



An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

Annual Report 2015

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Department's Mission Statement

To ensure that the transport, tourism and sport sectors make the greatest possible contribution to economic recovery, fiscal consolidation, job creation and social development.

In pursuing its mission the Department focuses on the High Level Goals of its [Statement of Strategy 2015-2017](#)

Statement by the Minister

I am happy to take delivery of the Department of Transport, Tourism and Sport's Annual Report 2015, which outlines the progress made during the year against the Department's objectives.

I am delighted to have been appointed Minister for Transport, Tourism and Sport at the beginning of May 2016 and will now commence work on preparing a new Statement of Strategy for the Department which will reflect the priorities agreed in "A Programme for a Partnership Government".

I look forward with my colleague, Minister of State Patrick O' Donovan, TD to working with the staff of the Department to achieve these priorities during the term of this Government.

Shane Ross TD
Minister for Transport, Tourism and Sport

Ministers of State

Minister of State Ring had general responsibility for domestic tourism and sport with a particular focus on:

- Domestic tourism marketing and Home Holiday campaign
- Sports tourism events
- Cultural tourism, festivals and other tourism-generating events
- Sports Capital Programme
- Local Authority Swimming Pools Programme
- Engagement with Sport Ireland and Local Sports Partnerships on promoting participation in sport, recreation and physical activity
- European agenda on sport, including attendance at Council of Sports Ministers when sports issues are discussed.

Minister of State Anne Phelan was Minister for Rural Economic Development. Her remit spanned over three Departments: Environment, Community & Local Government, Agriculture, Food & Marine and Transport, Tourism & Sport.

Minister of State Phelan was responsible for:

- Rural Economic Development and Rural Transport
- Implementation of the Commission for the Economic Development Rural Affairs (CEDRA) Report
- Encouraging job creation and sustainable enterprise development in rural areas
- Rural Transport Programme (RTP) which was launched in 2006

Foreword by the Secretary General

I was appointed as Secretary General of this Department on 1st November 2015 and am pleased to be reporting on its achievements in 2015, the vast majority of which were advanced under my predecessor, Tom O' Mahony, who retired in October.

During the period, this Department focussed on achieving the priorities set out by our Minister and Ministers of State within the resources available to us. We have made every effort to achieve value for the taxpayer and positive outcomes for the travelling public and the economy across the Department's sectors – Aviation, Land Transport, Maritime, Tourism and Sport.

Progress on our agenda depends on close working relationships with the various state agencies and companies under our aegis, with the local authorities and with other Government departments and agencies and I wish to pay tribute to the support and cooperation shown across all of our interactions. I also would like to thank my colleagues on the Department's Management Board who lead each of our sectoral areas and, more particularly, our people across the Department for their commitment to serving the public and for their energy and work ethic during the year.

Graham Doyle
Secretary General

Minister Paschal Donohoe was appointed in July 2014 and set out the following priorities to March 2016.

Action Taken on Key Ministerial Priorities	
Priority	Progress
Further development of our public transport network and services on a sustainable basis, including completion of the cross city LUAS project.	Work on the Luas Cross City project progressed well during 2015. The pre-construction utilities works were substantially completed during the year and the main infrastructure (track-laying) works commenced in July. The project remains within budget and is currently on target to be completed in 2017.
Proper maintenance of our local, regional and national roads network with improvements such as the Newlands Cross Junction upgrade.	In 2015 capital expenditure on national roads was €337m with expenditure of €38m on on-going national road maintenance. €320m was spent on regional and local roads. The final phase of the N7/N11 Arklow/Rathnew Upgrade scheme opened in July 2015 and progress continued on the M17/M18 Gort to Tuam PPP.
Continuing efforts to reduce road fatalities by promoting road safety awareness and legislating against drug driving.	The Road Safety Authority has responsibility for public education and awareness campaigns targeting the main causal factors for collisions, deaths, and serious injuries for all road users. During 2015 the Minister participated in a number of road safety events organised by the RSA and An Garda Siochana aimed at increasing public education and awareness of road safety issues, including a Road Safety Authority Conference on 'Children and Road Safety', a mid-year review of road safety, and St Patrick's Day, Bank Holiday and Christmas road safety campaigns. The Road Traffic Bill 2015 , formally approved for publication by Government in December 2015, will principally focus on measures to combat intoxicated driving. The Bill provides stronger measures to deal with driving under the influence of drugs among other measures.
Implementation of the National Ports Policy 2013 to support the sustainable growth of our ports and harbours.	The Department continued implementation of the new National Ports Policy in 2015. 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 Laoighaire, Galway, New Ross and Wicklow to Local Authority control.
Development and implementation of a National Aviation Policy to ensure the right conditions exist for a flourishing aviation industry in the future.	The National Aviation Policy launched in August 2015 aims to enhance Ireland's connectivity with the rest of the world by ensuring safe, secure and competitive access, to foster growth in Irish aviation

	<p>enterprise and to maximise the contribution of the aviation sector to Ireland's economic growth.</p> <p>Maintaining aviation safety has been identified as the number one priority. Passenger numbers through Irish airports have continued to show strong growth with figures to end 2015 showing 29.9m travelling, an increase of 12.56% on 2014.</p>
Publication of New Tourism Strategy to drive tourism revenue, building on the continued success of the Wild Atlantic Way and specifically targeting growth in visitor numbers to Dublin, through the Grow Dublin Tourism Alliance, and to the South and East regions.	<p>A new tourism policy statement 'People, Place and Policy – Growing Tourism to 2025' was launched in March 2015 and aims by 2025 to increase overseas tourism revenue to €5bn per year and increase those employed in the sector by 50,000 to 250,000.</p>
Delivery of National Sports Campus and the continued provision of sports facilities at local level through the Sports Capital programme.	<p>Over €30m was made available in 2015 for the development of facilities at the National Sports Campus, including construction of the National Indoor Arena (NIA). Projects completed at the National Sports Campus in 2015 include:</p> <ul style="list-style-type: none"> - a High Performance Training Centre - a multi-purpose Campus Conference Centre - development of two multi-sport turf pitches - a new national cross country track. <p>Significant progress was made on the GAA's new National Centre of Excellence and the FAI completed the substantive pitch works for their new National Training Centre. In October 2015, over €41m was allocated under the Sports Capital Programme for 891 local and non-local sports projects.</p> <p>A further special grant of €3.9m was made towards Castlebar Swimming Pool and Leisure Centre and National Outdoor Educational and Training Centre and €136,000 to four local authorities for minor projects.</p>
Department's Annual Report, Departmental Statistics, Statement of Strategy and the Programme for Government Reports.	<p>The Department's Annual Report 2014 was published in Q2 2015.</p> <p>The Statement of Strategy was published in February 2015.</p> <p>The Department inputted into the Programme for Government Reports in 2015.</p>

Departmental Statistics at a Glance – 2015

Safety

- The EU average for road deaths in 2014, the latest year for which statistics are available, was 51 per million population. The figure for Ireland in 2014 was 43 per million population. 166 people lost their lives on Irish roads in 2015.
- The Irish Coast Guard responded to 2,664 incidents in 2015 with 3,899 persons being assisted.
- The Air Accident Investigation Unit published 29 air accident reports and made a total of 17 safety recommendations.

Tourism

- Overseas visits to Ireland increased by 13.7% in 2015 compared to 2014 with a total of 8.643m visits.
- There was a 12.1% increase in the number of visits from Britain in 2015.
- There was a 15.4% increase in the number of visits from Mainland Europe in 2015.
- There was a 14.0% increase in the number of visits from North America in 2015.
- There was a 13.7% increase in the number of visits from long-haul markets in 2015.
- There was a 18.6% increase in the expenditure from overseas visitors for 2015, compared to 2014 (excluding fares = €4.208 bn).
- The accommodation and food service sector employed 143,100 in Q4 2015.

Transport

- Investment of €339m in public transport infrastructure.
- Capital expenditure of €337m on national roads.
- Expenditure of €38m on on-going national road maintenance.
- Expenditure of €320m on regional and local roads.
- Public transport passenger numbers on State-supported services rose by 3.6% to 224m (Dublin Bus increased 3% (119m); Irish Rail +5.3% (40m); Luas +6.1% (35m); Bus Eireann +1.7% (30m)).
- Over 1.76m passenger journeys on 242,224 transport services funded under the Rural Transport Programme
- Over 1m flights were safely and efficiently managed by Irish air traffic controllers and radio officers in Irish controlled airspace, an increase of 5.6% over 2014 ¹.
- Passenger numbers through Irish Airports increased by 12.56% on 2014 to €29.9m.
- €1.1 billion in motor tax receipts.
- 5m Motor Tax Discs issued.
- 560,000 Driving Licences (including Learner Permits) issued.
- 1.15m Vehicle Registration Certificates issued.
- 1.14m Change of Ownership notices processed
- 490,000 Penalty Points Notices issued.
- 3 projects funded (with one completed in 2015) under the National Cycle Network Funding Programme.
- 11 cycleway/greenway projects (with 8 completed in 2015) funded under the Government Stimulus Package.
- 9 projects funded under the Active Travel Town Funding Programme.

Sport

- 79 medals at World and European levels in sports supported by Sport Ireland
- 991,554 visits to the National Aquatic Centre.

¹ The Irish Aviation Authority has altered its reporting methodology from previous years, the increase of 5.6% over 2014 reported is factually correct.

- Investment of €8.1m in High Performance sport which included €1.5m in grants to elite athletes and €6.6m to National Governing Bodies of sport under the High Performance Programme.
- €7.4m to the GAA, FAI and IRFU to increase participation by young people.
- €0.97m for the Women in Sport Programme.
- 1,295 payments made to Sports Capital Programme (SCP) grantees, an increase of 42% on 2014.
- Total payments to SCP grantees totalled €28m, an increase of 38% on 2014.
- 891 allocations totalling €41m announced in October under the 2015 round of the SCP.
- €3.9m allocated to Castlebar Swimming Pool and Leisure Centre and National Outdoor Educational and Training Centre from the Sports Capital Programme for the development of multi-sports facilities.
- €3.8m each allocated to swimming pool projects in Dunmanway and Castlebar under the Local Authority Swimming Pool Programme.
- Almost €3.4m allocated to 16 swimming pools under the Local Authority Swimming Pool Programme energy efficiency upgrade and enhanced disabled access initiative 2015.

High Level Goal - Aviation

To ensure the aviation sector supports Ireland's economic and social goals in a safe, competitive, cost-effective and sustainable manner and to ensure maximum connectivity for Ireland with the rest of the world.

Aviation

The Department's 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.

Development of a new National Aviation policy for Ireland

The [National Aviation Policy](#) was published by Minister Donohoe in August 2015. The main features of the new policy include:

- The maintenance of aviation safety as the number one priority;
- An increase in connectivity, especially with emerging markets;
- The achievement of a high level of competition between airlines operating in the Irish market;
- The retention of Dublin, Cork and Shannon Airports in State ownership;
- The promotion of Dublin Airport as a secondary hub, with the necessary infrastructure to meet projected traffic growth, and supporting the roles of Cork and Shannon airports as tourism and business gateways in their respective regions;
- Support the regional airports in line with the recently EU approved Regional Airports Programme, which runs from 2015 to 2019;
- A commitment to maintaining Ireland's attractiveness as a base for aircraft leasing;
- The undertaking of an independent review of the regulatory regime for airport charges by the end of 2015 and the future policy on airport charges regulation will be finalised by mid-2016;
- The establishment of a National Aviation Development Forum in order to consult with the industry on the development of the international regulatory agenda for aviation and to coordinate the promotion of Irish aviation.

Implementation of the Policy is underway as a key priority for the Department. Among the main actions implemented or progressed in 2015 are:

- The National Civil Aviation Security Programme was reviewed and updated;
- Preliminary work concerning the feasibility of a "Trusted Traveller Scheme" was commenced;
- The State Safety Programme was 70% completed and a coordination platform was established to ensure finalisation of the Programme;
- The Department appointed a candidate for election in 2016 to the Council of the International Civil Aviation Organisation (ICAO), to enable Ireland to represent the ABIS Group of states - Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland - at ICAO for the period 2016-2019;
- Preparations were made for the launch of the National Civil Aviation Development Forum in February 2016;
- A draft Government Order was prepared to implement the Cape Town Convention "Alternative A" insolvency arrangement into Irish law, with a view to adoption in

Quarter 2 2016 and to improving Ireland's attractiveness as a jurisdiction for aviation finance.

Also set out in the [National Aviation Policy](#) was the need to review the regulatory regime for airport charges which has been in place since 2001. In 2015, the Department appointed Indecon Economic Consultants to undertake this review and its report was completed in December 2015. The Department will continue its work on this review with a public consultation on the consultant's report to be held in early 2016, before finalising and publishing its policy on airport charges by end of the year.

The Department also committed, in the [National Aviation Policy](#), to publishing basic statistical information on its website, including passenger numbers, cargo carried and airport commercial movements. This information is now available on the Department's website in relation to State Airports and will be updated on a quarterly basis.

National Aviation Facilitation Committee

Two meetings of the National Aviation Facilitation (FAL) Committee were held in 2015 with all relevant Government Departments and Agencies (Justice, Agriculture, Foreign Affairs, Revenue Commissioners), Irish Aviation Authority (IAA) and Commission for Aviation Regulation (CAR) as well as Dublin Airport Authority (DAA), regional airports and resident international aircraft operators represented on the Committee. 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. Following on from the publication of the National Civil Aviation Facilitation Programme in December 2014 which sets out the roles and responsibilities of various Government Departments and their Agencies for the implementation of facilitation matters, the Department commenced a programme of work in the area of facilitation to be continued over the next two years. A copy of the Programme is available on the Department's website.

Regional Airports

A new [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.

In addition to the traditional Capital Expenditure (CAPEX) and Operational Expenditure (OPEX) Schemes operated by the Department, the new Programme provides for two new schemes to assist the regional airports in discharging their 'public policy' remit, for example, the cost of safety and security related projects and operations which are generally obligatory under national or international aviation requirements and which are not associated with an airport's economic activities (Air Traffic Control (ATC), fire services, security services, etc.). These are called 'Public Policy Remit' (PPR) Schemes. The PPR Operational Scheme assists with operational costs in these areas and the PPR Capital Scheme supports certain safety and security capital investments.

Exchequer support in 2015 for the four regional airports in Donegal, Kerry, Waterford and Ireland West Airport Knock amounted to approximately €4.42m, of which €2.28m was in operational supports and €2.14m in capital grant assistance.

Following a public tender competition and in accordance with EC Regulation 1008/2008, a new contract for the Public Service Obligation (PSO) air services between Kerry and Dublin and between Donegal and Dublin commenced on 1 February 2015. This contract, which was

awarded to Stobart Air, will operate initially for a two-year period and, subject to a satisfactory review after 18 months, the contract may be extended for an additional year. Exchequer subvention of €7.58m was paid to the operator of these two PSO routes in 2015.

An Aviation Strategy for Europe

The European Commission's proposals, published in late 2015, will firstly involve an ambitious programme of EU air service agreements with third countries, as well as an emphasis on the competitiveness of the EU aviation industry based on a level playing field, including addressing unfair commercial practices from third countries. Secondly, the strategy will tackle airport capacity constraints and efficiency of airport services, including completion of the Single European Sky. Thirdly, the strategy will focus on maintaining high EU safety and security standards, by shifting to a risk and performance-based mind-set. Finally, the Strategy places some emphasis on maintaining a strong social agenda and creating high quality jobs in aviation by supporting social dialogue in aviation and clarifying the legal framework for highly mobile workers. The Department will engage actively and constructively with the European Commission and with other member states in order to influence the evolution and implementation of the proposed measures, in line with the [National Aviation Policy](#).

EU Safety Regulation

As part of the EU Aviation Strategy, in December 2015 the European Commission published a proposal for a Regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (EASA), and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council.

The proposal is made in the context of the EU Aviation Strategy and will replace and revise the principal European Safety Regulation (EC) 216/2008. The primary objective of the proposal is better safety regulation that is framed within the context of the Commission priorities for fostering jobs and growth, developing the internal market and strengthening Europe's role as a global actor.

The results of the EU consultation for impact assessment indicated that the EU maintains a very high standard of aviation safety and that it is possible to achieve the same high standard of safety and safety regulation through a less prescriptive regulatory method, which is more responsive to industry requirements and is more efficient for regulators.

This EU initiative aimed at improving regulatory processes and enhancing aviation safety is welcomed by Ireland. The principles underpinning the proposal, to maintain safety standards within a broader economic and environmental policy context, are in line with Ireland's [National Aviation Policy](#). The proposal also addresses the need for EU regulation in the area of unmanned aircraft (drones), which is supported by Ireland.

Discussions of the proposal at the EU Aviation Working Party commenced in January 2016 and it is the intention of the Dutch Presidency to progress the proposal towards an agreed general approach by June 2016.

Aer Lingus Shareholding

Following an approach in late 2014 by International Airlines Group (IAG) to purchase Aer Lingus, a Steering Group was established to review the value of the State's minority shareholding in Aer Lingus as well as the potential impact of a sale of the State's

shareholding in Aer Lingus on connectivity, competition and employment, these being issues of strategic importance to Ireland.

The Steering Group was chaired by this Department and comprised representatives from the Departments of Finance, Public Expenditure and Reform and the New Economy and Recovery Authority (NewERA). The Group engaged with IAG and carefully considered the IAG proposal, and, informed by the analysis and advice received from the Steering Group's external financial and legal advisers, the Group recommended that Government should accept an offer from IAG for the State's shareholding in Aer Lingus subject to a number of conditions/commitments in relation to connectivity and slots at London Heathrow. Taking account of the Steering Group Report, at its meeting on 26 May 2015, Government agreed to dispose of its minority shareholding in Aer Lingus to IAG on terms agreed.

The Exchequer received just over €335m in 2015 from the sale of its Aer Lingus shareholding and it was agreed that the funds would be used to establish a 'Connectivity Fund', a sub-portfolio of the Ireland Strategic Investment Fund (ISIF) managed in the same way as the main ISIF portfolio.

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 2015, 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.

During 2015, under the SES framework, the Department and its UK counterpart, the Department for Transport, secured the approval of EU authorities for a comprehensive plan to provide for enhanced performance of air traffic management in the period 2015-2019. The plan includes important initiatives in the areas of safety, environment, capacity and cost-efficiency and will contribute significantly to greater efficiencies in the provision of European air navigation services. Performance targets were achieved in 2015 and there will be a continuing focus on achieving the targets for the remaining four years of the plan up to 2019.

The Department and the IAA also continued to work closely with the UK during 2015 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.

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 at the International Civil Aviation Organisation (ICAO) to implement a coordinated global response. During 2015, the Department participated actively at various international fora in support of the ICAO process.

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, China and India in addition to the neighbouring States. Ireland fully supports the EU efforts in this area and in 2015 Ireland ratified EU Agreements with Canada, Georgia, Jordan and Moldova.

In addition to EU Agreements the Department continues to pursue measures to enhance Ireland's bilateral aviation relations with emerging markets and in 2015 negotiated new bilateral air transport agreements with Oman and Saudi Arabia. As a result of a bilateral agreement negotiated in 2014 with Ethiopia, a new direct service between Dublin and Los Angeles operated by Ethiopian Airlines commenced in June 2015.

Airport Passenger Traffic

Overall, there was strong growth in air traffic in 2015 with almost 30m people using our airports, an increase of more than 12% on 2014. Most of this increase was at Dublin airport which recorded a new record of 25m passengers, a 15% increase on 2014. Passenger numbers at Shannon airport increased by almost 5% to over 1.7m. While passenger numbers at Cork fell by 3.4% to just over 2m, the airport returned to growth in the last quarter of 2015 and renewed positive growth is expected in 2016. A total of just over 1m passengers passed through the four regional airports in Donegal, Kerry, Waterford and Ireland West Airport Knock (IWAK), approximately the same as in 2014.

- Dublin +15.4% (25.05m)
- Shannon + 4.6% (1.71m)
- Cork - 3.4% (2.07m)

- Donegal + 3.2% (36,562)
- Kerry + 4.0% (307,079)
- Waterford + 2.7% (35,528)
- IWAK - 2.5% (685,485)

Air Accident Investigation Unit (AAIU)

A total of 10,015 Mandatory Occurrence Reports (MORs) were received and assessed in 2015 of which 97 came within the investigative remit of the AAIU. With priority given towards the investigation and reporting of accidents and serious incidents, a total of 28 occurrences were the subject of an investigation in 2015, made up of 15 national and 13 foreign investigations into Irish registered/operated aircraft abroad.

With regard to the foreign occurrences, the AAIU provided assistance to these investigations through the appointment of 13 Accredited Representatives. One particular foreign event related to an Irish registered Airbus A321, EI-ETJ, in the Sinai Peninsula, Egypt on 31 October 2015. The flight was operated by a Russian company and was enroute from Sharm El Sheikh Airport, Egypt to Pulkovo (St. Petersburg) Airport in Russia. All 224 persons on board perished. An AAIU Team were in situ for two weeks and continue to support the foreign state investigation.

There were three fatalities in two separate General Aviation accidents in Ireland in 2015.

The following table shows a breakdown of the total national and international occurrences and fatalities recorded by the AAIU in 2015.

	Accidents	Serious Incidents	Incidents	Total	Fatalities
National	10	4	43	57	3
International	5	9	26	40	224
Total	15	13	69	97	227

A total of 29 Reports, made up of 22 national and 7 international were published on the Unit website and 17 safety recommendations were issued by the AAIU in 2015.

High Level Goal – Land Transport

To provide for the maintenance and upgrade of the transport network and ensure the delivery of public transport services with particular regard to economic competitiveness, social needs, sustainability and safety objectives.

Public Transport

Public Transport Investment

Investment in the public transport infrastructure totalled €339m in 2015.

The Public Transport Investment programme played a significant role in facilitating the strong performance of public transport services in 2015. Total passenger numbers on State supported PSO services amounted to approximately 224m, which represents an increase of 3.6% compared with 2014. Dublin Bus numbers increased 3% (to 119m); Irish Rail rose by 5.3% (to 40m); Luas passenger numbers increased by 6.1% (to 35m) and Bus Éireann by 1.7% (to 30m).

Work on the Luas Cross City project progressed very well during 2015. The pre-construction utilities works were substantially completed during the year and the main infrastructure (track-laying) works commenced in July. The project remains within budget and is currently on target for completion of works and commencement of services in late-2017.

Funding was provided by the Department to the National Transport Authority (NTA) for the acquisition and replacement of PSO buses for the Dublin Bus and Bus Éireann fleets and for the continued implementation of Public Transport Sustainable / Traffic Management Measures; and for the Regional Cities & Accessibility Grants Programmes.

Funding was also provided by the Department to the NTA in 2015 to increase public transport use through smarter technologies to make the public transport experience more responsive and passenger-friendly. A sustained programme of new, cost-effective integration initiatives with a focus on customer requirements, including the Leap card, real-time passenger information and journey planning apps, are being implemented to promote and integrate public transport provision in Ireland.

Capital funding of €156m was provided to Iarnród Éireann in 2015, primarily for the maintenance and renewal of the heavy rail network nationwide under the Multi Annual Infrastructure Manager Contract (IMMAC). Funding was also provided for the continued development and rollout of the Dublin City Centre rail re-signalling project and for works to facilitate the re-opening of the Phoenix Park Tunnel for commuter services on the Kildare line in 2016. EU funding was secured by the Department under the Interreg IV Programme for the refurbishment of the Drogheda Viaduct on the Dublin-Belfast rail line and for the modernisation of the Enterprise rail fleet, which greatly enhances the quality of the strategically important Dublin-Belfast rail link.

Public Transport Funding

In 2015 the Minister committed €209.5m toward Public Service Obligation public transport services, which was the same level as that committed in 2014. This was the first time since 2008 that funding was maintained rather than decreased.

In Budget 2015 the Minister ensured that the level of Public Service Obligation funding is increasing and funding available in 2016 will increase by almost 13% to €236.6m.

CIE's Financial Position

The CIÉ Group recorded an improved financial performance in 2015 when compared to recent years. However, challenges remain and the Department continues to liaise with the Group as it seeks to address these challenges through revenue growth strategies and operation cost and payroll saving measures.

In 2015 passenger numbers increased in 2015 by 3% (Dublin Bus), 1.7% (Bus Éireann) and 5.3% (Irish Rail). This reflects an increase in passenger numbers of 3.8m (Dublin Bus), 0.7m (Bus Éireann), and 1.9m (Irish Rail).

CIÉ Subvention

Funding of €209.3m was provided in State subvention, through the NTA, to the CIÉ companies in 2015. The provision of public service obligation services by the CIÉ companies is subject to contracts between the companies and the NTA.

Bus Market Reform – Review of Direct Award PSO Contracts

In line with the conclusions of its 2013 review of the Public Service Obligation (PSO) bus market, in January 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 National Transport Authority.

During the year the NTA continued its consideration of prequalification submissions received in relation to the three procurement processes and contract awards are on schedule to be announced in 2016 and services will commence by 2017.

Rail regulation – new EU measures under negotiation

In January 2013, the European Commission adopted its proposals for a Fourth Railway Package consisting of 3 Directives and 3 Regulations covering the issues of improving the governance of rail infrastructure and operation, the 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) contracts from 2019 and a new role for the European Railway Agency. European Union Transport Ministers reached unanimous agreement on the general approach to the political pillar of the Fourth Railway Package at a meeting of the EU Transport Council in October 2015. The Ministers endorsed the two principles of gradual opening of member states' domestic rail markets, with specific derogations where a public service contract may be awarded directly if justified by some characteristics of the market or of the network, and proposals intended to provide better governance of the rail sector.

The European Commission, Parliament and Council have commenced trilogue negotiations to reach an agreement on the text of the regulations.

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.

A total number of thirty-five preliminary examinations were carried out in 2015; seven of these involved Signal Passed at Danger (SPAD) and was included in the SPAD Trend report which was published in April 2016. A further three new investigations were commenced in 2015, two of these investigations involved Signal Passed at Danger and one a near miss.

The RAIU published two investigations reports in 2015 relating to occurrences that took place in 2014. The investigations were as follows:

- Vehicle struck by train at Corraun Level Crossing, XX 024, Co. Mayo;
- Car strikes train at level crossing XM250, Knockaphuntha, Co. Mayo.

A total of four new safety recommendations were issued in 2015 as a result of these investigations plus a further three were reiterated from previous reports. The focus of the safety recommendations were: the effective implementation of safety controls; improvements to competency management systems; and the management of risk at user worked level crossings.

Public Transport Customer Service Improvements

Integration Projects

Funding is being provided to the NTA to increase public transport use by the development of smarter technologies to make the public transport experience more responsive and passenger-friendly. Initiatives include the Leap Card, Real Time Passenger Information (RTPI) and the National Integrated Journey Planner (NIJP). In 2015 funding of approximately €8.5m was provided to the NTA for these projects.

Leap card: The Leap card has been an enormous success since its launch in December 2011. By end-2015 card sales had reached 1.43m and over 8m journeys were taken on average each month using Leap cards. The card which was launched initially in the Greater Dublin Area (GDA) on Dublin Bus, Luas and Irish Rail DART/Commuter Rail and was subsequently extended to Bus Éireann's services in the GDA. The scheme has been extended to the regional cities of Cork, Galway, Limerick and Waterford and is being rolled out nationally on a gradual basis.

Various enhancements have also been added to the scheme since its initial launch such as multi-operator daily and monthly capping, transfer rebates and integration of the Leap card with the Public Services Card (PSC) for those entitled to free travel, which commenced in early 2015. The roll-out of Leap to interested commercial bus operators also continued in 2015.

RTPI: The NTA completed the roll-out of the current phase of RTPI displays at bus stops in Dublin, Cork, Galway, Limerick and Waterford. In the region of 700 displays were operational at the end of 2015. In addition, 24 flat screen displays showing real time information for nearby bus stops and associated transport information maps have been installed in public areas such as train stations, hospitals and universities.

Further on-street RTPI signs are planned for installation in Dublin in 2016. This includes the installation of a number of additional RTPI signs to facilitate bus diversions arising from Luas Cross City works. Further on-street signs are also awaiting deployment in the regional cities.

Having been shortlisted for the 2016 *eGovernment* Awards in late 2015, the NTA was recently named Overall Winner of these Awards for its Real Time Ireland mobile app. This app allows travellers to use public transport – bus, tram or rail – in an integrated fashion, across the country. The App can be download free from the Apple App store for iPhone and iPad, Google Play store for Android devices or Windows store for windows phone devices. For more information see www.transportforireland.ie.

NIJP: This provides door to door information for all journeys including journeys on foot and by all modes of public transport and is available on the [Transport for Ireland](http://TransportforIreland.ie) website and as an app. Monthly downloads of the Transport for Ireland NIJP app were in the region of 300,000 during 2015.

Rural Transport Programme (RTP)

The NTA has national responsibility for integrated local and rural transport, including management of the Rural Transport Programme (RTP).

During 2015, over 1.76m passenger journeys were recorded on 242,224 transport services funded under the RTP. While the number of passenger journeys was similar to 2014, there was an increase of 3.97% in the number of transport services compared to 2014. Funding of over €10m was allocated to the Programme in 2015.

A restructuring of the Programme, was announced in July 2013. This was completed in 2015 with the establishment of 17 Transport Co-ordination Units (TCUs) in place of the 35 RTP Groups, who previously delivered the service. The restructuring will protect the provision of rural transport services into the future, by ensuring a more efficient delivery structure that maximises integration with other State transport services, and by making the Programme a sustainable part of the public transport system.

In November 2015 the NTA commenced the process for the retendering of all the rural transport services in each of the 17 TCU areas, contracted to private operators.

The NTA, in conjunction with the TCUs, initiated a review of existing services and the identification of possible new services and opportunities for integration with other public transport modes.

Taxi Regulation

The NTA has responsibility for the regulation of the taxi industry under the provisions of the [Taxi Regulation Act 2013](#).

In 2015 the NTA introduced a new Maximum Fares Order which took effect on 30th April 2015. The new Order increased the maximum taxi fare by an average of 4% and simplified the fare structure by reducing the number of fare bands.

A Wheelchair Accessible Vehicle (WAV) Grant Scheme was administered by the NTA in 2015 to increase the number of WAVs in the taxi fleet. Under the Scheme, 153 grants were made totaling €871,000 resulting in the addition of 134 new WAVs to the fleet and the upgrading of a further 19 vehicles within the fleet.

Sustainability and Integration

Continued strategic investment in sustainable travel under key programmes was maintained in 2015 with on-going support for smarter travel investment with a five year multi-annual budget of €65m agreed. Progress was achieved on a number of projects aimed at improving sustainable commuting rates with investment in infrastructure to facilitate cycling and walking allied to support for programmes to encourage people to make smarter travel decisions. Schemes which also continued to receive financial support to encourage smarter travel included the travel element of the Green Schools Programme, a new Smarter Campuses Programme and Smarter Travel Workplaces.

Smarter Travel Areas Programme

The Smarter Travel Areas Programme has now delivered on its fourth year of investment in three towns (Westport, Dungarvan and parts of Limerick City) which act as demonstration areas for sustainable transport initiatives.

Significant progress was delivered in 2015 in terms of delivering infrastructural and behavioural change measures. This programme is a multi-annual programme with a total of €23m being provided for the development and promotion of sustainable transport in these towns over the five year period.

Cycling Projects

Work continued in 2015 on the delivery of nine Active Travel Town Projects, year two of a three year plan to invest in a number of infrastructural and other softer measures in these towns, to encourage alternatives to the car for shorter journeys. The successful Active Travel Towns in this round are Birr, Cavan, Claremorris, Clonmel, Ennis, Sligo, Thurles, Tralee and Wexford.

