engaged in these negotiations with various third countries via the Aviation Working Group of the European Council.

In addition to EU Agreements, we continue to pursue measures to enhance Ireland's bilateral aviation relations with emerging markets and in September 2016 negotiated a new Memorandum of Understanding with China, providing additional flexibility and clarity on a number of operational issues. The Chinese operator Hainan Airlines has announced that it will commence scheduled air services to Dublin from Beijing in June 2018. In August 2017, Cathay Pacific announced plans to operate a direct service between Ireland and Hong Kong, commencing in 2018. These new flights will be the first ever direct scheduled passenger service between Ireland and anywhere in the Far East.

Aviation Leasing

The NAP seeks to foster the growth of aviation enterprise as a key contributor to Ireland's economic growth and development. In line with the specific NAP commitment to support the aircraft leasing and aviation finance sectors, the Department gave effect to the special insolvency provisions of the Cape Town Convention in law, with the publication of [SI 187 of 2017](#). This measure is seen as a key component in the suite of favourable State supports to this sector.

Regional Airports

The current [Regional Airports Programme](#) covering the period 2015 to 2019 was approved by the EU Commission in August 2015. Funding support for the regional airports must comply with the 2014 EU Guidelines on State aid to airports and airlines. The [Programme](#) provides targeted supports in the areas of safety and security for capital investments and operational costs to the four regional airports in Donegal, Kerry, Ireland West Airport Knock and Waterford.

Exchequer support in 2017 for the regional airports in Donegal, Kerry and Ireland West Airport Knock amounted to approximately €5.5m, of which €3.6m was in operational supports and €1.9m in capital grant assistance.

Since there have been no passenger air services operating at Waterford Airport since June 2016, it has been decided to undertake a review of the future options for the Airport. Pending the outcome of this review, and as an exceptional measure, Government decided in December that a payment of €375,000 would be made to the Airport to safeguard the Coast Guard Search and Rescue service for the first six months of 2018. That payment was made in January last.

Following an EU public tendering process in accordance with EC Regulation 1008/2008, a new contract to operate the Public Service Obligation (PSO) air services between Kerry and Dublin and between Donegal and Dublin was awarded to Stobart Air commencing 1 February 2018. The new Contract is for four years and will operate until 31 January 2022.

Single European Sky

The goal of creating a Single European Sky (SES) is governed by a series of EU Regulations agreed in 2004 and in 2009. During 2016, further progress was made at an EU level in the enhancement of the current SES regulatory framework. The central objective of this framework is to reduce the fragmentation of Air Traffic Management (ATM) and to increase the capacity of European airspace in order to enhance its efficiency, safety and cost-effectiveness.

Within the framework of the Single Sky Committee, negotiations which began in 2016 have intensified on amending regulations for new performance targets under what is termed Reference Period Three (RP3) (i.e. the five year period in which the next set of targets are to be achieved from 2020). The Performance and Charging Schemes are the regulatory instruments through which the European Commission drives ATM performance in cooperation with the Member States, their National Supervisory Authorities (NSA), and operational stakeholders.

The Schemes set binding targets on Member States to deliver performance-driven air navigation services leading to cheaper flights, fewer delays, and the saving of unnecessary costs for airlines and passengers. In addition, the environmental impact of air traffic will be reduced due to more efficient and shorter flight paths.

The Department and the IAA also continued to work with the UK during 2017 in progressing cooperation in airspace management under the UK/Ireland Functional Airspace Block (FAB), which encompasses both Irish and UK airspace. The UK-Ireland FAB is Europe's transatlantic gateway and is strategically important to integrating airspace across Europe (90% of North Atlantic traffic passes through Irish or UK airspace). No

other FAB has a similar role on this scale. In the period since its establishment, the FAB has delivered significant financial savings to airlines customers by means of reduced fuel usage and consequent reductions in CO2 emissions. Total cumulative enabled savings in the period up to 2020 are estimated at almost €350m.

Land Transport



Image Credit: Transport Infrastructure Ireland / Iarnród Éireann

High level goal

To best serve the needs of society and the economy through safe, sustainable and competitive transport networks and services

Ireland's land transport system - comprising our road and rail networks, together with bus, rail and taxi services - is of fundamental importance to both societal and economic well-being. Our objectives over the period 2016 to 2019 seek to both address the challenges that exist today and to plan for, and enable, the future development of land transport networks and services, with an emphasis on safety, service enhancements and promoting more sustainable forms of transport such as cycling and walking.

Objective 7: To enhance land transport services and investment

Transport Investment Framework

[Investing in Our Transport Future](#) was endorsed by Government and published in August 2015. It considers what role transport needs to play in the future development of the Irish economy, and sets out key priorities and principles as a guide for future investment in land transport. These priorities are threefold –

1. To maintain and renew the strategically important elements of the existing land transport system
2. To address urban congestion
3. To improve the efficiency and safety of existing transport networks.

These investment priorities framed the transport element of Government's Capital Plan – ['Building on Recovery: Infrastructure and Capital Investment 2016-2021'](#) which was published in September 2015.

A key priority under the Plan was ongoing investment for the maintenance and renewal of the existing extensive road, rail and bus networks.

In relation to public transport, the plan sought to progress key projects including completion of the Luas Cross City project, opening of the Phoenix Park Tunnel Link, bus programmes, Dublin City Centre Resignalling project, new National Train Control Centre and the planning, design and initial construction works for Metro and DART Expansion Programmes.

In relation to roads, the plan provided a gradual build-up in capital funding to the levels required to maintain the network in a steady state condition and allow for targeted improvement projects. Most of the expenditure under the Plan continues to be directed towards road maintenance and renewal and meeting contractual commitments under the road PPP programme.

In September 2017 the Report of the Mid-Term Review of the Capital Plan: Building on Recovery 2016 to 2021 was published and Budget 2018 provided for an enhanced four-year capital envelope of €6.9 billion for transport infrastructure over the period 2018-2021.

This enhanced funding will progress key public transport programmes that will steadily and progressively address congestion and emerging capacity constraints on the public transport system such as BusConnects in Dublin, Metro Link, DART Expansion, maintenance of the existing national rail network, additional rail infrastructure, new urban cycling/walking routes, traffic management and related projects in the cities as well as investment in carbon reduction measures, accessibility retro-fit and ticketing system upgrades.

While the increased levels of funding also allows for significant enhancements to the capital investment programme in roads, with some additional road improvement projects now included. The upgrade projects included in the Capital Plan are being implemented on a phased basis as budgets allow and as projects are advanced through the project development stages. Transport Infrastructure Ireland (TII) is progressing planning and preparatory advance works for the major national road improvement projects included in

the Plan while individual road authorities are responsible for implementation of regional and local road projects. In addition a package of extra measures can be implemented including the improved management of the M50 through the use of variable speed limits, reduced energy usage for route lighting, minor improvement works and community involvement and drainage grant programmes together with the assessment of potential future improvement projects.

The table below gives an overview of progress in 2017 on specific projects as outlined in Building on Recovery 2016 to 2021 –

<i>Overview of Progress on specific Capital Plan Projects in 2017</i>	
Public Transport	
Dublin City Centre Resignalling	Work continued in 2017 on a major upgrading of the Dublin City Centre Resignalling programme. The programme, which is due to be completed by 2019, is a central element of the upgrading of rail services within the Greater Dublin Area and the delivery of the DART Expansion Programme. The project will provide for increased train frequencies by replacing outdated equipment with more modern technologies. The project will also facilitate an increase in the level of service along the Belfast and Maynooth Lines, and through the City Centre.
DART Expansion	The National Transport Authority, in collaboration with Iarnród Éireann, continued work in 2017 on the pre-planning stage of the DART Expansion Programme.
Luas Cross City	Opened December 2017.
Metro Link (Swords to Sandyford)	The National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) continued preparatory work on the planning and design of Metro Link in 2017. A public consultation process will be undertaken on the Emerging Preferred Route (EPR) in early 2018 and it is also expected that Preliminary Design will commence in early 2018.
National Train Control Centre	Work continued in 2017 on the development of a modern National Train Control Centre, which will integrate signalling and communications control across the entire rail network, thereby optimising rail traffic management. A significant customer benefit of the new control centre will be increased train performance and the availability of accurate real time travel

	information for trip planning.
PSO bus replacement programme	In 2017 funding was provided for 102 and 76 new buses for Bus Átha Cliath and Bus Éireann PSO bus fleets respectively.
Rail network maintenance	€159million provided to Iarnród Éireann for the maintenance and renewal of the heavy rail network nationwide under the Multi-Annual Infrastructure Manager Contract.
Roads	
M17/M18 Gort to Tuam	Opened September 2017.
N25 New Ross Bypass	Construction on-going and on schedule to open Q1 2019.
M11 Gorey to Enniscorthy	Construction on-going and on schedule to open Q2 2019.
M7 Naas to Newbridge Bypass	The Naas Bypass, Sallins Bypass and Osberstown Interchange projects are being progressed under one contract. Construction has commenced and completion expected on a phased basis over 2019/2020.
Sallins Bypass	
Nangor/Adamstown Road upgrades	Construction commenced in 2017 and expected to be completed in 2019.

Public Transport

In addition to the above, a range of other projects were progressed during 2017 –

- **Accessibility Retro-Fit Programme**

Accessibility features, such as wheelchair access and audio/visual aids, are built into all new public transport infrastructure projects and vehicles from the design stage. Newer systems such as LUAS are fully accessible. However, there are legacy issues in relation to older infrastructure and facilities, for example Victorian era railway infrastructure. To address these legacy issues, significant investment has and will continue to be made to fund retro-fitting of older existing public transport facilities to enhance accessibility.

The 4 year capital envelope for public transport announced in October 2017 under Budget 2018, includes a multi-annual allocation of almost €28m for the accessibility retro-fit programme for the period 2018 to 2021. This funding is a trebling of the previous allocation for accessibility under the Capital Plan.

- **Bus Connects**

BusConnects was launched in May 2017 and is a new programme seeking to radically redesign the bus system in Dublin. BusConnects will completely overhaul the bus system in Dublin by implementing:

- A network of “Next Generation” bus corridors with segregated cycling
- Complete redesign of bus network
- Simpler fare structure
- Cashless payment system
- State-of-the-art ticketing system
- New bus livery
- New bus stops and shelters
- Use of low emission vehicles

Work is ongoing on the redesign of the bus services network and also on infrastructure proposals for Core Bus Corridors which will be an integral part of the programme. When this work is completed the proposals will be launched for public consultation in the first half of 2018. The results of the public consultation will inform the final decisions to be made on the network redesign and the Core Bus Corridors.

- **Bus Market Opening**

In line with the conclusions of its 2013 review of the PSO bus market, in 2015 the NTA sought expressions of interest from public transport operators to operate bus services on certain routes in the Dublin Metropolitan, Dublin commuter and Waterford areas. Collectively these routes comprise approximately 10% of the total PSO bus route network currently operated by Dublin Bus and Bus Éireann under contracts concluded with the NTA.

During 2017, a preferred tenderer was announced in the bus market opening competitions for the Dublin Metropolitan and Waterford areas. In August 2017, the NTA announced Go-Ahead (a UK bus and rail operator) as the winner of the tendering competition to operate 23 orbital routes (i.e. routes that do not go through the city centre) in Dublin that are currently operated by Dublin Bus. In November 2017, the NTA announced Bus Éireann as the winner of the tendering competition to operate five city bus routes in Waterford City.

In relation to the Dublin Commuter competition, tenders were received towards the end of 2017 and the preferred tenderer will be announced in 2018 once the tender evaluations have been completed by the NTA. The new services are expected to be phased in over a number of months commencing in late summer 2018 and will benefit passengers through enhanced and improved quality services.

- **Leap Card**

The Leap card has been an enormous success since its launch in December 2011. By end-2017 card sales had reached 2.8m with over 704k cards issued in 2017 alone, a 9% increase on 2016's 645k. In 2017 over 128.6m journeys were taken on Leap cards, averaging over 10.7m journeys each month, an overall increase of 14% on 2016's 112.7m journeys.

Various enhancements have also been added to the scheme since its initial launch, most notably the Leap Top-Up for Android phones. Take-up has been hugely popular and during 2017 the app handled over 2.1m top-ups worth €27m, an average of €2.25m per month. Other initiatives have included the 3rd annual "Kids Go Free" on all public transport services covered by the Leap Card from 3rd July to 16th July 2017. During this period Free travel applied to any holder of a Child Leap Card and this resulted in an almost 50% increase in the numbers of children taking public transport using a Leap Card versus 2016's promotion, with over 640,000 free trips were provided to Leap Card holders between the ages of 4 and 18.

- **Luas Green Line Capacity Enhancement**

In November Government approved the Luas Green Line Capacity Enhancement project. The purpose of the project is to address current capacity limits at peak hours on the Luas Green Line and to cater for future demands along the line.

The project will cost approximately €90 million and is proposed in the National Transport Authority's (NTA) [Transport Strategy for the Greater Dublin Area 2016-2035](#). It includes the lengthening of the existing green line tram fleet, the purchase of additional trams to meet future passenger demand and modifications to Sandyford Depot to stable and maintain these trams. A complementary investment project to lengthen the platforms at the Green Line stations was completed in 2017. The capacity increases at peak periods provided by the project will assist in reducing crowding on the Green Line and enhance accessibility for mobility and sensory impaired users during these periods. The first of the new 55 metre long trams is expected to be deployed early 2018.

- **Next Generation Ticketing**

In 2017 the NTA initiated a procurement competition to implement a bar code based mobile ticketing solution for use across public transport operators. The initiative is aimed at inter-city and longer-distance bus journeys where the cheapest price is typically obtained by booking online in advance of the journey. Responses to the competition are due early 2018.

- **PSO services**

In 2017 a total of €264.5 million was made available to support the delivery of PSO services across our bus and rail networks. This represents an 11.6% increase over 2016 (€237m) and supported approximately 251 million passenger journeys in the year which was an increase of 7% on 2016.

- **Rural Transport Programme**

The NTA has national responsibility for integrated local and rural transport, including management of the Rural Transport Programme (RTP), which is now operating under the 'Local Link' brand. During 2017, 1.89 million passenger journeys were recorded on over 148,712 Local Link services.

Funding of €14.396 million was provided to the Programme in 2017 by the Department of Transport, Tourism and Sport. This figure represented an increase in funding of €2.19m over 2016 and allowed for the development of 27 new regular commuter bus services in 2017. These included the introduction of regular 5/6/7 day per week bus services. This type of network development took place to enhance both Demand Responsive and Scheduled services. Key features of these developments include greater integration with existing public transport services and better linkage of services between and within towns and villages.

In terms of existing services, a retendering process of the existing 1,035 rural transport services continued during 2017. Given the volume of routes, it is expected that the retendering exercise will be completed by the end of 2018.

Roads

National Roads Investment in 2017

A total of €266m in capital was spent on national roads, while €37.7 m was expended on on-going maintenance and upkeep of the national road network. The maintenance works included winter maintenance, improved signage and other necessary upkeep. In addition to this, a total of €132m in expenditure was related to Public Private Partnerships (PPP) road schemes.

Regional and Local Roads Investment

A total of €325m was invested by the Exchequer in regional and local roads in 2017.

While the main focus of the regional and local grant programme was road maintenance and renewal, funding was allocated in 2017 for:

- 26 Specific Improvement projects and 13 Strategic Regional and Local roads
- 185 Safety Improvement Schemes and 219 bridge rehabilitation schemes.

Following the launch of an initiative aimed at reducing speed limits in housing estates across the country in 2015, further funding of €1.3m was provided to local authorities to support this signage programme in 2017. Funding will continue to be provided for this initiative in 2018.

Roadworks & Licencing Management

Road works are a necessary part of the normal economic activity. They do however cause congestion and damage to road pavements and it is necessary to regulate them through licensing and consents. The Department, in conjunction with local authorities, has progressed a number of initiatives to assist with this which are:

- Road Management Office (Local Authority shared service established in late 2014 and commenced operations in 2015). Further information at www.rmo.ie
- Following extensive consultation (including with utilities/telecos) over some three years, the latest version of the Guidelines for Managing Openings in Public Roads (Purple Book) was published in April 2017. This document provides guidance and specifications for excavation and road opening works on public roads, material on the legal background and requirements as well as procedures for the use of the MapRoad Licensing System (national centralised road opening licensing system). Training to support implementation is being rolled out. Six regional seminars for approximately 300 local authority staff were rolled out in May/June 2017. One further seminar/workshop for local authority staff was held on 27 October 2017. This was followed by a seminar/workshop for telecommunication companies in November 2017
- Supporting and developing technologies. In particular, an IT based Road Management System (MapRoad) has been developed. This is a centralised web based system which allows utility companies and other organisations to apply on-line for road opening licenses and road works permits. Work on this is being supplemented by updates to a series of related technical guidance documents and the production of associated apps.

These interventions to date have achieved the following:

- By the end of 2017, the MapRoad Roadworks Licensing System (MRL) is being used by 27 local authorities. The Road Management Office continues to engage with the remaining 4 major urban local authorities towards migrating those local authorities fully to the MRL System. Indeed, three of those authorities (Dun Laoghaire-Rathdown, South Dublin and Cork City) are already progressing onto the system while significant progress is also being made regarding Dublin City.

This is in line with the 2016 Report of the Mobile Phone and Broadband Task Force which, among other things, recommended that the MapRoad Roadworks Licensing System (MRL) will be utilised by all local authorities and road opening licensing applicants as the single national centralised road opening licensing system. The Department is an active participant in the Task Force.

- At end 2017, over 400 organisations registered on MRL with some 1500 licences per month being processed with significant increases expected during Q1 2018. Also, some 50 online MRL User Guides have been developed and system training provided to local authorities/utilities and telecommunications companies. In addition, a booklet has been developed to assist group water schemes.
- All utility/telecoms applications are online rather than paper based. Irish Water using MapRoad for all capital works license applications and an implementation plan for use of MRL by Irish Water for all of its remaining works to be implemented during 2018.
- Improvements continue to be made in license turnaround times and standardisation.

The Department, the Road Management Office and Local Authorities are committed to an on-going collaborative role for utilities and telecoms companies in the development and implementation of these interventions. To that end, in 2017 the Department facilitated the establishment of a strengthened oversight group together with a new Stakeholder (User) Forum so that issues can be raised and resolved in a collaborative manner.

In due course, other road based licences such as for heavy or large loads or dealing with the placing of tables and chairs on footpaths are also to be drawn into the system.

Pavement Management

In addition to road works and licencing, much effort has been devoted to progressing pavement management, with local authorities required to monitor and track the performance of their road networks. Such data is used for prioritising, funding and managing works. Elements of the performance data is also required for reports to the National Oversight and Audit Commission (NOAC). Progress was achieved with the:

- Implementation with Local Authorities and DTTAS of MapRoad as a single online resource for the recording of proposed and completed road works.
- Processes have been introduced to record and track projects for local authorities. The main maintenance and improvement programmes can be submitted via the MapRoad System to the Department for approval and compiled at year end to help assess outputs.