Three greenway projects in Waterford, Galway and Kerry shared funding under the National Cycle Network Funding Programme 2014-2016. The Clonee to Durrow Greenway was completed at the end of 2015 with work continuing on the remaining projects. 8* of the 11 projects funded under the Government Stimulus Package have been completed with the remaining 3 projects in Kerry, Clare and Tipperary due for completion in 2016.

(*located in Kerry,Kildare,Limerick,Mayo,Roscommon,Waterford,Westmeath(2))

Bikeweek 2015 (13th -21st June 2015) continued to be very successful with over 400 events organised by local authorities, local sports partnerships and local communities encouraging

more people to consider getting on their bike for the first time or taking out their bike to cycle to work, school or just for leisure.

City Bike-sharing schemes

The Public Bikes scheme was further extended in Dublin and is in operation in Limerick, Galway and Cork since the end of 2014. The scheme now has 55,000 registered users in Dublin with a further 11,740 users in the regional cities.

Climate Change and Alternative Fuels for the Transport Sector

Mitigation

In order for Ireland to contribute effectively and equitably to reducing carbon emissions, the [Climate Action and Low Carbon Development Act](#) proposes statutory obligations in relation to the development of a National Low Carbon Mitigation Plan, incorporating sectoral inputs from agriculture, built environment, energy and transport. In order to develop this Department's contribution, an information exchange with key stakeholders was hosted by this Department in May 2015. This followed a previous consultation held in early 2014.

Good progress was made on developing mitigation measures for transport in 2015 and the Department actively engaged throughout the year with all relevant climate bodies/parties, including the Climate Change Advisory Council. In November, a first draft of the transport sector contribution was submitted to consultants who were appointed to conduct the relevant Strategic Environmental and Appropriate Assessments on the overall Plan. This will ensure compliance with the principles and requirements of the associated EU Directives and Regulations. These assessments will include statutory consultative phases. In addition, the Climate Action and Low Carbon Development Bill also provide for a consultation process and it is anticipated that a significant period of time will be allowed for the public and stakeholders to feed into the continued development of the Mitigation Plan.

Adaptation

An overarching policy to build resilience against the impacts of climate change is being led by the EU Commission through an EU Adaptation Strategy, which was adopted in April 2013. In anticipation of the above Strategy, a National Climate Change Adaptation Framework was published by the Department of Environment, Community and Local Government in December 2012. The Framework brings a strategic policy focus to climate change adaptation both at local and national level through the development and implementation of sectoral and local adaptation action plans.

An Adaptation Plan for the Transport Sector is currently being prepared in line with the commitments under the 2012 Framework. It will identify the potential impacts and risks of climate change to infrastructure and services across the transport sector to include aviation, ports, roads and rail. Good progress was made in 2015 and, subject to the level of obligation required in relation to Strategic Environmental and Appropriate Assessments, the Department expects to be in a position to release a draft for public consultation in the coming months with a view to publishing the final Plan by end 2016.

Alternative Fuels

This Department, together with the Department of Communications, Energy and Natural Resources, is developing a National Policy Framework (NPF) to support the deployment of alternative fuels for transport arising from obligations under Directive 2014/94/EU. The Directive requires Member States to adopt and publish NPFs that will support the provision of refuelling infrastructure, common technical standards and appropriate consumer/user

information. In 2015, the Department established an interdepartmental working group to advance the NPF and initiated a period of stakeholder consultation on the policy, which concluded in November. The Department also initiated, in December, a public procurement process for consultancy services associated with required Strategic Environment and Appropriate Assessments. The Directive must be brought into force by 18 November 2016.

Strategic Framework for Investment in Land Transport

A key undertaking of the Department in developing evidence based policy making was the work carried out to develop a strategic framework to consider what role transport needs to play in the future development of the Irish economy and to estimate the appropriate level of investment in the land transport system. This Framework was underpinned by evidence presented and analysis undertaken by a Steering Group under the aegis of the Department.

The Framework, endorsed by Government, was published in August 2015 and sets out key priorities and principles as a guide for future investment in land transport. The evidence and analysis provided important inputs to consideration of the transport element of the Capital Plan 2016 -2021.

Roads

National Roads Investment

A total of €337m in capital was spent on national roads, while €38 m was expended on on-going maintenance and upkeep of the national road network. The maintenance works included winter maintenance, resurfacing, improved signage and other necessary upkeep. In addition to this, a total of €59m was spent on Public Private Partnership (PPP) operational payments.

Progress was maintained during 2015 on the major roads PPP programme:

- The final phase of the N7/N11 Arklow to Rathnew PPP scheme opened to traffic in July 2015.
- Financial close for the M11 Gorey to Enniscorthy PPP was reached in October.
- Work continued to progress the remaining PPP scheme under the Government's 2012 Stimulus Plan through the procurement and financial negotiation stages (N25 New Ross Bypass). This project was brought to financial close in January 2016.

National roads were allocated €10m from the Government's July 2015 financial stimulus. This allowed the National Roads Authority to move ahead with a mix of pavement renewal works on the national network.

Regional and Local Roads Investment

A total of €320m was invested by the Exchequer in regional and local roads in 2015. This includes €24m in capital funding which was allocated under the July 2015 financial stimulus.

While the main focus of the regional and local grant programme was road maintenance and renewal, funding was allocated in 2015 for:

- 23 Specific Improvement projects and 13 Strategic Regional and Local roads.
- 373 Safety Improvement Schemes and 234 bridge rehabilitation schemes.

The upgrade of the Lough Atalia Bridge in Galway was one of the specific improvement projects funded in 2015.

In addition the Department launched an initiative aimed at reducing speed limits in housing estates across the country. Funding will continue to be provided for this initiative in 2016.

Capital Plan

The new capital plan provides that over the 7 year period of the plan capital funding for the road network will gradually build up towards the levels needed to support adequate maintenance and development of the network. Maintenance and renewal of the road network will continue to be the main priority and €4.4 billion of the road capital budget will be spent on such essential work. It is recognised that there is also a need for targeted investment to support economic development and to address bottlenecks and safety issues across the country. For that reason €1.46 billion is to be earmarked for investment in road improvement projects which are targeted at removing critical bottlenecks or upgrading inadequate sections of road. Examples include the M7 Naas-Newbridge road widening, the upgrade of the N4 Collooney to Castlebaldwin road and the Dunkettle roundabout.

Road Management

Progress on developing road management practices in local authorities can be broken down into the following headings:

Roadworks & Licensing 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.
- Revised and updated national guidelines (issued in September 2015).
- Supporting and developing technologies (first phase rolled out during 2015). 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:

- MapRoad System rolled out and in place in 27 local authorities, 25 of which previously had paper based systems. Remaining 4 local authorities (Cork City, Dún Laoghaire-Rathdown, South Dublin and Dublin City) already had separate online systems with various degrees of sophistication. MapRoad System will be adopted by these local authorities over the coming months as functionality increases.
- With the exception of Irish Water, all utility/telecoms applications are now online rather than paper based. Engagement with Irish Water progressing.
- An agreed national framework for response times from local authorities.
- An agreed national framework for local authorities for charging for deposit, application fees, etc.
- A national standard for openings, backfilling and reinstatement on non-national roads across 31 local authorities (subject to phased implementation).

The Department, 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.

All other road based licences such as for heavy or large roads or to place 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 now required to monitor and track the performance of their road networks. Such data is used for prioritising, funding and managing works. The performance data is also now 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 for 2015.
- Establishment and development of a national framework for Mechanical Road Condition Surveys to collect mechanical data on the network.
- Implementation of DTTAS circulars for recording road surface condition rating across 31 local authorities. Over 60% of the network has been surveyed.
- Development and implementation with Local Authorities and DTTAS of records of road surface inventory data across 31 local authorities. Some 38% of the network has been categorised.

Speed Limits

[Guidelines for Setting and Managing Speed Limits in Ireland: 2015 Edition](#) were published on 19th March 2015.

The Guidelines provide advice and guidance to Local Authority Engineers, and other practitioners, in making bye-laws in relation to the setting and management of speed limits and as such have potential to make a significant impact throughout the country.

The key points addressed include:-

- New criteria for setting speed limits for rural roads and urban roads.
- New rural speed limit sign.
- New urban ‘Slow Zones’ (30km/h) for housing estates.
- That the Local Authorities and Transport Infrastructure Ireland (TII) (formally National Roads Authority) commence a two-year update of national road speed limits to be subsequently updated every five years.

Other Areas

Work has commenced on progressing systems and solutions for other areas such as bridges, traffic safety (incl. speed limits) and public lighting.

Intelligent Transport Systems (ITS)

ITS embodies 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. From the Departments perspective, the current focus on ITS can be broken down into a number of areas as follows:

ITS Strategy

The ITS Working Group met during 2015 to progress and co-ordinate ITS policy issues. The Department continued with the drafting of a National ITS Strategy for Ireland. A draft for public consultation is near completion. It is envisaged that a full public consultation will be conducted on the draft strategy during 2016.

EU ITS Directive

The Department and its 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) in the areas of real time traffic information and an EU wide multimodal journey planner.

European Electronic Toll Service (EETS)

The Department continued to progress preparations for the introduction of the European Electronic Toll Service. This is a standardised system of road tolling across Europe and is being implemented through a series of technical and governance measures.

eCall

The Department also progressed preparation for the eCall service which is an electronic emergency call service fitted to vehicles. Part of that preparation is the upgrade of the Emergency Call Answering Service in conjunction with the Department of Communications, Energy and Natural Resources. eCall is mandatory in all new cars from 30th March 2018.

Cooperative ITS (C-ITS)

The EU Commission continued its consultation on C-ITS with a view to producing 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 development of the National ITS Strategy will take these initiatives of the EU Commission into account in its outcomes.

The Department also continued its engagement with national and international ITS organisations and platforms such as ITS Ireland and ERTICO.

Road Safety

In 2015, 166 people were killed on Irish roads. This was 27 fewer lives lost than in 2014. Driver deaths were down slightly on 2014 to 45, and there was a 19% reduction in the deaths of vulnerable road users (pedestrians, motorcyclists and cyclists), i.e., a reduction of 15 deaths to 63, but motorcyclists in particular remain high risk. The greatest number of fatalities in 2015 were among those aged 16-25 (45 persons) and those aged 66 and older. There was a reduction of 80% in the number of children killed in 2015 than in 2014, down from 15 to 3. 29% of driver and passengers killed in 2015 were not wearing a seatbelt.

The Government's fourth [Road Safety Strategy 2013 -2020](#) – 'Closing the Gap' aims to make Ireland one of the safest countries in terms of road deaths in the EU. It also focuses on new measures to reduce the number and severity of serious injuries arising from road collisions. The new Strategy sets a specific target for 2020 to reduce the number of road deaths to 124 per year, and serious injuries to 330 per year.

The [Vehicle Clamping Act](#), the [Road Traffic Bill 2015](#) and 14 separate pieces of secondary legislation, designed to improve road safety standards in general, were introduced during 2015.

Intoxicated Driving

Work continued on the introduction of measures to combat the issue of intoxicated driving and in particular drug driving which is an issue of growing concern.

A legislative working group, consisting of representatives from the Department of Transport, Tourism and Sport, the Medical Bureau of Road Safety (MBRS), the Road Safety Authority (RSA), the Department of Justice and Equality and An Garda Síochána continued its work during 2015. This Group was established to examine the enhancements necessary to existing legislation to deal specifically with drug driving and the introduction of suitable equipment to detect a range of certain commonly used drugs at road side checkpoints. The enabling legislation was introduced as part of the [Road Traffic Bill 2015](#).

The General Scheme of the [Road Traffic Bill](#) was submitted to Government in February 2015. It was then subject to pre-legislative scrutiny by the Joint Oireachtas Committee on Transport and Communications and sent to the Office of the Parliamentary Counsel (OPC) for formal drafting. Drafting was finalised by the OPC in December and the Government gave approval to publish the Bill on 15 December 2015. The principal focus of the Bill is on measures to combat intoxicated driving. The law has been greatly strengthened in recent years in relation to alcohol, and this Bill will now provide stronger measures to deal with driving under the influence of drugs. The key measures in the new Bill are:

- A new offence of driving/being in charge of a mechanically propelled vehicle with the presence of certain illicit drugs (cannabis, cocaine and heroin);
- Provision for preliminary testing of oral fluid for drugs by An Garda Síochána at the roadside or in a Garda station;
- Empowering the Medical Bureau of Road Safety to supply and test devices for use by An Garda Síochána in preliminary drug tests;
- Creation of a new option for local authorities to impose a special speed limit of 20km/h in built-up areas;
- Provision to give effect to agreement with the UK on mutual recognition of driver disqualifications.

Further to the Report on Roadside Drug Testing and Equipment and Related Matters published by the MBRS in June 2012, one of the main objectives of the study was to determine whether any suitable devices, similar to breathalysers, are available to detect and measure levels of drugs. The working group established to consider the issues associated with introducing such devices and to identify a suitable device to take samples from drivers by the roadside continued to meet in 2015. Following a tender competition, a number of devices were tested by the MBRS in conjunction with An Garda Síochána and this process was concluded in the autumn of 2015. The MBRS will proceed to formally test, approve and supply the chosen devices to an Garda Síochána under the provisions of the Road Traffic Bill 2015 when it is enacted.

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.

The Fixed Charge System applies to a range of non-penalty point offences as well as penalty-point offences and has been extended to 75 offences. The total number of road-traffic offences attracting penalty points is now 62. The legislation governing penalty points is set out in the [Road Traffic Act 2002](#) (as amended).

A Review of the Penalty Points System was completed by the Department in 2012. The review took into account the main causes of road deaths and made comparisons with penalty points systems in other jurisdictions. The views of the Joint Oireachtas Committee on Transport and Communications on the Review were sought and received. The Review recommended a number of adjustments to the current system. It also included proposals to bring additional road traffic offences into the Penalty Points System and to bring certain offences that were previously dealt with by a direct summons to court into the fixed charge payments system. These changes have now been implemented through the Road Traffic Act 2014.

Fixed Charge Notices Extended to Cyclists

Fixed Charge Notices (FCN) for 7 existing cycling offences were introduced in August 2015. The fixed charge was set at €40 and the offences included breaking red lights, cycling without lights, and cycling without reasonable consideration. This was in line with Action 92 of the [Road Safety Strategy 2013-2020](#), which provides that the Department should “legislate for the extension of fixed charge notices to other offences including those related to cyclists and driver’s hours”.

The introduction of FCN for cyclists is an important tool for the Gardaí in assisting them to enforce road traffic law. The aim in the long term is not to penalise, but to change the culture and spread awareness that road traffic law applies to all and exists for the safety of all. The Fixed Charge Notices operate in the same way as those for motorists.

Tragically, 9 cyclists died on our roads last year, this represented a 31% reduction in cycling fatalities over those recorded in 2014.

Recording of Penalty Points details on the National Vehicle and Driver File (NVDF)

Fixed Charge Processing System (FCPS) and Penalty Points

The Garda Inspectorate report ‘The Fixed Charge Processing System, A 21st Century Strategy’ contains a recommendation (2.10) that a system be introduced to ensure that all penalty points are endorsed on driving licences. On foot of the report the Criminal Justice (FCPS) Working Group was established to oversee implementation of the Report’s recommendations. A sub-Group which focused on the data components of the FCPS recommended that integration of the vehicle and driver database components of the NVDF was among solutions which would assist with the optimum allocation of penalty points. In particular it would overcome difficulties encountered with allocation of penalty points offences dealt with in the Courts to the relevant driver records (vehicles and drivers are currently accommodated on separate databases reflecting the historical way in which vehicle and driver services were delivered).

A Transformation Programme has been agreed in principle by both the Department of Justice and Equality and this Department, and will provide for the creation of a new Master Licence Record (MLR), which will provide a link between vehicle owners and holders of driving licences in order to achieve optimum penalty point endorsement. Regard is also had to other objectives to contribute to overall NVDF accuracy through reform of the system for

the registration of ownership of vehicles as well as other NVDF centred initiatives such as assisting with the collection of fines in the context of the Garda Inspectorate Report.

The Transformation Programme will be subject to the development of a detailed business case and will cost an estimated €4m over three years to this Department. The programme will commence with electronic arrangements whereby registrations of new vehicles or endorsement of sales to subsequent owners during the lifetime of a vehicle will not be permitted unless the driving licence particulars of the owner are supplied. Motor tax applications will be used among the channels to capture driving licence data.

Supply of Penalty Points Data to Motor Insurers

Motor insurers are granted access to the penalty point data on the National Vehicle and Driver File (NVDF) under Section 5(1) of the [Road Traffic Act 2014](#). The number of penalty points currently applied to an individual's licence is supplied, and in cases where the points relate to more serious offences, these are detailed. Details of disqualifications including for drink driving are also supplied. Penalty points are removed from the record when they are expired (3 years or following disqualification period) in accordance with legal requirements and particulars of these are not made available to insurers. Six major insurers, which account for over 76% of gross premiums, are now supplied with data on request. The remaining insurers with lesser market share may also be accepted, with availability of access being a matter for individual companies.

Road Transport Operator Licensing

The Road Transport Operator Licensing Unit (RTOL) manages the licence process for road transport operators. At the end of 2015 there were 3,763 haulage licence holders and 1,818 passenger licence holders, a total of 5,581 licensed operators. During 2015, 847 Road Haulage Operator Licences and 337 Road Passenger Transport Operator Licences were issued.

RTOL Unit introduced an online application service in April 2014. In 2015, approximately 60% of all licence applications and applications to amend existing licences were made using the online facility.

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 has facilitated targeted, risk-based monitoring of licence holders during 2015.

Income from licence fees for 2015 totalled €953K, which is the highest figure since 2011 and represents a 15% increase on the income for 2014.

Driver Licensing

An agreement to allow for mutual exchange of driving licences between Ireland and the Canadian province of Manitoba was finalised and the Minister signed into law Regulations to give the Agreement legal effect. This follows on from the agreement reached with Ontario in 2014. Work is progressing on reaching agreement with the other Canadian provinces.

Vehicle Clamping Act 2015

In line with the commitment in the Programme for Government, to regulate the vehicle clamping industry, the [Vehicle Clamping Act 2015](#) was passed by the Oireachtas and signed into law by the President in May.

Under the Act, the NTA will be the independent regulator of clamping activities wherever they are operated. The Department is currently finalising with the NTA the appropriate time to commence this legislation with a view to ensuring that the new arrangements operate effectively. The legislation will be commenced during 2016.

National Post Code (Eircode)

The Department has actively participated in the Public Sector Postcode Enablement Project (PEP), with the primary interest in the project relating to the National Vehicle and Driver File (NVDF) which contains data, including address particulars, in respect of the 2.59m licensed vehicles and 2.74m driving licence holders in the country. The NVDF systems process in the order of 10,000 address updates daily and issues 10m postal items annually. This level of throughput and interaction with the public will enable the National Post Code (Eircode) System provide benefits to the NVDF system and at the same time involvement with such major national databases can assist with successfully achieving the wider adoption of Eircodes nationally.

The Department expects to achieve a number of benefits from the implementation of Eircodes.

These include:

- increased postal delivery accuracy with particular benefits in ensuring postal correspondence is delivered to the correct recipient (particularly relevant in ensuring that key postal items such as motor tax discs and penalty point notices get delivered to the correct address),
- increased data matching and accuracy for interfaces with other State organisations and agencies such as An Garda Síochana, Dept. of Social Protection and the Road Safety Authority
- more accurate data with the ability to identify duplicate records, perform data cleansing on existing address details and apply as a mechanism to intercept incorrect addresses knowingly supplied.

The project to deliver the necessary NVDF software and other operational adjustments which makes the NVDF system fully capable of accommodating and processing Eircodes was completed in January 2016 with a subsequent phase focusing on all external interfaces being completed during 2016.

High Level Goal – Maritime

To ensure the safety and competitiveness of maritime transport services, the protection of the marine environment and the provision of an effective emergency response service.

Ports and Shipping

National Ports Policy

National Ports Policy

In March 2013 Government approved the publication of a new [National Ports Policy](#). The core objective of the policy is to facilitate a competitive and effective market for maritime transport services. 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).

The Department has commenced 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 will also make a number of improvements to the board appointment process for the port companies.

The Act provides for two possible transfer options :

- a) 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;
- b) A Ministerial power to dissolve the companies and transfer all assets, liabilities and employees to a relevant Local Authority;

The local authorities concerned have commenced a due diligence process with the five ports due to be transferred and the Department continues to liaise with the local authorities and ports with regard to the transfer process and the model of transfer.

The transfers will be effected by Ministerial Orders made under the Act. The Orders will be signed by the Minister for Transport, Tourism and Sports with the consent of the Minister for Public Enterprise and Reform and the Minister for the Environment, Community and Local Government.

Irish Flag Vessels

The internationally trading Irish merchant shipping fleet numbered approximately 35 vessels (greater than 500 gross tonnage) at the end of the year. Ireland maintained its position on

the “White list” of the “White, Grey and Black list” of the Paris Memorandum of Understanding on Port State Control. The Irish flag also maintained its “Low Risk” status and Ireland is one of the few States in the world with such status.

Port State Control

Ireland complied with its obligations under the Paris Memorandum of Understanding (PMoU) and EU Directives.

Ireland continued with the implementation of the New Inspection Regime (NIR) of the PMoU, which is a risk-based targeting mechanism. Ireland carried out 278 inspections and fulfilled its required level of inspections in accordance with the NIR in 2015. All international roll-on/roll-off passenger ships operating in and out of the State were inspected and all domestic passenger ferries and passenger boats were certified during the year.

Concentrated Inspection Campaign

From September to end November Ireland took part in a Concentrated Inspection Campaign (CIC) which focussed on safety issues related to enclosed spaces on ships calling to ports. The results will be made available through the PMoU to the International Maritime Organisation (IMO).

Maritime Security

Renewals of the approvals of Irish Ports for compliance with the EU Regulation 725/2004/EC and Directive 2005/65/EC on port security were largely completed during 2015. Additionally, oversight activities continued during the year in Irish ports and port facilities and on-board Irish ships.

Maritime Safety and Environment Legislation and Marine Notices

Four statutory instruments were made during the year arising primarily from developments at an EU level. The instruments updated pre-existing provisions in relation to:

- ship inspection and survey organisations (ref Commission Implementing Directive 2014/111/EU and Commission Implementing Regulation (EU) No 1355/2014);
- registration systems for persons sailing on board passenger ships (ref Council Directive 98/41/EC, as amended by Directive 2002/84/EC);
- approved marine equipment that can be placed on board vessels (ref Commission Directive No. 2014/93/EU which further amended the 1996 Marine Equipment Directive) and
- Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC (otherwise known as the ‘Sulphur Directive’) as regards the sulphur content of marine fuels.

The Maritime Labour Convention, which was ratified by Ireland in 2014, entered into force for Ireland on 21 July 2015. The Convention seeks to ensure that the employment and social rights of seafarers are fully implemented.

Implementation of the Convention will improve Ireland’s international maritime reputation, as well as ensuring that seafarers enjoy better working and living conditions, and that the shipping sector generally becomes a more secure and socially responsible sector.

The [Merchant Shipping \(Registration of Ships\) Act 2014](#), enacted in December 2014, provides a basis for a new ship registration regime in Ireland and, when fully commenced,

will replace the [Mercantile Marine Act 1955](#), as amended. The Act facilitates the establishment of a modern ship registration system with a new electronic, centralised and accessible Irish Register of Ships at its core. During 2015, work commenced on the preparation of new ship registration regulations under the Act and initial business analysis work was also undertaken in relation to the Vessel Register IT Project. The current arrangements for the registration of ships by officers of the Revenue Commissioners will continue until such time as the new Irish Register of Ships and registration regime is established.

Marine Notices are information notices that are issued by the Department to publicise important safety, regulatory and other relevant information relating to maritime affairs in Ireland. They cover the 3 categories of:

- 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.

52 Marine Notices were issued in 2015.

Maritime Education and Training Scheme

The Irish Maritime Education and Training Scheme (MET) is certified by the Department of Transport, Tourism and Sport in accordance with the International Maritime Organisation (IMO) and EU requirements for seafarers' training and certification. Ireland continued implementation of the 2010 Manilla 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.

Search and Rescue (SAR)

The Coast Guard has seen a third consecutive year where the number of incidents it responded to has remained comparatively stable. The number of incidents rose to 2,664 in 2015, a rise of 1% on the previous year. There was a slight drop in the number of incidents responded to aboard merchant vessels and recreational craft but a 60% increase in response in support to the National Ambulance Service (NAS). The number of incidents attended in support of the NAS was 292 missions in 2015.

It was a busy year for the Coast Guard helicopters which reached their 1000th tasking milestone within a calendar year. In 2015 the SAR helicopters were tasked 1,013 times to incidents. RNLI and Coast Guard volunteer units also saw an increase in their taskings with RNLI responding to 836 incidents and Coast Guard units responding to 1,289 incidents.

Modernisation of Equipment within the Coast Guard Rescue Co-ordination Centres and Coast Guard Volunteer Units

2015 saw the completion and entry into service of the Coast Guard new IT based incident logging system within the three Rescue Co-ordination Centres. This new system replaces an old DOS based system and will greatly improve operational effectiveness and efficiency within the centres.

The 4x4 Coast Guard vehicle replacement programme continued during 2015 with new Hi-Luxs replacing older 4x4 vehicles on the coast. A new station house was officially opened in

Doolin in March 2015 and significant maintenance work carried out on the Station house in Waterville County Kerry.

Maritime Safety

One of the key objectives of the Irish Maritime Administration, which was formed in 2013, was the drafting of a new [Maritime Safety Strategy](#). The Strategy focused on reducing the number of deaths and injuries among recreational users, fishers, passengers and seafarers and advocated greater personal responsibility and risk awareness. Following a public consultation process, the Strategy was launched by the Minister in April 2015. A number of objectives in the areas of Information and Communications, Search and Rescue Operations, Standards, Enforcement, and Data Gathering were identified for progression over a five-year period and these will be actively monitored. In 2015 the aims of the Marine Safety Working Group, chaired by the Department, were renewed and a very well attended Forum to discuss enforcement issues took place as part of the annual Maritime Festival held in Cork in June.

Accessible Maritime Transport

Following a review of the findings of the Department's 2012/2013 Programme to monitor the voluntary efforts made by the owners/operators of passenger ships and boats to improve the accessibility of their maritime passenger transport services, the findings of the Programme were circulated to passenger vessel owners/operators in 2015. In response to the findings, the Department arranged a Disability Awareness Training course for passenger vessel operators and crew on 1 December 2015 in Galway. A flyer was also developed to encourage further low-cost accessibility improvements to maritime passenger transport services in areas identified as needing further action. This flyer will be distributed throughout 2016.

High Level Goal - Tourism

To support the tourism industry in increasing revenue and employment through enhancing competitiveness and through marketing and product development.

Overview

The tourism and hospitality industry employs around 205,000 people and in 2014, generated €5.012 billion in revenue (excluding fares) from home and abroad. It is an industry mainly populated by smaller enterprises and 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. Key commitments in the Programme for Government were reflected in the Government's subsequent Jobs Initiative, with immediate priority actions set out in the 2014 Action Plan for Jobs.

2015 was a record year for visit numbers to Ireland. There were a total of 8,643,100 visits, an increase of 13.7% compared to 2014. Comparing the main markets in 2015, Great Britain showed an increase of 12.1% (3.547m visits), Mainland Europe showed an increase of 15.4% (3.043m visits), and North America showed an increase of 14.0% (1.514m visits) while other long-haul visits were up 13.7% (538,600 visits).

The total overseas tourism and travel earnings for 2014 amounted to €3.5 billion (excluding fares) representing an increase of 8.8% compared to 2013. The total overseas tourism and travel earnings for 2015 amounted to €4.2 billion (excluding fares) representing an increase of 18.6% compared to 2014.

Furthermore, the accommodation and food service sector continues to provide employment in all regions of the country. Central Statistics Office (CSO) data showed that employment in this sector alone stood at 143,000 (seasonally adjusted) in the fourth quarter of 2015.

Championing the tourism sector

A review of tourism policy, looking at all aspects of Irish tourism began in 2013. A first Draft of a Tourism Policy Statement was published in July 2014, which provided an opportunity for tourism stakeholders to provide feedback on the initial text. Over 70 responses were received in response to the Draft Tourism Policy Statement.

The finalised [Tourism Policy Statement – “People, Place and Policy – Growing Tourism to 2025”](#) was launched in March 2015.

The key headline goals in the Tourism Policy Statement are that, by 2025:

- revenue from overseas tourism, excluding carrier receipts (air fares and ferry charges) will be €5 billion per year (at 2014 prices i.e. adjusted for inflation between now and 2025). The comparable figure for 2014 is €3.5 billion.
- employment in tourism will reach 250,000 (approximately 200,000 at present); and
- there will be 10m overseas visits to Ireland annually by 2025 (compared to 7.604m in 2014).

In March 2015, the Taoiseach and Minister for Transport, Tourism and Sport published a new [Tourism Policy Statement - “People, Place and Policy”](#) which sets ambitious targets for the tourism sector in the period to 2025. As a follow up to the Policy Statement, in August

2015, Minister for Transport, Tourism and Sport Paschal Donohoe appointed a Tourism Leadership Group, made up of a broad range of tourism stakeholders to propose the specific actions that would be required during the period 2016-2018 in order to ensure that the longer-term tourism goals are achieved. On 28th January 2016, he launched a [Tourism Action Plan 2016-2018](#), which sets out 23 specific actions required to achieve the objectives contained in "People, Place and Policy". These address a number of key issues including visitor accommodation capacity, training and skills in the tourism and hospitality sectors, and meeting the needs of visitors from developing tourism markets.

Tourism Marketing

In 2015, the Department provided €34m to the tourism agencies for the overseas promotion of Ireland as a tourism destination. While the main focus in terms of overseas marketing activity continued to be on the four key tourism markets of Great Britain, the US, France and Germany (which together contribute nearly three-quarters of all visitors to Ireland), there was also activity to support long-term opportunities in markets such as China, India and the Middle East.

Overseas marketing activity in 2015 focused on investing in the best prospect markets and consumers who deliver the most promotable tourism revenue.

Marketing activity strengthened Ireland's position in the international tourism market by making the most of our signature attractions and experiences, for example the Wild Atlantic Way and Ireland's Ancient East, and consumers were motivated to consider Dublin and other cities as distinctive city-break destinations.

There was a balanced promotion of regions, through showcasing a mix of coastal touring options, rural culture and heritage offerings, and the vibrant 'city plus' appeal of the main urban centres. Key events throughout the year were a central focus, including the Irish Year of Design 2015, and Yeats 2015.

Niche markets, including business tourism, English-language training and golf, continued to be supported through a range of marketing initiatives.

The tourism agencies also engaged in a wide range of co-operative campaigns with air and sea carriers, overseas trade and industry partners.

Business and Event Tourism

In 2015, Fáilte Ireland continued to support and promote major events (e.g. in business, cultural and sport areas), focusing on those events likely to attract a significant number of tourists and deliver a large number of bed nights.

The Events Tourism programme is a key driver of high yield, high value international visitors to the country, a fact recognised in the Programme for Government. Notable events in 2015 included the Yeats 2015 International Festival, as well as the many festivals throughout the country.

In 2015 Fáilte Ireland worked in conjunction with key stakeholders to assist in securing high profile business tourism events for Ireland. Fáilte Ireland's Conference Financial Support Scheme Fund assisted a total of 208 international conferences in Ireland in 2015, delivering 56,000 international delegates and an estimated €79m in revenue. During 2015 Fáilte Ireland also secured €128m worth of future conference business for Ireland.

In 2015, Fáilte Ireland provided funding of €2.035m to 28 national festivals. Festivals supported under the National Festivals and Events Programme included the St. Patrick's Festival, the New Year's Eve Festival, the West Cork Chamber Music Festival, Fleadh Cheoil Sligo, the Galway Oyster Festival, the Cat Laughs Comedy Festival, Temple Bar Tradfest and Waterford Spraoi.