- Implementation of DTTAS circulars for recording road surface condition rating across 31 local authorities. Some 90% of the regional and local road network has been surveyed. An app has been developed and is being used to assist with the survey work.

Road Class	Poor	Fair	Good	Excellent	Unsurveyed
Regional	6.02%	20.40%	42.28%	29.41%	1.88%
Local Primary	12.27%	27.66%	39.59%	16.39%	4.07%
Local Secondary	17.05%	30.44%	31.46%	12.59%	8.46%
Local Tertiary	22.62%	21.96%	20.45%	10.39%	24.57%

- Guidance and software supports in relation to footways condition rating have also been developed and rolled out to local authorities.
- Work is progressing to address efficiency issues arising around public lighting. This will be progressed further in 2018. One of the highest uses of energy in local authorities is public lighting.

Other Areas

- Work commenced on progressing systems and solutions for other areas such as footways, public lighting, bridges, traffic safety and collisions.
- Development of guidance and software supports in relation to footways condition rating. This is in pilot phase with a number of local authorities with a view to rolling out to all local authorities in 2018.
- Commencement of work to address efficiency issues arising around public lighting. This will be progressed further in 2018. One of the highest uses of energy in local authorities is public lighting.
- Commencement of work to address efficiency issues arising around Bridges and Structures. This will be progressed further in 2018 to help better manage up to 30,000 such structures across the country.
- Commencement of work in relation to road collision data to address road safety issues arising. This will be progressed further in 2018.
- Revision and update to the Traffic Signs Manual.

- Development of Guidance in relation to Temporary Traffic Management in support of Chapter 8 of the Traffic Signs Manual.
- Revision and update to the DMURS Urban road and Street Design Manual.

The Department also continued its participation in ROADDEX, a technical co-operation between roads organisations across northern Europe that aims to share roads related information and research between the partners particularly relating to the construction and maintenance of rural roads.

Road Transport Operator Licensing

The Road Transport Operator Licensing Unit (RTOL) manages the licence process for road haulage operators and road passenger transport operators. At the end of 2017 there were 3,849 haulage licence holders with a total of 18,603 authorised vehicles and 1,739 passenger licence holders with 10,906 authorised vehicles. During 2017, 925 Road Haulage Operator Licences and 458 Road Passenger Transport Operator Licences were issued.

In 2017 approximately 62% of all licence applications and applications to amend existing licences were made through the Department's online application service. Income from licence fees for 2017 totalled €1.1m.

Ireland connected to the European Register of Road Transport Undertakings (ERRU) in December 2014. This allows the exchange of data between Member States about infringements by transport operators, which facilitates targeted, risk-based monitoring of licence holders. During 2017, work continued to be carried out to facilitate necessary further enhancement of the ERRU system.

Objective 8: To promote and advance safety on our transport network

Road Safety Strategy

The Government's fourth [Road Safety Strategy 2013 -2020](#) aims to make Ireland one of the safest countries in terms of road deaths in the EU. The number of road deaths was 159 in 2017, which was the lowest number since records began. While there was a welcome reduction of 28 road deaths in 2017 by comparison with 2016, significant further progress is needed over the next three years to reach the specific target set in the [Strategy](#) of reducing the number of road deaths to 124 per year by 2020.

During 2017 the Minister approved a [mid-term Review of the Road Safety Strategy](#) aimed at ensuring that all the Strategy's actions were still relevant and fit for purpose, and to

identify any new priorities which might have arisen since 2013. Work on the Review included bringing together all of the major stakeholders, including the Road Safety Authority, the Department, the Department of Justice and Equality, an Garda Síochána, the Medical Bureau of Road Safety, Transport Infrastructure Ireland, the Health and Safety Authority, and other stakeholders to contribute to the Review. The Review focussed on enhancing interventions to address the main killer behaviours on Irish roads (speeding, drink driving, using a mobile phone, and not wearing a seatbelt), with stricter penalties for non-compliance and targeted visible enforcement by An Garda Síochána.

23 pieces of secondary legislation across a wide variety of road safety areas were introduced during 2017.

Cost of Insurance Working Group

The Department participated in the Cost of Insurance Working Group (CIWG), established in 2016 under the Chairmanship of a Minister of State of the Department of Finance. This group was tasked with examining the reasons for the recent rises in the cost of motor insurance, and to make recommendations on how these costs might be reduced. The CIWG has made 23 recommendations, with 71 associated actions to be carried out within agreed timeframes.

The main recommendations for the Department of Transport, Tourism and Sport relate to:

- Increased focus (in conjunction with the RSA) on further measures to improve road safety focussed on learner and novice drivers
- The establishment of a fully functioning insurance database to be maintained by the insurance industry.

During 2017 DTTAS, in conjunction with the RSA, agreed on broad road safety messages that can be used by insurance companies in targeting communications to learner and novice drivers. A working group comprising of DTTAS, the RSA, Insurance Ireland and insurance company representatives met a number of times during 2017 to assist with the development of a road safety campaign to be carried out by the industry. The insurance industry will initially concentrate on a campaign using primarily social media to target learner and novice drivers.

During 2017 work progressed on Phase 1 of the insurance database, which will indicate whether insurance is in place on private vehicles, which make up over 90% of all vehicles. Initial testing of the Phase 1 database to identify vehicles for which no insurance is in place was carried out by An Garda Síochána in late 2017, with a second phase of testing due to commence in early 2018. A recruitment process by the insurance industry for a project manager to manage the project on a full time basis was at an advanced stage at year end, with an appointment expected to be made in early 2018. Later phases of the insurance database will provide more detailed information concerning the insurance

concerning the insurance cover in place on private vehicles as well as ultimately extending the database to commercial and fleet vehicles.

Drink Driving

The Department prepared and published during 2017 a new Road Traffic (Amendment) Bill 2017, designed to address an anomaly in the legislation on drink driving. Since 2010, a system has been in place whereby some drink drivers may receive penalty points rather than a disqualification. In view of the seriousness of drink driving offences, amending legislation was prepared which will replace the current 3 penalty points awarded in these cases with a 3-month disqualification. The Bill was introduced in Dáil Éireann in November 2017.

Drug Driving

Work continued on the introduction of measures to combat the issue of drug driving which is a matter of growing concern.

The Road Traffic Act, which was signed into law in December 2016 and implemented during April 2017, contains measures to address drug driving in two ways. First, a new offence has been created of driving while over a specified limit for certain drugs. This is the first time that drugs have been put on the same level as alcohol in this way. Second, the Act provides powers for Gardaí to conduct preliminary drug tests, in the same circumstances in which they may already conduct roadside breath tests for alcohol.

Fixed Charge Notices and Penalty Points

The penalty points system for certain driving offences was introduced in Ireland on 31 October 2002. The offences selected for inclusion in the system all relate either directly or indirectly to road safety and the principal focus of the system is to influence and improve driver behaviour in Ireland and reduce the levels of death and serious injury on our roads.

Difficulties can sometimes be encountered with the allocation of penalty points offences dealt with in the Courts to the relevant driver records, in particular those who go to court to challenge their penalty points but do not bring their licence with them.

The Garda Inspectorate report 'The Fixed Charge Processing System (FCPS), a 21st Century Strategy' contains a recommendation that a system be introduced to ensure that all penalty points are endorsed on driving licences. Vehicles and drivers are currently accommodated on separate databases reflecting the historical way in which vehicle and driver services were delivered.

A Transformation Programme was approved by the previous Minister for Transport, Tourism and Sport and the Minister for Justice and Equality which provided for the

creation of a new Master Licence Record (MLR). This will provide a link between vehicle owners and holders of driving licences in order to achieve optimum penalty point endorsement. The MLR, however, will not cater for situations where the offender has no direct association with the vehicle.

The project is progressing and in order to mitigate any legislative and administrative problems, the project team has engaged with the Office of the Attorney General, the Data Protection Commissioner's Office, the Gardai and other key stakeholders to finalise the requirements. The first phase of the MLR matching project is complete. This phase involved associating vehicle owner records with driver records by matching on name and address details. After removing all duplicate owner and duplicate driver records to reduce the possibility of mismatches, roughly 18% of active vehicle records have been successfully matched with driver records. This matching process runs every week, after which a file containing the vehicle-driver associations is sent to An Garda Síochána for use in the Fixed Charge Processing System. New legislation will be required to enable other MLR matching methods and DTTAS has planned to begin efforts in this area in a Road Traffic Bill in 2018.

Bus Regulation

As part of a commitment to reform the Large Public Service Vehicle (LPSV) licensing system, an inter-agency Working Group was set up in June 2017 to lead the reform programme. Consisting of representatives from a number of agencies, including the Road Safety Authority, An Garda Síochána, the NTA and various Divisions of the Department, the Working Group will, in due course, make recommendations on a more streamlined licensing framework for all LPSVs which will, inter alia, ensure the highest standards of safety in the use of all LPSVs.

Rail Regulation

The EU adopted the Fourth Railway Package in 2016 which contain implementation dates ranging from December 2017 to June 2019. The measures consist of 3 Directives and 3 Regulations covering:

- The governance of rail infrastructure and operation
- Updating and streamlining of processes and systems for railway safety and interoperability
- Market opening for domestic passenger rail transport
- The introduction of mandatory competitive tendering for Public Service Obligations (PSO) passenger service contracts from 2019 for most rail services but permitting direct award PSO contracts in certain circumstances
- an expanded role for the European Railway Agency (renamed as the European Union Agency for Railways -EUAR).

The six proposals fall into two groups – the “technical” pillar and the “market” pillar.

The “technical” pillar of the EU Package recasts the interoperability and railway safety directives and expands the role of the EUAR as a ‘one stop shop’ for safety certification of railway undertakings. The objectives are to foster the completion of and improve the functioning of the Single European Railway area by removing remaining barriers and to reinforce harmonisation of interoperability and safety arrangements.

The “market” pillar introduces changes to governance of railway infrastructure management to support domestic passenger market opening, changes to the regulation on awarding public service contracts and repeal of an outdated EU Regulation regarding accounts of railway undertakings.

In 2017, the Department, with its Permanent Representation officials in Brussels, continued engagement with the EU Commission in the planning of the implementation of the Fourth Railway Package and engaged with national stakeholders as a prerequisite to the preparation of national legislation from 2018 to provide for transposition of the Fourth Railway Package measures as they apply to Ireland.

Railway Accident Investigation Unit

The purpose of the Railway Accident Investigation Unit (RAIU) is to independently investigate occurrences on Irish railways with a view to establishing their cause and make recommendations to prevent their reoccurrence or otherwise improve railway safety.

41 preliminary examinations were carried out in 2017. Two investigations were commenced in 2017, these related to Near Miss at Knockcroghery Level Crossing and DART Derailment in Dún Laoghaire.

The RAIU published 2 investigation reports in 2017, one of these related to an occurrence that took place in 2016, while the other report published related to an occurrence that took place in 2017.

The investigations were as follows:

- Difflin Light Rail Passenger Fall, Co Donegal
- Near miss at Knockcroghery Level Crossing XM 065, Co. Roscommon
- 9 new safety recommendations were issued in 2017 as a result of these investigations. The focus of the safety recommendations were
 - Signalling
 - Infrastructure
 - Risk Assessments
 - Human Factors and Training
 - Internal Monitoring Procedures

Rickshaws

During the passage of the *Road Traffic Bill 2016* through the Houses of the Oireachtas, the Minister accepted an amendment to provide for the regulation of rickshaws, now section 31 of the *Road Traffic Act 2016*. A commitment has been made to regulate for rickshaws although section 31 cannot be commenced following legal advice received by the Minister. Accordingly, and to inform this regulatory process, the NTA were asked to undertake a public consultation process.

This consultation concluded on 25 September 2017. A report from the consultation, along with recommendations by the NTA, was submitted to the Department in the latter part of 2017. The Department commenced work on the associated Regulatory Impact Analysis (RIA).

Small Public Service Vehicle (SPSV) Regulation

The NTA has responsibility for the regulation of the small public service vehicle (SPSV) industry under the provisions of the [Taxi Regulation Act 2013](#).

The 2017 Wheelchair Accessible Vehicle (WAV) Grant Scheme was administered by the NTA to support an increase in the number of WAVs in the SPSV fleet. Under the Scheme, funding of €1.75million resulted in the addition of 233 new WAVs to the fleet and the upgrading of 51, previously licenced WAVs being replaced. By 31 December 2017 there were 1,555 WAVs in the fleet, compared to 1,254 at the start of the year, an overall increase of 24%.

The NTA introduced changes to the SPSV Driver Entry Test in October to allow candidates to carry over a pass in one module, for a period of twelve months, while attempting to pass the second module. The pass mark for the test was also reduced from 80% to 75%. Initial results for test completions and pass rates by year end were positive.

Objective 9: To promote improved sustainability in land transport

Cycling

Bikeweek (10-18 June 2017) continued to be very successful with over 500 events organised by local authorities, local sports partnerships and local communities. This event encourages people to consider getting on their bike for the first time or to take out their bike to cycle to work, school or just for leisure.

Following a successful pilot scheme in 2016, the new Cycle Right training programme was rolled-out nationwide in 2017 to schools around the country. During the year, some

15,000 school children received training under the new standard, which now includes an additional on-road element to prepare younger cyclists for real-world traffic conditions.

National Planning Framework

During 2017 the Department worked closely with our colleagues in Department of Housing, Planning and Local Government on the development of the new [National Planning Framework](#) to consider ways to reduce the overall need to travel and the distances taken through the integration of land and transport planning.

The new [Framework](#) was published in February 2018.

Sustainable Transport Programme

Work on key programmes continued in 2017 comprising ongoing investment in both infrastructure and behavioural change programmes to facilitate and encourage modal shift towards sustainable forms of transport. In terms of infrastructure investment, a number of cycle schemes across the country were funded including the Waterford Greenway and the Royal Canal Greenway in Kildare and Meath.

Behavioural change programmes that also continued to receive financial support to encourage smarter travel included the travel element of the Green Schools Programme, the Smarter Campuses Programme and Smarter Travel Workplaces. Over 400 schools are now signed up to the Green Schools Travel Programme, with a range of activities taking place throughout the year culminating in some 30,000 pupils participating in National Walk to School Day.

In 2017 Smarter Travel Campuses was active in 24 third level institutions giving a potential reach of over 200,000 students and 25,000 employees. The Smarter Travel Workplace programme also continues and now has a potential reach of over 100,000 employees including 138 large employers and clusters of smaller employers.

Maritime



Image Credit: Arklow Shipping

High level goal To facilitate safe and sustainable maritime transport and the delivery of emergency management services

Given Ireland's status as a small open economy, the maritime sector is a critical gateway for the movement of goods between Ireland and its trading partners. The sector also plays a key role in the movement of people to and from Ireland and is, therefore, key to the development of the tourism sector. Our role in respect of maritime transport encompasses not only the facilitation of the development of maritime transport but also the implementation and assurance of safety, technical, labour and enforcement standards and procedures that provide assurance for all who are reliant on the sea.

Objective 10: To facilitate an effective and competitive market for maritime transport services to meet the needs of our trading economy

National Ports Policy

In March 2013 Government approved the publication of a new [National Ports Policy](#) the implementation of which was supported by the enactment of the [Harbours Act 2015](#).

The policy introduces a number of important reforms and categorises the commercial port companies into three tiers:

- Ports of National Significance Tier 1 (Dublin, Cork and Shannon Foynes)
- Ports of National Significance Tier 2 (Waterford and Rosslare)
- Ports of Regional Significance (Drogheda, Dún Laoghaire, Galway, New Ross and Wicklow).

During 2017 we continued implementation of the new policy in line with published commitments.

The [Harbours Act 2015](#) was passed by the Oireachtas and signed into law by the President in December 2015.

The primary purpose of the Act is to facilitate the transfer of the five Ports of Regional Significance, Drogheda, Dún Laoghaire, Galway, New Ross and Wicklow, to Local Authority control. The Act also makes a number of improvements to the board appointment process for the port companies.

The Act provides for two possible transfer options:

- A Ministerial power to transfer the shareholding of the companies to a relevant Local Authority and provide for certain matters relating to the future administration of any such company
- A Ministerial power to dissolve the companies and transfer all assets, liabilities and employees to a relevant Local Authority.

Wicklow Port Company transferred to Wicklow County Council on 30 August 2016. Drogheda Port Company's shareholding was transferred to Louth County Council on 2 October 2017. The other local authorities concerned have commenced a due diligence process with the remaining three ports due to be transferred. We continue to liaise with the local authorities and ports with regard to the transfer process and the model of transfer.

Irish Flagged Vessels

The internationally trading Irish merchant shipping fleet numbered 38 vessels (greater than 500 gross tonnage) at the end of 2017. Ireland maintained its position on the "White list" of the Paris Memorandum of Understanding on Port State Control. The Irish flag also maintained its "Low Risk" status.

Objective 11: To update and develop legislation and associated activities, with regard to safety, security, living and working conditions, and ship-source pollution.

Maritime Safety Strategy

The Irish Maritime Administration published a new [Maritime Safety Strategy](#) in 2015. The [Strategy](#) contains 33 actions and focuses on reducing the number of deaths and injuries among recreational users, fishers, passengers and seafarers over the period 2015 to 2019 and advocates greater personal responsibility and risk awareness.

In November 2017 a new edition of the [Code of Practice for the Safe Operation of Recreational Craft](#) was published in accordance with Action 16 of the Strategy. This followed a review of the 2008 edition and two stakeholder consultation processes.

The new [Code](#) is a valuable source of information, advice and best practice operational guidance for owners, operators and users of pleasure and recreational craft operating in Irish coastal and inland waters including sail and motor boats, sailing dinghies, personal watercraft (e.g. jet skis), power boats, canoes, kayaks, rowing boats, charter boats, windsurfers, stand-up paddle boards and other non-powered craft.

Maritime Safety and Environment Legislation / Marine Notices

A number of statutory instruments were made during 2017. Six arose from developments at EU level relating to:

- The safety of products used in the manufacture of recreational craft and personal watercraft (ref. Council Directive 2013/53/EU)
- Approved marine equipment that can be placed on board vessels (ref. Directive 2014/90/EU)
- Issuing a unique code to the manufacturer of recreational craft and personal watercraft for inclusion in the approved list of Member State codes held by the Commission (ref. Commission Implementing Regulation 1/2017)
- A technical amendment of the European Union (Passenger Ships) Regulations of 2011 (ref. Commission Directive (EU) 2016/844)
- S.I. No. 476 of 2017: European Union (Carbon Dioxide Emissions from Maritime Transport) Regulations 2017
- S.I. No. 550 of 2017: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2017.