A further €564,000 was spent in supporting 187 regional festivals which drive domestic tourism and help to improve the visitor experience by animating key destinations in Ireland.

Fáilte Ireland also identifies bids and secures international sporting events for Ireland in partnership with key stakeholder and provides a range of financial and practical supports to secure those events. At the end of 2015 events won and expected to take place between 2016-2018 numbered 12 with an expected tourism value from participants alone of approximately €12m. Included among these events are the 2016 World Field Archery Championships and the 2016 College American Football Classic and the 2017 Ladies Rugby World Cup.

Training and Business Supports

In 2015, Fáilte Ireland continued to provide a range of strategically important training and business supports to enhance the competitiveness, enterprise capability and sustainability of the tourism sector. During the year, training and business supports were focused on enabling clients to grow their overseas sales volumes and revenues; secure a more balanced business mix; develop and commercialise new products and experiences; and strengthen the Ireland food offering. Fáilte Ireland also provided tourism businesses with the insights necessary to help the industry plan for the years ahead. In all, over 25,000 participants availed of training and business supports, which spanned a range of approaches to delivery such as workshops, conferences, web tutorials, "webinars" and college-based training.

Particular emphasis was placed in 2015 on enabling businesses enhance capability and develop experiences in line with Fáilte Ireland's new experience brands. Working with local clusters, Fáilte Ireland shared the results of its research and analysis into consumer segmentation and paths to purchase (i.e. how the consumer plans and buys a holiday) to inform product development and sales activity.

Digital supports continued to be in demand throughout the year to help businesses raise awareness of their offering, prompt consumer action and, ultimately, increase sales - particularly those supports related to social media, optimisation of online presence, online reputation management and mobile readiness (i.e. adapting to reflect consumers' increasing preference for mobile platforms). In the area of sales, Fáilte Ireland supports focused in particular on enhancing international sales competencies and skills; building saleable experience development clusters and preparing for contracting conversations with buyers. Fáilte Ireland also delivered selling skills and channel management workshops for specific trade sectors that had not previously actively engaged with its services.

In terms of hospitality skills and capability building, Fáilte Ireland delivered food offering and service quality workshops and serviced 81 direct requests for assistance from individual businesses, covering topics such as menu planning and costing and customer service. Fáilte Ireland also worked with 21 Food Ambassadors around the country, who serve to influence local alignment with the national food tourism. In the area of education, Fáilte Ireland provided funding of just under €4m in 2015 to support over 1,500 full and part-time

students participating in hospitality, culinary craft skills and tourism programmes in further and higher education institutes. Towards the end of the year, to address skills shortages in the sector, Fáilte Ireland developed a Commis Chef training programme and is funding 12 cookery schools around the country to deliver this 40-day training programme with subsequent placement of up to 190 participants in local tourism businesses.

The move away from face-to-face training workshops towards online alternatives, delivered as a more cost-effective and time-efficient option, continued to prove very successful and resulted in a significant increase in numbers trained in 2015 compared to previous years. In addition to the more traditional workshops, conferences and one-to-one mentoring, eLearning is now a core method of delivering training - through webinars, podcasts and other online business tools.

Tourism Capital Investment

Government support for capital investment in tourism is provided through Fáilte Ireland to assist the development of certain types of tourism infrastructure, visitor attractions, and visitor activities including the Wild Atlantic Way and Ireland's Ancient East. In 2015, €14.850m was provided to Fáilte Ireland. Projects completed in 2015 included the restoration of Bryce House Garnish Island, Upgrade and Development of Derrynane House, Thomond Park Museum and Westport Cultural Centre.

The Wild Atlantic Way (WAW)

The Wild Atlantic Way (officially launched in February 2014) is Ireland's first long-distance touring route, stretching 2,500km along the Atlantic coast from Donegal to West Cork. A special provision of €8m was allocated in Budget 2014 towards the development of a number of projects including route signage, the installation of interpretation and branding at 188 key points along the route (Discovery Points & Embarkation Points) and remedial works at these sites as appropriate. The provision also provided for the development of Signature Discovery Points at Downpatrick Head, Co Mayo, the Old Head of Kinsale in Co Cork and Derrygimlagh in Connemara, Co Galway, as well as Phase 1 of the Connemara Greenway project from Clifden to Oughterard in Co Galway.

Of the overall €8m allocated in 2014, €4m was spent in 2014 with the balance to be spent in 2015. During 2015 Fáilte Ireland concentrated on the next stage of infrastructural development which is the installation of "Photo Points" and Interpretation Panels at all 188 Discovery & Embarkation Points. The remaining signature discovery points are in the process of being developed.

A further phase of development for the Wild Atlantic Way includes the development of 'loops' off the main WAW spine to maximise the opportunities presented by it. This work will involve all stakeholders in each identified 'loop' including local authorities and local tourism businesses. At this point the work is at the conceptual stage and Fáilte Ireland proposes to undertake this during 2016.

It is important to bear in mind that this tourism initiative is aimed at encouraging increased international visitors to the Western Seaboard and encouraging them to explore and discover our rich traditional culture and heritage in the towns and communities of the West of Ireland. The route is primarily a means of encouraging visitors to travel first of all to the West, and secondly to the particular destinations along the coast.

Ireland's Ancient East

On 14 April 2015, Minister Donohoe and Minister of State Ring launched Ireland's Ancient East, a unifying tourism proposition which will build on the rich endowment of heritage treasures stretching over 5000 years of Irish history in Ireland's Midlands, East and South.

The brand's geography includes all counties east of the Shannon (drawing a line down from Athlone to Cork City) and aims to position Ireland as a world class destination for overseas visitors (The Culturally Curious segment) by taking many of its historic constituent parts and packaging them under a single brand experience. Ireland's Ancient East groups the cultural and heritage tourism assets and experiences of the region via a network of routes, trails and journeys into a new tourism experience that can easily be understood and will appeal to overseas visitors. The objective is to convey to the visitor a strong sense of a unified region which is endowed with a wealth of heritage assets each of which are within a relatively short distance of one another.

In addition, it will act as a platform that enables collaboration amongst industry providers and groups in the area.

Early in September, both Ministers announced €1.2m in funding for capital projects in Ireland's Ancient East along with an additional €600k for the first stage of branded signage for all counties within the region. The €1.2m capital funding is the first phase of investment through Fáilte Ireland's 'New ideas in Ancient Spaces' Capital Grants Scheme and is for an initial 12 projects within the Ireland's Ancient East initiative. A further phase of funding for 13 capital projects costing €1m was made in December 2015 bringing total funding under the initiative to €2.26m. This comes ahead of a new signage scheme to brand the region which is due to be rolled out in 2016. The funding followed a Fáilte Ireland call for applications from interested parties across the region.

A series of workshops has also been held around the region to introduce the new brand, explore the great stories that will augment the visitor's experience of the area, and examine how local tourism operators, local community groups and other interested parties can become an active part of Ireland's Ancient East, and develop their experience to be fit for purpose for the international visitor.

Rugby World Cup

The Rugby World Cup (RWC) has one of the largest numbers of spectators of any major sports event. After the FIFA World Cup and the Olympic Games, the tournament draws the largest number of international visitors to a host country.

The hosting of a RWC by Ireland has the potential to be very beneficial, both in terms of visitor numbers, and also in terms of the political dimension of an All-Ireland tournament. The tourism potential is all the greater as it generally takes place in Ireland's shoulder season for overseas tourism (between late September and October). A successful bid for the RWC will also have the dual advantage of promoting sport and tourism.

On 5th December 2014 the Taoiseach, the Tánaiste, the First Minister and Deputy First Minister of Northern Ireland announced their joint support for the Irish Rugby Football Union's (IRFU) bid to host the RWC in 2023.

A Bid Team has been assembled by the IRFU to compile the bid for the 2023 RWC. The cost of supporting the Bid Team will be split between the Government, the Northern Ireland Executive and the IRFU. Both administrations and the IRFU have committed to provide approximately €1.5m between them over 2015-2017 to put together a competitive bid.

An Oversight Board has been appointed to oversee the bid process. It is made up of an independent Chairperson, representatives of the IRFU, the NI Executive and the Irish Government with additional members who bring other relevant capabilities. Interdepartmental and Agency Groups have also been established in each jurisdiction to co-ordinate the interaction with and support of State bodies.

High Level Goal - Sport

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

Sports Capital Programme

The Sports Capital Programme (SCP) is the main channel of Government support for developing sports facilities and purchasing sports equipment for sports clubs and organisations across Ireland. 891 allocations totalling €41m were announced under the 2015 round of the SCP in October 2015, with €29m paid out to grantees during the year.

An allocation of €3.9m was made towards the Castlebar Swimming Pool and Leisure Centre and National Outdoor Educational and Training Centre for dry facilities in 2015.

Local Authority Swimming Pools

The Local Authority Swimming Pools Programme provides grants for the provision of a new or replacement Local Authority pool or the refurbishment of an existing pool. In 2015 works on the De Paul pool in Dublin were completed, works continued on the refurbishment of the pool in Clara, and the projects in Dunmanway and Castlebar were given formal approval and commenced construction (€3.8m each). In addition, in July grants totalling almost €3.4m were allocated to 16 swimming pools under the Local Authority Swimming Pool Programme energy efficiency upgrade and enhanced disabled access initiative 2015.

Sport Ireland Act 2015

The [Sport Ireland Act](#) was signed into law on 13th May 2015 and Sport Ireland was established on 1st October 2015. Sport Ireland replaced the Irish Sports Council (ISC) and the National Sports Campus Development Authority (NSCDA). In accordance with the Act, the Council and the Authority were dissolved with effect from 1st October 2015.

Sport Ireland (ISC and NSCDA for the period to 1 October 2015)

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 2015 was €44.2m.

This funding allowed the implementation of the strategic plan developed by the ISC for the period 2012 to 2014 to continue during the year. The plan has three central aims: increasing participation, improving standards in high performance sport and developing the capacity of the National Governing Bodies of Sport (NGBs).

High Performance

Investment of €8.1m in High Performance in 2015 included €1.5m in grants under Sport Ireland's International Carding Scheme to Ireland's elite athletes and players and grants amounting to €6.6m to NGBs under the High Performance Programme.

A further €1.8m was provided to the Irish Institute of Sport for High Performance Support Services.

In sports supported by Sport Ireland, Ireland won 79 medals at European and World events across a variety of sports.

National Governing Bodies (NGBs) of Sport

Funding of €10.9m was provided to 59 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. An amount of €7.4m was paid to support the work of the Gaelic Athletic Association, Football Association of Ireland and Irish Rugby Football Union in increasing participation in sport by young people (this includes Women in Sport Programme funding to the FAI and the IRFU).

Participation

Some of the programmes operated by Sport Ireland and 2015 outcomes are outlined below:

- Local Sports Partnerships**

In 2015, 30 Local Sports Partnerships (LSPs) provided national coverage for sports participation programmes and services. Sport Ireland invested €5m in the LSP network in the year. The Partnership network also hosted the employment of 16 Sports Inclusion Disability Officers.

The LSPs are involved in delivering mass participation programmes for people of all ages. In 2015, over 15,800 took part in the An Post Cycle Series organised and delivered by five Partnerships since 2009. Over 20,000 took part in the walks and runs organised for Operation Transformation.

- Dormant Accounts Funding**

In 2015, funding of over €2m of Dormant Accounts Funding was allocated to establish Community Sport and Physical Activity hubs in disadvantaged communities across the country and create a National Sports Education and Training hub.

The 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.

- Widening Participation in Sport**

An amount of €0.97m was provided in 2015 for the Women in Sport Programme. Over €17.5m 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. In October, Minister Michael Ring co-hosted a conference aimed at promoting greater participation by women and girls in sport and highlighting good practice in this area.

In 2015, 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.

- **Recreational Trails Programme (National Trails Office)**

Sport Ireland continues to support the development of Ireland's trails network. In 2015, 130 inspections and advisory assignments were undertaken on walking, cycling and water trails in Ireland.

- **European Week of Sport, 2015**

Sport Ireland was the national coordinator for the first European week of Sport in Ireland in 2015. The week, which was an initiative of the European Commission, ran from the 7th to the 30th of September and over 300 sporting events were delivered throughout the country over that time including a number of flagship events such as the Great Dublin Bike Ride, Soccerfest and a Day of Outdoor Adventure Activities. Sport Ireland worked with over 45 sporting agencies for the European Week of Sport in 2015 and coordinated a national promotional campaign for the week, using national print, radio and online promotion platforms.

Coaching

Coaching Ireland is the unit within Sport Ireland that has the lead role in the development of coaching in Ireland on an All Island basis. The role includes highlighting the importance of quality coaching in developing athletes and providing opportunities for participants. In 2015, 10,471 coaches qualified along with 29 tutors while 1,675 courses were approved by Coaching Ireland.

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 has a national and international reputation for excellence which is important for Irish sports and athletes competing at the highest levels of sport.

Sport Ireland has signed an agreement with the United States Anti Doping Agency (USADA) to conduct drug testing on Ultimate Fighting Championships (UFC) on behalf of USADA. Sport Ireland will provide a sample collection service for both in and out of competition testing on competitions taking place in Ireland and athletes training in Ireland. 43 sample collection personnel attended the annual training session and will be accredited for 2016.

Anti-Doping Tutor Training took place on November 19th-20th 2015. 17 tutors from the GAA, IRFU and the FAI were trained by the Anti-Doping Unit of Sport Ireland. These tutors will assist their NGB in providing anti-doping education to their members. The Anti-Doping Unit is also working with Active Ireland and completed tutor training for 9 tutors as anti-doping information has been introduced into their fitness and personal training programmes. The Anti-Doping Unit is also assisting them with the introduction of standards around supplements sale and promotion. 40 Educational seminars took place in 2015.

National Sports Campus

During 2015, significant progress was made in the development of facilities at the National Sport Campus:

- Work on the development of a new High Performance Centre at the Irish Institute of Sport was completed in September 2015. The Centre comprises a Strength and Conditioning area, Mixed Training Zone, Rehab/Medical area, 4-lane 130metre track and a dedicated Boxing area.

- A new multi-purpose Campus Conference Centre was completed in September 2015, providing a 100-seat lecture theatre, a multi-purpose meeting room and catering and reception areas. The facility also contains changing rooms to complement playing pitches developed by the Campus and the new FAI National Training Centre.
- Development of a new national cross country track was completed during the year and the facility will come into use in 2016.
- As part of the partnership strategy with the GAA, FAI, IRFU and Irish Hockey, the GAA made significant progress in 2015 on the development of a new National Centre of Excellence at the Campus which was opened in April 2016. The FAI completed the substantive pitch works for their new National Training Centre. While some minor works at the centre are ongoing, the FAI facility came into use for the training of international and development squads in August 2015.
- Work commenced in February 2015 on the National Indoor Arena (NIA). The project, which will comprise a National Indoor Athletics Centre, a National Gymnastics Training Centre and a multi-sport National Indoor Training Centre, is scheduled for completion in November 2016. The NIA forms part of the overall Master Plan for the National Sports Campus and has been identified as a major missing piece of national sporting infrastructure.
- Work on a new dedicated HQ for Special Olympics Ireland at the National Sports Campus commenced in November 2015, with completion scheduled for August 2016. This project is being developed in conjunction with the Office of Public Works.
- A procurement process for the development of new office accommodation for Sport Ireland and other NGBs at the National Sports Campus commenced in December 2015.
- Planning permission for a proposed new National Velodrome & Badminton Centre was secured during 2015 and preliminary works were undertaken during the year with the procurement stage commencing in November 2015.
- The procurement process to develop 1km and 2km jogging and fitness trails within the Campus grounds commenced in November 2015. This facility will be open to the public and will be wheelchair accessible.

NSCDA (Operations) Limited

A subsidiary of Sport Ireland, NSCDA (Operations) Limited is responsible for the day-to-day management and operation of the National Sports Campus facilities including the National Aquatic Centre, the National Horse Sport Arena, the National Diving Training Centre, and the NSC synthetic and turf pitch facilities. 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 2015, over 990,000 visits were made to the National Aquatic Centre (up from just over 930,000 in 2014) making it the busiest year since the facility came under the direct management of the Campus and cementing its position within the top five paying visitor attractions in the State. In addition, record numbers continued to attend the Centre's Swim, Diving & Gymnastics academies throughout 2015 with enrolments across 5 terms totalling 12,700.

Other facilities at the National Sports Campus saw continued growth in visitor numbers with footfall at the NSC Synthetic Pitches totalling 93,236 (up 26% on 2014) and Morton Stadium totalling 100,440 (up 14% on 2014).

High Level Goal - Support Services

To ensure the Department and its agencies are organised and developed in an efficient and effective manner to deliver on our Mission Statement and High Level Goals.

North/South Cooperation

Both transport and tourism are recognised areas of north/south cooperation under the Good Friday Agreement. In 2015, the Department continued its active engagement with the Northern Ireland authorities under the North South Ministerial Council (NSMC), advancing cooperation in both areas. Tourism Ireland is one of the North/South bodies set up following the Good Friday Agreement and has been the main focus of the NSMC in tourism discussions. Two Tourism Sectoral meetings took place in 2015, the first on 22nd January 2015 and the second on 2nd December 2015. Amongst the items discussed were Tourism Ireland's Business Plan, marketing activity undertaken in 2014 and 2015, an update on the bid to host the 2023 Rugby World Cup as well as joint initiatives in the areas of tourism statistics and an All Island Cruise Tourism Strategy.

A NSMC Transport Sectoral meeting took place on 22nd April 2015. The items discussed included the A5 and A8 roads, road user and vehicle safety, mutual recognition of penalty points, Cycling and Cross Border Greenways and EU matters/Funding Opportunities.

Agency Rationalisation

The Department is restructuring certain agencies under its remit in line with the Programme for Government commitments.

Legislation for the establishment of Transport Infrastructure Ireland, through the merger of the National Roads Authority and the Railway Procurement Agency, was enacted on 30 April 2015 and the merger became effective on 1 August 2015.

The Sport Ireland Act was signed into law on 13th May 2015. Sport Ireland was established on 1st October 2015. Sport Ireland replaced the Irish Sports Council and the National Sports Campus Development Authority, which entities were both dissolved on the establishment date of Sport Ireland.

EU Connecting Europe Facility 2014-2020

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 backbone. It also aims to make Europe's economy greener by promoting cleaner transport modes, high speed broadband connections and facilitating the use of renewable energy in line with the Europe 2020 Strategy.

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 will be awarded mainly in the form of direct grants (co-funding) or through financial instruments. The level of co-funding will vary depending on the nature of the projects from 10% up to 50%.

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 etc. The first 'Call' issued in September 2014 where up to €7.9bn was available for successful projects. The Department organised an information day in December 2014 on CEF and

liaised with agencies under its remit and other organisations in assessing what transport projects could be put forward for this first CEF call which closed on 1st March 2015. Irish organisations were successful in achieving over €56m in co-funding for this first CEF transport call. Projects included rail and port projects. Irish organisations were also involved in successful consortia proposals in the areas of Intelligent Transport, Motorways of the Sea and Single European Sky Air Traffic Management Research (SESAR). An information day on CEF and the European Fund for Strategic Investment was held in the Department on 2 December 2015.

Staffing

Along with providing support and day to day assistance to Departmental staff and line managers the Department continued to implement reform in its delivery of the Public Service (Croke Park) Agreement, the Public Service Stability (Haddington Road) Agreement and general reform measures set out in its Integrated Reform Delivery Plan. The Department also engaged actively in implementing the Civil Service Renewal Action Plan, with particular focus during 2015 on Action 9.2 – Establishing a Shared model for delivering Learning and Development, Action 11 - Strengthen the performance management process; Action 13 – the new Civil Service Excellence and Innovation Awards (with four Department projects nominated); Action 15 – Staff Mobility and Action 21- Department's Framework of Assignments (identified on www.whodoeswhat.gov.ie). The Department's progress included ongoing engagement with the staff associations on any matters arising for staff from the implementation of the various agreements and actions.

The Department continued to implement its Workforce Planning Framework Action Plan during 2015 using the Framework's analysis of priority resource needs and associated skillsets requirements, with particular emphasis on the supply/demand and gap identification exercise to deliver the Department's business priorities. As part of the Framework the Department negotiated new delegated sanction arrangements for pay and staffing in 2015 for both the Department and the non-commercial State Agencies NCSAs. This allowed the Department to progress decisions on staffing assignments to ensure that the critical business needs of the sector were met. The table at Appendix 5 summaries the staff changes in the Department.

Staff Training and Development

Training provided in 2015

In 2015 the Training Unit focused on the delivery of training and development requirements identified by staff and their managers through the Performance Management and Development System.

3rd level fees paid

The Department continued its support in 2015 for staff partaking in a variety of 3rd level studies where such courses were considered relevant and of benefit to the Department.

Information Technology Services

There has been significant progress on the delivery of the new IT systems, particularly the Maritime sector. SILAS, the Coast Guard's new Shared Incident Logging and Analysis system was launched in June 2015 and is delivering significant benefits. Development of a new

Seafarers Information system is nearing completion and a programme of enhancements to the SafeSeas Ireland system is on-going.

The Department's "Worksmart" programme continues to deliver significant benefits for cross-Departmental processes such as Ministerial Correspondence, Ministerial Submissions and PQs. The upgrade of the current SharePoint environment has enhanced collaborative capabilities within the Department and developmental work is underway to utilise these capabilities for external collaboration with agencies of the Department.

Economic and Financial Evaluation Unit

The Department's Economic and Financial Evaluation Unit (EFEU) continues to provide an analytical and research resource to support Divisions and Agencies of the Department, supporting the Government commitment to evidence-based policy making. The Unit carries out research and analysis, disseminates research findings and proposes evidence-informed policy recommendations. Its primary work centres around economic analysis, expenditure appraisal, evaluation, financial analysis and data management and use. Particular highlights in 2015 include:

Economic Analysis:

- Support for the Department's divisions and agencies on strategy and policy formulation and review
- Analysis to support and develop the evidence base in relation to sustainable transport and transport emissions
- Advice and collaboration on major sectoral economic regulatory review

Expenditure Appraisal and Quality Assurance:

- Updated version of the Common Appraisal Framework (CAF) for Transport to be finalised and published early in 2016
- Various assessments of business cases
- Completed Quality Assurance Report for the Department assessing the level of compliance with the Public Spending Code

Evaluation:

- Completed Value for Money Review of current expenditure on National Road Maintenance.
- Focused Policy Assessment of the Green Schools Travel Programme was completed and published in February 2015

Financial Analysis:

- Supported the Department's divisions in review of annual and interim financial statements of agencies to assess financial performance, position and compliance with financial reporting aspects included in the Code of Practice for the Governance of State Bodies
- Provided advice to divisions on financial/accounting issues arising in agencies such as queries on financial position/solvency, borrowings and review of strategic and business plans and support for divisions in the review and drafting of shareholder expectation letters for commercial agencies
- Assisted divisions in the implementation of programmes - in particular the new [Regional Airports Programme 2015 - 2019](#)

Data Availability and Use:

- In July 2015, a new annual ‘Transport Trends’ was compiled and published to provide an overview of the main trends evident from the latest transport data
- Work commenced on a Data Strategy for the Department which will be completed in 2016

Emergency Planning

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. It is the Lead Department for transport emergencies and supports other Lead Departments for emergencies which affect travel and transport e.g. severe weather. The storms and heavy rainfalls commencing with Storm Desmond in December 2015 caused significant damage to roads and other transport infrastructure over the Christmas and New Year period.

The Department participated in a number of emergency planning exercises during 2015 and continues to work closely with the Office of Emergency Planning on a range of emergency planning issues including the updating of the National Risk Register.

Customer Services

The Department continued with our policy of publishing as much information to our website www.dttas.ie as possible during 2015. This includes the Minister’s priorities and progress reports on these, supplier payment reports, membership of State Boards and other information of public interest.

The Department carried out an online survey of our customers in March/April 2015. The results of the survey showed that a high percentage of customers were satisfied with the service they received. Our Shannon office carried out a similar survey separately.

Freedom of Information (FOI)

The [Freedom of Information Act 2014](#) came into operation on 14 October 2014 and repealed the previous FOI Acts of 1997 and 2003. Among changes under the new Act is the addition as FOI bodies of the Railway Safety Commission, Irish Rail (except for freight and Rosslare Europort operations) and Bus Éireann for provision of School Bus Scheme services to the Department of Education and Skills.

The number of FOI Requests processed by the Department has increased substantially since the FOI Act 2014 came into operation in October 2014. 242 cases were processed in 2015 compared to 96 in 2014 and internal Reviews of Decisions increased to 16 in 2015 from 3 in 2014.

Prompt Payments

The Government agreed in 2011 that payments by public sector bodies to suppliers should be made within 15 days of receipt of invoices. In the case of the Department, in 2015 €1,717,705,826 out of €1,722,991,446 was paid within 15 days of receipt of valid invoices (99.69%).

In 2015 the non-commercial State Agencies under the aegis of the Department reported that

86.1% of the overall total payments due were made within 15 days, a total of €609,196,120 out of €707,902,022. Details are published quarterly on the Department's website. (see Appendix 2).

Ombudsman and Access to Information on the Environment

The Ombudsman forwarded 4 complaints to the Department during 2015, of which 3 were brought to a conclusion with one on-going at end-year. Fourteen requests for Access to Information on the Environment were received and processed during the year.

Appendix 1

Irish Coast Guard Statistics – Five-year trend

		2011	2012	2013	2014	2015
Incidents		1817	1980	2627	2631	2664
Persons saved / assisted		3536	2776	5685	4256	3899
Incidents involving Pleasure Craft		580	578	498	676	600
Incidents involving Merchant Craft		77	67	61	69	52
Incidents involving Fishing Craft		180	179	215	189	185
Pollution / Salvage Report		41	47	46	44	32
IRCG Coastal Units tasked		912	933	1156	1272	1289
IRCG Helicopter tasked		553	532	808	915	1013
RNLI tasked		728	723	877	819	836
Community Rescue Boats Ireland tasked		124	170	145	211	219
Assistance given to Gardaí		50	60	61	59	44
False Alarms		118	76	91	94	135

Appendix 2

List of Prompt Payments for 2015

Prompt Payments by Department of Transport, Tourism and Sports

Prompt Payments Non Commercial Bodies under the Department's responsibility

Appendix 3

Details of The Ministers and Senior Management of the Department during 2015 are outlined below.

Minister Donohoe

Minister of State Ring

Minister of State Phelan

The Management Board of the Department

Tom O' Mahony was Secretary General of the Department in 2015. He retired on 31st October 2015.

John Fearon, Assistant Secretary, was a member of the Management Board in 2015. He had responsibility for the Aviation Sector in the Department. He retired in October 2015.

Graham Doyle was Assistant Secretary in the Department with responsibility for Public Transport prior to his appointment as Secretary General in November 2015.

Appendix 4

Departmental Legislation enacted during 2015

A list of all the Primary and Secondary Legislation enacted by the Department in 2015 can be found at the following link:

[Primary and Secondary Legislation](#)

Appendix 5

HR Statistics

The following table illustrates the changes in staff numbers for the Department during 2015 and the main reasons for those adjustments.

Department Summary Changes (Number Impacting)		
	WTE	Headcount
January 2015 Number	426.29	454
Retirement/Resignations & other Departures	-19.70	-21
Career Break Departures	-1.00	-1
Secondments/Redeployments In	+6.00	+6
Secondments/Redeployments Out	-7.00	-7
Senior Mobility Moves	+2.00	+2
Workshare Pattern Changes (18 instances)	+0.20	0
Transfer of Function into the Department	+3.00	+3
Recruitment	+17.00	+17
Temporary Recruitment (8 instances)	+1.00	+1
End 2015 Figure	427.79	454

* Whole time equivalent



An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

Tuarascáil Bhliantúil 2015

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Ráiteas Misean na Roinne

A chinntíú go gcuirfidh na hearnála iompair, turasóireachta agus spóirt chomh mór agus is féidir le haisghabháil eacnamaíoch, daingniú fioscach, cruthú post agus forbairt shóisialta.

Agus an misean úd á chur chun cinn díríonn an Roinn ar an Spriocanna Ardleibhéil ina [Ráiteas Straitéise 2015-2017](#)

Ráiteas an Aire

Cúis áthais dom glacadh le Tuarascáil Bhliantúil An Roinn lompair, Turasóireachta agus Spóirt 2015, a mhíníonn an dul chun cinn a tharla i rith na bliana maidir le cuspóirí na Roinne.

Is maith liom go mór gur ceapadh mé mar Aire lompair, Turasóireachta agus Spóirt i dtús na Bealtaine 2016 agus táimanois chun tabhairt faoi Ráiteas nua Straitéise don Roinn a bhainfidh leis na tosaíochtaí aontaithe sa “Chlár don Rialtas Comhpháirtíochta”.

Táim féin agus mo chomhleacaí, An tAire Stáit Pádraig Ó Donnabháin ag súil le saothrú le foireann na Roinne chun na tosaíochtaí úd a bhaint amach le linn téarma an Rialtais seo.

Seán Rosach TD
Aire lompair, Turasóireachta agus Spóirt

Airí Stáit

Bhí an tAire Stáit Ó Rinn freagrach ar an iomlán as turasóireacht laistigh den tír agus cúrsaí spóirt agus díríonn sé go háirithe ar:

- Margaíocht ar an dturasóireacht laisitgh den tír agus an feachtas Saoire sa Bhaile
- Ócайдí turasóireachta spóirt
- Turasóireacht chultúrtha, féilte agus ócайдí eile a ghineann an turasóireacht
- An Clár Caipitiúil Spóirt
- An Clár Linnte Snámh Údarás Áitiúla
- Plé leis an gComhairle Spóirt agus le Páirtíochtaí Áitiúla Spóirt um rannpháirtíocht a chur chun cinn i spórt, fóillíocht agus gníomhaíocht fhisiciúil
- An Clár Eorpach spóirt, san áireamh tá freastal ar an gComhairle Airí Spóirt nuair a phléitear ceisteanna spóirt.

Ba í An tAire Stáit Áine Ní Fhaoláin An tAire Forbairt Eacnamaíoch Tuaithe. Bhain a réimse dualgais. Baineann a réimse dualgais le trí Roinn: Comhshaoil, Pobail agus Rialtais Áitiúil; Talmhaíochta, Bia agus Mara; Iompair, Turasóireachta agus Spóirt.

Bhí An tAire Stáit Ní Fhaoláin freagrach as:

- Forbairt Eacnamaíoch Tuaithe agus Iompair Tuaithe
- Tuairisc an Choimisiún Forbartha Eacnamaíoch Cheantair Tuaithe (CEDRA) a chur i gcrích
- Cruthú post agus forbairt fiontar inmharthana a spreagadh i gceantair thuaithé
- An Clár Iompair Tuaithe (RTP) a seoladh i 2006

Réamhrá leis an Rúnaí Ginearálta

Ceapadh mé mar Rúnaí Ginearálta ar an Roinn seo ar an 1 Samhain 2015 agus is maith liom a bheith ag tuairisciú ar ghaiscí na Roinne don bhliain 2015, ar an iomlán baineadh amach iad siúd le linn stiúrthóireacht an duine a tháinig romham, Tom O' Mahony a d'imigh ar scor mí Deireadh Fómhair.

Ó shin i leith dhírig an Roinn seo ar thosaíochtaí an Aire agus na nAirí Stáit laistigh de na hacmhainní a bhí ar fáil. Rinneamar gach aon iarracht ar mhargadh maith a bhaint amach do lucht íoctha cánach chomh maith le tortháí dearfacha don bpobal taistil is don gheilleagar ar fud earnála na Roinne – Eitlíocht, lompar ar Thalamh, Muirí, Turasóireacht agus Spórt.

Braitheann dul chun cinn clár na Roinne, ar ndóigh, ar chaidreamh dlúth oibre leis na háisínteachtaí éagsúla stáit a bhíonn faoinár gcoimirce, leis na húdaráis áitiúla agus le Ranna Rialtais agus áisínteachtaí eile. Arís ar son na Roinne, is mian liom iad siúd ar fad a mholadh as a dtacaíocht agus as comhoibriú linn i gcónaí. Is mian liom freisin bufochas a ghabháil le mo chomhghleacaithe ar Bhord Bainistíocha na Roinne atá i gceannas ar ár réimsí earnála agus, go háirithe, lenár bhfoireann ar fud na Roinne atá tiomanta don seirbhís poiblí agus iad díograiseach coinsiasach i leith a gcuid oibre i gcónaí.

Graham Doyle
Rúnaí Ginearálta

Ceapadh an tAire Pascal Ó Donnchú mí lúil 2014 agus leag sé amach na tosaíochtaí seo a leanas go dtí Márta 2016.

Gnímh Déanta ar Phríomhthosaíochtaí an Aire

Tosaíocht	Dul chun cinn
Forbairt bhreise ar ár ngéasán is seirbhísí iompair phoiblí ar bhonn inmharthana, san áireamh beidh críochnú an tionscnamh traschathrach LUAS.	Le linn 2015 tharla an-chuid oibre ar thionscnamh Traschathrach LUAS. Críochnaíodh nach mór na fóntais réamhthógála agus tosaíodh i mí lúil ar an mbonneagar (leagan ráillí). Táthar fós laistigh den bhuiséad agus meastar go gcríochnófar an tionscnamh i 2017.
Cothabháil cheart ar an ngréasán bóithre idir áitiúil, réigiúnach agus náisiúnta maraon le feabhsúcháin mar an t-uasghrádú ar Ghabhal Chrosaire Nua Thalún.	I 2015 infheistíodh €337m i dtionscnaimh chaipitiúla ar bhóithre náisiúnta agus caitheadh €38m ar chothabháil leanúnach bóithre náisiúnta. Caitheadh €320m ar bhóithre réigiúnacha agus áitiúla. Osclaíodh céim dheiridh an Scéim Uasghrádú N7/N11 An tInbhear Mór/Ráth Naoi mí lúil 2015 agus leanadh den obair ar an M17/M18 An Gort go Tuaim PPP.
Leanúint d'iarrachtaí chun an líon bás ar na bóithre a laghdú trí fheasacht ar shábháilteacht ar bhóithre a chur chun cinn agus trí reachtaíocht i gcoinne tiomáint faoi thionchar drugaí.	Tá An tÚdarás Sabháilteacht ar Bhóithre freagrach as oideachas poiblí agus feachtais fheasachta a dhíriú ar príomhchúiseanna tubaistí, bás agus gortú tromchúiseach ar bhóithre. Le linn 2015 bhí an tAire páirteach in ócadí eagraithe ag an RSA agus An Garda Síochána chun cur le hoideachas poiblí agus feasacht ar shábháilteacht, san áireamh bhí comhdháil Údarás Sabháilteacht ar Bhóithre 'Leanaí agus Sabháilteacht ar Bhóithre', athbhreithniú lár na bliana ar an ábhar, maraon le feachtais Lá 'Le Pádraig, Saoire Banc agus Nollag. Díreoidh An Bille um Thrácht ar Bhóithre 2015 , ar cheadaigh an Rialtas go foirmiúil lena fhoilsíú mí na Nollag 2015, go príomha ar bhearta in aghaidh tiomáint ar meisce. Tá bearta eile ann freisin mar shampla bearta níos láidre chun plé le tiomáint faoi thionchar drugaí.
An Polasaí Náisiúnta Port 2013 a chur i gcrích chun tacú le fás inmharthana ár bport agus ár gcuanta.	Lean an Roinn den Pholasáí Náisiúnta Port a chur i bhfeidhm le linn 2015. Ghlac an tOireachtas leis an Acht Cuanta 2015 agus shínigh an tUachtaráin é mar dhlí mí na Nollag 2015. Is í an phríomhaidhm ná aistriú na gcúig chuideachta port a bhfuil Tábhacht Réigiúnach leo, Droichead Átha, Dún Laoghaire, Gaillimh, Ros Mhic Treoin agus Cill Mhantáin faoi rialú Údarás Áitiúla.
An Polasaí Náisiúnta Eitlíochta a fhorbairt is a chur i bhfeidhm chun a chinntíú go mbeidh na dálaí cuí sa tír seo ionas go mbeidh ardrath ar an dtionscal eitlíochta sa todhchaí.	Sa Pholasáí Náisiúnta Eitlíochta a seoladh mí Lúnasa 2015 díritear ar naísc na hÉireann leis an domhan mór a fheabhsú trí rochtain slán, sábháilte agus iomaíoch a chinntíú, fás fiontar in eitlíocht na hÉireann a chothú, agus an leas is fearr a bhaint as

	<p>an earnáil eitlíochta ar son fás i gcúrsaí geilleagar na hÉireann.</p> <p>Is í an tsábháilteacht anois atá aitheanta mar phríomhthosaíocht. Lean an fás ar lón na bpaisinéirí agus faoi dheireadh 2015 bhí 29.9m tar éis taistil, méadú 12.56% ar 2014.</p>
Meadú ar ioncam de bharr Foilsíú an Straitéis nua Turasóireachta, ag cur le rath ar Shlí an Atlantaigh Fhiáin agus ag díriú ar bhrefis cuairteoirí go Baile Átha Cliath, trí Chónaidhm Fás Turasóireachta Bhaile Átha Cliath is chun réigiún an Deiscirt agus an larthair.	<p>Seoladh ráiteas nua polasaí turasóireachta 'Daoine, Áit agus Beartas – Fás na Turasóireachta go 2025' i Márta 2015 agus díritear ar ioncam turasóireacht thar síle chugainn a mhéadú go €5bn in aghaidh bliana faoi 2025 agus an lón fostaithe a mhéadú faoi 50,000 go 250,000.</p>
Bunú an Champas Náisiúnta Spóirt agus soláthar leanúnach áiseanna spóirt go háitiúil trín gClár Caipitiúil Spóirt.	<p>Bhí €30m ar fáil i 2015 chun áiseanna a fhorbairt ag an gCampas Náisiúnta Spóirt, san áireamh beidh an Láthair Náisiúnta Laistigh (NIA). Ar na tionscnaimh déanta ag an gCampas Náisiúnta Spóirt i 2015 tá:</p> <ul style="list-style-type: none"> - Ionad Oiliúna Ardfheidhmíochta - Ionad ilfheidhme Comhdhála ar Champas - Forbairt ar dhá fhaiche scraithe ilspórt - Raon nua náisiúnta trastíre <p>Tharla saothar suntasach ar Ionad nua Náisiúnta Feabhas an CLG agus chríochnaigh an FAI na hoibreacha móra don Ionad nua Náisiúnta Traenála. Mí Deireadh Fómhair 2015, daileadh breis is €41m faoin gClár Caipitiúil Spóirt ar 891 tionscnamh spóirt idir áitiúil agus eile.</p> <p>Bronnadh deontas eile speisialta fós €3.9m ar Ionad Fóillíochta agus Linn Snámha Chaisleán an Bharraigh agus Ionad Náisiúnta Oideachais agus Oiliúna Allamuigh chomh maith le €136,000 ar ceithre údarás áitiúil do thionscnaimh bheaga.</p>
Tuarascáil Bhliantúil na Roinne, Staitisticí na Roinne agus an Clár do Thuairiscí Rialtais.	<p>Foilsíodh Tuarascáil Bhliantúil na Roinne 2014 i R2 2015.</p> <p>Foilsíodh An Ráiteas Straitéise i Feabhra 2015. Bhí ionchur ag an Roinn sa Chlár do thuairiscí Rialtais i 2015.</p>

Súilfhéachaint ar Staitisticí na Roinne – 2015

Sábháilteacht

- Ba é 51 in aghaidh milliún daonra an ráta bás ar bhóithre san AE i 2014, an bhliain is déanaí dá bhfuil staitisticí ar fáil. Ba é an figiúr céanna in Éirinn i 2014 ná 43 in aghaidh milliúin. Cailleadh 166 duine ar bhóithre na hÉireann i 2015.
- D'fhreagair Garda Cósta na hÉireann 2,664 eachtra i 2015 agus cabhraíodh le 3,899 duine.
- D'fhoilsigh an tAonad Imscrúdú Taismí Aeir 29 tuairisc ar thaismí aeir agus mhol 17 beart sábháilteachta ar an ionlán.

Turasóireacht

- Bhí meadú 13.7% i 2015 ar chuaireanna anall thar sáile ó 2014 agus 8.643m cuairt ar fad.
- Bhí meadú 12.1% ar chuaireanna ón mBreatain i 2015.
- Bhí meadú 15.4% ar chuaireanna ó Mhór-Roinn na hEorpa i 2015.
- Bhí meadú 14.0% ar chuaireanna ó Mheiriceá Thuaidh i 2015.
- Bhí meadú 13.7% ar chuaireanna ó thíortha i bhfad i gcéin i 2015.
- Bhí meadú 17.5% ar chaiteachas cuairteoirí thar sáile don chéad 9 mí i 2015, i gcomparáid leis an dtréimhse chéanna i 2014 (seachas táilli taistil = €3.335 bn).
- D'fhostaigh an earnáil seirbhísí cóiríochta agus bia 139,900 duine i R3 2015.

Iompar

- Infheistíodh €339m i mbonneagar iompair phoiblí.
- Caiteachas caipitiúil €337m ar bhóithre náisiúnta.
- Caiteachas €38m ar chothabháil leanúnach bóithre náisiúnta.
- Caiteachas €320m ar bhóithre réigiúnacha agus aitiúla.
- Mhéadaigh an lín paisinéirí ar sheirbhísí a fhraigheann tacaíocht Stáit faoi 3.6% go 224m (Bus Átha Cliath meadú 3% (119m); Iarnród Éireann +5.3% (40m); Luas +6.1% (35m); Bus Éireann +1.7% (30m)).
- Breis is 1.76m turas paisinéirí ar 242,224 seirbhísí iompair maoinithe ag an gClár Iompair Tuaithe
- Bainistíodh breis is 1m eitilt go sábháilte is go héifeachtach ag riarthóirí trácht aeir na hÉireann agus oifigigh raidió in aerspás faoi rialú na hÉireann, meadú 5.6% ar 2014².
- Bhí meadú 12.56% ó 2014 go 29.9m ar an lín paisinéirí trí Aerfoirt na hÉireann.
- €1.1 billiún ioncam mótarachánach.
- 5m Dioscaí Mótarchánach eisithe.
- 560,000 Ceadúnas Tiomána (Ceadúnais Fhoghlaimeoirí san áireamh) eisithe.
- 1.15m Teastas Clárú Feithiclí eisithe.
- Próiseas déanta ar 1.14m Fógra Malairt Úinéara
- 490,000 Fógra Pointí Pionós eisithe.
- 3 tionscnamh maoinithe (ceann amháin críochnaithe i 2015) faoin gClár Maoliniú Gréasán Náisiúnta Rothaíochta.
- 11 tionscnamh raon rothar/slí ghlas (críochnaíodh 8 i 2015) maoinithe faoin gClár Pacáiste Spreagtha an Rialtais.
- 9 tionscnamh maoinithe faoin gClár Maoliniú Baile Taistéal Gníomhach.

Spórt

- 79 bonn ag leibhéal Domhanda agus Eorpach i spóirt tacaithe ag Spórt Éireann,
- 991,554 cuairt ar an Ionad Uiscíoch Náisiúnta.
- Infhesitíocht €8.1m i Spórt Ardfheidhmíochta a chuimsigh deontais €1.5m do líthchleasaithe den scoth agus €6.6m do Chomhlachtaí Rialaithe Náisiúnta faoin gClár Ardfheidhmíochta.

² D'athraigh Údarás Eitlíochta na hÉireann an modheolaíocht a bhíodh acu go dtí seo, figiúr cruinn ceart is ea an meadú 5.6% ar fhiúr 2014.

- €7.4m don CLG, FAI agus IRFU chun cur le rannpháirtíocht óige.
- €0.97m don Chlár Mná sa Spórt.
- 1,295 íocaíocht do lucht faighe deontas faoin gClár Caipitiúil Spóirt (SCP), méadú 42% ar 2014.
- Íocaíochtaí iomlán €28m do lucht faighe deontas SCP, méadú 38% ar 2014.
- 891 dáileadh agus €41m ar an iomlán fógartha mí Deireadh Fómhair faoin mbabhta 2015 SCP.
- €3.9m dálte ar Ionad Fóillíochta agus Linn Snámha Chaisleán an Bharraigh agus Ionad Náisiúnta Oideachais agus Oiliúna Allamuigh ón gClár Caipitiúil Spóirt chun áiseanna ilspórt a fhorbairt.
- €3.8m an ceann dálte ar thionscnaimh linn snámha i nDúnmanmhaí agus Caisleán an Bharraigh faoin gClár Linnte Snámh Údarás Áitiúla.
- Beagnach €3.4m dálte ar 16 linn snámha faoi dtionscadal uasghrádú feidhmiú fuinnimh agus feabhas rochtain míchumais mar chuid den gClár Linnte Snámh Údarás Áitiúla 2015.

Sprioc Ardleibhéal - Eitlíocht

A chinntiú go dtacaíonn an earnáil eitlíochta le spriocanna eacnamaíoch agus sóisialta na hÉireann ar bhonn sábháilte, iomaíoch, costéifeachtach agus inmharthana agus go gcinntítear an nascthacht is fearr idir Éire agus an domhan mór.

Eitlíocht

Díríonn straitéis eitlíochta na Roinne ar sheirbhísí aeir a chur chun cinn mar naisc idir an tí seo agus margáil lárnacha gnó is turasóireachta ar bhonn rialta, sábháilte agus costéifeachtach. Cuid lárnach den bhforbairt leanúnach ar mhargadh an aerthaistil is ea socruithe comhaontuithe liobrálacha aeríompair, idir náisiúnta agus AE, chun baic rialaithe ar sheirbhísí aeir nua a bhaint.

Forbairt polasaí nua um Eitlíocht Náisiúnta na hÉireann

D'fhoilsigh an tAire Ó Donnchú [An Polasaí Náisiúnta Eitlíochta](#) mí Lúnasa 2015. Ar na príomhghhnéithe sa pholasáí nua tá:

- Sábháileacht eitlíocht a choimeád mar an bpríomhthosaíocht;
- Méadú ar nascthacht, go háirithe le margáil ag teacht chun cinn;
- Adleibhéil iomaíocht a bhaint amach i measc aerlínte ag oibriú i margadh na hÉireann;
- Aerfoirt Bhaile Átha Cliath, Chorcaí agus na Sionainne a choimeád faoi úinéireacht an Stáit;
- Aefort Bhaile Átha Cliath a chur chun cinn mar mhol tánaisteach, mar a mbeidh an bonnegar cuí chun plé le fás molta tráchta, agus é ag tacú le ról Chorcaí agus na Sionainne mar gheataí turasóireachta agus gnó ina gceantar féin;
- Tacú leis na haerfoirt réigiúnacha de réir an Chlár Aerfort Reigiúnacha ceadaithe le déanaí ag an AE don tréimhse 2015 go 2019;
- Tiomantas do mhealltacht na hÉireann a choimeád suas mar bhonn don ghnó um eitleán ar léas;
- Críochnófar athbhreithniú neamhspleách ar an gcóras rialaithe um tháillí aerfoirt faoi dheireadh 2015 agus críochnófar an polasaí nua don chóras rialaithe um tháillí aerfoirt lár na bliana 2016;
- Bunófar Fóram Forbartha Eitlíochta chun dul i gcomhairle leis an dtionscal um fhorbairt clár rialaithe idirnáisiúnta eitlíochta agus chun cinn eitlíocht na hÉireann a chomhordú.

Tá cur i gcrích an Pholasáí ar bun cheana féin ag an Roinn mar thosaíocht lárnach. Ar na gníomhartha a tharla nó a chuaigh chun cinn i 2015 tá:

- Athbhreithniú agus uasdátú ar an gClár Náisiúnta Slándáil Eitlíocht Shibhialta;
- Cuireadh túis le réamhobair maidir le fiúntas “Scéim Taistealaí Iontaofa”;
- Críochnaíodh 70% den Chlár Sábháilteacht Stáit agus bunaíodh ardán comhordaithe leis an gcríochnú a chinntiú;
- Cheap an Roinn iarrthóir don toghchán i 2016 don Chomhairle Idirnáisiunta Eitlíochta Shibhialta (ICAO), a dhéanann ionadaíocht ar an nGrúpa stát ABIS – An Ostair, An Bheilg, Éire, Lucsamburg, An Ísiltír, An Phortaingéil agus An Eilbhéis – ag ICAO don tréimhse 2016-2019;
- Ullmháíodh don Fóram Forbartha Eitlíocht Shibhialta Náisiúnta mí Feabhra 2016;

- Uilmhaíodh dréacht Ordú Rialtais chun socrú neamhacmhainne an Choinbhinsún Cape Town “Malartach A” a bhreith isteach i ndlí na hÉireann, tá súil glacadh leis i Ráithe 2 2016 agus cur le mealltacht na hÉireann mar dhlínse don airgeadas infheistíochta.

Mínfodh freisin sa [Pholasaí Náisiúnta Eitlíochta](#) an gá atá le hathbhreithniú ar an gcóras rialaithe um tháillí aerfoirt atá i bhfeidhm ó 2001. I 2015, cheap an Roinn na Comhairleoírí Eacnamaíoch *Indecon* chuige sin agus bhí a dtuairisc réidh mí na Nollag 2015. Leanfaidh an Roinn den saothar tuairisce le súil comhairliúchán a eagrú faoi go luath i 2016, ina dhiaidh sin críochnófar agus foilseofar a polasaí ar tháillí aerfoirt roimh dheireadh na bliana.

Tá an Roinn tiomanta freisin, sa [Pholasaí Náisiúnta Eitlíochta](#), d’eolas bunúsach staitisticiúil a fhoilsíú ar a suíomh idirlín, mar líon paisinéirí, lasta iompartha agus gluaiseachtaí tráchtála aerfoirt. Tá an méid sin ar fáil ar shuíomh na Roinne faoi láthair maidir le haerfoirt Stáit agus déanfar uasdátú ar shonraí in aghaidh na ráithe.

An Coiste Náisiúnta um Éascú Eitlíochta

Tharla dhá chruinniú den gCoiste Náisiúnta um Éascú Eitlíochta (FAL) le linn 2015 leis na Ranna Rialtais agus na hÁisínteachtaí cuí (Dlí agus Cirt, Talmhaíocht, Gnóthaí Eachtracha, Na Coimisiúní loncaim), Údarás Eitlíochta na hÉireann (IAA) agus An Coimisiún um Rialáil Eitlíochta (CAR) chomh maith le hÚdarás Aerfort Bhaile Átha Cliath (DAA), aerfoirt réigiúnacha agus oibritheoirí eitleán idirnáisiúnta a bhfuil ionadaíocht acu ar an gCoiste. Is í príomhaidhm an choiste ná fóram a bhunú chun ceisteanna phlé san earnáil eitlíochta is chun teacht ar bhealaí réitithe i dtreo taithí an phaisinéir a fheabhsú. D’fhoilsigh an Roinn an Clár Náisiúnta um Éascú Eitlíochta mí na Nollag 2014 a leagann síos ról agus dualgais Ranna éagsúla Rialtais agus a gcuid áisínteachtaí maidir le cursaí éascaithe a chur i gcrích, ansin bhunaigh an Roinn clár oibre sa réimse éascaithe lena chur i gcrích go ceann dhá bhliain. Tá cóip den Chlár ar fáil ar shuíomh idirlín na Roinne.

Aerfoirt Réigiúnacha

Cheadaigh Coimisiún an AE [An Clár Aerfort Réigiúnach](#) don tréimhse idir 2015 agus 2019 mí Lúnasa 2015. Maidir le maoiniú do na haerfoirt réigiúnacha, ní mór géilleadh do Threoracha AE 2014 um chúnamh Stait d'aerfoirt agus d'aerlínte.

I dteannta na Scéimeanna traidisiúnta Deontas Caiteachas Caipitiúil (CAPEX) agus Caiteachas Oibríochta (OPEX) atá ag an Roinn, ligean an Clár nua do dhá scéim nua mar chúnamh do na haerfoirt réigiúnacha maidir lena ndualgas ‘polasaí poiblí’ a chomhlíonadh, mar shampla, costais tionscnaimh agus oibríochtaí um shlándáil agus sábháilteacht a bhíonn éigeantach de réir riachtanais náisiúnta nó idirnáisiúnta eitlíochta ach nach mbaineann le gníomhaíochtaí eacnamaíoch an aerfoirt (Rialú Trácht Aeir (ATC), seirbhísí dóiteáin, seirbhísí slandála 7rl.). Tugtar Scéimeanna ‘Dualgas Polasaí Poiblí’ (PPR) orthusan. Tacaíonn an Scéim Oibríochta PPR le costais oibríochtaí sna réimsi úd agus tacaíonn an Scéim Caipitiúil PPR le hinfeistíochtaí áirithe caipitiúla um shlándáil agus sábháilteacht .

Ar an iomlán caitheadh thart ar €4.42m mar thacaíocht ón Stáchiste i 2015 ar na ceithre aerfort réigiúnacha: Dún na nGall, Ciarraí, Port Láirge agus Aerfort larthar na hÉireann Cnoc Mhiure, bhain €2.28m le deontais oibríochta agus €2.14m le cúnamh deontais chaipitiúil.

Tharla comórtas tairisceana poiblí chun na haerseirbhísí Dualgas na Seirbhise Poiblí (PSO) a oibriú idir Dún na nGall agus Baile Átha Cliath agus idir Ciarraí agus Baile Átha Cliath. De réir Rialachán AE 1008/2008, bunaíodh conradh nua 1 Feabhra 2015. Bronnadh an conradh ar

Stobart Air agus rithfidh sé ar dtús go ceann dhá bliain, d'fhéadfaí síneadh bliain a chur leis faoi reir athbhreithniú sásúil tar éis 18 mí. Tugadh deontas teannta €7.58m ón Státhiste d'oibritheoir an dá bhealach úd PSO i 2015.

Straitéis Eitlíochta don Eoraip

Ar dtús bainfidh moltaí Choiisiún na hEorpa, a foilsíodh go deireanach i 2015, le clár uaillmhianach comhaontuithe seirbhísí le tríú tíortha, chomh maith le béim ar iomaíocht chothrom an tionscail eitlíochta, san áireamh beidh déileáil le cleachtais éagórách ó tríú tíortha. Ina theannta san, pléifidh an straitéis le srianta cumas agus éifeachtúlacht seirbhísí aerfoirt, san áireamh beidh an Spéir Aonair Eorpach a chur i gcrích. Ansin, díreofar ar ardchaighdeáin AE slándála agus sábháilteachta ina mbeidh an bhéim ar riosca agus ar fheidhmíocht. Ar deireadh, leagtar béim sa Straitéis ar chlár laidir sóisialta agus poist ardchaighdeáin a chruthú san eitlíocht trí thacú le plé sóisialta agus ancreat reachtúil a shoiléiriú do lucht oibre a bhíonn ag aistriú go minic. Pléifidh an Roinn ar bhonn gníomhach úsáideach le Coimisiún na hEorpa agus le ballstáit eile chun dul i bhfeidhm ar fhorbairt agus cur i gcrích na mbearta molta, de réir an [Pholasáí Náisiúnta Eitlíochta](#).

Rialú Sábháilteachta AE

Mar cuid den Straitéis Eitlíochta AE, mí na Nollag 2015 d'fhoilsigh Coimisiún na hEorpa moladh do Phairlimint na hEorpa agus don Chomhairle faoi rialacha comóntha sa réimse eitlíochta shibhialta agus faoi Áiséinteacht um Shabháilteachta Eitlíochta san Aontas Eorpach (EASA) a bhunú, moladh leis Rialachán (AE) Uimh. 216/2008 de chuid Pairlimint na hEorpa agus na Comhairle a aisghairm.

Deantar an moladh úd i gcomhthéacs Straitéis Eitlíochta AE agus tiocfaidh sé in ionad an Rialacháin phríomha Sábháilteachta Eorpach (AE) 216/2008. Go príomha diríonn an moladh ar rialachas sábháilteachta a fheabhsú i gcomhthéacs tosaíocht an choimisiúin maidir le fás agus cruthú post, margadh intéarnach a chothú agus ról na hEorpa ar státse an domhain mhóir.

Léiríonn torthaí an chomhairliúcháin AE ar mheasúnú tionchair go mbíonn sábháilteachta ardchaighdeáin eitlíochta san AE agus gur féidir an t-ardchaighdeán céanna a bhaint amach ar mhodh rialaithe nach mbeidh chomh seánbhunaithe, d'fhéadfaí freagairt níos fearr do riachtanais an tionscail ar mhodh níos eifeachtaí do lucht rialaithe.

Fáiltítear in Éirinn leis an dtionscadal AE a dhíríonn ar phróisis rialaithe agus sábháilteachta eitlíochta a fheabhsú. Tagann na prionsabail bhunúsacha, caighdeáin sábháilteachta a choimeád laistigh de chomhthéacs polasaí eacnamaíoch agus comhshaol a bheidh níos leithne, le [Polasaí Náisiúnta Eitlíochta](#) na HÉireann. Díritear sna moltaí freisin ar an ngá atá le rialú AE d'eitleáin gan foireann (dordáin), agus tacaíonn Éire leis sin.

Thosaigh comhráití faoin mholadh ag an Meitheal Eitlíochta AE mí Eanáir 2016 agus tá sé i gceist ag an Uachtaráin Dútseach é a chur ar aghaidh chuig aontú ginearálta faoi Mheitheamh 2016.

Scairshealbhóireacht Aer Lingus

Rinne *International Airlines Group* (IAG) iarracht go deireanach i 2014 ar Aer Lingus a cheannach, bunaíodh Grúpa Stiúrtha chun luach mionsealbhóireacht Aer Lingus a mheas chomh maith leis an dtionchar a bheadh ag díol scaireanna an Stáit in Aer Lingus ar nascthacht, iomaíocht agus fostáiocht, ceisteanna straitéiseacha atá rithábhachtach d'Éirinn.

Bhí an Roinn seo sa Chathaoir ar an nGrúpa Stiúrtha mar a raibh ionadaíocht na Ranna Airgeadais, Caiteachais Phoiblí agus Athchóirithe agus an Údarás Geilleagar Nua agus Téarnamh (NewERA). Phléigh an Grúpa le IAG agus scrúdaigh an moladh go cúramach. De réir analís agus agus comhairle ó chomhairleoirí seachtracha airgeadais agus dlí an Mheithil Stiúrtha, mhol an Grúpa go mba chóir glacadh le tairiscint IAG do scairshealbhóireacht an Stáit in Aer Lingus faoi réir coinníollacha/tiomantas áirithe maidir le nascthacht agus sliotáin ag Heathrow Londan. Agus Tuairisc an Mheithil Stiúrtha á gcur san áireamh, ag cruinniú 26 Bealtaine 2015, d'aontaigh an Rialtas a chuid mionscaireanna in Aer Lingus a dhíol le IAG faoi théarmaí aontaithe.

Fuair an Státhiste beagán thar €335m i 2015 ó dhíolachán an scairshealbhóireacht in Aer Lingus agus aontaíodh go mbainfí leas as an gciste chun 'Ciste Nascthachta', a bhunú mar fho-phunann Chiste Infheistíocht Straitéiseach na hÉireann (ISIF) is í á bainistiú go díreach mar a bhainistítear an príomhphunann ISIF.

Spéir Aonair Eorpach

Rialaítéar an sprioc Spéir Aonair Eorpach (SES) a chruthú trí shraith rialachán AE a aontaíodh i 2004 agus 2009. Le linn 2015, tharla dul chun cinn suntasach ag leibhéal AE faoin gcreat reatha rialithe SES a fheabhsú. Is é cuspóir lárnach an chreat úd ná neamhionláine an Bhainistiú Aeriompair (ATM) a laghdú agus cumas aerspás na hEorpa a mheadú i dtreo feabhas ar éifeachtúlacht, sábháilteacht agus costéifeacht.

Le linn 2015, faoin gcreat SES, cheadaigh údaráis an AE plean cuimsitheach an Roinn agus a macasamhail RA, An Roinn lompair, chun feabhas a chur ar bhainistiú aeriompair don tréimhse 2015-2019. Sa phlean luaitear tionscadail tábhachtacha maidir le sábháilteacht, comhshaol, cumas agus costéifeacht agus cuirfear go mór dá réir le feabhas ar eifeachtúlacht maidir le seirbhísí aerstiúrtha na hEorpa a sholáthar. Sroicheadh na spriocanna feidhmíochta i 2015 agus díreofar go leanúnach ar na spriocanna a bhaint amach go ceann na gceithre bliana idir seo agus an bhliain 2019.

Lean an Roinn agus an IAA de bheith ag comhoibriú go dlúth leis an RA le linn 2015 maidir le comhoibriú sa bhainistiú aerspás a chur chun cinn faoin mBloc Aerspás Feidhmeach AE/Éire (FAB), a chuimsíonn aerspás na hÉireann agus an RA. Geata trasatlantach na hEorpa is ea an FAB AE/Éire agus tá tábhacht faoi leith ag baint leis chun aerspás a bhreith le chéile ar fud na hEorpa (téann 90% de thrácht an Atlantaigh Thuaidh trí aerspás na hÉireann nó an RA). Níl a leitheid de ról mór tábhachtach ag aon FAB eile. Ó bunaíodh an FAB an chead lá, spáráladh an t-uafás airgid ar chustaiméirí aerlínte de bharr laghdú ar úsáid breosla agus laghdú dá réir ar astaíochtaí CO₂. Meastar ar an iomlán go spárálfar beagnach €350m i rith na tréimhse go dtí an bhliain 2020.

Táthar anois ag teacht de réir a chéile ar an dtuiscint go bhfuil ríthábhacht ag baint le tionchar na heitlíochta ar an gcomhshaol a laghdú. Tacaítear go mór in Éirinn le fás neodrach carbón don earnáil eitlíochta a bhaint amach agus tá iarrachtaí ar bun ag an Eagraíocht Idirnáisiúnta um Eitlíocht Shíbhialta (ICAO) i dtreo freagairt ar bhonn comhtháite domhanda don gceist úd. Le linn 2015, bhí baint an-ghníomhach ag an Roinn le fóram éagsúla idirnáisiúnta chun tacú leis an bpróiseas ICAO.

Comhaontuithe Aeriompair

Cuid lárnach de pholasáí seachtrach eitlíochta an AE is ea Limistéir níos leithne Comóntha Eitlíochta Eorpach a bhunu trí thíortha máguaird a bhreith le chéile. Chuige sin, thángthas ar

roinnt comhaontuithe idir an AE agus mórán tíortha agus réigiún atá sínte lena chéile le blianta beaga anuas.

Tar éis réiteach na gcomhaontuithe um Spéartha Oscailte le SAM agus Ceanada, tá an AE anois ag díriú ar chomhaontuthe eitlíochta a phlé is a thabhairt chun críche le margáí tábhachtacha atá ag teacht chun cinn mar An Bhrasaíl, An tSín agus An India chomh maith leis na Stáit atá sínte leo. Tacaíonn Éire go hiomlán le hiarrachtaí an AE sa réimse seo agus i 2015 réitigh Éire Comhaontuithe AE le Ceanada, An tSeoirsia, An lordáin agus An Mholdóiv.

I dteannta Comhaontuithe AE leanann an Roinn de ghníomhú ar bhearta faoi chaidreamh eitlíochta déthaobhach na hÉireann le margáí ag teacht chun cinn agus i 2015 réitíodh comhaontuithe nua déthaobhach aeriompair le Oman agus An Araib Shádach. De bharr comhaontú déthaobhach a réitíodh i 2014 leis an Aetóip, bunaíodh seirbhís nua díreach idir Baile Átha Cliath agus Los Angeles ag Aerlínte na hAetóipe i Meitheamh 2015.