A further two statutory instruments were made to comply with International Maritime Organisation requirements concerning maritime pollution:

- S.I. No. 48 of 2017: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2017
- S.I. No. 393 of 2017: Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) (Amendment) Regulations 2017

In 2017 a total of 59 Marine Notices were issued. These Notices are issued by the Department to publicise important safety, regulatory and other relevant information relating to maritime affairs in Ireland and can be categorised into 3 categories:

Information: e.g. Marine Survey Office procedures and examinations, publications, product recalls & safety alerts, and other industry notifications;

- Works: e.g. advice on construction, works or surveys at sea that may affect navigation; and
- Statutory: to draw attention to a regulation or other legal requirement.

Objective 12: To carry out safety, security, living and working conditions and environmental regulatory and enforcement activities relating to vessels, seafarers and ports.

Accessible Maritime Transport

The Department continues to pursue initiatives to promote improvements in maritime passenger transport accessibility. Throughout 2017 a flyer was distributed to encourage further accessibility improvements on passenger ship and boat services based on five low-cost improvement options.

Concentrated Inspection Campaign

From September to end November 2017 Ireland took part in a Concentrated Inspection Campaign (CIC) which focussed on the safety of navigation on ships calling to ports. The results will be made available through the PMoU.

Maritime Education and Training Scheme

The Irish Maritime Education and Training Scheme (MET) is certified by the Department in accordance with the International Maritime Organisation (IMO) and EU requirements for seafarers' training and certification.

Ireland continued implementation of the 2010 Manila amendments, the International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW), and Ireland maintained its position on the "White list" of the IMO for States giving full and complete effect to the STCW Convention. This means that Irish Certificates meet the highest standards internationally and are recognised as such throughout the EU and EEA and globally, by means of bi-lateral agreements with the main flag states.

A new Seafarers's Information System was implemented together with an accompanying website, www.seafarers.ie.

Maritime Security

Throughout 2017 the implementation of maritime security measures including oversight for ships, port facilities and ports continued during the year to ensure compliance with the EU Regulation 725/2004/EC and Directive 2005/65/EC on port security.

Objective 13: To manage the delivery of maritime safety, emergency response and pollution prevention measures

Coast Guard Volunteer Units – Modernisation

New All-Terrain vehicles were introduced into the fleet in 2017 while the general vehicle replacement programme continued throughout the year.

The Volunteer Information Management System (VIMS), to support the work of Coast Guard volunteers, continues to be progressed with draft user requirements completed in March 2017.

Search and Rescue

In 2017 there were a total of 2,502 incidents (2016: 2,582). There was a slight increase in the number of incidents responded to aboard merchant vessels and a slight increase in incidents responded to in the recreational craft sector.

In 2017, in response to the 2,502 incidents, the number of taskings for Search Response Units are as follows – Coast Guard helicopters were tasked 755 times with RNLI being tasked to 842 incidents and Coast Guard units being tasked 1,072 times.

Tourism



Image Credit: Fáilte Ireland

High level goal

To support the tourism industry to grow in a sustainable way

The Tourism industry is deeply rooted in the fabric of Irish economic life, urban and rural. Tourism is central to the Government's economic recovery programme and has been integrated into the broader economic strategic framework. It is a sector which provides vital jobs and income to communities across the country. Tourism has enjoyed a very productive period in recent years with significant increases in visitors from overseas. This has been as a result of effective targeted marketing, particularly of the experience brands the Wild Atlantic Way and Ireland's Ancient East, coupled with increased air access into Ireland.

Objective 14: To ensure that a policy framework is in place to champion the tourism sector and influence other relevant stakeholders

Tourism Policy

The Government's Tourism Policy Statement "[People, Place and Policy – Growing Tourism to 2025](#)" was launched in March 2015. The ambition of the Tourism Policy Statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country, is economically, socially and environmentally sustainable, helps promote a positive image of Ireland overseas, and is a sector that people wish to work in.

The Department's role lies primarily in the area of developing national tourism policy and developing and influencing a range of internal and external policy actions and programmes, in consultation with industry partners. The two tourism agencies operating under our aegis, Fáilte Ireland (the National Tourism Development Authority) and Tourism Ireland, deal with the implementation of this policy. and accordingly, our tourism budget is channelled through the two tourism agencies.

The [Policy Statement](#) provides the framework to deliver the Government's ambition through collaboration between stakeholders including the tourism agencies, tourism industry, local authorities, Government departments and other bodies with a vested interest in Irish tourism.

Tourism Action Plan

In July 2015, the then Minister for Transport, Tourism and Sport established a Tourism Leadership Group, to put in place a [Tourism Action Plan](#), setting out the actions required in the period to 2018 to achieve the overall objectives in the Government's Tourism Policy Statement. At its meeting in September 2017 the Tourism Leadership Group noted that all of the actions are either completed or nearing completion. Work commenced in late 2017 on the development of a new Tourism Action Plan 2018-2020.

Objective 15: To ensure that Ireland has an attractive, competitive and sustainable tourism product

Capital Investment Programme

During 2017 Fáilte Ireland continued to invest in tourism development through funding allocated in the Government's Capital Plan – '[Building on Recovery: Infrastructure and Capital Investment 2016-2021](#)'.

This investment is being made under 4 broad headings:

- Large Capital Grants Programme
- Small Capital Grants Programme
- Strategic Partnerships (Office of Public Works, Coillte and National Parks and Wildlife Service)
- Direct Investment (e.g. Ireland Ancient East signage).

In 2017 Stage 1 passes were approved for 24 projects under the Large Capital Grants Programme, allowing them to proceed to Stage 2 of the Scheme. 15 of these projects were allocated Stage 1 development grants. Two capital projects were approved for funding in 2017 (Butler Gallery, Kilkenny and Sligo Pontoon).

A small grants scheme on Storytelling and Interpretation aimed at projects in Ireland's Ancient East opened for applications in October 2017.

€13.25m was spent on tourism capital projects in 2017 which will deliver improved tourism infrastructure along with new and upgraded tourism attractions and activities. Projects which were completed in 2017 included:

Project	County
Medieval Mile Museum	Kilkenny
Newly Refurbished Historic Rooms, Killarney House	Kerry
Lusitania Memorial Garden, Old Head of Kinsale	Cork
Powerscourt Estate Audio Guides	Wicklow
Norman Way Heritage Trail	Wexford
Activity Services Centre, Mulranny	Mayo
Phase 2, Achill Experience Development	Mayo

Significant investment was also made in the further development of the Wild Atlantic Way and Ireland's Ancient East experience brands.

Tourism Experience Brands

Fáilte Ireland continued to develop the main experience brands, both through targeted capital investment in attractions and other tourism infrastructure and through programme supports aimed at further enhancing, animating and promoting these brands, including business supports, training, festivals and events. It also continued to promote home

holidays to grow the domestic market and, in line with its statutory responsibilities, monitored the standards of registered and approved tourist accommodation.

During 2017 Fáilte Ireland also began developing a new brand for the Midlands/Lakelands region as a separate proposition to sit alongside the existing experience brands of the Wild Atlantic Way, Ireland's Ancient East and Dublin, in line with a commitment in the Programme for Government.

Enterprise Supports

With regard to training and development for the industry, Fáilte Ireland continued to offer a full suite of business development and training supports to build international sales competency and to enhance enterprise efficiencies and capabilities. New initiatives rolled out in 2017 included the Master Classes in Revenue Management, the International Sales Development Programme and the Executive IMI & Fáilte Ireland leadership Programme.

During 2017, Fáilte Ireland also launched a new 'Get Brexit Ready' programme to provide tailored, targeted supports to help Irish tourism enterprises meet specific Brexit-related challenges. The programme allows individual businesses to self-assess their exposure and risks and provides a range of interventions to match their needs across market diversification; retention of British market; business performance and competitiveness skills. It includes a dedicated on-line Brexit Respose Portal containing all the latest data, insights and market intelligence.

Festivals, Events & Business Tourism

We supported Fáilte Ireland in its activities to attract business, sport and other tourism events to the country. In 2017, Fáilte Ireland continued to support the growth of international conferences, meetings, incentive travel and cultural and sporting events of scale to Ireland, focusing on those events that attract a significant number of international visitors and deliver a large number of bed nights.

Meet in Ireland is the official business tourism brand for the island of Ireland. Fáilte Ireland's Meet in Ireland team promotes Ireland as a leading conference and meeting destination. The team works collaboratively with key stakeholders to secure high profile business tourism events for Ireland. In 2017 the website was redesigned to ease access and navigation on the site for those considering hosting an international event on the island of Ireland. During the year, the Business Tourism & Events Programme supported 428 international meetings, incentives, conferences and business events for Ireland, delivering an estimated 125,643 international delegates and an estimated €162m worth of future business for Ireland.

Fáilte Ireland's Business Tourism and Events Division offers financial and other supports to bids to host international sporting and cultural events in Ireland, subject to eligibility criteria. Notable events supported by Fáilte Ireland in 2017 included the Women's Rugby World Cup, the European Senior Bowling Championships, the International Taekwon-Do

Federation (ITF) World Championships and the World Irish Dancing Championships as well as many other angling, athletics, sailing, equestrian, martial arts, racket and team sports events. At the end of 2017, 16 converted and supported events were planned to take place in future years including events such as the 2018 IPC (International Paralympic Committee) Swimming European Championships.

In 2017, Fáilte Ireland provided funding of €2.3m to 33 national festivals and participative events under the National Festivals & Participative Events Programme. Festivals supported under the National Festivals and Events Programme included the St. Patrick's Festival, Cork International Choral Festival, Galway International Arts Festival, Earagail Arts Festival, Tradfest and the Dingle Marathon. Under the Regional Festivals & Participative Events Programme 2017, a further €690,000 was awarded to support 218 regional festivals to drive domestic tourism and improve the visitor experience.