Líon Paisinéirí sna haerfoirt

Ar an iomlán bhí borradh agus fás faoin aeriompar i 2015 agus beagnach 30m paisinéirí sna haerfoirt againn, b' shin méadú breis is 12% ar 2014. Bhain an chuid ba mhó den líon san le Baile Átha Cliath mar a raibh an líon ba mhó riamh ag 25m paisinéirí, méadú 15% ar 2014. Mhéadaigh an líon paisinéirí ag Aerfort na Sionainne beagnach 5% go breis is 1.7m. Cé gur thit an líon paisinéirí i gCorcaigh 3.4% go beagán os cionn 2m, tháinig borradh arís faoin aerfort sa ráithe deiridh 2015 agus táthar ag súil le fás arís i 2016. Ar an iomlán d'imigh beagán os cionn 1m paisinéirí trí na ceithre haerfort réigiúnacha i nDún na nGall, Ciarraí, Port Láirge agus Aerfort Iarthar na hÉireann Cnoc Mhuire (IWAK), thart ar an líon céanna is a bhí i 2014.

- Baile Átha Cliath +15.4% (25.05m)
- An tSionainn + 4.6% (1.71m)
- Corcaigh - 3.4% (2.07m)

- Dún na nGall + 3.2% (36,562)
- Ciarraí + 4.0% (307,079)
- Port Láirge + 2.7% (35,528)
- IWAK - 2.5% (685,485)

An tAonad Fiosrú Timpistí Aeir (AAIU)

Ar an iomlán fuarthas agus rinneadh measúnú ar 10,015 Tuairisc Éigeantach Eachtra (MOR) i 2015 agus 97 díobh faoi scáth an AAIU. Agus túis áite á thabhairt do thimpistí agus do mhóreachtraí, ar an iomlán fiosraíodh 28 eachtra i 2015, 15 díobh náisiúnta agus 13 eachtra iasachta um eitleáin chláraithe/oibrithe in Éirinn.

Maidir leis na heachtraí iasachta, chabhraigh an AAIU leis na fiosruithe trí 13 ionadaithe Creidiúnaithe a cheapadh. Bhain eachtra amhain le hAerbus A321, EI- ETJ cláraithe in Éirinn, sa Leithinis Sinai, An Éigipt ar 31 Deireadh Fómhair 2015. Bhain an eitilt le cuideachta Rúiseach agus í ar a bealach ó Aerfort Sharm El Sheikh, An Éigipt go hAerfort Pulkovo (St. Petersburg) na Rúise. Cailleadh an 224 duine a bhí ar bord. Bhí Foireann AAIU ar an láthair ar feadh coicise agus leanatar de thacú leis an bhfiosrú stáit iasachta.

Maraíodh triúr i ndá thimpiste Eitlíochta Ginearálta in Éirinn i 2015.

Sa Tábla anso thíos tá sonraí iomlán na n-eachtraí náisiúnta agus idirnáisiúnta taifeadta ag an AAIU i 2015.

	Timpistí	Eachtraí Móra	Eachtraí	Iomlán	Marfach
Náisiúnta	10	4	43	57	3
Idirnáisiúnta	5	9	26	40	224
Iomlán	15	13	69	97	227

Ar an iomlán i 2015 d'fhoilsigh an AAIU 29 Tuairisc, 22 díobh náisiúnta agus 7 idirnáisiúnta ar shuíomh idirlín an Aonaid agus eisíodh 17 moladh sábhálteachta.

Sprioc Ardleibhéal – lompar ar Thalamh

Cothabháil agus uasghrádú a sholáthar don ghréasán iompair agus seirbhísí iompair phoiblí a chinntíú go háirithe maidir le hiomaíocht eacnamaíoch, le gá sóisialta, le hinmharthanacht agus le cuspóirí sábháilteachta.

lompar Poiblí

Infheistíocht in lompar Poiblí

Infheistíodh ar an iomlán €339m sa bhoneagar iompair phoiblí i 2015.

Bhí ról suntasach ag an gClár Infheistíocht in lompar Poiblí san mborradh láidir a tharla i bhfeidhmíocht na seirbhísí iompair phoiblí i 2015. Ar an iomlán bhí thart ar 224m paisinéirí ar sheirbhísí PSO a fhaigheann tacaíocht Stáit, b'shin méadú 3.6% i gcomparáid le 2014. Bhí méadú 3% (go 119m) ar Bhus Átha Cliath; mhéadaigh larnród Éireann faoi 5.3% (go 40m); bhí méadú 6.1% (go 35m) ar an lín a thaisteal ar an Luas agus 1.7% (go 30m) ar lín paisinéirí Bhus Éireann.

Chuaigh an tionscnamh Traschathrach Luas go maith chun cinn le linn 2015. Críochnaíodh nach mór na fóntais réamhthógála agus tosaíodh i mí lúil ar an mbonneagar (leagan ráillí). Táthar fós laistigh den bhuiséad agus meastar go gcríochnófar an tionscnamh i 2017.

Thug an Roinn maioniú don Údarás Náisiúnta Iompair (NTA) chun busanna nua PSO a fháil do scuainí Bhus Átha Cliath agus Bus Éireann agus chun leanúint de Bhearta Iompair Phoiblí Inmharrhana/Bearta Bainistiú Tráchta a chur i gcrích; agus do na cláir Cathracha Réigiúnacha & Deontais Rochtana.

Bhronn an Roinn maioniú freisin ar an NTA i 2015 chun úsáid iompair phoiblí a mhéadú trí theicneolaíocht chliste ionas go mbeadh an córas níos oiriúnaí agus níos fusa do phaisinéirí. Tá clár leanúnach tionscadal á gcur i bhfeidhm in Éirinn chun soláthar iompair phoiblí a aontú agus a chur chun cinn, iad ag díriú ar riachtanais paisinéirí. San áireamh tá an cárta Leap agus aipeanna in am réalaíoch don eolas paisinéirí agus pleanáil turas.

Bronnadh maioniú caipitiúil €156m ar larnród Éireann i 2015, go príomha don chothabháil agus athnuachan ar an ngréasán trom iarnróid ar fud na tíre faoi gConradh um Bhainistiú Ilbhliantúil Bonneagar (IMMAC). Maoiníodh freisin forbairt agus soláthar céimneach ar thioscnamh athchomharthaíochta iarnróid do lár Chathair Bhaile Átha Cliath agus d'oibríocha a eascóidh athoscáilt Tollán Pháirc an Fhionnúisce do sheirbhísí comaitéireachta ar líne Chill Dara i 2016. Fuair an Roinn maioniú AE faoin gClár Interreg IV chun an Tardhroichead ar an líne Baile Átha Cliath-Béal Feirste a athnuachan agus don scuaine traenach *Enterprise*, rud a chuireann go mór le cailíocht an naisc thábhachtach straitéisearch Baile Átha Cliath-Béal Feirste.

Maoiniú Iompair Phoiblí

I 2015 gheall an tAire €209.5m mar mhaioniú seirbhísí iompair phoiblí faoi Dhualgas Seirbhísí Poiblí, leibhéal a bhí cothrom le 2014. Don chéad uair ó 2008 coimeádadh an leibhéal ó bhliain go chéile seachas é a laghdú.

I mBuiséad 2015 chinntigh an tAire go méadófar ar an leibhéal maoiniú faoi Dhualgais Seirbhísí Poiblí agus go mbeidh méadú beagnach 13% go €236.6m i 2016.

Staid Airgeadais CIÉ

Thaifid Grúpa CIÉ feabhas ar staid airgeadais i 2015 i gcomparáid le blianta beaga anuas. Is fíor, áfach, go bhfuil dúshláin fós ann agus bíonn an Roinn i dteagháil leis an nGrúpa chun plé leo siúd trí straitéisí um fhás ioncaim agus bearta tíosach maidir le párolla agus costais oibríochta.

I 2015 bhí méadú ar líon paisineirí 3% (Bus Átha Cliath), 1.7% (Bus Éireann) agus 5.3% (larnród Éireann). B'shin 3.8m paisinéirí breise (Bus Átha Cliath), 0.7m (Bus Éireann), agus 1.9m (larnród Éireann).

Deontas Teannta CIÉ

Bronnadh €209.3m mar dheontas teannta Stáit, tríd an NTA, ar chomhlachtaí CIÉ i 2015. Is faoi réir conarthaí idir na comhlachtaí agus an NTA a sholáthraíonn comhlachtaí CIÉ na dualgais seirbhísí poiblí.

Athnuachan Margadh Bus – Athbhreithniú Conarthaí Bronnadh Díreach PSO

De réir na dtuairimí ina athbhreithniú 2013 ar an margadh bus Dualgais Seirbhísí Poiblí (PSO), mí Eanáir 2015 lorg NTA léiriú suime ó oibritheoirí iompair phoiblí chun bealaí áirithe bus a oibriú sna ceantair Baile Átha Cliath Ceannchathartha, Baile Átha Cliath comaitéireach agus Port Láirge. I dteannta a chéile tá na bealaí úd mar thart ar 10% den ghréasán bealach bus PSO oibrithe ag Bus Átha Cliath agus Bus Éireann faoi chonarthaí déanta leis an Údarás Náisiúnta lompair.

I rith na bliana lean an NTA le scrúdú ar aighneachtaí rémhcháilithe a fuarthas maidir leis na trí phróiseas fála. Tá sé i gceist an bronnadh conarthaí a fhógairt i 2016 agus túis a chur leis na seirbhísí faoin mbliaín 2017.

Rialú Iarnróid – bearta nua AE á socrú

Mí Eanáir 2013, ghlac Coimisiún na hEorpa le moltaí chun an Ceathrú Phacáiste Iarnróid a bhunú mar a mbeadh 3 Treoir agus 3 Rialachán a chlúdóidh ceisteanna um rialú oibre agus bonneagar iarnród a fheabhsú, uasdátú agus sruthlíníú próiseas agus córas sábháilteachta is idiroibríochta a fheabhsú, oscailt margáí don iompar iarnród inmheánach paisinéirí, tairiscint iomaioch éigeantach do chonarthaí Dualgais Seirbhísí Poiblí (PSO) ón mbliaín 2019 agus ról nua ag an Áiséinteacht Iarnród Eorpach. Tháinig Airí lompair an Aontais Eorpaigh ar aon intinn faoin gcur chuige ginearálta maidir le crann polaitiúil an Cheathrú Phacáiste Iarnróid ag cruinniú den Chomhairle lompair an AE mí Deireadh Fómhair 2015. D'aontaigh na hAirí leis an dá phrionsabal go n-osclófaí de réir a chéile margáí inmheánach iarnród na mballstát, ach maolaithe dlí a bheith ann trína bhfeadfaí conradh seirbhíse poiblí a bhronnadh go díreach i bhfianaise tréithe áirithe sa mhargadh nó sa ghréasán, agus moltaí atá dírithe ar rialú an earnáil iarnród a fheabhsú.

Tá comhráití trilóige ar bun ag Coimisiún, Parlaimint agus Comhairle na hEorpa chun teacht ar réiteach faoi théacs na rialachán.

An tAonad Fiosrú Timpistí larnróid

Tá An tAonad Fiosrú Timpisti larnróid (RAIU) ann chun iniúchadh neamhspleách a dhéanamh ar eachtraí a tharlaíonn ar iarnróid na hÉireann i dtreo an chúis a chinntí agus moltaí a dhéanamh a sheachnódh a leithéid arís nó ar shlí éigin a fheabhsódh sábhálteacht iarnróid.

Ar an ionlán tharla tríocha cúig cinn de réamhscrúduithe i 2015; bhain seachtar le Dul thar Chomhartha Dainséir (SPAD) agus cuirfear iad sa tuairisc patrún SPAD a fhoilseofar go luath i 2016. Bunaíodh trí iniúchadh breise i 2015, bhain dhá cheann le Dhul thar Chomhartha Dainséir agus is beag nach raibh timpiste sa cheann eile.

D'fhoilsigh an RAIU tuairisci ar dhá imscrídú i 2015 maidir le heachtraí a tharla i 2014. Is iad seo a leanas sonraí na n-eachtraí:

- Bhuail Traein feithicil ag Crosaire Comhréidh An Corrán XX 024, Co. Mhaigh Eo;
- Bhuail Carr traein ag Crosaire Comhréidh Cnoc an Phunta XM250, Co. Mhaigh Eo.

De bharr na n-eachtraí úd eisíodh ar an ionlán ceithre mholadh nua sábhálteachta i 2015 agus luadh arís trí cinn eile a bhí i dtuairisci rorimhe sin. Dhírighe na moltaí sábhálteachta ar: rialaithe sábhálteachta a chur i gcrích go héifeachtach; feabhsú ar chórais bainistiú éifeachtúlachta; agus bainistiú riosca ag crosaire oibrithe ag úsáideoirí.

Feabhsú ar Sheirbhís Chustaiméara Iompair Phoiblí

Tionscnamh chomhtháite

Tá maoiniú á sholáthar don NTA chun cur le húsáid iompair phoiblí trí theicneolaíocht chliste a fhorbairt chun go mbeidh an taithí iompair phoiblí níos sofhreagraí agus í ag tacú leis an bpaisinéir. Ar na tionscadail úd ta an Cárta Leap, Eolas Paisinéara in Am Réalaíoch (RTPI) agus an Pleanálaí Turas Comhtháite Náisiúnta (NIJP). I 2015 bronnadh maoliniú thart ar €8.5m ar an NTA do na tionscnamh chéanna.

Cárta Leap: Bhí ardrath ar an gcárta Leap ó seoladh é mí na Nollag 2011. Faoi dheireadh 2015 díoladh 1.43m cárta agus ar an meán rinneadh breis is 8m turas in aghaidh míosa ar na cártaí Leap. Seoladh an cárta ar dtús i gCeantar Leathan Átha Cliath (GDA) ar Bhus Átha Cliath, Luas agus DART/larnród Comaitéireacht larnród Éireann agus leathnáodh é go seirbhísí Bhus Éireann san GDA. Tá an scéimanois i bhfeidhm sna cathracha réigiúnacha Corcaigh, Gaillimh, Luimneach, Port Láirge agus táthar i mbun soláthar céimneach ar bhonn náisiúnta de réir a chéile.

Go luath i 2015 cuireadh feabhsúcháin bhreise i bhfeidhm ar an scéim ón gcéad seoladh mar bhaic lae agus míosa iloibritheora, aisíoc aistrithe agus an cárta Leap a bhreith isteach leis an gCárta Seirbhísí Poiblí (PSC) dóibh siúd atá i dteideal saorthaistil. Leanadh i 2015 freisin den soláthar céimneach ar an Leap d'oibritheoirí tráchtála bus a chuir suim ann.

RTPI: Chríochnaigh NTA soláthar céimneach an chéim reatha de léirithe RTPI ag staid bhus i mBaile Átha Cliath, Corcaigh, Gaillimh, Luimneach agus Port Láirge. Bhí thart ar 700 fógra ar taispeáint faoi dheireadh 2015. Ina theannta san, tá 24 fógra taispeántais ar scáileán réidh

mar a bhfuil eolas ar staid bhus in aice láimhe agus sonraí eile iompair, iad in áiteanna poiblí mar stáisiún traenach, ospidéil agus ollscoileanna.

Tá breis fógraí RTPI ar an sráid beartaithe do Bhaile Átha Cliath i 2016. Orthusan beidh roinnt comharthaí RTPI chun busanna ar malairt slí de dheasca oibríocha Luas Traschathrach a éascú. Beidh comharthaí breise ann freisin sna cathracha réigiúnach.

Bhí NTA ar an ngearriosta go deireanach i 2015 do na Gradaim 2016 *eRialtais*, agus ainmníodh iad le déanaí mar an Buaitoир Mór sna Gradaim úd ar son an aip móibileach Am Réalaíoch Éireann. Ligeann an aip úd don taistealaí dul ar iompar poiblí – bus, tram nó iarnród – ar bhonn comhtháite ar fud na tíre. Féadfar an aip a íoslódail saor in aisce ó Shiopa Aip Apple do *iPhone* agus *iPad*, siopa *Google Play* d'fhearas *Android* nó siopa *Windows* dá gcuid fearas siúd. Gheofar tuilleadh eolais ag www.transportforireland.ie.

NIJP: Tugann an NIJP eolas ar thuras ó thús deireadh maidir le haon turas, turais de shiúl na gcos agus ar gach modh iompair phoiblí san áireamh. Tá sé ar fáil mar aip nó is féidir teacht air ar an suíomh idirlín Transport for Ireland. Rinneadh thart ar 300,000 íoslódáil in aghaidh na míosa ar an aip iompar Éireann NIJP le linn 2015.

An Scéim Iompair Tuaithe (RTP)

Tá an NTA freagrach as iompar comhtháite áitiúil agus tuaithe, san áireamh tá an Scéim Iompair Tuaithe a bhainistíú.

Le linn 2015, taifeadadh breis is 1.76m turais paisinéirí ar 242,224 seirbhísí iompair faoin RTP. Cé go raibh an líon turas paisinéirí ar aon dul nach mór le 2014, tharla méadú 3.97% ar líon na seirbhísí iompair i gcomparáid le 2014. Dáileadh maioniú breis is €10m ar an gClár i 2015.

Fógraíodh struchtúr nua don Chlár mí Iúil 2013. Críochnaíodh é sin i 2015 nuair a bunaíodh 17 Aonad Comhordaithe Iompair (TCU) in ionad na 35 Grúpa RTP a bhíodh ag soláthar na seirbhíse. Cosnóidh an struchtúr nua an soláthar iompair tuaithe sa todhchaí mar cinnteofar struchtúr níos eífeachtaí soláthair. Bainfear an leas is fearr as seirbhísí a bhreith isteach le seirbhísí eile iompair Stáit agus beidh an Clár mar chuid inmharthana den chóras iompair poiblí.

Mí na Samhna 2015 thosaigh an NTA ar phróiseas ath-tairisceana do na serbhísí iompair tuaithe ar fad i ngach ceann de na 17 ceantar TCU, faoi chonarthaí ag oibritheoirí príobháideacha.

Thosaigh an NTA, i gcomhar leis na TCU, athbhreithniú ar na seirbhísí atá anois ar fáil agus aithneofar féidearthachtaí maidir le seirbhísí nua agus deiseanna ar dhul isteach le modhanna eile iompair poiblí.

Rialáil Tacsaithe

Tá an NTA freagrach as tionscal na dtacsaithe a rialú faoi fhorálacha An tAcht um Rialáil Tacsaithe 2013.

I 2015 rug an NTA Ordú Uastaillí isteach agus é i bhfeidhm ó 30 Aibreán 2015. Dá réir sin méadaíodh ar an uastáille tacsaí thart ar 4% agus tá an córas níos simplíanois mar fuarthas réidh le roinnt banda táillí.

Riar an NTA Scéim Deontas Feithicil um Rochtaí Cathaoir Rotha (WAV) freisin i 2015 chun cur le lón na WAV sa scuaine tacsaithe. Faoin scéim, bronnadh ar an iomlán €871,000 mar 153 deontas, rud a chuir 134 WAV nua leis an scuaine agus a rinne uasghrádú ar 19 feithicil eile.

Inmharthanacht agus Iomlánú

Leanadh le linn 2015 leis an infheistíocht straitéiseach i dtaisteal inmharthana faoi chláir thábhachtacha agus tacaíodh go leanúnach le hinfeistíocht i dtaisteal cliste, aontaíodh €65m mar bhuiséad ilbhliantúil cúig bliana. Tharla dul chun cinn ar roinnt tionscnámh a dhírigh ar rátaí inmharthana comáitíearachta a fheabhsú, ar bhoinneagar a éascódh rothaíochta agus siúlóid agus ar chláir chun daoine a spreagadh i leith taisteal cliste a roghnú. Dá réir sin leanadh de chúnámh airgeadais do thionscnáimh mar an réimse taistil sa Chlár Scoileanna Glasá, Clár nua Campas Cliste agus Láthair Oibre Taisteal Cliste.

An Clár Ceantar Taistil Cliste

Tá ceithre bliana caite anois den infheistiú sa Chlár Ceantar Taisteal Cliste i dtrí bhaile mór (Cathair na Mart, Dún Garbhán agus áiteanna i gCathair Luimní) atá mar cheantair léirithe do thionscadail iompair inmharthana.

Tharla dul chun cinn suntasach i 2015 maidir le bearta um bhoinneagar agus athrú ar nósanna lucht taistil. Arís is clár ilbhliantúil é seo ag a bhfuil buiséad €23m chun iompar inmharthana a forbairt is a chothú go ceann na gcúig bliana.

Tionscnáimh Rothaíochta

Leanadh i 2015 de Thionscnáimh um Bhailte Taisteal Gníomhach, sin an dara bliain de phlean trí bliana infheistiú i mbearta bonneagair sna bailte céanna, táthar ag iarraidh daoine a spreagadh i dtreo roghanna eile seachas an gluaisteán do thuras ghearrá. Tá ag eirí go maith leis an dTionscnámh um Bhailte Taisteal Gníomhach faoi láthair i mBiorra, An Chabhán, Clár Chlainne Mhuiris, Inis, Sligeach, Durlas, Trá Lí agus Port Láirge.

Bronnadh maoiniú ar thrí Bhealach Glas trín gClár Maoiniú do Ghréasán Náisiúnta Rothar 2014-2016. Críochnaíodh Bealach Glas Cluain Aodha go Darú deireadh na bliana 2015 agus leantar den obair ar na cinn eile. Tá deireadh anois le 8* cinn de na 11 tionscnámh a maoiníodh faoin bPacáiste Spreagtha Rialtais agus táthar ag súil leis na 3 tionscnámh eile a chríochnú i gCiarraí, An Clár agus Tiobraid Árann i 2016.

(*suite i gCiarraí, Cill Dara, Luimneach, Maigh Eo, Ros Comáin, Port Láirge, an larmhí (2))

Bhí rath arís ar an Seachtain Rothar 2015 (13 - 21 Meitheamh 2015) agus tharla breis is 400 ócайд eagraithe ag údaráis áitiúla, páirtíochtaí áitiúla spóirt agus pobail áitiúla. Spreagadh daoine le dhul ar rothar don chéad uair, dul ag obair nó ar scoil ar rothar nó fiú an rothaíocht go díreach mar chaitheamh aimsire.

Scéimeanna Cathrach Rothar i bpáirt

Leathnaíodh an Scéim Chathrach Rothar i bpáirt fós i mBaile Átha Cliath agus tá sí i bhfeidhm i Luimneach, Gaillimh agus Corcaigh ó dheireadh 2014. Tá 55,000 úsáideoir cláraithe i mBaile Átha Cliath agus 11,740 arís sna cathracha réigiúnacha.

Maolú Athrú Aeráide agus Breosla Malartach don Earnáil lompair

Maolú

Chun gur féidir le hÉirinn cur go héifeachtach agus go cothrom le laghdú astaíochtaí carbóin, sa [Bhille Gníomh Aeráide agus Forbairt Carbóin Íseal](#) moltar dualgais reachtúla maidir le Plean Náisiúnta um Mhaolú Athrú Aeráide, ina mbeidh ionchur ó na hearnála talmhaíochta, comhshaol ailtireachta, fuinnimh agus iompair. D'eagraigh an Roinn seo cruinniú um mhalartú eolais le príomhpháirtithe leasmhara mí Bealtaine 2015, mar thoradh ar chomhairliúchán a tharla go luath i 2014.

Bhíothas sásta le dul chun cinn um bhearta maolaithe a fhorbairt don iompar i 2015 agus bhíodh an Roinn go gníomhach ag plé leis an comhlachtaí/páirtithe cuí ar fad a bhaineann le haeráid, san áireamh bhí An Chomhairle Athrú Aeráide. Mí na Samhna, seoladh an chéad dréacht ar ionchur an earnáil iompair chuig comhairleoirí a ceapadh chun na Measúnaithe cuí Straitéiseacha Comhshaoil agus Oiriúnacha a dhéanamh. Ar an gcuma san cinnteofar go ngeilltear do na riachtanais atá sna Treoracha agus Rialacháin AE a bhaineann le hábhar. Cuimseoidh na measúnaithe seo céimeanna reachtúla comhairliúcháin. Ina theannta san, forálann an Bille nuafhoilsithe próiseas comhairliúchán Gníomh Aeráide agus Forbairt Carbóin Íseal agus meastar go mbeidh tréimhse fada go leor i gceist chun go dtabharfaidh an pobal agus páirtithe leasmhara a dtuairimí faoi fhorbairt leanúnach ar an bPlean Maolaithe.

Maolú

Trí Straitéis Mhaolaithe AE, treoraíonn Coimisiún na hEorpa polasaí cuimsitheach don teacht aniar ar thionchair athrú aeráide agus glacadh leis an bpolasáí mí Aibreáin 2013. Ag dul roimh an Straitéis úd, d'fhoilsigh an Roinn Comhshaoil, Pobal agus Rialtais Áitiúil Creat Náisiúnta Maolú Athrú Aeráide Nollaig 2012. Sa Chreat úd dirítear ar pholasáí straitéiseach um mhaolú athrú aeráide ar bhonn áitiúil agus náisiúnta trí phleananna maolú earnála agus áitiúla a fhorbairt agus a chur i gcrích.

Tá Plean Maolaithe á ullmhú faoi láthair don Earnáil lompair de réir na rúin atá faoin gCreat 2012. Aithneofar tionchar agus baoil a tharlódh de dheasca athrú aeráide i gcás bonneagar agus seirbhísí ar fud an earnáil iompair, san áireamh bheadh eitlíocht, poirt, bóithre agus iarnróid. Tharla dul chun cinn go sásúil i 2015 agus, faoi réir an leibhéal dualgais a éilítear faoi na Measúnaithe Straitéiseacha Comhshaoil agus Oiriúnacha, tá an Roinn ag súil leis an bPlean a fhoilsíú faoi dheireadh 2016.

Breosla Malartach

Tá an Roinn seo, in éineacht leis an Roinn Cumarsáide, Fuinnimh agus Acmhainní Nádúrtha, i mbun Creat Polasaí Náisiúnta (NPF) a fhorbairt chun tacú le leathnú breosla malartach don iompar de réir dualgas faoi Threoir 2014/94/AE. Faoin dTreoir úd caithfidh Ballstáit NPF a ghlacadh agus a fhoilsíú ag tacú le bonneagar athbhreosla, caighdeáin chomóntha teicniúla agus eolas cuí ag an gcuistaiméir/úsáideoir. I 2015, bhunaigh an Roinn meitheal idir-ranna chun an NPF a chur chun cinn agus chuir túis le tréimhse comhairliúcháin do pháirtithe leasmhara ar an bpolasáí, críochnaíodh é sin mí na Samhna. Mí na Nollag chuir an Roinn túis freisin le próiseas fála poiblí do sheirbhísí comhairliúcháin um Mheasúnaithe cuí Straitéiseach Comhshaoil agus Oiriúnacha. Caithfear an Treoir a chur i bhfeidhm faoi 18 Samhain 2016.

Creat Straitéiseach don Infheistíocht in lompar ar Thalamh

Beart ríthábhachtach de chuid na Roinne agus polasaí bunaithe ar fhianaise á fhorbairt ab ea creat straitéise a fhorbairt a phléifidh ról an iompair i bhforbairt eacnamaíoch na tíre sa todhchaí agus an leibhéal cuí infheistiocht sa chóras iompar ar thalamh a mheas. Mar bhonn

faoi gCreat Infheistíochta bhí fianaise a cuireadh i láthair agus a raibh anailís déanta air ag grúpa Stiúrtha faoi scáth na Roinne.

Ghlac an Rialtas leis an gCreat, ina leagtar síos tosaíochtaí agus prionsabail lárnacha mar threoir don infheistíocht sa todhchaí in iompar ar thalamh, agus foilsíodh é mí Lúnasa 2015. Bhain an fhianaise agus anailís atá sa Chreat go mór leis an bplé ar ghné iompair an Phlean Caipitiúil 2016 -2021.

Bóithre

Infheistiú i mbóithre Náisiúnta

Ar an iomlán infheistíodh €337 milliún ar chothabhál leanúnach ar an ngréasán náisiúnta bóithre. Ar na hoibreacha cothabhála bhí cothabhál gheimhridh, dromchlaí nua, feabhas ar chomharthaí agus oibríocha riachtanacha eile. Anuas air sin, caitheadh iomlán €59m ar íocaíochtaí oibríochta don Pháirtíocht Phoiblí Príobháideach (PPP).

Coimeádadh leis an ndul chun cinn le linn 2015 ar an mórchláir bóithre PPP:

- Osclaíodh an chéim dheiridh ar scéim PPP N7/N11 An tInbhear Móir go Rath Naoi don trácht mí lúil 2015.
- Tharla clabhsúr airgeadais don PPP Guaire go hInis Córthaidh mí Deireadh Fómhair.
- Leanadh den obair ar an scéim eile PPP faoi Phlean Spreagtha an Rialtais 2012 trí na céimeanna fála agus airgeadais (N25 Seachróid Ros Mhic Thriúin). Tharla clabhsúr airgeadais don tionscnamh mí Eanáir 2016.

Bronnadh €10m ar Bhóithre Náisiúnta ó spreagadh rialtais mí lúil 2015. Lig sé sin don Údarás Náisiúnta Bóithre dul ar aghaidh le mórán oibreacha pábhála ar an ngréasán náisiúnta.

Infheistiú i mbóithre Réigiúnacha agus Áitiúla

Ar an iomlán infheistíodh €360m ón Stáchiste i mbóithre réigiúnacha agus áitiúla i 2015. San áireamh tá €24m maioniú caipitiúil a dáileadh faoi spreagaadh airgeadais mí lúil 2015.

Cé gur díríodh go príomha sa chlár cothabhála réigiúnach agus áitiúil ar chothabhál is ar athnuachan bóithre, dáileadh maioniú i 2015 ar:

- 23 tionscnamh um Fheabhsúcháin Áirithe agus 13 deontas bóithre Straitéiseacha idir Réigiúnach agus Áitiúil
- 373 Scéim Feabhsúcháin ar Chostas Íseal agus 234 scéim athnuachan droichead.

Ar na tionscnaimh um fheabhsúcháin áirithe a maoiníodh i 2015 bhí an t-uasghrádú ar Dhroichead Loch An tSáile i nGaillimh.

Ina theannta san sheol an Roinn tionscadal a dhírigh ar lusteorainneacha a lahgdú in eastáit tithíochta ar fud na tíre. Leanfar den mhaioniú chuige sin i 2016.

Plean Caipitiúil

Tá plean nua caipitiúil ann faoina mbeidh maioniú caipitiúil don ghréasán bóithre go ceann tréimhse 7 bliana ag méadú de réir a chéile go dtí go mbeidh dóthain chun tacu le cothabhál agus forbairt an ghréasáin. Beidh cothabhál agus athnuachan mar phríomhthosaíocht agus caithfear €4.4 billiún den bhuiséad caipitiúil ar leithéid d'oibríocha. Aithnítear leis go bhfuil gá le spriocanna infheistíochta chun tacú le forbairt eacnamaíoch agus chun déileáil le ceisteanna cúngrachta agus sábhalteachta ar fud na tíre. Dá bhrí tá €1.46 billiún ar leith ann

don infheistíocht i dtionscnaimh um fheabhsúcháin bóithre in áiteanna mar a mbíonn brú tráchta agus gá le huasghrádú ar chodanna áirithe. Mar shampla oibreofar ar leathnú an M7 An Nás-Droichead Nua, uasghrádú ar an N4 Cúil Mhuine go Béal Átha na gCarraiginí agus timpeallán Dhún Cítil.