Fáilte Ireland transferred administrative responsibilities for its Regional Festivals and Participative Events Programme to Local Authorities during the year, in line with their enhanced tourism role.

Greenways

Responsibility for Greenways transferred from the Department's Sustainable Transport Division to the Tourism Development Division during the year, reflecting the role of Greenways as an excellent tourism offering. Progress continued during the year on a number of Greenway projects funded under the National Cycle Network and Government Stimulus Package. The Waterford Greenway, which was part funded by the Department, opened in March 2017 and has been hugely successful.

Work began on the development of a strategy for the future development of greenways. A public consultation was carried out on a Greenways Strategy discussion document. A very significant number of submissions were received, which are informing the development of the Strategy.

Rugby World Cup

The Department was the lead for the Irish Government in supporting Ireland's bid to host the Rugby World Cup in 2023. The bid was developed in partnership with the IRFU and the Department of Economy in Northern Ireland.

The Candidate Phase of the bid process was completed on 1st June 2017 with the submission of 1,000 page bid to bring the Rugby World Cup to Ireland and the Department managed the extensive public sector input into the document. The Department - with the support of New ERA and its legal advisors, the Department of Public Expenditure and Reform and the Department of Finance – also negotiated and delivered the State Guarantees required by Rugby World Cup Ltd (RWCL). To give

legislative underpinning to these guarantees and a future hosting of the tournament, the Minister introduced and steered the Rugby World Cup 2023 Act through the Oireachtas.

While the Board of Rugby World Cup Ltd recommended South Africa as the hosts for RWC 2023, Ireland's bid met or exceeded all the criteria and achieved a high score. RWCL deemed all candidates to be excellent choices that could host a very successful Rugby World Cup. The Department worked closely with the IRFU and the Department of Foreign Affairs and Trade in the run up to the vote of World Rugby Council on 15th November. Ultimately the voters decided to award the tournament to France.

The Department was also central in providing support to the IRFU as Ireland hosted a very successful Women's Rugby World Cup in August 2017. The Department and Fáilte Ireland supported the event.

UEFA Euro 2020 Championship

In 2014, Dublin along with 12 other cities won the bid to host 4 games of the UEFA EURO 2020 tournament. This was a collaborative effort between FAI, DCC and DTTAS.

During 2017, the Department in partnership with Dublin City Council and the FAI advanced preparations for hosting the EURO 2020 championship in Dublin. As part of this, the Department participates in monthly Project Working Group meetings and co-ordinates the input and support of public sector bodies for the tournament.

The structure of the tournament provides that qualifying groups in the finals will be staged in "paired cities". Dublin has been paired with Bilbao. Each qualified host country will play a minimum of two matches at home in the group stage. During 2017 the Department assisted the Convention Centre Dublin in successfully tendering to host the Qualifying Draw for EURO 2020 which will now take place in the Convention Centre on December 2, 2018.

Objective 16: To ensure Ireland is effectively marketed as a tourism destination in the overseas and domestic markets

Digital strength

Tourism Ireland continued to leverage its strength in digital and social media – especially important in developing new ways of reaching, and connecting more frequently, with target audiences. Tourism Ireland is now the fourth most popular tourism board in the world on Facebook (almost 4.1 million fans), number four on Twitter (457,000 followers) and number three on YouTube (40.8 million views). In 2017, Tourism Ireland's international website, www.Ireland.com, attracted about 19.3 million visitors.

Overseas publicity

Tourism Ireland is responsible for promoting the island of Ireland as a tourism destination in overseas markets. Working with overseas travel, lifestyle and special interest media is an important element of the overseas promotional programme. In 2017, thousands of opportunities were created for potential visitors around the world to read, hear or watch positive messages about the island of Ireland. Tourism Ireland estimates that this exposure is worth an estimated €327 million in equivalent advertising value.

Highlights of Tourism Ireland's 2017 marketing and promotion programme included campaigns for Ireland's Ancient East, Dublin, the Wild Atlantic Way, a campaign to capitalise on the Women's Rugby World Cup, as well as Tourism Ireland's annual Global Greening initiative on St Patrick's Day, which was bigger than ever before in 2017.

Tourism Ireland also undertook a series of actions in the British market to address the immediate effects of the UK vote to leave the EU. For example, it placed a greater focus on "culturally curious" visitors, who are less impacted by currency fluctuations, and highlighted off-season breaks and value offers. Tourism Ireland also facilitated a meeting in October between Minister of State Griffin and representatives of the travel trade in Britain.

Other highlights included:

- In January, Tourism Ireland launched its first national TV campaign in the United States in over seven years
- In April, the World Economic Forum announced the results of its global Travel & Tourism Competitiveness Index 2017 and ranked Ireland at number three in the world, out of 136 countries, for 'effectiveness of marketing and branding to attract tourists'
- Tourism Ireland's April 2017 sales mission to China, in which the Secretary-General participated, saw a delegation of 17 tourism enterprises from the island of Ireland meet and conclude deals with leading Chinese tour operators and travel agents in the key cities of Beijing, Shanghai, Guangzhou and Hong Kong
- In July, Tourism Ireland rolled out a special promotional campaign to leverage the tourism benefits of the Women's Rugby World Cup – urging rugby fans and potential visitors everywhere to come for the games and then stay for the craic
- Twelve tourism operators from the island of Ireland joined Tourism Ireland for its September 2017 sales mission to the UAE and India
- In December, it launched a campaign highlighting the spectacular UNESCO World Heritage Site Skellig Michael featuring in the *Star Wars* movie, *The Last Jedi*.

Improved access

2017 saw a number of really positive announcements on the important access front, including new routes introduced by a range of carriers. These included a new Qatar Airways service between Doha and Dublin; and a new Aer Lingus flight to Dublin from Miami, as well as expanded services on Aer Lingus flights from Los Angeles, Chicago and Orlando. There were more than 550,000 direct, one-way airline seats to the island of Ireland available during summer 2017; this was a record and a +4% increase in capacity over summer 2016.

Sport



Image Credit: Sport Ireland

High level goal

To contribute to a healthier and more active society by promoting sports participation and by supporting high performance and the provision of sport facilities

Participation by Irish people in sport and physical activity has numerous health, social and economic benefits for our population. The health benefits that can be gained from participation in sport are significant, not just for the physical and mental health of the individual, but also for our health system with the consequent reduction in the demand on health services. Sport can teach participants important life-skills such as teamwork, discipline and leadership and can also play an important role in tackling some of the social challenges faced by society, including social exclusion and anti-social behaviour. The economic value of sport to Ireland has been estimated at €2.4 billion.

Objective 17: To ensure a policy framework is in place that recognises the economic, health and social role of sport and promotes both participation in sport and physical activity at all levels and opportunities for the achievement of excellence at the elite levels of sport nationally and internationally

National Sports Policy

The Department aims to publish a new National Sports Policy in 2018, which will outline our Vision for Sport for the next eight years. A Public Consultation Process was carried out in early 2017, during which 54 submissions were received. These submissions were taken into consideration during the considerable drafting process, and numerous meetings were held with relevant stakeholders throughout the year.

The National Sports Policy will be submitted to Government for consideration in early 2018. Delivery of the ambitions for sport set out in the policy will be particularly dependent on (i) securing increased annual current funding over the coming years and (ii) much greater certainty regarding current funding over multiple years.

National Physical Activity Plan

The [National Physical Activity Plan](#) is a cross-sectoral initiative with the aim of increasing levels of physical activity which in turn would lead to health, economic and social benefits. The overarching target of the Plan is to increase the proportion of the population across each life stage undertaking regular physical activity by 1% per annum to 2020.

The Plan was launched on 14 January 2016. Subsequently, an Implementation Group was established and the Department co-chairs meetings of this Group with the Department of Health. The Implementation Group consists of representatives from relevant Government Departments, agencies and bodies and meets on a quarterly basis. To provide a more in-depth focus on certain aspects of the Plan, two sub-groups were established in 2017. This Department chairs the NPAP Subgroup on Children and Young People, and is a member of the NPAP Subgroup on Research.

In 2017, we provided €3.5 million in Dormant Account Funding (from a total Dormant Account allocation to DTTAS of €5m for 2017) to promote a variety of measures in the National Physical Activity Plan to disadvantaged communities around Ireland.

Sport Ireland

The Department supports the activities of Sport Ireland and maintains regular contact with it in monitoring the effective development, funding and implementation of programmes, in compliance with Government financial requirements and policy. The current expenditure budget for sport in 2017 was €47.3m.

This funding allowed the implementation of the Sport Ireland Interim Strategic Plan 2016. An extension to the Interim Strategy 2016 was approved in May 2016, pending the completion of the National Sports Policy. The interim Strategy prioritises 4 key areas from previous strategies and sets out long term key performance indicators for each of these priorities. The key areas are:

1. Advance Sport Ireland's Participation Strategy
2. Develop the capacity and capability of the sports sector
3. Develop, operate and promote a world-class National Sports Campus in support of Irish sport at all levels
4. Develop and sustain Ireland's High Performance system.

A summary of progress in 2017 under each priority area is provided below –

1. Advance Sport Ireland's Participation Strategy

Dormant Accounts Funding

In 2017, funding of just over €1.4m of Dormant Accounts Funding was allocated to establish Community Sport and Physical Activity hubs in disadvantaged communities across the country. A further €500,000 was allocated to community coaching and youth leadership programmes through National Sports Education and Training hubs. €460,000 was invested in Urban Adventure Initiatives creating outdoor recreation opportunities in urban disadvantaged communities.