Bainistiú Bóithre

Féadfar dul chun cinn ar chleachtas bainistiú bóithre in údaráis áitiúla a rangú faoi na ceannteidil seo a leanas:

Oibríocha Bóithre agus Bainistiú Ceadúnaithe

Cuid riachtanach de ghnáthshaothar eacnamaíoch is ea obair ar bhóithre. Is fíor, áfach, go mbíonn cúngracht agus damáiste do chosáin ag baint leo agus g caithfear iad a rialú trí cheadúnaithe agus réiteach. I gcomhar le húdaráis áitiúla, chuir an Roinn tionscadail chúnaimh chun cinn mar a leanas:

- An Oifig um Bhainistiú Bóithre (seirbhís údarás áitiúla i bpáirt a bunaíodh go deireanach i 2014 is atá ag oibriú ó 2015). Gheofar breis eolais ag www.rmo.ie
- Athbhreithniú agus uasdátú ar threoracha náisiúnta (eisithe Meán Fómhair 2015).
- Tacú agus forbairt teicneolaiochtaí (an chéad chéim ar siúl le linn 2015). Go háirthe, forbraíodh Córas Bainistiú Bóithre bunaithe ar TE (*MapRoad*). Seo córas lárnach ar an idirlíon a ligean do chomhlachtaí fóntas agus eagraíochtaí eile cur isteach ar cheadúnas chun bóthar a oscailt nó chun obair a dhéanamh air. Cuirtear leis an saothar úd trí uasdátú ar shraith treoirchaipéisí ghaolmhara agus soláthar aipeanna a bhaineann leo.

Go dtí seo baineadh amach an méid seo a leanas:

- Tá an córas *MapRoad* i bhfeidhm i 27 údarás áitiúla, bhí córas ar phár ag 25 díobh cheana. Ag na 4 cinn eile (Cathair Chorcaí, Dún Laoghaire-Ráth an Dúin, Baile Átha Cliath Theas agus Cathair Bhaile Átha Cliath) bhí córais ar leith ar líne a bhí ar chaighdeáin éagsúla. Glacfaidh na húdaráis áitiúla seo leis an gCóras *MapRoad* de réir a chéile mar a thagann méadú ar an bhfeidhmíocht.
- Seachas Uisce Éireann, tá na hiarratais ó chomhlachtaí fóntas/teileachumarsáide go léir ar líne seachas ar phár. Táthar fós ag plé le hUisce Éireann.
- Creat aontaithe náisiúnta do thréimhsí feagartha ó údaráis áitiúla.
- Creat aontaithe náisiúnta do na húdaráis áitiúla maidir le táillí ar éarlais, costas iarratais, 7rl.
- Caighdeán náisiúnta don oscailt, líonadh agus athshuíomh ar bhóithre neamh-náisiúnta ar fud 31 údarás áitiúla (faoi réir céimeanna don chur i gcrích).

Tá an Roinn, an Oifig um Bhainistiú Bóithre agus Údaráis Áitiúla tiomanta do ról comhoibritheach leanúnach do chomhlachtaí fóntas/teileachumarsáide chun na headrána céanna a fhorbairt agus a chur i gcrích.

Béarfar gach ceadúnas eile bóithre isteach sa chóras leis, mar shampla d'ualach mór nó chun troscán a chur ar chosán.

Bainistiú Pábhála

I dteannta oibríocha bóthair agus ceadúnú, caitheadh an-dua le bainistiú pábháil a chur chun cinn. Anois caithfidh údaráis áitiúla monatóireacht a dhéanamh agus cuntas a choimeád ar fheidhmíocht a gcuid gréasán bóithre. Baintear leas as na sonraí chun teacht ar thosaíochtaí

maidir le maoniú agus bainistiú oibríocha. Bíonn gá freisin leis na sonraí céanna do thuairisciú chuig An Coimisiún Náisiúnta Maoirseacht agus Iniúchadh (NOAC). Tharla dul chun cinn maidir le:

- Cur i bhfeidhm trí Údaráis Áitiúla agus RITS *MapRoad* mar an t-aon acmhainn ar líne chun oibríocha bóthair idir mholtá agus déanta a thaifeadadh do 2015.
- Creat náisiúnta um Shuirbhéanna Meicniúla Staid Bóithre a bhunú is a fhorbairt chun sonraí meicniúla a bhailí ar an ngréasán.
- Ciorcláin RITS a fheidhmiú do staid uachtar bóithre a thaifeadadh thar 31 údarás áitiúla. Tá suirbhé déanta ar 60% den ghréasán cheana féin.
- Forbairt agus feidhmiú le hÚdaráis Áitiúla agus RITS ar thaifeadadh liostaí sonraí uachtar bóithre thar 31 údarás áitiúla. Tá thart ar 38% den ghréasán anois roinnte i gcatagóirí.

Luastearainneacha

Foilsíodh [Treoracha do Luastearainneacha a Bhunú is a Bhainistiú in Éirinn: 2015 Eagrán](#) ar 19 Márta 2015.

Sna Treoracha tá comhairle agus treoir d'Innealtóirí Údaráis Áitiúla, agus cleachtóirí eile, maidir le fo-dhlíthe chun luastearainneacha a shocrú is a bhainistiú agus dá bhrí sin féadfaidh siad dul i bhfeidhm go mór ar fud na tíre.

Ar na pointí is tábhactaí a luaitear tá:-

- Critéir nua chun luastearainneacha a shocrú ar bhóithre tuaithe agus uirbeach.
- Comhartha nua do luastearann tuaithe.
- 'Zón Mall' (30km/h) a bhunú d'eastáit tithíochta.
- Go dtosaí na hÚdaráis Áitiúla agus Bonneagar Iompair Éireann (TII) (An tÚdarás Náisiúnta Bóithre mar a bhíodh) uasdátú dhá bhlíain ar lustearainneacha náisiúnta ar bhóthar agus go ndéantar uasdátu ina dhiaidh sin in aghaidh cúig bliana.

Réimsí Eile

Táthar ag obair faoi láthair ar chórais agurs réiteach ar réimsí eile mar dhroichid, sábháilteacht tráchta (luastearainneacha san áireamh) agus soilsíu poiblí.

Córais Chliste Iompair (ITS)

Ciallaíonn ITS teicneolaíctaí ardleibhéal a úsáid do chúrsaí iompair is a bhreith isteach iontu. Réimse an-leathan atá ann trína ligtear d'oibritheoirí iompair na córais iompair a phleanáil, a dhearadh, a oibriú, a choimeád agus a bhainistiú ar bhonn níos éifeachtaí. Ó thaobh na Roinne de, féadfar an téama ITS a roinnt mar seo a leanas:

Straitéis

Tháinig an Meitheal ITS le chéile i 2015 chun ceisteanna ITS A phle is a chur chun cinn. Lean an Roinn den Straitéis Náisiúnta ITS d'Éirinn a dhréachtadh. Tá dréacht anois nach mór réidh do chomhairliúchán poiblí. Meastar anois go mbeidh chomhairliúchán iomlán poiblí ar an ndréachtstraitéis le linn 2016.

Treoircháipéis EU ITS

Phléigh an Roinn agus a cuid áísínteachtaí go dlúth le Coimisiún na hEorpa faoina cuid ceisteanna ITS agus go háirithe faoi fhorbairt rialacháin teachta faoi Threoir ITS (2010/40/AE) maidir le heolas tráchta in am réalaíoch agus pleánálaí turais ilmhodhanna ar fud an AE.

Seirbhís Dola Leictreonach Eorpach (EETS)

Lean an Roinn d'ullmhúcháin chun Seirbhís Dola Leictreonach Eorpach a bhreith isteach. Seo córas caighdeánach ar fud na hEorpa do dholaí bóithre a fheidhmeofar trí shraith bearta teicniúla agus rialachais.

eGlaoch

Chuir an Roinn ullmhúchán chun cinn freisin do sheirbhís eGlaoch, sin seirbhís leictreonach um ghlaoch práinne atá suite i bhfeithicil. Cuid den ullmhúchán is ea uasghrádú ar an Seirbhís Freagartha Glaoch Éigeandála i gcomhair leis an Roinn Cumarsáide, Fuinnimh agus Acmhainní Nádúrtha. Beidh eGlaoch éigeantach i ngach mótar nua tar éis 30 Márata 2018.

Comhoibriú ITS (C-ITS)

Lean an Coimisiún AE de chomhairliúchán faoi C-ITS le súil learscáil bóithre a fhoilsiu don Eoraip ar C-ITS (m.sh. ligfí d'fheithicíl dul i dteagháil lena chéile agus leis an mbonneagar bóithre ar son cur le héifeachtúlacht agus feabhsú sábháilteachta.) Agus torthaí á gcinntiú maidir le forbairt ar an Straitéis ITS Náisiúnta cuirfear na tionscadail seo an Choimisiúin AE san áireamh.

Lean an Roinn freisin den phlé le heagraíochtaí is ardán ITS náisiúnta agus idirnáisiúnta mar ITS Éireann agus ERTICO.

Sábháilteachtaí ar Bhóithre

In 2015, maraíodh 166 duine ar bhóithre na hÉireann. B' shin 27 ní ba lú ná líon 2014. Laghdaíodh líon na dtiománaithe beagán ó 2014 go 45, agus bhí laghdú 19% ar an líon básanna a bhain d'úsáideoirí leocheileacha bóithre (coisithe, lucht gluaisrothar agus rothaithe), i.e., laghdú 15 go 63, ach fós bíonn riosca an-mhór ag baint le gluaisrothar. Tharla an líon ba mhó tubaistí marfacha dóibh siúd idir 16-25 (45 duine) agus dóibh siúd os cionn 66. Bhí laghdú 80% i 2015 ar an líon páistí a maraíodh, ó 15 to 3. Bhí 29% ach siúd a maraíodh i 2015 gan chrios sábhála.

Tá sé mar aidhm ag an gceathrú Straitéis um Shabháilteachtaí ar Bhóithre 2013-2020 – ‘Dúnadh an Bhearna’ go mbeidh Éire ar na tíortha is sábháilte san AE ó thaobh bás ar bhóithre de. Díritear leis ar bhearta nua chun drochghortú de dheasca timpistí bóthair a laghdú. Sa Straitéis nua leagtar síos sprioc cinnte don bhliain 2020 chun an líon bás a bhreith anuas go 124 in aghaidh bliana agus drochghortuithe go 330 in aghaidh bliana.

Le linn 2015 rugadh isteach [An tAcht um Chlampa ar Mhótair](#), an [Bille um Thrácht ar Bhóithre 2015](#) agus 14 píosa reachtaíocht tánaisteach ar leith i dtreo feabhas a chur ar chaighdeáin ghinearálta sabháilteachta ar bhóithre.

Tiomáint ar Meisce

Leanadh de shaothar chun bearta a bhreith isteach in aghaidh tiomáint faoi thionchar óil agus go háirithe faoi thionchar drugaí, rud atá ina cúis mhór imní faoi lathair.

Lean meitheal reachtúil de shaothar le linn 2015, tá ionadaithe ann ón Roinn Iompair, Turasóireachta agus Spóirt, An Lia-Bhiúró um Shábháilteachta ar Bhóithre (MBRS), An tÚdarás um Shábháilteachta ar Bhóithre (RSA), An Roinn Dlí agus Cirt agus An Garda Síochána. Bunaíodh an grúpa úd chun na feabhsúcháin chuí reachtaíochta a scrúdú maidir le déileáil le

tiomáint faoi thionchar drugaí agus an fhéidearthacht maidir le fearas a bhraithfeadh roinnt drugaí comóntha ag pointí seiceála. Tugadh isteach an reachtaíocht a ligfeadh dona leithéid sa [Bhille um Thrácht ar Bhóithre 2015](#).

Cuireadh Scéim Ghinearálta an [Bhille um Thrácht ar Bhóithre 2015](#) faoi bhráid an Rialtais mí Feabhra 2015. Ansin rinne Comhchoiste an Oireachtais um lompar agus Cumarsáid scrúdú réamhreachtaíochta agus cuireadh an bille lena dhréachtadh go foirmiúil chuitig Oifig Comhairleoir an Oireachtais (OPC). Chríochnaigh an OPC an dréacht mí na Nollag agus cheadaigh an Rialtas foilsíú an Bhille 15 Nollaig 2015. Díríonn an Bille go príomha ar bhearta in aghaidh tiomáint ar meisce is faoi thionchar drugaí. Neartaíodh an dlí le blianta beaga anuas maidir le halcól, agus sa Bhille seo beidh bearta níos láidre maidir le tiomáint faoi thionchar drugaí. Ag seo a leanas príomphpointí an Bhille nua:

- Coir nua mar thiomáint/bheith i bhfeighil feithicil a thiomáintear go meicniúil faoi thionchar drugaí áirthe mídhleathach (cannabas, cócaon agus hearóin);
- Foráltar réamhthriail ar shilteach béis déanta ag An Garda Síochána ar thaobh an bhóthair nó i staisiún An Gharda;
- Beidh cumhacht ag An Lia-Bhiúró um Shábháilteacht ar Bhóithre goiris a sholáthar is a thriail chun úsáid An Gharda Síochána i réamhthrialacha drugaí;
- Rogha nua ag údarás áitiúla luasteorainn speisialta a leagan síos mar 20Cm/u i gceantar faoi fhoirgnimh;
- Feidhmeofar comhaontú leis an RA um chomhaitheantas dícháiliú tiománaithe.

Arís faoin dTuairisc ar Thástáil do Dhrugaí ar Thaobh an Bhóthair agus Fearas agus Cúrsaí Gaolmhara a d'fhoilsigh an MBR Meitheamh 2012, ar phríomhaidhmeanna an staidéir bhí a fháil amach an raibh a leithéid d'fhearas ann mar an gaireas anála, a bhraithfeadh agus a thomhasfadhl leibhéal drugaí. Bunaíodh meitheal chun na ceisteanna a bhaineann lena leithéid de ghoireas a phlé agus chun gaireas oiriúnach a aithint do shamplaí a thógáil ó thiománaithe ar thaobh an bhóthair. Bhí méid áirithe cruinnithe ag an ngrúpa i 2015. Tharla comórtas tairisceana, thástáil an MBRS roinnt goireas i gcomhar leis An Garda Síochána agus críochnaíodh an próiseas i bhfómhar na bliana 2015. Anois tá an MBRS chun na goiris a roghnaigh An Garda Síochána a thástáil go foirmiúil, a cheadú agus a sholáthar don Gharda Síochána faoi fhórálacha an [Bhille um Thrácht ar Bhóithre 2015](#) nuair a bheidh feidhm leis.

Fógraí Muirir Seasta agus Pointí Pionóis

Bunaíodh an córas pointí pionóis in Éirinn do choireanna áirithe tiomána 31 Deireadh Fómhair 2002. Baineann na coireanna roghnaithe go díreach nó go hindíreach le sábháilteacht ar na bóithre agus díritear go príomha sa chóras ar iompar tiománaithe in Éirinn a fheabhsú agus an leibhéal bás agus gortú tromchúiseach ar na bóithre a laghdú.

Baineann an Córas Muirear Seasta le coireanna pointí pionóis agus freisin le réimse coireanna eile nach iad agus tá 75 díobh anois ann. Faoi láthair tá 62 coir trácta a thuilleann pointí pionóis. Is san [Acht um Thrácht ar Bhóithre 2002](#) (Leasaithe) atá an reachtaíocht a rialaíonn na cúrsaí seo.

Rinne an Roinn Athbhreithniú ar an gCóras Pointí Pionóis i 2012. San Athbhreithniú tógadh ceann de phríomhchúiseanna bás ar na bóithre agus rinneadh comparáid le córais phointí pionóis i ndliteanais eile. Lorgaíodh agus fuarthas tuairimí ón gComhchoiste Oireachtais um lompar agus Cumarsáid. Moladh leasuithe áirithe ar an gcóras mar atá faoi láthair. Bhí moltaí leis acu breis coireanna trácta a bhreith isteach sa Chóras Pointí Pionóis agus

coireanna eile a thuillfeadh toghairm chúirte cheana a bhreith isteach sa chóras muirear seasta. Tá feidhmanois leis na hathruithe seo trín Acht um Thrácht ar Bhóithre 2014.

Fógraí Muirear Seasta anois do Rothaithe

Mí Lúnasa 2015 tugadh isteach fógraí muirear seasta (FCN) do 7 coir rothaithe atá cheana féin ann. Socraíodh an muirear seasta ag €40 do choireanna mar dhul trí sholas dearg, rothaíocht gan solas ar an rothar, agus rothaíocht gan chúram mar is cóir. Tharla sé sin de réir Gníomh 92 den [Straitéis um Shábhálteacht ar Bhóithre 2013-2020](#), a phorálann go mba chóir don Roinn “dlí a bhreith isteach chun fógraí muirear seasta a leathnú chuig coireanna eile agus san áireamh bheadh coireanna rothaíocht agus uaireanta tiománaithe”

Beart tábhachtach do na Gardaí maidir le dlí um thrácht ar bhóithre a fheidhmiú is ea FCN a bhreith isteach do rothaithe. Go fadtéarmach ní hé go bhfuiltear ag iarraidh pionóis a chur ar dhaoine, ach athrú a chur ar an gcultúr agus cur le feasacht ar an bhfíric go bhfuil an dlí um thrácht ar bhóithre ann do chách agus chun leas chách. Bíonn an Fógra Muirear Seasta rothaíochta ar aon dul leis an bhfógra do thiománaithe.

Is mór an tragóid í gur cailleadh 9 rothaí anuraidh, b'shin laghdú 31% ar thimpistí marfacha rothaíochta i 2014.

Pointí Pionóis a thaifeadadh ar an gComhad Náisiúnta Feithiclí agus Tiománaithe (NVDF)

Córas Próiseas Muirear Seasta (FCPS) agus Pointí Pionóis

I dtuairisc Cigireacht An Gharda ‘An Córas Próiseas Muirear Seasta, Straitéis do 21^ú Aois’ tá moladh (2.10) go mbeirtear córas isteach lena chinntí go ndéantar droimscríobh ar phointí pionóis ar cheadúnais tiomána i gcónaí. De bharr na tuairisce bunaíodh an Meitheal Oibre um Dhlí Choiríulachta (FCPS) chun maoirseacht a dhéanamh ar mholtáí na tuairisce. Dhírig foghrúpa ar na codanna sonraí sa FCPS agus mhol go mba mhaith an rud é dhá chuid an NVDF, feithiclí agus tiománaithe, a bhreith le chéile ó thaobh pointí pionóis a dháileadh mara ba chóir. Go háirithe shárófaí deacrachtaí a bhaineann le coireanna pointí pionóis sna Cúirteanna a dháileadh ar na taifid chuí tiománaí (faoi láthair tá dhá bhunachar sonraí ann do thiománaithe agus feithiclí) má leanatar den traidisiún a bhíodh i gcónaí ann maidir le seirbhísí tiománaithe agus feithiclí.

I bpriónsabal d'aontaigh An Roinn seo agus An Roinn Dlí agus Cirt agus Comhionnanais Clár Athbhunaithe ar Mháistirthaifead nua Ceadúnas (MLR) a bhunú, beidh nasc idir úinéirí feithiclí agus lucht ceadúnaithe tiomána chun droimscríobh chomh héifeachtach agus is féidir a bhaint amach do phointí pionóis. Táthar ag smaoineamh freisin ar spriocanna eile chun cur ar an ionlán le cruinneas NVDF trí athchóiriú ar an gcóras cláraithe úinéireacht feithiclí maraon le tionscadail eile maidir leis an NVDF mar shampla taca le fineálacha a bhailíú i gcomhthéacs Tuairisc Cigireacht An Gharda.

Beidh an Clár Athbhunaithe faoi réir cás sonraithe gnó agus beidh costas thart ar €4m ar an Roinn thar trí bliana. Ar dtús beidh socruithe leictreonacha do chlárú feithiclí nua agus ceadú díolachán le húineirí nua, ní ligfear dóibh gan sonraí ceadúnais tiomána an úinéara

nua a sholáthar. Bainfear úsáid as iarratais mhótarchánach chun teacht ar shonraí ceadúna tiomána.

Sonraí Pointí Pionóis a Sholáthar d'Árachóirí Mótair

Bíonn árachóirí mótaír in ann teacht ar na sonraí pointí pionóis atá ar an gComhad Náisiúnta Feithicí agus Tiománaithe (NVDF) faoi Alt 5(1) den [Acht um Thrácht ar Bhóithre 2014](#). Lúaitear an méid pointí atá faoi láthair ar an gceadúnas, agus lúaitear coireanna tromchúiseacha sa chás go mbíonn siad i gceist. Lúaitear freisin dícháiliú de dheasca tiomáint faoi thionchar an óil. De réir riachtanais dlíthiúla baintear na pointí pionóis den dtaifead nuair a théann siad in éag (3 bliana nó tar éis a bheith curtha den bhóthar ar feadh tréimhse) agus níl treacht ag árachóirí ar a leithéid de shonraí. Tugtar na sonraí ar iarratas do sé cinn de mhórárachóirí ag a bhfuil 76% den iomlán táilli árachais. Féadfar glacadh le hárachóirí eile agus a rogha féin acu maidir le cúrsaí rochtana.

Ceadúnú Oibritheoirí lompair de Bhóthar

Bainistíonn an tAonad Ceadúnú Oibritheoirí lompair de Bhóthar (RTOL) an próiseas ceadúnaithe d'oibritheoirí lompair de bhóthar. Ag deireadh 2015 bhí 3,763 carraeirí ceadúnaithe agus 1,818 ceadúnaithe chun paisinéirí a iompar, sin 5,581 oibritheoirí ceadúnaithe ar an iomlán. Le linn 2015, eisíodh 847 Ceadúnas Oibritheoirí Tarlaithe Bóthair agus 337 Ceadúnas Oibritheoirí lompar Paisinéirí.

Mí Aibreáin 2014 bhunaigh an tAonad RTOL seirbhís iarratas ar líne. I 2015, seoladh thart ar 60% de na hiarratais ar cheadúnais agus ar leasú ceadúnais trín áis úd ar líne.

Chuaigh Éire isteach sa Chlár Eorpach Gnóthaí lompar de Bhóthar (ERRU) mí na Nollag 2014. Ligeann sé seo do na Ballstáit sonraí a mhalartú faoi shárú ag carraeirí, rud a d'éascaigh monatóireacht ar bhonn riosca ar lucht ceadúnaithe le linn 2015.

Ar an iomlán fuarthas €953K mar tháillí ceadúnas i 2015, an figiur ab airde ón mbliain 2011 agus b'shin méadú 15% ar an ioncam i 2014.

Ceadúnú Tiománaithe

Réitíodh comhaontú um mhalartú ceadúnas idir Éire agus cúige Manitoba i gCeanada agus shínigh an tAire na Rialacháin chun feidhm dlíthiúil a thbhaint don chomhaontú. Leanann sé seo comhaontú le Ontario i 2014. Táthar fós ag obair ar theacht ar réiteach le cúigí eile i gCeanada.

An tAcht um Chlampa ar Mhótair 2015

De réir an rún atá sa Chlár Rialtais an tionscal clampa ar mhóthair a rialú, ghlac an tOireachtas leis an [Acht um Chlampa ar Mhótair 2015](#) agus shínigh an tUachtaráin é mar dhlí mí Bealtaine.

Faoi Achta, beidh an NTA mar rialaitheoir neamhspleáach ar ghníomhaíochtaí clampa pé áit a ndéantar iad. Tá dáta tosaithe don reachtaíocht fós le socrú leis an NTA i dtreo a chinntíú go n-oibreofar na socruithe nua mar is cóir. Beidh feidhm leis an reachtaíocht i 2016.

Cód Poist Náisiúnta (Eircode)

Bhí an Roinn gníomhach sa Tionscnamh um Chód Poist san Earnail Phoiblí a Éascú (PEP), go príomha baintear leis an dtionscnamh maidir leis an gComhad Náisiúnta Feithicí agus

Tiománaithe (NVDF) mar a bhfuil sonraí, seoltaí san áireamh, na 2.59m feithicil ceadúnaithe agus 2.74m ceadúnas tiománaithe sa tir. Ar an meán déanann an córas NVDF próiseas ar thart ar 10,000 seoladh in aghaidh an lae agus eisítear 10m airteagal poist in aghaidh bliana. De bhar an ardleibhéal úd bearta agus idirghníomhaíocht leis an bpobal is chun leas an córas NVDF a bheidh an Córás Cód Poist Náisiunta (*Eircode*) agus san am gcéanna caithfidh go gcuirfidh an bhaint lena leithéid de bhunachar sonraí náisiúnta go mór le glacadh ar bhonn ginearálta leis an gcóras *Eircode* ar fud na tíre.

Tá an Roinn ag súil le buntáistí a bhaint as na *Eircode* a bheith i bhfeidhm.

Orthusan beidh:

- Méadú ar chruinneas seachadadh poist lena chinntiú go dtéann an comhfhereagras chuig an duine cóir (go háirithe maidir le hairteagail tábhachtacha mar dhioscaí mótarachánach agus fógraí pointí pionóis),
- méadú ar chruinneas sonraí á mbreith le chéile idir eagraíochtaí eile Stáit agus áisínteachtaí mar An Garda Síochána, An Roinn Choimirce Shóisialaí agus an tÚdarás um Shábháilteacht ar Bhóithre
- méadú ar chruinneas sonraí chun taifeadadh dúbalta a aithint, glanadh suas ar shonraí seoltaí agus córas chun seoltaí a chuirtear in iúl d'aonghnó go héagórach a bhraith.

Mí Eanáir 2016 críochnaíodh an córas a sholáthraigh na bogearraí cuí NVDF agus maoluithe oibríochta eile ionas go nglacfadh an córas NVDF le *Eircode* agus go ndéanfaí próiseas orthu agus críochnófar céim eile mí Márta 2016 a bhainfidh le comhéadain seachtracha.

Sprioc Ardleibhéil – Muirí

Sábháilteacht agus iomaiochas seirbhísí iompair mhuirí a chinntíú, an comhshaol muirí a chosaint agus seirbhís fhreagartha éigeandála éifeachtach a sholáthar.

Muirí

Poirt agus Loingeas

Polasaí um Phoirt Náisiúnta

Polasaí um Phoirt Náisiúnta

Mí na Márt 2013 cheadaigh an Rialtas go bhfoilseofaí [Polasaí um Phoirt Náisiúnta](#). Is é cuspóir lárnach an pholasaí ná margadh éifeachtach agus iomaioch a eascú do sheirbhísí iompair mhuirí. Sa pholasaí beirtear isteach leasuithe nua tábhachtacha agus roinntear na cuideachtaí tráchtala port i dtrí shraith :

- Poirt Tábhachtacha Náisiúnta Sraith 1 (Baile Átha Cliath, Corcaigh, Sionainne Fainge)
- Poirt Tábhachtacha Náisiúnta Sraith 2 (Port Láir agus Ros Láir)
- Poirt Tábhachtacha Réigiúnacha (Droichead Átha, Dún Laoghaire, Gaillimh, Ros Mhic Thriúin agus Cill Mhantáin).

Thosaigh an Roinn ar an bpolasaí nua a chur i gcrích de réir na ngealltanais a foilsíodh.

Ghlac an tOireachtas leis an [Acht Cuanta 2015](#) agus shínigh an tUachtaráin é mar dhlí mí na Nollag 2015.

Is í an phríomhaidhm ná aistriú na gcúig chuideachta port a bhfuil Tábhacht Réigiúnach leo, Droichead Átha, Dún Laoghaire, Gaillimh, Ros Mhic Treoin agus Cill Mhantáin faoi rialú Údarás Áitiúla. Faoin mbille freisin feabhsófar an próiseas chun baill bhord a cheapadh do na cuideachtaí port.

San Acht foráltar dhá rogha aistrithe:

- c) Cumhacht ag Aire sciarshealbhóireacht na gcuideachtaí a aistriú chuig Údarás cuí Áitiúil agus forálacha a bhunú do chuínsí áirithe maidir lena leithéid de chomhlacht a riarradh sa todhchaí;
- d) Cumhacht ag Aire na cuideachtaí a dhíobhadh agus na sócmhainní, dliteanais agus foirne a aistriú chuig Údarás cuí Áitiúil;

Thosaigh na húdaráis áitiúla an próiseas cuí dúthrachta leis na cuideachtaí atá le haistriú agus leanann an Roinn de phlé leis na húdaráis áitiúla agus na cuideachtaí faoin bpróiseas aistrithe agus samhail aistrithe.

Tiocfaidh na haistrithe i bhfeidhm trí Orduithe Airí déanta faoin Acht. Síneofar na hOrduithe ag an Aire Iompair, Turasóireachta agus Spóirt le toil an Aire Chaiateachais Phoiblí agus Athchóirithe agus an tAire Comhshaoil, Pobail agus Rialtais Aitiúil.

Bratlonga na hÉireann

Ag deireadh na bliana bhí 35 árthach (os cionn 500 olltonnáiste) i bhflít trádála idirnáisiúnta na hÉireann. Choimeád Éire a háit ar an "liosta Bán" i measc na "liostaí Bán, Liath agus Dubh" atá ar Mheamram Phárais um Thuiscint ar Rialú Stáit na bPort. Choimeád Brat na

hÉireann freisin an stádas “Riosca Íseal” agus tá Éire ar an lón beag Stát ar domhan ag a bhfuil an stádas úd.

Rialú Stáit na bPort

Ghéill Éire dá cuid dualgais faoi Mheamram Phárais um Thuiscint ar Rialú Stáit na bPort (PMoU) agus faoi Threoracha AE.

Lean Éire den Réim Chigireacht Nua (NIR) atá ag MoU Phárais. Córas é sin atá bunaithe ar dhíriú ar riosca. Rinne Éire 278 cigireacht agus chuir i gcrích an leibhéal cigireachtaí a bhí riachtanach de réir an NIR i 2015. Rinneadh cigireacht ar na longa paisinéirí rollta ar aghaidh/ar aghaidh arís a oibríonn isteach agus amach as an Stát agus deimhníodh gach aon bhád farantóireachta paisinéirí agus bád paisinéirí i rith na bliana.

Feachtas Dian Cigireachta

Idir Meán Fómhair agus deireadh mí na Samhna ghlac Éire páirt i bhFeachtas Dian Cigireachta (CIC) a dhírigí ar na huaireanta sosa ar longa iasachta a thagann isteach sna poirt. Beidh na torthaí ar fáil ag an Eagraíocht Idirnaisiúnta Mhuirí (IMO) trí MoU Phárais.

Sábháilteacht Mhuirí

I rith na bliana 2015 críochnaíodh ceaduithe ag Cuideachtaí Port na hÉireann maidir le géilliúlacht do Rialachán AE 725/2004 agus Treoir AE 2005/65 faoi shlándáil port. Ina theannta san leanadh de ghníomhaíochtaí maoirseachta i bpóirt agus in áiseanna port agus ar bord long na hÉireann.

Sábháilteacht Mhara agus Fógraí Reachtaíocht Comhshaol agus Muirí

Rinneadh ceithre ionstraim reachtúla i rith na bliana a d'eascair go príomha as forbairtí ag leibhéal AE. Rinne na hionstraimí uasdátú ar fhórálacha a bhí cheana féin ann maidir le:

- cigireacht long agus eagraíochtaí suirbhé (tag. Treoir Feidhmiú Coimisiúin AE Uimh. 2014/111 agus Treoir Feidhmiú Coimisiúin AE Uimh. 1355/2014);
- córais chláraithe dóibh siúd a théann chun farraige ar bord long paisinéara (tag. Treoir Comhairle AE 98/41, mar a leasaíodh ag Treoir AE 2002/84);
- fearas muirí ceadaithe a ligtear ar bord árthach (tag. Treoir Comhairle AE 2014/93 a rinne leasú breise ar an dTreoir Fearas Muirí 1996) agus
- Treoir AE 2012/33 ó Pharlaimint na hEorpa agus ón 21 Samhain 2012 a leasaigh Treoir Comhairle AE 1999/32 (ar a dtugtaí freisin ‘An Treoir Sulfair’) a bhain leis an méid sulfar a bheadh i mbreosla muirí.