This investment is administered by Sport Ireland and aims to engage with local communities targeting people with disabilities, people who are educationally disadvantaged and disadvantaged communities.

Funding support of €245,000 was provided in 2017 for the Dublin North East Inner City programme and a targeted programme in the area of Garryowen, within Limerick City. The objective of these projects was to bring local people together and provide support to build capacity for local clubs and sports organisations in very disadvantaged RAPID areas in Dublin inner city and Limerick city. The outcomes look to provide increased opportunities for young people and the wider community to become physically active.

Local Sports Partnerships

In 2017, 29 Local Sports Partnerships (LSPs) provided national coverage for sports participation programmes and services. Sport Ireland invested just over €5.9m (including Women in sport funding of €115k) in the LSP network in the year. The Partnership network also hosted the employment of 21 Community Sports Development Officers and 17 Sports Inclusion Disability Officers.

The LSPs are involved in delivering mass participation programmes for people of all ages. In 2017, 13,100 people took part in the Sport Ireland Cycle Series, organised and delivered by five Partnerships since 2009.

In 2017, over 18,000 participants took part in the walks and runs organised for Operation Transformation. In total there were 70 Operation Transformation walks held across the country. These events were held in conjunction with the Local Sports Partnership network.

Widening Participation in Sport

An amount of €0.97m was provided in 2017 for the Women in Sport Programme (€0.6m to 26 NGBs, €0.12m to 23 LSPs, €0.14m to the FAI and €0.11m to the IRFU). Over €19m has been invested by Government through the Women in Sport initiative since 2005 to address the issue of female participation in sport in Ireland. Sport Ireland is committed to investing in the Women In Sport Programme as a strategic priority and will continue to provide resources and direction to reduce the gender gap in sports participation. The [National Strategy for Women and Girls 2017-2020](#) includes the aim of achieving greater female participation in sport and physical activity and these measures will contribute to achieving this outcome.

In 2017, funding of €607,605 was allocated by Sport Ireland under the 'Go for Life' Programme, which aims to help clubs and organisations to increase opportunities for their older members to actively participate in recreational sport and a range of physical activities.

One of the actions in the [Migrant Integration Strategy](#) is that the potential of sport in the integration of migrants will be further explored through encouraging active participation, volunteering and involvement in governance. Sport Ireland is currently represented on the Active Citizenship subcommittee of the Migrant Integration Strategy Monitoring and Co-ordination Committee.

Youth Field Sports

An amount of €7.4m was paid to support the work of the Gaelic Athletic Association (GAA), Football Association of Ireland (FAI) and Irish Rugby Football Union (IRFU) in increasing participation in sport by young people (this includes Women in Sport Programme funding to the FAI and the IRFU).

Recreational Trails Programme (Sport Ireland Trails)

Sport Ireland continues to support the development of Ireland's trails network. In 2017, 253 inspections and advisory assignments were undertaken on walking and cycling trails in Ireland.

European Week of Sport, 2017

Sport Ireland was the national coordinator for the European Week of Sport in Ireland in 2017. The week, an initiative of the European Commission, ran from the 23rd - 30th September and over 500 sporting events were delivered throughout the country. These included a number of flagship events such as the Great Dublin Bike Ride, #BeActive School Campaign and National Fitness Day. Sport Ireland

worked with a variety of different partners and coordinated a national promotional campaign for the week using online promotion platforms.

2. Develop the capacity and capability of the sports sector

In 2016, the then Minister of State asked Sport Ireland to introduce a mandatory requirement for all National Governing Bodies (NGBs) in receipt of Government funding through Sport Ireland to adopt the Governance Code for Community, Voluntary and Charitable Organisations. Arising from this, Sport Ireland is requiring that all funded bodies be fully compliant with this Code by 2020 on a "comply-or-explain" basis.

To date this Code has been adopted by 12 Sport Ireland funded bodies who have met with the Code requirement. A further 47 funded bodies are working towards meeting the requirements of the Code. The Code is relevant to all Sport Ireland funded bodies, apart from Local Authority based LSPs as they are governed by the Public Accountability Framework for Local Government.

Funding of €10.86m was provided to 58 NGBs to allow them to carry out their core activities required to deliver quality sport in Ireland, including administration, coach education and hosting and participating at international events.

In 2017, 20,554 coaches qualified along with 95 tutors, while 1,695 courses were approved by Sport Ireland Coaching.

3. Develop, operate and promote a world-class National Sports Campus in support of Irish sport at all levels

Update provided under Objective 19.

4. Develop and sustain Ireland's High Performance system

Investment of €9.8m in High Performance in 2017 which included €1.8m in grants to elite Irish athletes under Sport Ireland's International Carding Scheme, and grants amounting to €7.3m to National Governing Bodies (NGBs) for the delivery of their High Performance programmes.

A further €2m was provided to the Irish Institute of Sport for High Performance Support Services.

In sports directly supported by Sport Ireland, Ireland won 72 major medals at European and World level competitions across a variety of Olympic and Paralympic sports.

Objective 18: To facilitate development of sports facilities at national, regional and local level ensuring that supports are provided in a regionally balanced way and target disadvantaged areas.

Sports Capital Programme

The Sports Capital Programme is the main channel of Government support for developing sports facilities and purchasing sports equipment for sports clubs and organisations across Ireland. The 2017 round of the Sports Capital Programme closed for applications at the end of February 2017 and by that time a record 2,320 applications had been received. Following a detailed assessment of all these applications, a total of €60m was allocated to 1,807 different projects throughout Ireland. This is the largest number of grants ever awarded and the highest total value of grants since 2007.

In addition, during 2017 €34m was paid out to 623 grantees under previous rounds of the programme.

The redeveloped Páirc Ui Chaoimh was officially opened in October 2017 with the Department contributing €12m during the year as part of the €30m total state investment.

Construction work also commenced at the new Kerry Sports Academy at IT Tralee. The Department is committed to providing €7.5m towards this project.

Following the conclusion of Budget 2018 discussions, agreement has been reached to create a new Large Scale Sport Infrastructure Fund. The proposal is that the Fund will be for larger sports projects where the proposed Government contribution exceeds amounts available under the SCP. The terms and conditions of the scheme are expected to be finalised during 2018.

Local Authority Swimming Pool Programme

The Local Authority Swimming Pool Programme provides grants for the provision of a new or replacement Local Authority pool or the refurbishment of an existing pool and 2017 saw the official opening of a new replacement swimming pool in Dunmanway County Cork.

Objective 19: To facilitate and oversee the development of a National Sports Campus

During 2017 significant progress was made in the development of facilities at the National Sport Campus.

While substantive work on the construction of the National Indoor Arena (NIA) was completed in December 2016 (with the handover of the National Indoor Training Centre and the hosting of the Badminton Irish Open), the National Indoor Athletics Training Centre and National Gymnastics Training Centre were completed and handed over to Sport Ireland in January and February 2017 respectively. The Sport Ireland National Indoor Arena was officially opened by An Taoiseach on 26th January 2017.

Development of Phase 2 of the Sport Ireland National Indoor Arena commenced during 2017 with a scheduled completion date of March 2019. The facility will comprise full-sized and half-sized covered synthetic pitches capable of catering for all major field-sports, together with changing, medical, rehab and gym facilities as well as ancillary office, meeting and player areas.

As part of the wider partnership strategy for the development of dedicated field-sport training facilities by individual NGBs, Sport Ireland approved plans for the phased development of a high performance, all-weather cricket training facility by Cricket Ireland. The facility will comprise both synthetic and turf bowling nets with turf outfield area. Work on the facility commenced in December 2017 with a scheduled completion date for the first phase of May 2018.

Work on new office accommodation for Sport Ireland and other NGBs at the National Sports Campus continued through 2017 with a completion in early to mid-2018 scheduled.

1km and 2km jogging and fitness trails within the National Sports Campus grounds were completed in early 2017. The trail is open to members of the public and is wheelchair accessible.

NSCDA (Operations) Designated Activity Company

A subsidiary of Sport Ireland, NSCDA (Operations) DAC is responsible for the day-to-day management and operation of the National Sports Campus facilities including the National Aquatic Centre, the National Indoor Arena, Campus Conference Centre and the National Sports Campus synthetic and turf pitch facilities, as well as dedicated facilities for equestrian, diving, modern pentathlon and cross country running. The company is also responsible for the day-to-day operation of Morton Stadium, Santry and the maintenance of office accommodation for sports bodies provided on Campus.

During 2017, 1,095,555 visits were made to the National Aquatic Centre (up from 1,037,992 in 2016) making it the busiest year since the facility came under the direct management of the Campus and cementing its position among the top paying visitor attractions in the State. This is the second successive year for the Centre to break the 1 million visitor mark.

While footfall at the Synthetic Pitches saw a slight decrease of 3%, attendances at summer camps increased by over 100% to 2,409.

Objective 20: To meet Ireland's responsibilities in relation to sport issues at EU and international level

Anti-Doping

Sport Ireland operates the Irish Sport Anti-Doping Programme and continues to make progress in the areas of testing, education and research. The Programme is part of an international system and has a national and international reputation for excellence which is important for Irish sports and athletes competing at the highest levels of sport, domestically and internationally.

The Anti-Doping Unit of Sport Ireland trained 28 education tutors from the following NGBs: GAA, Irish Athletic Boxing Association, ONAKI, Cycling Ireland, Triathlon Ireland, Hockey Ireland, Rowing Ireland, FAI and the IRFU.