Réitigh Éire an Coinbhinsiún Saothar Mara i 2014 agus bhí sé i bhfeidhm sa tir ar 21 Iúil 2015. Sa Coinbhinsiún iarrtar a chinntí go gcuirtear i bhfeidhm go hiomlán na cearta fostáiochta agus sóisialta atá ag lucht farraige.

Cuirfidh feidhmiú an Choinbhinsin le cáil mhara na hÉireann go hidirnáisiúnta, chomh maith le caighdéain fhostaíochta agus cónaithe do lucht farraige agus le breis freagracht ar an iomlán san earnáil mhara maidir le sábháilteacht agus cúrsaí sóisialta.

Achtaíodh [An tAcht \(Clárú Longa\) Loingeas Tráchtála 2014](#), Nollaig 2014, agus bunaíodh réim nua cláraithe long in Éirinn. Nuair a bheidh sé i bhfeidhm go hiomlán beidh sé in áit [An Acht Tráchtála Muirí 1955](#), mar a leasaíodh. San Acht úd éascaítéar córas nua-aimseartha um chlárú longa a bhunú trí Chlár nua leictreonach, lárnach, inrochtana do Longa na hÉireann. Bhí obair ar bun i 2015 chun rialacháin nua um chlárú longa a ullmhú faoin Acht

agus tharla anailís ghnó leis ar an dTionscnamh TE Clárú Longa. Leanfar go fóill de na socruithe reatha clárú longa ag oifigigh na gCoimisinéirí loncaim go dtí go mbunaítear an Clár nua Longa agus an réim chláraithe faoi thionscnamh TE ar leith, agus go ndéantar na rialacháin chuí faoin Acht.

Fógraí eolais is ea fógraí mara ón Roinn chun eolas a scaipeadh ar chursaí sábháilteachta, rialachais nó eolas cuí eile maidir le cúrsaí mara in Éirinn. Tá 3 roinn mar a leanas:

- Eolas: m.sh. Cleachtas agus scrúduithe ag an Oifig Suirbhé Mara, foilseacháin, aisghairm ar tháirgí nó rabhadh sábháilteachta agus fógraí eile tionscail
- Oibríocha: m.sh. comhairle faoi thógáil, oibríocha nó surbhé ar muir a d'fhéadfadh dul i bhfeidhm ar loingseoireacht, agus
- Reachtúil: aire a tharraingt ar rialachán nó riachtanas eile dlíthiúil.

Eisíodh 52 Fógra Muirí le linn 2015.

Scéim Oiliúna agus Oideachais Mhuirí

Scéim Creidiúnaithe ag an Roinn lompair, Turasóireachta agus Spóirt de réir an Eagraíocht Idirnáisiúnta Mhuirí (IMO) agus riachtanais AE d'oiliúint agus creidiúnú lucht farraige is ea Scéim Oiliúna agus Oideachais Mhuirí na hÉireann (MET). Lean Éire de na leasuithe Mainile 2010 faoin gCoinbhinsin Idirnáisiúnta um Chaighdeáin Oiliúna, Creidiúnaithe agus Faireoireacht do Lucht Farraige (STCW), agus choimeád Éire a háit ar an "liosta Bán" IMO do Stáit a fheidhmíonn Coinbhinsin an STCW ina ionmláine.

Cuardach agus Tarrtháil (SAR)

Don tríú bliain as a chéile bhí an lín eachtra a d'fhreagair an Garda Cósta mórán mar an gcéanna. Bhí méadú go 2,664 i 2015, méadú 1% ar an mbliaín roimhe sin. Bhí laghdú beag ón mbliaín seo chaite ar an lín eachtraí a tharla ar bord árthach tráchtala agus soithí áineasa ach méadú 60% ar eachtraí tacaíochta don Seirbhís Náisiúnta Otharcharr (NAS). Freagraíodh do 292 misean le linn 2015 mar thaca leis an NAS.

Bhí ingearán an Gharda Cósta an-ghnóthach agus sroicheadh marc an 1,000^ú tasc laistigh de bhliain fhéilire. I 2015 chuaigh ingearán an SAR amach chuig 1,013 eachtra. Bhí na haonaid saorálach RNLI agus Garda Cósta níos gnóthaí freisin mar d'fhreagair RNLI 836 eachtra agus an Garda Cósta 1,289 eachtra.

Trealamh agus Córíocht Nua-aimseartha d'Aonaid Gharda Cósta na hÉireann idir Ionaid Chomhordaithe Tarrthála agus Aonaid Saorálach an Gharda Cósta

I 2015 críochnaíodh agus feidhmíodh an córas nua TE logála eachtraí ag an nGarda Cósta sna trí Ionad Comhordaithe Tarrthála. Tháinig an córas nua seo in ionad an tseanchórás DOS agus curfear go mór dá réir le héifeacht agus éifeachtúlacht sna ionaid chéanna.

Leanadh den gclár feithiclí nua 4x4 don Gharda Cósta agus tá feithiclí Hi-Luxanois in ionad na senfheithiclí 4x4 a bhíodh ar an gcósta. Osclaíodh teach nua stáisiúin go hoifigiúil i nDúlainn mí Mártá 2015 agus rinneadh obair mhór chothabhála ar an dteach stáisiúin ar an gCoireán i gContae Chiarraí.

Sábháilteachta Mara

Ar phriomhchuspóirí Riarachán Mara na hÉireann, a bunaíodh i 2013, bhí straitéis nua a dhréachtadh, [Straitéis Sábháilteachta Mara](#). Dhírígh an straitéis ar an lín básanna agus gortuithe a laghdú i measc lucht áineasa, iascairí, paisinéirí agus lucht farraige agus moladh

feabhas ar fhreagracht phearsanta agus rochtain riosca. Tar éis comhairliúcháin phoiblí, sheol an tAire an Straitéis mí Aibreán 2015. Aithníodh roinnt cuspóirí sna réimsí Eolas agus Cumarsáid, Cuardach agus Tarrtháil, Caighdeáin, Forfheidhmiú agus Bailiú Sonraí lena gcur chun cinn go ceann cúig bliana agus déanfar monatóireacht ghníomhach orthu. I 2015 rinneadh athnuachan ar aidhmeanna an Mheitheal Sabháilteachta Muirí, an Roinn sa chathaoir, agus bhí slua mór i láthair ag Fóram a tionóladh chun ceisteanna forfheidhmithe a phlé mar chuid den bhFéile bhliantúil Mara a tharla i gCorcaigh mí Meithimh.

Iompar Inrochtana Mara

Tar éis athbhreithniú ar thorthaí clár na Roinne 2012/2013 chun monatóireacht a dhéanamh ar na hiarrachtaí deonacha a bhí deanta ag úinéirí/oibritheoirí longa paisinéirí agus bád chun cur le hinrochtaineacht iompair phaisinéiri muirí, cuireadh torthaí an Chláir thart ar úinéirí/oibritheoirí longa paisinéirí agus bád i 2015. Dá bharr san, d'eagraigh an Roinn cursa Oiliúna Feasacht Míchumais d'oibritheoirí agus foireann longa paisinéirí ar 1 Nollaig i nGaillimh. Aithníodh go raibh gá le gnímh fheabhsúcháin inrochtaineachta ar chostas íseal ar sheirbhísí iompair phaisinéirí muirí. Scaipfear an bileog eolais faoi i rith na bliana 2016.

Sprioc Ardleibhéal - Turasóireacht

Tacú le tionscal na turasóireachta maidir le honcam is le fostaiocht a mhéadú trí fheabhas ar iomaíochas agus trí fhorbairt a dhéanamh ar an margadh is ar tháirgí.

Léargas

Tá thart ar 205,000 duine fostaithe sa tionscal turasóireachta agus fáiltithe agus i 2104 gineadh thart ar €5.012 billiún mar ioncam (seachas Táillí taistil) idir an tír seo agus lucht iasachta. Seo tionscal a bhraitheann go príomha ar gnóthaí beaga agus é bunaithe go daingean i saol na ndaoine in Éirinn idir eacnamaíoch, agus tuaithe. Gné lárnoch is ea an turasóireacht i gclár athnuachan eacnamaíoch agus í beirthe isteach sa chreat leathan straitéisearch eacnamaíoch. Léiríodh rúin lárnochacha i gClár an Rialtais níos déanaí sa Tionscadal Rialtais Post, agus leagtar síos gníomhaíochtaí práinneacha tosaíochta sa Phlean Gnímh Post 2014.

Bliain iontach do chuairteoirí in Éirinn ab ea 2015. Ar an iomlán bhí 8,643,100 cuairt, méadú 13.7% i gcomparáid le 2014. Chun comparáid a dhéanamh idir na margáí móra i 2015, bhí méadú 12.1% ón mBreatain (3.547m cuairt), méadú 15.4% (3.043m cuairt) ó Mhórthír na hEorpa, méadú 14.0% (1.514m cuairt) ó Mheiriceá agus méadú 13.7% (538,600 cuairt) ó áiteanna eile i bhfad i gcéin.

Ar an iomlán i 2014 tuilleadh €3.5 billiún (seachas táillí taistil) ón dturasóireacht taistil anonn thar sáile agus b' shin méadú 8.8% i gcomparáid le 2013. Ar an iomlán i 2015 tuilleadh €4.2 billiún (seachas táillí taistil) ón dturasóireacht taistil anonn thar sáile agus b' shin méadú 18.6% i gcomparáid le 2014.

Ina theannta san go léir, tharla fás leanúnach fostaiocha san earnáil chóiríochta agus bia ar fud na tíre. Léirigh sonraí an Phríomh-Oifig Staidrimh (CSO) figír fostaiocha san earnáil seo amháin mar 143,000 sa cheathrú ráithe 2015 (maolú séasúrach).

Ar son earnáil na turasóireachta

Thosaigh athbhreithniú ar pholasáí turasóireachta i 2013, a bhain le gach aon ghné de thurasóireacht in Éirinn. Foilsíodh an chéad dréacht de Ráiteas Polasaí Turasóireachta mí lúil 2014, bhí seans ag na páirtithe leasmhara go léir turasóireachta aiseolas a sholáthar ar an gcéad dréacht. Fuarthas breis is 70 freagra mar aiseolas ar an nDréacht den Ráiteas Polasaí Turasóireachta.

Seoladh polasaí turasóireachta ['Daoine, Áit agus Beartas – Fás na Turasóireachta go 2025'](#) mí Mártá 2015.

Is iad na príomhspriocanna atá sa dréacht don Ráiteas Polasaí Turasóireachta ná, faoi 2025, go mbeidh:

- an t-ioncam ón dturasóireacht anonn thar sáile, seachas fála carraeirí (táillí eitilte agus muirir bhád farantóireachta) mar €5 billiún in aghaidh bliana (ar phraghasanna 2014 i.e. réitithe don bholscú idir seo agus 2025). Is é an figír comparáideach do 2014 ná €3.5 billiún.
- Sroichfidh an líon fostaithe sa turasóireacht 250,000 (é thart ar 200,000 faoi láthair); agus
- tabharfar 10 milliún cuairt anonn thar sáile ar Éirinn in aghaidh bliana faoi 2025 (i gcomparáid le 7.604 milliún i 2014).

I Mártá 2015, d'fhoilsigh an Taoiseach agus an tAire lompair, Turasóireachta agus Spóirt ráiteas nua, [Ráiteas Polasaí Turasóireachta - "Daoine, Áit agus Beartas"](#) a leagann síos spriocanna uaillmhianacha don earnáil turasóireachta sa tréimhse go 2025. Ag leanúint den dtéama sa Ráiteas Polasaí, mí Lúnasa 2015, cheap an tAire lompair, Turasóireachta agus Spóirt Pascal Ó Donnchú Grúpa Ceannaireacht Turasóireachta. Sa ghrúpa tá réimse leathan páirtithe leasmhara turasóireachta a mholfaidh bearta cinnte i dtreo na spriocanna fádtéarmacha a bhaint amach idir 2016-2018. Ar 28 Eanáir 2016 sheol sé [Plean Gníomh Turasóireachta 2016-2018](#), ina bhfuil 23 gníomh cinnte a mbeidh gá leo chun na cuspóirí atá i "Daoine, Áit agus Beartas" a bhaint amach. Baineann siad le ceisteanna lárnacha mar cur le cumas cuairteoirí, oiliúint agus scileanna sna hearnála turasóireacht agus ionadóireachta, agus freagrait do riachtanais cuairteoirí ó mhargaí turasóireachta atá fós ag teacht chun cinn.

Margaíocht na Turasóireachta

I 2015, thug an Roinn €34 milliún do na háisínteachtaí turasóireachta chun Éire a chur chun cinn thar lear mar ionad turasóireachta. Cé gur leagadh béim fós ar na ceithre cinn de mhargaí móra mar An Bhreatain, na SA, an Fhrainc agus an Ghearmáin (a sheolann ar an iomlán beagnach trí cheathrú na gcuaирteoirí go hÉirinn), bhí deis ann leis dul chuig margáí mar An tSín, An India agus an Meán-Oirthear ar bhonn fadtéarmach.

Dhírigh na gnímh margáiochta go príomha i 2015 ar infheistíocht sna margáí ba mhó a raibh gealladh fúthu agus orthu siúd ab fhearr a sholáthródh ioncam turasóirí.

Chuir an ghníomhaíocht mhargaíochta go mór le háit na hÉireann ar an margadh idirnáisiúnta turasóireachta a neartú trín leas is fearr agus ab fhéidir a bhaint as na láithreacha breátha móra agus taithí fíor tharraingteach, mar shampla, Slí an Atlantaigh Fhiáin agus Oirtheor Ársa na hÉireann. Spreagadh tomholtóirí i leith smaoineamh ar Bhaile Átha Cliath agus cathracha eile don sos gairid.

Cuireadh gach aon réigiún chun cinn go cothrom, léiríodh rogha maith turas ar an gcósta, cultúr tuaithe agus láithreachta oidhreachta maraon le taitneamh 'breise cathrach' na láithreacha móra uirbeacha. Díríodh ar mhórócaídí i rith na bliana mar Blhiaín Dearadh na hÉireann 2015, agus Yeats 2015.

Tacaíodh ar bhonn leanúnach trí réimse tionscadal margáiochta leis na margáí almóra mar turasóireacht gnó, oiliúint sa Bhéarla agus galf.

Bhí baint mhór freisin ag na háisínteachtaí turasóireachta le réimse feachtas tábhachtacha le carraeirí aeir agus mara, le lucht trádála thar sáile agus le páirtithe tionsclaíocha.

Turasóireacht Ócáidí agus Gnó

I 2015, lean Fáilte Éireann de thacaíocht agus d'fhógaírt d'ócáidí móra (m.sh. i gcúrsaí gnó, cultúr agus spóirt), díríodh ar na hócáidí a measadh a tharraingeodh líon suntasach turasóirí agus líon mór oícheanta caite dá réir.

Gné ríthábhachtach chun cuairteoirí idirnáisiúnta, ar fiú iad ó thaobh luach de a mhealladh, is ea an Clár Turasóireachta Ócáidí. Aithníodh é sin i gClár an Rialtais. Ar na hócáidí móra i 2015 bhí Féile Idirnáisiúnta Yeats 2015 agus mórán féilte eile ar fud na tíre.

I 2015 d'oibrigh Fáilte Eireann le páirtithe tábhachtacha leasmhara chun ócáidí mór le rá a aimsiú anso in Eirinn. Chabhraigh Scéim Fáilte Éireann um Chúnamh Airgeadais Chomhdhála sa bhlian 2015 le 219 iarratas tairisceana ó chomhdhálacha. Ag freastal ar na comhdhálacha céanna bhí 56,000 ionadaí idirnáisiúnta agus tuilleadh €79 milliún mar ioncam. Le linn 2015 freisin ghlac Fáilte Eireann le luach €128m gnó ó chomhdhálacha ag teacht go hÉirinn amach anseo.

I 2015, bhronn Fáilte Éireann maoliniú €2.035m ar 28 féile náisiúnta. Orthusan a tháinig faoin gClár Náisiúnta Féilte agus Ócáidí bhí Féile Pádraig, Féile Oíche Choille, Féile Ceol Aragail Iarthar Chorcaí, Fleadh Cheoil Shligigh, Féile Oisrí na Gaillimhe, Féile Grinn *The Cat Laughs*, *Tradfest* Bharra an Teampaill agus Spraoi Phort Láirge.

Caitheadh suim eile €564,000 ar thacaíocht do 187 féile réigiúnacha, rud a chuireann turasóireacht inmhéánach chun cinn agus a fheabhsaíonn taithí an chuairteora trí bheocht a chur i láithreacha tábhachtacha saoire in Éirinn.

Roghnaíonn Fáilte Éireann Fáilte tairiscintí agus aimsíonn ócáidí idirnáisiúnta spóirt don thír seo i gcomhar le páirtithe lárnacha leasmhara. Cuireann siad réimse tacaíochtaí airgeadais agus praiticiúla do na hócáidí céanna. Faoi dheireadh 2015 bhíothas ag súil le 12 ócáid a tharlódh idir 2016-2018 agus luach turasóireachta ó na rannpháirtithe mar thart ar €12m. I measc na n-ócáidí tá Craobh Boghadóireacht an Domhain 2016 agus Scotch Peil Meiriceánach na gColáistí 2016 agus Corn Rugbaí na mBan 2017.

Tacaithe Oiliúna agus Gnó

I 2015, lean Fáilte Éireann d'oiliúint agus tacaithe straitéisearcha gnó a sholáthar chun cur le hiomaíochas, cumas fiontar agus inmhарthanacht an earnáil turasóireachta. I rith na bliana, dhírigh an tacaíocht ar na claint a bheith in ann cur leis an díoláiocht agus ioncam; meascán sa ghnó a fhorbairt; táirgí agus taithí nua a bhrú ar aghaidh; agus a bhfuil le hofráil againn i gcúrsaí bia a neartú. Thug Fáilte Éireann léargas do lucht gnó maidir le pleanáil sa tionscal do na blianta atá romhainn. Ar an iomlán, ghlac 25,000 duine páirt i dtacaíochtaí oiliúna agus gnó a chlúdaigh réimsí mar cheardlanna, comhdhálacha, ranganna teagaisc, seimineáir ar líne agus freastal ar choláiste.

Bhí béim go háirithe i 2015 ar lucht gnó a bheith in ann cur le cumas agus taithí a fhorbairt de réir brandaí nua taithí Fáilte Éireann. D'oibrigh siadsan le braislí áitiúla chun torthaí agus anailís ar thaighde a roinnt de réir codanna agus conairí tomholtóirí (i.e. roghnú agus pleanáil saoire) agus an t-eolas úd a úsáid chun cur le forbairt táirgí agus gníomhaíocht díolacháin.

Bhí éileamh ar thacaíocht digiteach i rith na bliana chun gnóthaí a éascú maidir le feasacht ar a dtáirgí, ceannach a spreagadh agus cur le díolachán – go háirithe tacáiochtaí mar mheáin sóisialta, a bheith le feiceáil ar an idirlón, bainistiú cáil idirlín agus a bheith réidh do chúrsaí móibíleach (i.e. cur in oiriuint do chustaiméirí ar fearr leo ardán móibíleach). Maidir le díolacháin, dhírigh Fáilte Éireann ar chumas scileanna idirnáisiúnta; forbairt braislí taithí indíolta agus ullmhú do chomhráití conartha le custaiméirí. Bhí ceardlanna scileanna díolta leis d'earnála áirithe trádála nár bhain leas as a gcuid seirbhísí cheana.

Maidir le scileanna lónadóireachta agus cur le cumas, rinne Fáilte Fáilte Éireann ceardlanna bia is caighdeán seirbhíse agus d'fhreagair do 81 iarratas go díreach ó lucht gnó, clúdaíodh ábhair mar phleanáil biachláir, costáil agus seirbhís chustaiméara. Oibríodh freisin le 21 Ambasadóirí Bia ar fud na tíre, a d'iarr ar dhearcadh áitiúil a bhreith isteach leis an

dturasóireacht bia náisiúnta. I réimse an oideachais, bhronn Fáilte Éireann maoiniú beagnach €4m i 2015 do breis is 1,500 mac léinn idir lánaimseartha is pairtaimseartha a ghlac páirt i gcláir idir lónadóireacht, scileanna cócaireachta, agus turasóireacht in institiúidí ardoideachais. I dteo deireadh na bliana, chun déileáil le ganntanas san earnáil, d'fhorbair Fáilte Éireann clar oiliúna Cócairí Cúnta. Bronnadh maoiniú ar 12 scoil cócaireachta ar fud na tíre chun an clár seo 40 lá a sholáthar agus socrutithe ina dhiaidh sin ann do suas le 190 rannpháirtihe i ngnóthai áitiúla turasóireachta.

Modh costéifeachtach is ea an t-athrú ó cheardlanna ranga go roghanna ar líne, spáraltar am leis ar an gcuma san. Bhí ardrath ar na cúrsaí seo agus mórán daoine oilte da réir le linn 2015 seachas blianta eile. I dteannta na gceardlanna mar a bhíodh, comhdhálacha agus comhairliú aonair, modh lárnach oiliúna anois is ea an eFhoghlaim – tri sheimineáir ar líne, podcast agus uirlisí eile ar líne.

Infheistíocht Chaipitiúil sa Turasóireacht

Tugtar tacaíocht Rialtais don infheistíocht chaipitiúil i dturasóireacht trí Fháilte Éireann mar chúnamh do shaghasanna áirithe bonneagar turasóireachta, áiseanna agus gníomhaíochtaí cuairteoirí mar Shlí an Atlantaigh Fhiáin agus Oirthear Ársa na hÉireann. I 2015, bronnadh €14.850 milliún ar Fháilte Éireann. Ar na tionscnaimh a críochnaíodh i 2015 bhí athchóiriú Teach Bryce ar Oileán an Chuilinn, uasghrádú agus forbairt ar Theach Doire Fhionáin, Músaem Páirc Thuamhumhan agus Ionad Cultúrtha Cathair na Mart.

Slí an Atlantaigh Fhiáin (WAW)

Is í Slí an Atlantaigh Fhiáin (a osclaíodh go hoifigiúil mí Feabhra 2014) an chéad bhealach fada turasóireachta in Éirinn is í ag síneadh 2,500Cm ar feadh cósta an Atlantaigh ó Dhún na nGall go hIarthar Chorcaí. Dáileadh €8m don tionscnamh i mbuiséad 2014 chun scata maith tionscnamh a fhorbairt mar shampla comharthaíocht an bhealaigh, suiteáil brandáí agus cláir mhínithe ag 188 mórphointí ar an mbealach (Pointí Taiscéalaithe agus Tosaithe) chomh maith le hoibreacha feabhsúcháin mar ba chuí. Ligeadh freisin d'fhorbairt Pointí Móra Taiscéalaithe ag Ceann Dhún Pádraig, Co Mhaigh Eo, An Seancheann Cionn tSáile i gCo Chorcaí agus Doire Ghill i gConamara, Co na Gaillimhe chomh maith le Céim 1 den dtionscnamh um Bhealach Glas Chonamara ón gClochán go hUachtar Ard i gCo na Gaillimhe. Ar an iomlán €8m a dáileadh i 2014, caitheadh €4m i 2014 agus an fuílleach le caitheamh i 2015. Le linn 2015 dhírigh Fáilte Éireann ar an gcéad chéim eile bonneagar mar “Pointí Ceamara” agus Painéis Mhínithe ag na 188 Pointe Taiscéalaithe agus Tosaithe. Tá forbairt fós á déanamh ar na príomhphointí eile taiscéalaithe.

Céim eile sa bhforbairt is ea ‘lúba’ ó chnámh droma an WAW chun les a bhaint as deiseanna ar an slí. Beidh páirtithe leasmhara bainteach le gach ‘lúb’ aitheanta mar údaráis áitiúla agus gnóthai áitiúla turasóireachta. Níltear ach ag pleánáil an obair seo faoi láthair agus molann Fáilte Éireann tús a chur léi i 2016.

Ní mór a mheabhrú go ndíríonn an tionscadal seo ar chuaireoirí idirnáisiúnta a mhealladh go Cósta Thiar na hÉireann agus chun ár gcultur is oidhreacht shaibhir a bhlaisteadh i measc bailte agus pobal larthar na hÉireann. Modh is ea an bealach chun cuaireoirí a spreagadh le dhul siar, ar dtús, agus ina dhiaidh sin taisteal go láithreacha áirithe fan gcósta.

Oirtheor Ársa na hÉireann

Ar 14 Aibreán 2015, sheol An tAire Ó Donnchú agus An tAire Stáit Ó Rinn Oirtheor Ársa na hÉireann, aonad molta turasóireachta a thógfaidh ar thaisce oidhreacht shaibhir a mhaireann 5000 bliain i stair na hÉireann idir Lár na Tíre, an Oirtheor agus an Deisceart.

Cuimsíonn tíreolas an bhranda na contaethe atá thoir ón tSionainn (líne síos ó Áth Luain go Cathair Chorcaí) agus suiteáltaí Éire mar láthair dhomhanda do chuairteoirí anonn thar sáile (iad siúd a chuireann suim sa Chultúr) mar beirtear codanna stáiriúil le cheile in aon bhranda amháin taithí. Beireann Oirtheor Ársa na hÉireann buntáistí an reigiún ó thaobh cultúir agus oidhreachta de le chéile trí ghréasán bealaí, rianta agus turais isteach i dtaithí nua a bheidh intuigthe ag turasóirí is a thaitneoidh leo. Tá sé mar chuspóir spiorad réigiún aontaithe a chur i bhfeidhm ar an gcuairteoir trí shaibhreas buanna oidhreachta atá gar go leor dá chéile.

Ina theannta san, beidh sé mar ardán a ligfidh do chomhordú i measc soláthróirí tionscail agus grúpaí sa limistéar.

Go luath mí Meán Fómhair, d'fhógair an bheirt Aire maoiniú €1.2m do thionscnaimh chaipitiúla in Oirtheor Ársa na hÉireann chomh maith le €600k breise don chéad chéim comharthaíocht bhranda sna contaethe ar fad atá sa réigiún. Sin an chéad chéim infheistíocht trí Scéim Deontas Caipitiúla "Smaointe Nua ar Láthair Ársa" ag Fáilte Éireann agus baineann sé ar dtús le 12 tionscnamh laistigh de tonscadal Oirtheor Ársa na hÉireann. Bronnadh céim eile maoiniú mar €1m do 13 tionscnamh caipitiúla mí na Nollag agus sin maoiniú iomlán €2.26m don tonscadal. Tagann sé seo roimh scéim nua comharthaíocht bhranda agus an soláthar céimneach sin le teacht i 2016. Fuarathas an maoiniú seo trí ghlaoch ó Fáilte Éireann ag lorg páirtithe ar fud an réigiún a chuirfeadh suim ann.

Tharla sraith ceardlanna ar fud an réigiún chun an branda a chur in iúl, eolas a fháil ar na scealta móra a chuirfidh le taithí an chuairteora, agus scrúdú a dhéanamh ar mhodhanna a ligfidh d'oibritheoirí áitiúla turasóireachta, grúpaí pobail agus páirtithe eile a chuirfeadh suim ann a bheith gníomhach in Oirtheor Ársa na hÉireann, agus leas a bhaint as a dtaithí féin ar son an chuairteoir idirnáisiúnta.

Corn Rugbaí an Domhain

Tá Corn an Domhain Rugbaí (RWC) ar na mórcáidí spóirt is mó tinrimh ar fad. Seachas Corn an Domhain FIFA agus na Cluichí Oilimpeacha, níl aon ócáid a tharraingíonn an líon céanna cuairteoirí idirnáisiúnta isteach sa thír fháiltithe.

Tá mianach iontach ann chun leas a bhaint as Éire a bheith ag fáiltíú roimh RWC, ó thaobh an líon cuairteoirí de, ach freisin ón dtaobh polaitíochta a bhaineann le hilchomórtas ar bhonn Uile-Éireann. Méadaítear ar an mianach turasóireachta toisc é a bheith ar siúl le linn tréimhse gualainne na hÉireann do chuairteoirí thar lear (deireadh Meán Fómhair agus isteach go Deireadh Fómhair). Má éiríonn leis an dtairiscint RWC bainfear buntáiste dúbalta as idir spórt agus turasóireacht a chur chun cinn.

Ar 5 Nollaig 2014 d'fhógair an Taoiseach, an Tánaiste, Céad-Aire agus Leaschéad-Aire Tuaisceart na hÉireann go rabhthas i dteannta a cheile ag tacú le tairiscint Aontas Rugbaí na hÉireann (IRFU) fáilte roimh an RWC i 2023.

Faoi láthair tá an IRFU ag cur foireann tairisceana le chéile chun an tairiscint RWC 2023 a chur le chéile. Roinnfear costas tacaíochta Foireann na Tairisceana idir an Rialtas, Feidhmeannacht Tuaisceart Éireann agus an IRFU. Caithfear € .5m a chur le chéile eatartha idir 2015-2017 chun tairiscint iomaíoch a sholáthar.

Ceapadh Grúpa Stiúrtha chun feachaint i ndiaidh an Phróisis tairisceana. Tá Cathaoirleach neamhspleách, ionadaithe an IRFU, Feidhmeannacht TÉ agus Rialtas na hÉireann chomh maith le baill bhreise ag a mbeidh an cumas agus na scileanna cuí. Bunaíodh Grúpaí Idir-Ranna agus Áisínteachta freisin i ngach dlínse chun plé le comhlacthaí a chomhordú agus tacú leo.

Sprioc Ardleibhéal - Spórt

Cur le sochaí sláintiúil gníomhach trí pháirtiocht i spórt a chur chun cinn agus trí thacú le hardfheidhmíocht agus le soláthar áiseanna.

An Clár Caipitiúil Spóirt

Go príomha is é an Clár Caipitiuil Spóirt (SCP) an príomhbhealach atá ag an Rialtas chun áiseanna spóirt a forbairt agus fearsas a cheannach do chlubanna agus d'eagraíochtaí spóirt ar fud na hÉireann. Fógraíodh 891 dáileadh agus suim ionlán €41m faoi bhabhta 2015 an SCP mí Iúil 2015, agus íocadh €29m i rith na bliana.

Dáileadh suim €3.9 milliún ar Ionad Fóillíochta agus Linn Snámha Chaisleán an Bharraigh agus Ionad Náisiúnta Oideachais agus Oiliúna ar son áiseanna tirime i 2015.

Linnte Snámh Údarás Áitiúla

Tugann an Clár Linnte Snámh Údarás Áitiúla deontais do linnte nua údarás áitiúla nó d'obair athnuachana ar linn atá ann cheana. Críochnaíodh na hoibreacha ar an linn De Paul i mBaile Átha Cliath, leanadh den athchóiriú ar an linn sa Chláirín. Tugadh cead foirmiúil do na tionscnaimh i nDúnmanmhaí agus Caisleán an Bharraigh agus cuireadh túis leis an dtógáil (€3.8m an ceann). Ina theannta san, i mí Iúil dáileadh deontais nach mór €3.4 ar 16 linn snámh faoin dtionscadal uasghrádú feidhmiú fuinnimh agus feabhsú rochtain 2015 atá ag an gClár Linnte Snámh Údarás Áitiúla.

An Bille Spórt na hÉireann 2015

Síníodh [An Bille Spórt na hÉireann](#) mar dhlí 13 Bealtaine 2015 agus bunaíodh Spórt Éireann ar 1 Deireadh Fómhair 2015. Tháinig Spórt Éireann in ionad An Chomhairle Spóirt (ISC) agus an tÚdarás Forbartha Campas Náisiunta Spóirt (NSCDA). De réir an Achta, díobhadh an Chomhairle ó 1 Deireadh Fómhair 2015.

Spórt Éireann (ISC agus NSCDA don tréimhse go 1 Deireadh Fómhair 2015)

Tacaíonn an Roinn le gníomhaíochtaí Spórt Éireann agus bíonn ag plé go rialta leo maidir le monatóireacht ar forbairt éifeachtach ar chláir, ar mhaoiniú agus ar chur i gcrích de réir riachtanais airgeadais agus Polasaí Rialtais. Ba é €44.2m an buiséad caiteachas reatha don spórt i 2015.

Lig an maoiniú céanna do chur i gcrích an phlean straitéiseach a d'fhorbair an ISC don tréimhse 2012 go 2014 i rith na bliana. Tá trí mhóraidhm sa phlean: an rannpháirtiocht a mhéadú, caighdeán sa spórt ardfheidhmíocha a fheabhsú agus cumas na gComhlachtaí Náisiúnta Rialaithe Spóirt (NGBs) a fheabhsú.

Ardfheidhmíocht

Infheistíodh €8.1m san Ardfheidhmíocht i 2015 mar shampla €1.5 milliún deontas faoin Scéim ISC Cardáil Idirnáisiúnta do scoth luthchleasaithe is imreoirí na hÉireann agus deontais €6.6 milliún do NGB faoin gClár Ardfheidhmíocha.

Bronnadh €1.8m breise ar Institiúid Spórt na hÉireann do Sheirbhísí Tacaíochta Ardfheidhmíochta
I spóirt tacaithe ag an ISC, bhuaigh Éire 79 bonn ag ócáidí Eorpacha agus Domhanda ar fud réimse leathan sport éagsúla.

Comhlachtaí Náisiúnta Rialaithe Spórt (NGB)

Íocadh €10.9 milliún le 59 NGB chun a gcuid saothar lárnach a chur i gcrích um spórt den scoth in Éirinn, san áireamh bheadh riarrachán, oideachas traenálaithe, fáiltiú agus páirtíocht in imeachtaí idirnáisiúnta. Íocadh €7.4 milliún leis an gCumann Lúthchleas Gael, Cumann Peil na hÉireann agus Aontas Rugbaí na hÉireann de bharr a gcuid oibre i dtreo rannpháirtíocht a mhéadú i measc na n-óg (san áireamh tá maoiniú don FAI is don IRFU faoin gclár Mná sa Spórt).

Páirtíocht

Ag seo cuid de na cláir eagraithe ag Spórt Éireann i 2015 agus a dtorthaí:

- Páirtíochtaí Spóirt Áitiúla**

I 2015, chlúdaigh ar an ionlán 30 Páirtíocht Aitiúla Spóirt (LSP) cláir agus seirbhísí um rannpháirtíocht i spórt ar bhonn náisiúnta. Chuir Spórt Éireann €4.9 milliún ma infheistíocht isteach sa ghréasán. D'éascaigh an Gréasán Páirtíochta fostú 16 d'Oifigigh um Chuimsiú Spóirt.

Eagraíonn na LSP cláir leithne um pháirt sa spórt do gach aois. In 2015, bhí breis is 15,800 páirteach i straith Rothaíochta An Post a eagraíonn cúig cinn acu ón m bliain 2009 i leith. Ghlac breis is 20,000 páirt i siúlóid nó rith a tharla de bharr *Operation Transformation*.

- Maoiniú Cuntas Díomhaoin**

I 2015, dáileadh breis is €2m mar Mhaoliniú Cuntas Díomhaoin chun moil um Ghníomhaíocht Spóirt agus Gníomhaíocht Fhisiciúil i bpobail faoi mhíbhuntáiste ar fud na tíre agus chun mol Náisiúnta um Oideachas agus Oiliúint Spóirt a bhunú.

Riarann Spórt Éireann an infheistíocht agus sírionn siad ar phlé le pobail áitiúla, lucht míchumais, daoine atá faoi bhac oideachais agus pobail faoi mhíbhuntáiste.

- Rannpháirtíocht i Spórt a leathnú**

Deonadh suim €0.97m i 2015 ar an gClár Mná sa Spórt. Bhí infheistíocht Rialtais mar €17.5m trín dtionscadal Mná sa Spórt ó 2005 i leith, chun déileáil le ceist páirt na mban sa spórt in Éirinn. Tá an ISC tiomanta don infheistíocht sa Chlár Mná sa Spórt mar thosaíocht straitéiseach agus leanfar d'acmhainní agus de threoir a thabhairt chun an bearna inscne a laghdú i gcúrsaí spóirt. Mí Deireadh Fómhair d'fháiltigh an tAire Mícheál Ó Rinn roimh ionadaithe comdháil a dhírigh ar chur le rannpháirtíocht mná agus caillíni óga agus ar dheachleachtas sa réimse spóirt seo.

I 2015, dháil Spórt Éireann €607,605 ar an ionlán faoin gclár 'Go for Life' a dhíríonn ar chabhrú le clubanna is le heagraíochtaí ina gcuid iarrachtaí a ligean do lucht scothaosta

páirt ghníomhach a ghlacadh sa spórt mar chaitheamh aimsire agus freisin i réimse gníomhaíochtaí fisiciúla.

- **An Clár Rianta Fóillíochta (An Oifig Rianta Náisiunta)**

Leanann Spórt Éireann de thacú le greasán rianta na hÉireann. I 2015, rinneadh 130 cigireachtaí agus tascanna comhairlithe ar rianta siúlóide, rothar agus uisce in Éirinn.

- **Seachtain Spórt na hEorpa, 2015**

Ba iad Spórt Éireann an comhordaitheoir náisiúnta don chéad Seachtain Spórt na hEorpa in Éirinn i 2015. Seo tionscadal ag Coimisiún na hEorpa, lean sé idir 7 agus 30 Meán Fómhair agus tharla breis is 300 ócáid spóirt ar fud na tíre. Orthusan bhí Rothaíocht Mhór Bhaile Átha Cliath, Soccerfest agus Lá Gníomhaíochtaí Eachtraíocht Allamúigh. D'oibrigh Spórt Éireann le breis is 45 áisínteachtaí spóirt le linn Seachtain Spórt na hEorpa i 2015 agus chomhordaigh feachtas náisiúnta idir mheáin chlóite, raidió agus ar líne.

Traenáil

Aonad laistigh den Chomhairle Spórt is ea Traenáil Éireann agus ról acu an traenáil a fhorbairt ar fud Oileán na hÉireann. Cuimsítear aird a tharraingt ar thraenáil den scoth do lúthchleasaithe agus deiseanna páirtíochta a sholáthar. I 2015, cháiligh 10,471 traenálaí is 29 teagascóir agus cheadaigh Traenáil Éireann 1,675 cúrsa.

Frith-Dhrugaí

Oibríonn Spórt Éireann an Clár Frith-Dhrugaí Spórt na hÉireann is leantar de dhul chun cinn maidir le tástáil, oideachas agus taighde. Tá cáil idirnáisiúnta den scoth ar an gclár agus is rud tábhachtach é sin don lucht spóirt agus do na lúthchleasaithe a ghlacann páirt ag na leibhéal is airde.

Shínigh Spórt Éireann comhaontú le hÁisínteacht Frith-Dhrugaí na Stát Aontaithe (USADA) chun tástáil drugaí a dhéanamh ar an gCraobh Comhrac Deiridh (UFC) ar son USADA. Soláthróidh Spórt Éireann seirbhís bailithe samplaí do thástáil laistigh agus lasmuigh de chomórtas ar chomórtais in Éirinn is ar lúthchleasaithe a bhíonn ag traenáil in Éirinn. D'fhreastail 43 pearsana bailithe samplaí ar an seisiún bliantúil oiliúna agus bronnfar creidiúnú don bhliain 2016.

Tharla Oiliúint do Theagascóirí a reachtáil an tAonad Frith-Dhrugaí Spórt Éireann 19-20 Samhain 2015 agus ghlac 17 teagascóir páirt ón CLG, IRFU agus FAI. Cabhróidh na teagascóirí úd leis na NGB maidir le hoideachas frith-dhrugaí a chur ar na baill. Tá an tAonad Frith-Dhrugaí ag obair freisin le hÉire Gníomhach agus chríochnaigh oiliúint do 9 teagascóir mar rugadh eolas frith-dhrugaí isteach ina gclár siúd um acláiocht agus traenáil phearsanta. Bíonn an tAonad Frith-Dhrugaí ag tacú freisin le caighdeáin do dhíolachán agus bolscaireacht forábhar. Tharla 40 seimineár oideachais i 2015.

An Campas Náisiúnta Spóirt

Le linn 2015, tharla dul chun cinn suntasach is áiseanna á bhforbairt don Champas Náisiúnta Spóirt:

- Mí Meán Fómhair críochnaíodh an obair ar fhoirgneamh a sholáthar don Ionad Oiliúna Ardfheidhmíocha in Institiúid Spórt na hÉireann. Tá spás Nirt agus Reachta;

Zón Traenála Measctha; Spás Athnua/Leighis agus spás tiomnaithe don Dornálaíocht.

- Críochnaíodh Ionad nua Comhdhála mí Meán Fómhair 2015, mar a bhfuil léachtann 100 suíochán, seomra ilfheidhme cruinnithe maraon le spáis lónadóireacht agus fáiltithe. Tá seomraí gléasta leis ann d'fhaichí imeartha an Champais agus an Ionad nua Náisiúnta Traenála FAI .
- Forbraíodh raon trastíre nua náisiúnta i rith na bliana agus beifear á húsáid i 2016.
- Mar chuid den straitéis pháirtíochta leis an CLG, FAI, IRFU agus Hacaí Éireann, chuaigh CLG chun cinn i 2015 trí Ionad nua Feabhas ar an gCampas a chríochnófar a osclaíodh mí Aibreáin 2016. Tá na hoibreacha móra ar an bhfaiche nach mór deanta ag FAI don Ionad nua Náisiúnta Traenála acu féin. Cé go bhfuil mionoibreacha fós ar bun, úsáideadh an áis FAI do thraenáil scuad idirnáisiunta agus forbartha mí Lúnasa 2015.
- Tosaíodh mí Feabhra 2015 ar an Airéana Náisiúnta Laistigh (NIA). Beidh Ionad Náisiúnta Traenáil Laistigh, Ionad Náisiúnta Traenáil Gleacaíochta agus Ionad ilspórt Náisiúnta Traenáil Laistigh. Meastar go gcríochnófar an tionscnamh mí na Samhna 2016. Tá an NIA mar chuid den Mháistirphlean mór don Champas Náisiúnta Spóirt agus é aitheanta mar bhearna ollmhór á lionadh sa bhoneagar náisiúnta spóirt.
- Táthar ag obair ar Cheannáras nua tiomanta d'Oilmpeacha Speisialta na hÉireann ag an gCampas Náisiúnta Spóirt ó mhí na Samhna 2015 agus meastar go gcríochnófar é mí Lúnasa 2016. Tá an tionscnamh úd á fhorbairt i gcomhar le hOifig na nOibreacha Poiblí.
- Thosaigh próiseas fála do chóiríocht nua oifigí do Spórt Éireann agus NGB eile ar an gCampas Náisiúnta Spóirt mí na Nollag 2015.
- Le linn 2015 fuarthas cead pleanála d'ionad nua Náisiúnta Veileadróm & Badmantan agus tharla réamhoibreacha i rith na bliana. Tosóidh an próiseas fála mí na Samhna 2015.
- Thosaigh an próiseas fála mí na Samhna 2015 chun rianta reatha agus acláiochta 1Cm agus 2Cm a fhorbairt ar an gCampas. Áis oscailte don phobal a bheidh ann ina mbeidh rochtain cathaoir rotha.

NSCDA (Oibríochtaí) Teoranta

Fochomhlacht de chuid NSCDA, is ea NSCDA (Oibríochtaí) Teoranta, í feagrach as bainistiú is oibriú an Champas Náisiúnta Spóirt in aghaidh an lae. San áireamh tá an Ionad Uiscíoch Náisiúnta (NAC), an tAiréana Náisiúnta Eachaíoch, an tIonad Náisiúnta Traenáil Tumadóireachta agus faichí tacair agus scraithe. Bítear freagrach leis as oibriú laethúil Staid Morton, Seantrabh agus as cothabháil spás oifigí do chomhlachtaí spóirt ar an gCampas.

Bhí fás friisin faoi áiseanna eile ag an gCampas Náisiúnta Spóirt agus líon cuairteoirí 93,236 (méadú 26% ar 2014) chuig na Faichí Tacair NSC agus 100,440 (méadú 14% ar 2014) chuig Staid Morton.

Sprioc Ardleibhéil – Seirbhísí Tacaíochta

A chinntíú go n-eagraítear is go bhforbraítear an Roinn agus a cuid áisínteachtaí ar bhonn eifeachtúil agus éifeachtach i dtreo ár Ráiteas Misin agus Spriocanna Ardleibhéil a chur i gcrích.

Comhoibriú Thuaidh/Theas

Faoi Chomhaontú Aoine an Chéasta aithnítear iompar agus turasóireacht mar réimsí den chomhoibrú Thuaidh/Theas. I 2015, lean an Roinn den phlé gníomhach ar chomhoibriú rathúil sa dhá limistéar le húdaráis an Tuaiscirt faoin gComhairle Aire Thuaidh/Theas (NSMC). Ar na comhlachtaí a bunaíodh tar éis Chomhaontú Aoine an Chéasta tá Turasóireacht Éireann agus sírídóh go príomha uirthi le linn comhráití an NSMC. Bhí dhá chruinniu Earnáil Turasóireachta i 2015. Ar na hábhair a pléadh bhí Plean Gnó Turasóireacht Éireann, margaocht a tharla i 2014 agus 2015 agus Plean Corparáideach 2014-2016 Turasóireacht Éireann, uasdátú ar an dtairiscint glacadh le Corn Rugbaí an Domhain 2023, comhthionscadail um staitisticí turasóireachta agus Straitéis Turasóireacht Cúrsa Farraige don Oileán iomlán.

Bhí cruinniu Earnáil lompair NSMC 22 Aibreán 2015. Pléadh na bóithre A5 agus A8, sábháilteacht usáideoirí bóithre agus feithicí, chomhaitheantas pointí pionóis, Rothaíocht is Slite Glasa trasteorann agus cúrsaí AE/Deiseanna Maoinithe

Réasúnú Áisínteachtaí

Tá athstruchtúr á chur ag an Roinn ar áisínteachtaí áirithe faoina scáth de réir tiomantas atá i gClár an Rialtais.

Ar 30 Aibreán 2015 achtaíodh reachtaíocht chun Bonneagar lompair Éireann a bhunú, trín Údarás um Bhóithre Náisiúnta agus An Ghníomhaireacht um Fhála Iarnród a nascadh agus bhí an cumasc i bhfeidhm 1 Lúnasa 2015.

Síníodh an tAcht Spórt Éireann mar dhlí 13 Bealtaine 2015 agus bunaíodh Spórt Éireann 1 Deireadh Fómhair 2015. Tháinig Spórt Éireann in ionad An Chomhairle Spóirt (ISC) agus an tÚdarás Forbartha Campas Náisiunta Spóirt (NSCDA). De réir an Achta, díobhadh an dá bheith ó 1 Deireadh Fómhair 2015.

Áis AE an Eoraip a Nascadh 2014-2020

I 2013 glacadh leis an Rialachán nua (CEF) AE An Eoraip a Nascadh. Foráltar maioniú nó iasachtaí fabharacha do thionscnaimh sna hearnála lompair, Cumhactha agus

Teileachumarsáide chun bearnaí a líonadh i gcnámh droma na hEorpa ó thaobh cumhacht, iompar agus cursáí digiteach de. Díritear leis ar gheilleagar glas na hEorpa trí mhodhanna glasa iompair, leathanbhabha ardluais agus úsáid cumhacht inathnuaithe a éascú de réir straitéis 2020 na hEorpa.

Dáileadh buiséad iomlán €14.9bn um iompar do Bhallstáit mar Éire nach bhfuil comhtháite, don tréimhse 2014-2020. Go príomha bronnfar an maoiniú CEF trí dheontas díreach (cómhaoiniú) nó trí ionstraim airgeadais. Braithfidh an leibhéal cómhaoinithe idir 10% agus 50%. ar nádúr na dtionscnamh.

Dáiltear maoiniú CEF faoi struchtúr 'Glao'. Féadfaidh Baillstáit, eagraíochtaí idirnáisiúnta, beartais pháirte, beartais phoiblí nó príobháideacha iarratas a sheoladh. Eisíodh an chéad 'Glao' Meán Fómhair 2014 agus tá suas le 7.9bn ar fáil do thionscnaimh a n-éiríonn leo. D'eagraigh an Roinn lá eolais faoin CEF mí na Nollag 2014 agus táthar ag plé le háisínteachtaí faoina scáth is le heagraíochtaí eile chun measúnú a dhéanamh ar thionscnaimh iompar a chuirfí ar aghaidh don chéad ghlao seo CEF a dúnadh 1 Márta 2015. Bhí tionscnaimh iarnród agus port ann. Bhí baint ag eagraíochtaí Éireannacha le moltaí cuibhreannas sna réimsí iompar Cliste, Mótarbhealaigh na Mara agus Taighde Bainistiú Tráchta don Spéir Aonair Eorpach (SESAR). Beidh glaoch níos lú eile ar thairiscintí agus is é 16 Feabhra 2016 an dáta deiridh. An uair seo díreofar ar Chórais Nuálacha, Mótarbhealaigh na Mara, Córás Iompair Chliste, SESAR agus tionscnaimh eile trasnaithe CEF. Eagraíodh lá eolais CEF agus Ciste na hEorpa um Infheistíocht Straitéiseach sa Roinn 2 Nollaig 2015 agus tá eagraíochtaí ag measúnú tionscnamh faoi láthair agus á roghnú le cur ar aghaidh.

Foireann

Lean an Roinn den athchóiriú agus de Chomhaontú (Páirc an Chrócaigh) na Seirbhise Poiblí, de Chomhaontú Buanseasmhacht (Bóthar Haddington) na Seirbhise Poiblí is de bhearta ginearálta athchóirithe ina Plean um Athchóiriú Comhtháite a chur i gcrích. Bhíothas gníomhach freisin ag plé leis an bPlean Gníomh Athnuachan na Státseirbhise Poiblí a fheidhmiú, go háirithe le linn 2015 ar Ghníomh 9.2 – Samhail i bpáirt a bhunú don bhFoghlaim is Forbairt; Gníomh 11 – An próiseas forbartha feidhmíochta a neartú; Gníomh 13 – Gradaim nua na Státseirbhise Feabhas agus Nuála (ainmníodh ceithre thionscnamh de chuid na Roinne seo); Gníomh 15 – Soghluaisceach foirne agus Gníomh 21 – Creat Tascanna na Roinne (aitheanta ar www.whodoeswhat.gov.ie). Tharla dul chun cinn sa Roinn is sinn ag plé leis na cumainn foirne maidir le ceisteanna foirne a d'eascair as feidhmiú comhaountuithe nó gnímh éagsúla.

Lean an Roinn dá Plean Gnímh um Chreat Pleanáil Foirne le linn 2015. Sa chreat úd tá anailis ar thosaíochtaí acmhainní agus riachtanais ghaolmhara scileanna, agus béim faoi leith ar sholáthair/éileamh is ar an mbearna eatarthu a aithint i dtreo tosaíochtaí gnó na Roinne a chur i gcrích. Mar chuid den Chreat tharla socrutithe nua ceadaithe do phá agus foireann i 2015 don Roinn agus do na háisínteachtaí Stáit neamhchráchtála (NCSA). Lig sé seo do chinntí na Roinne um athruithe foirne a bhrú ar aghaidh ionas go gcomhlíónfaí riachtanais tábhachtacha na hearnála. Léirítear athruithe foirne na Roinne in Agusín 5.

Oiliúint agus Forbairt Foirne

Oiliúint a tharla i 2015

I 2015 dhírigh an tAonad Oiliúna ar fhorbairt is ar oiliúint a sholáthar de réir mar a bhí aitheanta ag an bhfoireann is ag a mbainisteoirí trín gCóras Bainistiú agus Forbairt Feidhmíochta.

Táillí 3ú leibhéal íoctha

Lean an Roinn de thacú i 2015 le baill fhoirne a dhéanann réimse éagsúil staidéar 3ú leibhéal má mheastar go mbaineann a leithéid de chúrsaí le gnó agus le leas na Roinne.

Seirbhísí Teicneolaíocht an Eolais

Tharla dul chun cinn maidir le córais nua TE a sholáthar, go háirithe don earnáil Mhara. Mí Meithimh 2015 seoladh SILAS, Córas nua Páirteach an Gharda Cósta um Logáil agus Anailís Eachtraí. Tá forbairt nach mór déanta ar chóras nua Eolais do Lucht Farraige agus leanatar de chlár feabhsúchán ar an gcóras *Safe Seas* Éireann.

Tá clár ag an Roinn “Obairchliste” agus baintear leas suntsach as maidir le próisis trasranna mar Chomhfhreagras an Aire, Aighneachtaí an Aire agus PQ. Tharla uasghrádú ar an gcomhshaol reatha *SharePoint* a chuir le hobair i bpáirt sa Roinn agus tá forbairt fós ar bun chun leas a bhaint astusan do chomhoibriú seachtrach le háisinteachtaí na Roinne.

An tAonad Eacnamaíoch agus Meastóireacht Airgeadais

Leanann Aonad na Roinne um Eacnamaíocht agus Meastóireacht Airgeadais (EFEU) mar acmhainn anailíse agus taighde a thacaíonn le hAonaid is le hÁisinteachtaí na Roinne is le tiomantas an Rialtais don pholasáí bunaithe ar fhianaise. Déantar taighde agus anailís, aithnítear bearnaí agus gnéithe mar a mbíonn gá le scrúdú, dáltear torthaí taighde agus déantar moltaí de réir fianaise faighte agus scrúdaithe. Díritear go príomha ar anailís eacnamaíoch, measúnú, anailís airgeadais is ar bhainistiú agus úsáid sonrai. Ar na pointí tábhachtacha i 2015 bhí:

Anailís Eacnamaíoch:

- Tacú le rannóga agus áisínteachtaí na Roinne um straitéis agus polasaí a dhréachtadh agus a athbhreithniú
- Anailís chun tacú leis an mbonn fianaise agus í a fhorbairt maidir le hiompar inmharthana agus astaíochtaí iompair
- Comhairle agus comhoibriú don athbhreithniú mór ar rialachas geilleagar na hearnála

Measúnú Caiteachais agus Cinntíú Cáilíochta:

- Leagan uasdáitithe den Chreat Comóntha Measúnaithe (CAF) don lompar le críochnu is le foilsíú go luath i 2016
- Measúnú ar chásanna éagsúla gnó
- Tuairisc um Chinntíú Cáilíochta don Roinn ag déanamh measúnú ar an leibhéal géilliúlacht don Chód caiteachas Poiblí

Measúnú:

- Athbhreithniú ar Mhargadh Maith a fháil sa chaiteachas reatha ar chothabháil Bóithre Náisiúnta
- Críochnaíodh agus foilsíodh Measúnú Polasaí ar Chlár Taistil Scoileanna Glasá mí Feabhra 2015

Anailís Airgeadais:

- Thacaigh le rannóga na Roinne san athbhreithniú ar ráitis airgeadais bhliantúla agus eatramhacha chun feidhmiú airgeadais a mheas, chomh maith le dearcadh agus géilliúlacht don tuairisciú airgeadais de reir an Chód Chleachtais do Rialachas Comhlacthaí Stáit
- Comhairle ar rannóga faoi cheisteanna airgeadais/cuntasáiochta a d'eascair as áisinteachtaí mar cheisteanna faoi staid airgeadais/sócmhainneacht, iasachtaí agus athbhreithniú ar phleananna straitéiseacha agus gnó agus tacú le rannóga um athbhreithniú agus dréachtadh litreacha dóchais sciar shealbhóirí d'áisinteachtaí tráchtála.
- Chabhraigh le rannóga um chláir a chur i gcrích – go háirithe an [Clár Aerfort Réigiúnacha 2015 - 2019](#)

Rochtain agus Úsáid Sonraí:

- Mí lúil 2015, ullmháodh agus foilsíodh ‘Patrúin iompair’ chun léargas a thabhairt ar na príomhphatrúin de réir na sonraí iompair is déanaí
- Thosaigh saothar ar Straitéis Sonraí don Roinn a chríochnófar i 2016

Pleanáil Éigeandála

Tá ionadaíocht ag an Roinn ar Mheitheal an Rialtais um Phleanáil Éigeandála agus ar an nGrúpa Náisiúnta Stiúrtha a mhaoirsíonn an Creat um Phleanáil Éigeandala. Is í an Roinn go príomha a phléann le héigeandála iompair agus a thacaíonn le Ranna eile Stiúrtha má bhíonn tionchar ar thaisteal is ar iompar m.sh. fíordhrochaimsir. Rinne a leithéid de ghaoth láidir agus díleann báistí le linn Stoirm Deasún mí na Nollag 2015 an t-uafás damáiste do bholenneagar iompar um Nollaig agus san Athbhliain agus cuireadh isteach go mór ar chúrsaí iompair. Bhronn an Rialtas maoiniú breise ar son oibrithe deisiúcháin.

Bhi an Roinn páirteach i roinnt freachnamh pleanáil éigeandála le linn 2015 agus beifearag obair go dlúth leis an Oifig Pleanáil Éigeandála ar réimse ceisteanna pleanáil éigeandála, san áireamh beidh uasghrádú ar an gClar Náisiúnta Riosca.

Seirbhísí Custaiméara

Lean an Roinn i 2015 dá polasaí an méid eolais agus is féidir a fhoiliú ar an suíomh idirlín againn www.dttas.ie agus san áireamh bíonn tosaíochtaí an Aire agus tuairiscí bliantúla ar dhul cinn maidir leo, tuairiscí íocafochtaí soláthróirí, ballraíocht Bord Stáit agus eolas eile a gcuirfeadh an pobal suim ann.

Rinne an Roinn suirbhé custaiméirí ar líne le linn Mártá/Aibreán 2015. Léirigh na torthaí céatadán arad custaiméirí a bhí sásta leis an seirbhís a bhí ar fáil dóibh. Rinne oifig na Sonainne againn suirbhe ar leith a bhí mórán mar an gcéanna.

Saoráil Faisnéise (FOI)

Bhí feidhm leis an [Acht um Shaoráil Faisnéise 2014](#) ar 14 Deireadh Fómhair 2014 agus aisghairmeadh na hAchtanna FOI a bhí cheana féin ann (1997 agus 2003). Ar na hathruithe faoin Acht nua cuireadh comhlacthaí breise faoi mar an Coimisiún um Shábháilteacht Iarnróid, Iarnród Éireann (seachas earraí agus oibríochtaí Europort Ros Láir) agus Bus Éireann maidir le seirbhísí faoin Scéim Bus Scoile a sholáthar don Roinn Oideachais agus Scileanna.

Tháinig méadú ar an líon iarratas FOI a ndearna an Roinn próiseas orthu ó bhí feidhm leis an Acht FOI mí Deireadh Fómhair 2014. Rinneadh próiseas ar 242 cás i 2015 i gcomparáid le 96 i 2014 agus mhéadaigh Athbhreithnuithe Intéarnacha ar Chinntí ó 3 i 2014 go 16 i 2015.

Íoc Pras Cuntas

D'aontaigh an Rialtas i rith na bliana 2011 go mba chóir soláthróirí don earnail phoiblí a íoc laistigh de 15 lá ó dháta faigte an sonraisc. I gcas na Roinne, i 2015 íocadh €1,717,705,826 as an suim €1,722,991,446 laistigh de 15 lá ó dháta faigte an sonrasc bailí, sin 99.69%. I 2015 thuairisc na hÁisínteachtaí Stáit Neamhchráctála faoi scáth na Roinne gur íocadh 86.1% de na híocaíochtaí ionlán laistigh de 15 lá i.e. €609,196,120 as €707,902,022. Foilsítear na sonraí úd in aghaidh ráithe ar shuíomh idirlín na Roinne, féach Agusín 2.

Ombudsman agus Rochtaí Eolais Chomhshaoil

Chuir an tOmbudsman 4 gearán chuig an Roinn le linn 2015 dar tugadh 3 cinn chun críche faoi dheireadh na bliana agus ceann amháin fós ar siúl. Fuarthas 14 iarratas um Shaoráil Faisnéise Comhshaoil i rith na bliana agus rinneadh próiseas orthusan.

Aguisín 1

Staisticí Garda Cósta na hÉireann – Patrún cúig bliana

		2011	2012	2013	2014	2015
Eachtraí		1817	1980	2627	2631	2664
Daoine a sábhaladh/a gcabhraíodh leo		3536	2776	5685	4256	3899
Eachtraí a bhain le Soithigh Áineasa		580	578	498	676	600
Eachtraí a bhain le Soithigh Tráchtála		77	67	61	69	52
Eachtraí a bhain le Soithigh lascaigh		180	179	215	189	185
Tuairisc um Thruailliú/Tarrtháil		41	47	46	44	32
Tascanna Aonad Cósta IRCG		912	933	1156	1272	1289
Tascanna Ingearán IRCG		553	532	808	915	1013
Tascanna RNLI		728	723	877	819	836
Tascanna Bád Tarrthála Pobal Éireann		124	170	145	211	219
Cúnamh do Ghardaí		50	60	61	59	44
Glaonna Bréige		118	76	91	94	135

Aguisín 2

Liosta um Íoc Pras Cuntas 2015

Íoc Pras Cuntas ag an Roinn Iompair, Turasóireachta agus Spóirt

Íoc Pras Cuntas Comhlachtaí Neamhchráchtála faoi scáth na Roinne

Aguisín 3

Tá sonraí Airí agus Bainistíocht Shinsir na Roinne le linn 2015 anso thíos.

An tAire Ó Donnchú

An tAire Stáit Ó Rinn

An tAire Stáit Ni Fhaoláin

Bord Bainistíochta na Roinne

Bhí Tom O' Mahony ina Rúnaí Ginearálta ar an Roinn i 2015. D'imigh sé ar scor 31 Deireadh Fómhair 2015.

Bhí John Fearon, Rúnaí Cúnta, ina bhall den Bhord Bainistíochta i 2015. Bhí sé freagrach sa Roinn as an Earnáil Eitlíochta. D'imigh sé ar scor Deireadh Fómhair 2015.

Bí Graham Doyle ina Rúnaí Cúnta sa Roinn agus é freagrach as lompar Poiblí sular ceapadh é mar Rúnaí Ginearálta mí na Samhna 2015.

Aguisín 4

Reachtaíocht de chuid na Roinne a achtaíodh le linn na bliana 2015

Tá liosta na reachtaíochta idir Phríomha agus Tánaisteach a d'achtaigh an Roinn le linn 2015 ar fáil ag an nasc seo a leanas:

[Reachtaíocht Phríomha agus Tánaisteach](#)

Aguisín 5

Staisticí HR

Sa tábla anso thíos tá sonraí na n-athruithe ar an líon fairne le linn 2015 agus príomhchúiseanna na gceartuithe céanna.

Athruithe Achromair na Roinne (Líon i gCeist)		
	WTE*	Líon fairne
Líon Eanáir 2015	426.29	454
Imeacht ar Scor/Éirí as & Imeachtaí eile	-19.70	-21
Imeacht ar Sos Gairme	-1.00	-1
Ar lasacht/Athscaradh Isteach	+6.00	+6
Ar lasacht/Athscaradh Amach	-7.00	-7
Aistriú Soghluaiseacht Sinsir	+2.00	+2
Athrú Patrún Postroinnte (18 cás)	+0.20	0
Aistriú Feidhme isteach sa Róinn	+3.00	+3
Earcaíocht	+17.00	+17
Earcaíocht Sealadach (8 cás)	+1.00	+1
Figiúr lomlán 2015	427.79	454

* Comhbhrí lánimseartha