In 2017, the Anti-Doping Unit launched an anti-doping e-learning platform for athletes and athlete support personnel. The programme is very interactive and includes sections on Anti-Doping Rules Violations (ADRVs), the sample collection process, checking medications, Therapeutic Use Exemptions (TUEs), supplements and sports foods.

Moran Inquiry

In August 2016, law enforcement authorities in Brazil initiated an investigation into the reselling of tickets for the Rio Olympic Games. The Brazilian authorities have stated that the tickets at the centre of their investigation were originally allocated to the Olympic Council of Ireland (OCI).

The Ministers of the Department decided to establish a non-statutory inquiry to be chaired by a retired Judge in order to inquire into the circumstances and facts concerning this matter. The inquiry, led by The Hon. Mr. Justice Carroll Moran, began its investigation on 19 September 2016. Judge Moran presented his report to the Department on 12 June 2017 and it was subsequently published on 14 August 2017 following consideration by

the Ministers and their legal advisor. The Inquiry cost €312,765 which is considered to be value for money given (i) the important insights provided in the Inquiry Report and (ii) the demonstrable, clear and considerable improvements in OCI governance arising from the Report.

Our Commitment to Performance

We are committed to providing the best possible support to our Ministers and to our staff, and to successfully deliver our mission and high level goals.

Our corporate support services are key to the successful delivery of our goals, and cover functions such as human and financial resources, internal service provision, and customer service.

Objective 21: To provide support to our Ministers in the performance of their duties

Throughout 2017 the Department continued to provide effective administrative, systems and advisory support to Ministers in discharging their statutory and wider Government functions.

In 2017 the Ministers answered 3,203 parliamentary questions and 16,000 pieces of correspondence.

Objective 22: To manage, structure and resource the Department and its systems to support the delivery of our goals

Accommodation

In Dublin consolidation of the Department's offices continued in 2017 with the move of staff from the former Headquarters on Kildare Street to join those staff already located in Leeson Lane which is our new Headquarters.

Civil Service Renewal

The Department has continued to proactively engage with and support key developments/actions in the [Civil Service Renewal Plan](#) including management of service level agreements for shared services for HR and payroll.

The Department was the first Department to undergo an Organisational Capability Review (OCR) under Action 20 of the [Civil Service Renewal Plan](#). The report of the review process and the associated action plan to address the findings in the report were presented to Government in December 2017, circulated to staff and then published on the Department's website and implementation of the action plan is underway.

Finances of the Department and Prompt Payments

In 2011, the Government agreed that payments by public sector bodies to suppliers should be made within 15 days of receipt of invoices. In 2017, the Department made 12,399 payments to the value of €1.849 billion. Of these payments, 99.5% were made within 15 days and 100% were processed within 30 days.

Details of these payments are published quarterly and can be found on the [Corporate Services section](#) of our website.

A new standard ISO: 9001:2015 was introduced over a three year transition period and our Finance Division retained its ISO accreditation in the context of financial management systems.

Finance Division is also heavily involved in managing the interaction of the Department of Public Expenditure and Reform in relation to the allocation of funds to meet the administrative and programme costs of the Department. This ensures that our policy areas have sufficient funding to invest in much needed infrastructure and services across the Transport, Tourism and Sport areas.

Information Services

Our objective is to continually develop our service to meet and exceed customer expectations and contribute to the success of the Department through the provision of timely, consistently high quality and professional IT support at every customer contact, underpinning the Department's IT strategic plan.

There were a number of new developments to the Seafarers Information system and the SafeSeas Ireland system over the year and a number of improvements to the portal/application process were delivered to our Sports Capital Grants system (OSCAR) during 2017.

In line with the Public Service ICT Strategy, Information Services Division have linked in with the Office of the Government Chief Information Officer (**OGCIO**) shared systems programme (Build to Share) and rolled out the new Parliamentary Questions system. This and systems like it allow our staff collaborate with internal and external people more effectively and efficiency.

ISD successfully supported a substantial accommodation consolidation during 2017 this included migrating supporting infrastructure such as a Datacentre and redesigning part of our network. All of this was completed with minimum disruption to our staff and to the services they provide.

ISD continue to expand our service offerings to allow our staff work with more flexibility, and to provide a high level of service in the provision of ICT systems.

Protected Disclosures Summary Report

Section 22 of the Protected Disclosures Act 2014 requires a public body to prepare a report setting out the number of protected disclosures made to it in the course of the immediately preceding year and certain other information relating to any such protected disclosures.

This report therefore covers the period 1 January 2017 to 31 December 2017.

- 0 protected disclosures were received from staff of the Department.
- 2 protected disclosures were made to the Minister under section 8 of the Act and these are under consideration.

Workforce Planning

The Department implemented a new Workforce Planning Framework for the period 2017-2019 using the Framework's analysis of priority resource needs and associated skillsets requirements to deliver our business priorities. We continued to operate within the Workforce Plan's delegated sanction arrangements for pay and staffing for both the Department and the non-commercial State Agencies. This allowed us to progress decisions on staffing assignments to ensure that critical business needs were met.

At the end of 2017 the Department employed a total of 515 staff equating to 486 full-time equivalents.

Objective 23: To develop and train staff to enable them to effectively deliver their responsibilities

Learning and Development

The Department proactively engaged with the establishment of the new shared model for delivering learning and development in the civil service, OneLearning. Staff participated in a number of OneLearning pilot courses during 2017.

A wide range of training courses addressing both personal development and business needs were delivered to staff in 2017 with over 656 training days delivered throughout the year.

We continued our support in 2017 for staff partaking in a variety of 3rd level studies, where such courses were considered relevant to their role and of benefit to the Department.

Talent Management

A number of staff engaged in dedicated leadership training programmes including pilot leadership programmes under the [Senior Public Service Leadership Development Strategy 2017-2020](#).

The Department continued to progress its Mentoring Programme for staff in 2017 and all newly recruited Administrative Officers participated in the Department of Public Expenditure and Reform's Graduate Development Programme.

Objective 24: To oversee corporate governance of our agencies

The Department commenced work in late 2017 on a new internal Framework for the Oversight of our State Bodies. The new Framework will take account of a number of developments including the Revised Code of Practice for the Governance of State Bodies and also the Organisational Capability Review of the Department. The new Framework was adopted in early 2018.

Appendix 1

Ministers and Senior Management

[Minister of Transport, Tourism and Sport](#)

[Minister of State for Tourism and Sport](#)

[The Management Board of the Department](#)

Appendix 2

Departmental Legislation

A list of all the Primary and Secondary Legislation enacted by the Department in 2017 can be found at the following link:

[Primary and Secondary Legislation](#)

Appendix 3

Irish Coast Guard Statistics – Five-year trend

	2012	2013	2014	2015	2016	2017
Incidents	1980	2627	2631	2664	2582	2502
Persons saved / assisted	2776	5685	4256	3899	4080	3974
MARITIM	578	498	676	600	482	521
Incidents involving Merchant Craft	67	61	69	52	62	69
Incidents involving Fishing Craft	179	215	189	185	212	169
Pollution / Salvage Report	47	46	44	32	44	40
IRCG Coastal Units tasked	933	1156	1272	1289	1065	1072
IRCG Helicopter tasked	532	808	915	1013	898	755
RNLI tasked	723	877	819	836	854	842
Community Rescue Boats Ireland tasked	170	145	211	219	131	88
False Alarms	76	91	94	135	245	434

Appendix 4

Acronym Index

Acronym	
AAIU	Air Accident Investigation Unit
ASEAN	Association Southeast Asian Nations
CAF	Common Appraisal Framework
CEF	Connecting Europe Facility
CIC	Concentrated Inspection Campaign
C-ITS	Cooperative Intelligent Transport Systems
CIWG	Cost of Insurance Working Group
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
DVCSD	Driver Vehicle Computer Services Division
EASA	European Union Aviation Safety Agency
ECAC	European Civil Aviation Conference
EETS	European Electronic Toll Service
ERA	European Railway Agency
ERRU	European Register of Road Transport Undertakings
EU ETS	EU Emissions Trading System
FAB	Functional Airspace Block
FAL	National Aviation Facilitation Committee
FCPS	Fixed Charge Processing System
ICAO	International Civil Aviation Organisation
IMO	International Maritime Organisation
INADO	Institute of National Anti-Doping Organisations
ITS	Intelligent Transport Systems
ITS	Intelligent Transport Systems
IWAK	Ireland West Airport Knock
LSP	Local Sports Partnership
MET	Maritime Education and Training Scheme
MLR	Master Licence Record
MOR	Mandatory Occurrence Report
MRL	MapRoad Roadworks Licensing System
NAP	National Aviation Policy
NCADF	National Civil Aviation Development Forum
NGB	National Governing Body
NIA	National Indoor Arena
NIR	New Inspection Regime

NJP	National Journey Planner
NSMC	North South Ministerial Council
NTA	National Transport Authority
NVDF	National Vehicle and Driver File
PMoU	Paris Memorandum of Understanding
PPP	Public Private Partnership
PSO	Public Service Obligation
RAIU	Railway Accident Investigation Unit
RSA	Road Safety Authority
RSC	Railway Safety Commission
RTOL	Road Transport Operator Licensing Unit
RTP	Rural Transport Programme
RTPI	Real Time Passenger Information
SAR	Search & Rescue
SARPs	Standards and Recommended Practices
SES	Single European Sky
SESAR	Single European Sky Air Traffic Management Research
SPAD	Signals Passed at Danger
SRA	Strategic Research and Analysis Division
STCW	Standards of Training Certification and Watchkeeping for Seafarers
TCU	Transport Co-ordination Unit
WAV	Wheelchair Accessible Vehicle



An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport