



**An Roinn Iompair  
Turasóireachta agus Spóirt**

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**Department of Transport,  
Tourism and Sport**

**Annual Report 2014**

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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 was appointed Minister for Transport, Tourism and Sport in July 2014 and was struck immediately by the range of issues that face the Department and by the central role that the transport, tourism and sport sectors have to play in our economic recovery. Having reviewed the challenges facing me, I then decided on the key priorities I wanted to deliver over the following 18 months. I am glad to say that considerable progress has already been made in progressing these, and this is detailed separately in this Report.

I am heartened to see that public transport passenger numbers are now on the rise with nearly 7 million additional passenger trips in the CIE companies compared to 2013. While the Government provided an additional €110 million for investment in the rail network and for bus renewal for Dublin Bus and Bus Éireann, there are serious challenges continuing to face these companies.

I am delighted that the usage of the Leap card continued to grow in 2014, and this augers well for the plans to complete a national roll out in 2015-2016.

There was good progress made in 2014 on one of the biggest public transport projects, the completion of the cross city Luas, the construction of which will generate 800 jobs and passenger services will commence in 2017.

2014 was another excellent year for the Irish tourism industry and the fourth consecutive year of growth. Data from the Central Statistics Office showed there were a total of 7,604,400 overseas visits to Ireland in 2014, an increase of 618,500 (8.9%) in overseas visits to Ireland compared to 2013.

2014 also saw substantial work completed on the development of a new Tourism Policy Statement which I launched in 2015 and which prioritises investment to maximise the return from tourism in the medium to long term. The aim is that by 2025, revenue from overseas visitors will increase to €5 billion and that employment in the sector will rise to 250,000.

There have been welcome developments of new tourism infrastructure over the past couple of years in particular the Wild Atlantic Way and the on going rolling out of 11 cycleway / greenways projects which are scheduled for completion in 2015.

Following enactment of The State Airports (Shannon Group) Act in July 2014, Shannon Group was formally established with both the Shannon Airport Authority and the restructured Shannon Development, now called Shannon Commercial Enterprises, subsequently transferring to the Group on 5 September 2014. In its second year as an independent Airport, following its separation from Dublin Airport Authority in December, 2012, Shannon Airport has continued to grow its passenger numbers.

In the Maritime area, the enactment of the Merchant Shipping (Registration of Ships) Act in December marked an important step forward in the modernisation of our maritime legislative base, and Ireland continued to meet the highest international benchmarks for shipping safety, maintaining our status as a low-risk flag for shipping. Ireland also ratified the Maritime Labour Convention on the working conditions of seafarers, in July. The Coast Guard responded to a record number of emergencies in 2014 (2,628) with the Shannon Search and Rescue helicopter flying 300 missions, the highest number for any base since the modern Coast Guard was established in 1991.

The National Sports Campus Development Authority has made significant progress during the year in the development of facilities with work commencing on a High Performance Training Centre, on a multi-purpose Campus Pavilion Building, on the GAA's new National Centre of Excellence and on the FAI's National Training Centre. Preliminary stage works commenced on a new dedicated HQ for Special Olympics Ireland and work was completed on the provision of two multi-sport, Community turf pitches for Gaelic games, soccer and rugby.

On the downside, I am deeply concerned that the number of lives lost on our roads has increased for the second year running. I will continue to work closely with all the relevant agencies responsible for road safety to re-establish the previous downward trend.

The achievements of 2014 could not have been realised without the contribution and hard work of the officials of my Department whom I am proud to work with.

Working with Ministers Ring and Phelan, I look forward to leading the Department in achieving my Department's priorities and facing the challenges which this will undoubtedly bring.

Paschal Donohoe TD  
Minister for Transport, Tourism and Sport

## Ministers of State

Minister of State Ring has 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
- National Sports Facility Strategy
- Engagement with Irish Sports Council 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 is Minister for Rural Economic Development. Her remit spans over three Departments Environment, Community & Local Government, Agriculture, Food & Marine and Transport, Tourism & Sport.

Minister of State Phelan has responsibility 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 am pleased to report that in this the final phase of the 2011-2014 strategic cycle, the Department has again made significant steps towards achieving the targets agreed in the Statement of Strategy and in relation to the Programme for Government.

In July this year we welcomed a new Minister and Minister of State to the Department and the priorities set out by them and the previous Ministers have been the main focus of the Department for the year.

It has to be recorded that, in addition to delivering on the challenging objectives set for us at the start of the year, we also met the targets imposed upon us for further reductions in staffing and other resources.

Progress on the Department's agenda depends, of course, on a close working relationship with the various state agencies under our aegis, with the local authorities and with other Government Departments and agencies. Again on behalf of the Department, I wish to pay tribute to the support and cooperation shown across all of our interactions.

Our new Statement of Strategy was published at the end of February 2015 and is every bit as challenging as the previous one. I am confident, however, that we can meet these challenges.

Tom O'Mahony  
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.	The main contract has been awarded for the design and construction of the Luas cross city scheme with construction of the main works expected to commence in Q2 2015. The current utility works required before the main works are 76% complete. The construction of the line will generate 800 jobs with passenger services to commence in 2017.
Proper maintenance of our local, regional and national roads network with improvements such as the Newlands Cross Junction upgrade.	<p>In 2014 the investment in national roads capital projects (including close out payments on earlier projects) was €324m with expenditure of €39.5 on on-going national road maintenance and €360m on regional and local roads.</p> <p>The Newlands Cross Upgrade scheme opened in November 2014.</p> <p>Also opened in 2014 were the N3 Belturbet Bypass which includes 6.7km of new road and a cable stay bridge across the River Erne and the R402 Enfield Edenderry Road Improvement Scheme, which includes 11km of single carriageway linking Edenderry to Enfield</p> <p>The M17/M18 Gort to Tuam PPP Scheme also started in 2014.</p>
Continuing efforts to reduce road fatalities by promoting road safety awareness and legislating against drug driving.	New legislation was passed in 2014 - The Road Traffic Act 2014 and provides a basis for assisting the Gardaí in forming the opinion that a driver is under the influence of drugs while driving and which can be used as evidence in Court for a prosecution. The Government have approved the drafting of the Road Traffic Bill 2015 which will provide for roadside testing by members of An Garda Síochana.
Implementation of the National Ports Policy 2013 to support the sustainable growth of our ports and harbours.	The Department commenced implementation of the new National Ports Policy in 2014. In May 2014 the Government approved the draft General Scheme of the Harbours (Amendment) Bill 2014. Publication is expected in Spring 2015. The primary purpose of the Bill is to facilitate the later transfer of Drogheda, Dún Laoighaire, Galway, New Ross and Wicklow port companies 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.	Following a consultation process in 2014 a new National Aviation Policy will be published in 2015 to develop new routes and services into Ireland and continue developing the sector over the next 20 year

	<p>period.</p> <p>Passenger numbers through Irish airports have continued to show strong growth with figures to end 2014 showing 26.57m travelling, an increase of 7% on 2013. A total of 35 new routes commenced during 2014 at Dublin and Shannon airports with increased frequency on another 37 existing routes. A further 17 new routes are due to commence in 2015 at Dublin, Cork and Shannon airports.</p>
<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>	<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>
<p>Delivery of National Sports Campus and the continued provision of sports facilities at local level through the Sports Capital programme.</p>	<p>In June 2014, over €40m was allocated under the Sports Capital Programme for 880 local and non-local sports projects across the country, representing an increase of 30% on the 2011 allocation.</p> <p>A further special grant of €975,000 was allocated to the Irish Amateur Boxing Association to purchase equipment for boxing clubs, provide for works at the National Stadium, and to extend the 2011 facilities initiative devised to improve boxing facilities. An investment package of over €7.4m was announced in April to support the work of the three major field sports in developing their games around the country at grass roots level.</p>
<p>Department's Annual Report, Departmental Statistics, Statement of Strategy and the Programme for Government Reports.</p>	<p>The Department's 2013 Annual Report was published in Q2 2014.</p> <p>The Statement of Strategy was submitted by the Secretary General to the Minister by the end of 2014 and was published in early 2015.</p> <p>The Department inputted into the Programme for Government Reports in 2014.</p>

## Departmental Statistics at a Glance – 2014

### Safety

- EU average for road deaths in 2012, the latest year for which statistics are available, was 55 per million population. The figure for Ireland in 2014 was 42 per million population. 197 people lost their lives on Irish roads in 2014.
- The Irish Coast Guard responded to 2,631 incidents in 2014, 3,996 persons were assisted and over 260 lives were saved.
- The Air Accident Investigation Unit published 23 air accident reports and made a total of 26 safety recommendations.

### Tourism

- Overseas visits to Ireland increased by 8.9% in 2013 to 7.604m visits
- Visits from Britain were up 8% for the year to over 3.16m
- Visits from the rest of Europe amounted to over 2.6m, up 7.1% on 2013
- North America visits reached over 1.328m, up 14.7%
- Number of visits from rest of the world reached 473,800, a 8.7% increase
- 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 accommodation and food service sector employed 139,800 in Q3 2014 which was an increase of 1.5% compared to Q3 2013

### Transport

- Investment of €395m in the upgrading of public transport infrastructure
- Investment of €324 million in national roads capital projects (including close out payments on earlier projects),
- Expenditure of €39.5m on on-going national road maintenance
- Expenditure of € €360m by the Exchequer on regional and local roads
- 1.757m passenger journeys funded by the Rural Transport Programme
- 536,801 flights operating in Irish controlled airspace during 2014, an increase of 2.7%(this comprises of International Arrivals & Departures/Domestic Flights/Overflights)
- Passenger numbers through Irish Airports increased by 7% on 2013 to 26.57m
- €1.1 billion in motor tax receipts
- 4.97m Motor Tax Discs issued
- 580,000 Driving Licences (including Learner Permits) issued.
- 1.076m Vehicle Registration Certificates issued.
- 1 million Change of Ownership Notices processed
- 450,000 Penalty Points Notices Issued
- 3 projects funded under the National Cycle Network Funding Programme
- 11 cycleway/greenway projects funded under the Government Stimulus Package.
- 9 projects funded under the Active Travel Town Funding Programme.

### Sport

- 55 medals at World and European levels in sports supported by the Irish Sports Council
- Over 930,000 visits to the National Aquatic Centre
- Investment of €8.2m in High Performance which included €1.5m in grants to elite athletes and €6.7m to NGBs under the High Performance Programme
- €7.4m to GAA, FAI and IRFU to increase participation by young people
- €0.95m was provided in 2014 for the Women in Sport Programme
- 915 payments made to Sports Capital Programme (SCP) grantees, an increase of 46% on 2013.
- Total payments to SCP grantees totalled €20.943m, an increase of 54% on 2013.
- 880 allocations totalling €40.5m announced in July under the 2014 round of the SCP

## 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

Following a significant public consultation process in 2013 and early 2014, a draft National Aviation Policy was published in May 2014 taking account of the submissions received during that process. Comments were invited on the draft policy document and over 70 submissions were received by the closing date 31 July 2014. Finalisation of the policy is at an advanced stage and it is expected that the Minister will publish the National Aviation Policy early in 2015.

#### National Aviation Facilitation Committee

Two meetings of the National Aviation Facilitation (FAL) Committee were held in 2014 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. The Department also published 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. It also puts in place a programme of work in the area of facilitation to be carried out over the next three years. A copy of the Programme is available on the Department's website.

#### Establishment of Shannon Group

Shannon Commercial Enterprises is now focused on developing its property portfolio to its maximum potential while the development of an International Aviation Services Centre is being prioritised by Shannon Group. This involves building on the range of aviation related activities already taking place in Shannon such as aircraft maintenance and leasing. This business is being developed to facilitate the establishment of new activities within an aviation services cluster at Shannon and to facilitate the creation of new jobs in the medium term.

Shannon Heritage, a subsidiary of Shannon Commercial Enterprises, continues to grow a number of its high profile visitor attractions, including Bunratty Castle and Folk Park, King John's Castle and Malahide Castle and Gardens.

## **Regional Airports**

Under the Regional Airports Programme support is provided to four regional airports: Donegal, Ireland West Airport Knock (IWAK), Kerry and Waterford. A total of €2.1 million in operational subvention and €3 million in capital grant assistance was paid to these airports in 2014. In addition, subvention of €7.76 million was provided for public service obligation air services between Donegal and Dublin and between Kerry and Dublin in 2014.

Following the recommendations arising from the IWAK Study Group and Government Policy and in line with the draft National Aviation Policy, the Government decided that exchequer funding supports will be provided, where appropriate, to the four regional airports post 2014. Those supports will be under the Core Airport Management Operational Expenditure Subvention (OPEX) Scheme, the Capital Expenditure Grant (CAPEX) Scheme and the Public Service Obligation (PSO) air services Scheme and must comply with the revised EU Guidelines on State-aid adopted in 2014. A draft Regional Airports Programme for 2015 – 2019, providing for the continuance of supports to the regional airports under the three Schemes, has been prepared and submitted in 2014 to the EU Commission for consideration and approval.

A public tender competition to operate a new contract for the PSO air services between Kerry and Dublin and Donegal and Dublin was held in 2014. Services under the new combined contract commenced on 1 February 2015. This contract will operate for two years initially and subject to a satisfactory review after 18 months, the contract may be extended for an additional year.

## **EU Airports Package**

The EU Airports Package which was published in December 2011 aims to address issues of efficiency, quality and capacity across European airports with a particular focus on ground-handling services, noise reduction and slot allocation. The package as a whole aims to promote greater competitiveness within the aviation sector and is one of the most important EU legislative initiatives in the aviation sphere in a number of years.

Although a common position on all three elements was agreed in Council in 2012, final agreement on the package remained stalled in 2013 due to differences in approach between the European Parliament, the Council and the Commission. Towards the end of 2013, the European Parliament, the Council and the Commission mutually agreed to split negotiations on the three legislative proposals of the airport package and as a result, work on the airport noise proposal was re-launched with a view to reaching an agreement with the European Parliament in the first half of 2014.

The European Parliament adopted the final report on the Ground Handling proposals with a number of amendments in April 2013. The European Commission concluded that the positions of Parliament and Council were irreconcilable and finally withdrew the proposal on 22 December 2014.

## **Revision of EU Air Passengers Rights Legislation**

Regulation (EC) No.261/2004, established common rules on compensation and assistance to passengers in the event of denied boarding, of cancellation or long delay of flights; it applied from 17 February 2005.

In March 2013, the EU Commission published new proposals to revise Regulations 261/2004 (and 2027 which deals with carriers' liability for passengers' baggage). The proposal to revise the Regulations will clarify a number of areas including rights to information on delayed or cancelled flights, what constitutes "extraordinary circumstances" within the Regulation, rights regarding assistance/compensation for long delays and tarmac delays, etc. In addition the revisions propose a number of new passenger rights including having misspelt names corrected free of charge; new rights in relation to mishandled baggage and transparency of charges for cabin and checked luggage.

Discussions on the proposal in Council commenced under the Irish Presidency in the first half of 2013 and continued through 2014. It is anticipated that agreement will be reached on this important proposal during 2015.

### **Aer Lingus Shareholding**

The State's shareholding in Aer Lingus remained at 25.1% in 2014. Following the inclusion of the State's stake in the State Asset disposal programme in 2012, the Government's position is that it remains open to selling its stake when market conditions are favourable, and if terms and a price acceptable to Government can be secured. The State received a dividend of €5.3 million in May 2014 in respect of its shareholding.

On 18 December 2014 Aer Lingus confirmed in an announcement to the Irish Stock Exchange that it had received a preliminary, highly conditional and non-binding approach from International Airlines Group (IAG) and that this had been rejected. The Government set out the conditions that it would take into account in relation to any potential offer for its shareholding. In addition to price, these include connectivity to and from Ireland, competition in the air transport market, jobs in Irish aviation and the Aer Lingus brand. The Government expects to make a final decision in 2015.

### **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 2014, significant progress was achieved 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.

Throughout 2014, under the SES framework, the Department and its UK counterpart, the Department for Transport, adopted and transmitted to the EU 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.

The Department and the IAA also continued to work closely with the UK during 2014 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 over €70 million of savings to airlines customers, including 232,000 tonnes of CO<sub>2</sub> and 73,000 tonnes of fuel. Total cumulative enabled savings in the period up to 2020 are estimated at almost

€350m, including 332,000 tonnes of fuel, equating to over one million tonnes of CO2 emissions.

The importance of minimising the impact of aviation on the environment is increasingly recognised. Efforts are underway at a global level at the International Civil Aviation Organisation (ICAO) to implement a coordinated global response. The Department is participating actively 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, now the major focus of the EU is 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 2014 commenced the process of ratifying 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 2014 negotiated new bilateral air transport Agreements with Egypt and Ethiopia.

### **New Routes introduced \***

A total of **35 new routes** commenced during 2014 at Dublin and Shannon with increased frequency on another 37 existing routes.

\*all routes are not monitored i.e. number of routes withdrawn are not reflected.

A total of 17 new routes are due to commence in 2015 at Dublin Cork and Shannon.

### **Passenger numbers**

Overall Passenger number at the three State airports to end Dec 2014 totalled 25.5 million an increase of +7% on the same period 2013

- Dublin +8% (21.17m)
- Cork -5.% (2.14m)
- Shannon +17.1% (1.64m)

### **Air Accident Investigation Unit (AAIU)**

The following Table is a breakdown of the total national and international occurrences recorded by the AAIU in 2014.

	<b>Accidents</b>	<b>Serious Incidents</b>	<b>Incidents</b>	<b>Total</b>
<b>National</b>	13	6	58	77
<b>International</b>	9	7	18	34
<b>Total</b>	22	13	76	111

A total of 9,740 Mandatory Occurrence Reports (MORs) were received and assessed in 2014 of which 111 came within the remit of the AAIU. With priority given towards the investigation and reporting of accidents and serious incidents, a total of 33 occurrences are the subject of an investigation, made up of 19 national investigations and 14 foreign investigations into Irish registered/operated aircraft abroad where assistance is being provided by the AAIU through the appointment of Accredited Representatives. A total of 23 Reports, made up of 16 national and 7 international were published on the Unit website and 26 safety recommendations were issued by the AAIU in 2014.

There were no fatalities recorded for 2014.

## 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 €395 million in 2014. The Luas Cross City project is progressing well and to agreed timelines. Significant progress was made during the year on the utility works contract which commenced in January. The procurement process for the main infrastructure works contract was completed and approval was granted for the preferred bidder. This contract was awarded on 9 January 2015. Funding was also provided for the acquisition and replacement of PSO buses for the Dublin Bus and Bus Éireann fleets. The bulk of funding provided to Iarnród Éireann was for the maintenance and renewal of the heavy rail network nationwide under the Multi Annual Infrastructure Manager Contract (IMMAC), with limited funding for a small number of enhancement type projects. The IMMAC is the new contractual arrangement for the channelling of Exchequer funds for investment in railway safety, asset renewal and maintenance for the period from 2014 to 2018. Work also continued on the Dublin City Centre rail re-signalling project.

#### CIÉ Subvention

Funding of €210 million was provided in State subvention, through the NTA, to the CIÉ companies in 2014. The provision of public service obligation services by the CIÉ companies is subject to contracts between the companies and the National Transport Authority (NTA).

#### CIÉ's Financial Position

CIÉ remains in a difficult financial situation and has incurred accumulated losses of over €137m in the five years from 2009 to 2013. This trend is unsustainable and is being addressed on a number of fronts.

The Board of CIÉ is pursuing a range of measures to address the Group's financial position and cost saving measures were agreed in Bus Éireann and Dublin Bus in 2013 and in Irish Rail in 2014. Because of the dependence of CIÉ on its bank facilities, it is important that the Group performs in line with its business plan.

Passenger numbers increased in 2014 by 3.67% (Dublin Bus), 4.2% (Bus Éireann) and 2.99% (Irish Rail). This reflects an increase in passenger numbers of 4.2 million (Dublin Bus), 1.5million (Bus Éireann), and 1.1million (Irish Rail).

#### Public Transport Funding

At the end of 2014, the Minister introduced a Supplementary Estimate which provided €110 million for public transport which included €45 million for Irish Rail's network renewal investment and €50 million for bus renewal for Dublin Bus and Bus Éireann.

The Minister also gave a commitment to avoid further reductions in the Public Service Obligation funding and for the first time since 2008, the level of Public Service Obligation funding for bus and rail services is being maintained in 2015 at the same level as in 2014.

### **Bus Market Reform – Review of Direct Award PSO Contracts**

The direct award contracts for the provision of Public Service Obligation (PSO) bus market services held by Dublin Bus and Bus Éireann expired at the end of November 2014. The awarding of subsequent contracts is a matter for the National Transport Authority (NTA) under its independent statutory remit. All Bus Éireann routes have been included in the new five year direct award contracts between the company and the NTA for the period to end of November 2019. The NTA has announced that 10% of publicly subvented bus services will only remain with the direct award contract until the end of 2016 after which they will be operated under separate contract that will have been competitively tendered. The tendering process was due to start in early 2015 and the contracts would be awarded in March 2016 with the successful operator commencing services in late 2016.

### **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. Negotiation on the package and the legislative procedure involving the European Parliament and Council is still ongoing.

### **Public Transport Customer Service Improvements**

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). The Leap card scheme is now the dominant means of paying for transport in the State and the majority of all travel in the Greater Dublin Area (GDA) is taken with a Leap card. Card sales are approaching one million and eight million journeys are taken each month using Leap cards. To add to the Student and child Leap card already available, in 2014 Tourist and Trainee Leap cards were launched and a new Leap fare for 16 to 18 year olds brought pricing in line with child fares. The Scheme also commenced in Cork, Galway and Limerick during the year and there are plans to complete a national roll-out in 2015/2016. The roll-out of Leap to interested commercial bus operators also continued and usage of Leap continues to grow.

RTPI: The programme is well advanced in the GDA and the four regional cities and at year-end 586 signs have been deployed nationwide. Further enhancements and upgrades of the Real Time App are being developed on an on-going basis.

The NIJP, provides door to door information for all journeys including journeys on foot and by all modes of public transport and is available on the web and as an App. Overall downloads exceeded 220,000 by end-2014. The Cycle Journey Planner and web service has been expanded beyond Dublin to include Cork, Galway, and Limerick.

## **Rural Transport Programme (RTP)**

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

During 2014, over 1.75 million passenger journeys were recorded on 232,971 transport services funded under the RTP, an increase of 1.0% and 3.78% respectively on 2013. Funding of over €11 million was allocated on the Programme in 2014.

In 2014 the restructuring of the Programme, announced in July 2013, was progressed. The purpose of the restructuring is to 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.

The restructuring involves the establishment of 17 Transport Co-ordination Units (TCUs) in place of the existing 35 RTP Groups which have delivered the service until now. By end 2014 eleven TCUs were established, with the remaining six due to be established in early 2015, having been selected through an application and appraisal process confined to the existing 35 RTP groups.

## **Taxi Regulation**

The NTA has responsibility for the regulation of the taxi industry under the provisions of the Taxi Regulation Act 2013 which was commenced on 6 April, 2014. New Small Public Service Vehicle (SPSV) Regulations were adopted by the NTA on 7 April, 2014. These measures, in combination, provide for a consolidation and streamlining of the regulatory regime for SPSV operators and for significant improvements in enforcement powers to counter illegal activities.

## **Sustainability and Integration**

Strategic investment in sustainable travel under key programmes has been continued with on-going support for smarter travel investment with a five year multi-annual budget of €65 million agreed. A two-pronged approach is being taken to improving sustainable commuting rates; investment in public transport and infrastructure to facilitate cycling and walking allied to support for programmes to encourage people to make smarter travel decisions. Schemes funded 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**

Under the Smarter Travel Areas Programme three towns (Westport, Dungarvan and parts of Limerick City) were selected in 2012 to act as demonstration areas for sustainable transport initiatives.

This programme is a multi-annual programme with a total of €23 million being provided for the development and promotion of sustainable transport in these towns over the five year period. 2014 saw the completion of the third year of the programme with good progress to date across the three areas, in terms of delivering infrastructural and behavioural change measures.

## **Cycling Projects**

Nine Active Travel Towns Projects were completed in 2013, bringing the total number of projects to thirteen for the 2012/2013 programme. A second round of funding for 2014 - 2016 has now commenced. The successful Active Travel Towns in this round are Birr, Cavan, Claremorris, Clonmel, Ennis, Sligo, Thurles, Tralee and Wexford.

Following a competitive process 3 projects were selected to receive funding under the National Cycle Network Funding Programme 2014-2016. A further 11 projects received funding from the Government Stimulus Package for infrastructural development, €10m of which was earmarked for the development of cycleway/greenways. Projects funded under the stimulus package are scheduled for completion during 2015.

Bikeweek 2014 continued to be very successful with over 400 events attended by over 30,000 people organised by local authorities, local sports partnerships and local communities.

## **City Bike-sharing schemes**

The Public Bikes scheme was extended to the regional cities of Limerick, Galway and Cork at the end of 2014. Bike Stations and bike numbers are Galway – 19 stations – 195 bikes; Cork 31 stations – 330 bikes; Limerick – 23 stations – 215 bikes.

## **Climate Change Mitigation and Adaptation for the Transport Sector**

### ***Mitigation***

In order for Ireland to contribute effectively and equitably to reducing carbon emissions, the recently published Climate Action and Low Carbon Development Bill 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 early stakeholder consultation was held in early 2014.

Good progress was made in 2014 in relation to developing mitigation measures for transport and the Department expects to engage in further consultation in early 2015. In terms of the overall National Mitigation Plan, it will be necessary to ensure compliance with the principles and requirements of the EU Directives and Regulations associated with Strategic Environmental and Appropriate Assessments. These assessments will include statutory consultative phases. In addition, the Climate Action and Low Carbon Development Bill also provides 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 the 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 2014 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 publish the Plan by end 2015.

### **Strategic Framework for Investment in Land Transport**

A key undertaking of the Department in developing evidence based policy making was the work to develop a strategic framework to consider what role transport needs to play in the future development of the Irish economy, estimate the appropriate level of investment in the land transport system and form a set of priorities to guide the allocation of that investment to best develop and manage Ireland's land transport network over the coming decades.

This Investment Framework was underpinned by evidence presented and analysis undertaken by a Steering Group under the aegis of the Department. Draft findings and recommendations of the Steering Group were the subject of consultation with stakeholders, interested parties and the general public during August and September.

The Steering Group Report considered the objectives of transport investment, an analysis of present and expected future transport demand, key considerations for policy makers in investing in land transport, an estimate of the level of funding required to maintain the existing transport system, options to address the shortfall in funding and key priorities for future investment and implementation. From their findings a set of principles is proposed to frame and prioritise land transport investment decisions.

The report finds that a key challenge with regard to future investment in land transport is the need to secure investment levels that are consistent with maintaining, renewing and improving a transport network that can efficiently support the economic and social needs of the country.

## **Roads**

### **National Roads Investment**

A total of €324 million was invested in capital projects (including close out payments on earlier projects), while €39.5 million was expended on on-going maintenance and upkeep of the national road network. The maintenance works included work to alleviate hazards at identified accident locations, resurfacing, improved signage and other necessary upkeep. In addition to this, a total of €59.1 million was spent on Public Private Partnership (PPP) operational payments.

Progress was maintained during 2014 on the major roads PPP programme.

- The contract for the N17/N18 Gort Tuam PPP was signed on 30th April 2014
- Construction continued on the N11 Arklow-Rathnew/N7 Newlands Cross PPP project with the revised Newlands Cross junction opening in November 2014. The N11 Arklow-Rathnew scheme is expected to be completed in 2015.
- Work continued to progress on the remaining two PPP schemes under the Government's Stimulus Plan through the procurement and financial negotiation

stages (M11 Gorey/Enniscorthy & N25 New Ross Bypass). It is hoped that both these projects can be brought to financial close in 2015.

The Exchequer funded N5 Ballaghaderreen Bypass was opened on 2<sup>nd</sup> September. No significant Exchequer funded new projects are planned to commence in the next number of years. Emphasis instead is on upkeep and maintenance as well as accident reduction measures.

National roads were allocated €23 million from the Government's May 2014 financial stimulus. This allowed the National Roads Authority to move ahead with a mix of pavement renewal and minor safety/realignment schemes. Good progress was achieved in 2014 with projects due to be completed in 2015.

### **Local Roads Investment**

A total of €360 million was invested by the Exchequer in regional and local roads in 2014. Budget 2014 provided for a one-off €50 million financial stimulus for regional and local roads and this was reflected in the start of year allocations to local authorities. An additional €20 million in funding was allocated under the May 2014 financial stimulus.

While the main focus of the regional and local grant programme was road maintenance and renewal, funding was allocated in 2014 for:

- 37 Specific Improvement projects and 12 Strategic Regional and Local road grants
- 246 Low Cost Safety Improvement Schemes and 163 bridge rehabilitation schemes.

One major project - the R402 Enfield to Edenderry Strategic Scheme - was opened on 14<sup>th</sup> April 2014.

In addition the pilot Community Involvement Scheme (CIS) designed to promote community support for works on less trafficked roads was continued into 2014 and was completed at the end of the year.

Due to severe weather events in 2014 the Government approved €16.2 million in supplementary funding to assist local authorities in repairing the damage caused to roads. €14.1 million of this allocation was provided in 2014 with €2.1 million carried over into 2015.

### **Road Management Office**

The Road Management Office (RMO) was established in September 2014 following a bidding process. It is part of a drive by local authorities to achieve increased efficiencies and operational cost savings from reducing resources while facilitating a multi-agency approach to tasks. A consortium of Local Authorities led by Donegal County Council was the successful bidder. Cork County Council, Cork City Council, Kerry County Council and Tipperary County Council are the other partners.

This Office will be a centre of excellence as regards all aspects of road management systems in Ireland dealing with pavement management and road licensing in the first instance and extending to other areas over time. It is envisaged that the RMO will support the work of local authorities in that regard and be an asset to them.

The Department has undertaken to fund the initial set up and capital costs of the RMO as it is considered by the Department to be a high priority to ensure best practice in managing

road expenditure, drive efficiencies and consistency in road licencing and utility permits as well as supporting performance management, oversight and audit. Its work will support the Government's Broadband Strategy as well as the Action Plan for Jobs.

## **Guideline Documents**

### ***Orange Book***

Published in March 2014, this document is a revision of the original '*Guidelines on the Depth of Overlay to be used on Rural Non-National Roads*' published in 1999 by the (then) Department of the Environment and Local Government.

The Guidelines provide advice on the depth of overlay to be used on Rural Regional and Local Roads and are to be used for all road overlay and strengthening works on Rural Regional and Local Roads outside the urban 60 km/h limit. This document also outlines the pavement evaluation procedures to be undertaken in order to determine the need for overlay works or other remedial treatment measures. Full records of all works must be maintained on the MapRoad system<sup>1</sup>.

### ***Other Guidelines***

By end 2014, work was well advanced in conjunction with stakeholders on updates to existing guidelines together with development of new guideline documents such as:

- Guidelines for the Opening, Backfilling and Reinstatement of Trenches in Public Roads (Purple Book)
- Speed Limit Guidelines
- Guidance on the Potential Location of Telecommunications Infrastructure on Roads.

It is envisaged that these documents will be finalised and published during the first half of 2015.

## **MapRoad Roadworks and Licensing System**

Significant progress was achieved during the year with the rollout of this new national roadworks licensing system together with associated training. While, by end 2014, all Local Authorities had had access to the national system, five of the larger urban Local Authorities required additional functionality to facilitate integration of their existing IT licensing systems with the national system and work in that regard is being progressed.

## **Intelligent Transport Systems (ITS)**

The ITS Working Group met three times during 2014 to progress and co-ordinate ITS policy issues. The Department engaged consultants to draft a National ITS Strategy. The work commenced in 2014 with a stakeholder consultation. The ITS Working Group acts as a Steering Committee for the Strategy.

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

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<sup>1</sup> MapRoad is an integrated, Geographical Information System (GIS) enabled, Roads Management Information System. The system is owned and managed by the Local Government Management Agency (LGMA) on behalf of local authorities and is in operation in all local authorities in Ireland. The Department has funded the development of the system. The main elements of MapRoad are (1) a desktop system, (2) a web based interface (3) a road licencing and control system. In addition, there is (4) an Android App for inspections or field work.

Directive (2010/40/EC) in the areas of real-time traffic information and an EU wide multimodal journey planner. The Department continued to progress preparations for the introduction of the European Electronic Toll Service. This is a standardised system of tolling across Europe and is being implemented through a series of technical and governance measures. The Department also progressed preparation for the eCall service which is an electronic emergency call service fitted to vehicles. The Department also continued its engagement with national and international ITS organisations and platforms such as ITS Ireland and ERTICO.

In late 2014 the EU Commission launched a consultation with a view to introducing EU legislation on Cooperative ITS (e.g. allowing vehicles communicate to each other and with the road infrastructure for a greater transport efficiency and increased safety). It is expected that this work will lead to a proposal from the EU Commission for a Directive on Cooperative ITS in the next couple of years.

### **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.

### **Criminal Justice Working Group**

The Criminal Justice Working Group was established in March 2014 on foot of a recommendation in the Garda Inspectorate Report on the Fixed Charge Processing System (FCPS). The Group is jointly chaired by this Department and the Department of Justice and Equality and comprises representatives of the Garda Síochána, the Courts Service, the Road Safety Authority, the Director of Public Prosecutions and any other State agency that the Group considers necessary for the fulfilment of its role such as the Revenue Commissioners and the Department of the Environment, Community and Local Government.

The function of the Working Group is to oversee and facilitate the implementation of the recommendations of the Report of the Garda Síochána Inspectorate into the FCPS. The Group has met on 10 occasions and subgroup meetings have also taken place. The Group has overseen the implementation of many of the Report recommendations. The Group is now focusing on the future vision for the FCPS, as proposed by the Inspectorate. Progress

reports will be submitted to the Minister and to the Minister for Justice and Equality, on a regular basis. The first such report was submitted in July 2014.

### **Road Safety**

In 2014, 197 people were killed on Irish roads. This was 8 more lives lost than in 2013. Although driver deaths were down from 95 to 79, there was an increase in the deaths of vulnerable road users (pedestrians, motorcyclists and cyclists), up from 62 to 79, a rise of 27%. Those aged 60+ accounted for 40% of all pedestrian deaths, while there was almost three times as many children killed than in 2013, up from 5 to 14. 19% of driver and passengers killed in 2014 were not wearing a seatbelt.

The Minister launched the Government's fourth Road Safety Strategy in March 2014. The Strategy – 'Closing the Gap' - will run until 2020 and 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 a year, and serious injuries to 330 per year.

Two new Road Traffic Acts, 1 Bill, and 30 separate pieces of secondary legislation, designed to improve road safety standards in general, were introduced during 2014.

### **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. The Road Traffic Act 2014 provides for Gardaí to conduct roadside impairment testing specifically to detect intoxicated drivers. This testing consists of simple, physical, cognitive tests such as walking a straight line or counting while standing on one leg and will assist the Gardaí in determining whether a driver is incapable of having proper control of a vehicle. The Gardaí have conducted training in the administration of these tests, and regulations to give effect to roadside intoxication testing have been introduced.

The Road Traffic Act 2014 also provided for the testing for intoxicants of drivers who are incapacitated following a collision. Previously, it was possible to test drivers for intoxicants only if they had the capacity to give or refuse consent to the taking of a specimen of blood or urine for analysis. Under new procedures, it will now be possible, subject to medical approval, to take a specimen of blood from an incapacitated driver at a hospital. The specimen will be tested by the Medical Bureau of Road Safety (MBRS), but no certified result of the test will be issued unless and until the driver regains capacity and consents to the release of the results. This procedure, which was developed following detail consultation with representatives of the medical profession as well as with the MBRS, An Garda Síochána and the Office of the Attorney General, is designed to be practicable while at the same time reserving the right of the individual to give or withhold consent.

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. A working group was established to consider the issues associated with introducing such devices and to identify a suitable device to take samples from drivers by the roadside. The group met a number of times in 2014, and the MBRS tendered for a suitable device in 2014. Testing of devices by the MBRS is now under way, in conjunction with An Garda Síochána, and will be concluded in the Autumn of 2015.

A legislative working group, consisting of representatives from the Department of Transport, Tourism and Sport, the MBRS, the Department of Justice and Equality and An Garda Síochána was formed in September 2013 and continued its work during 2014. 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 will be introduced in 2015 as part of the next Road Traffic Bill.

### **Mutual Recognition of Penalty Points between Ireland and Northern Ireland**

In February 2012 it was agreed to examine under the auspices of the North South Ministerial Council options for the mutual recognition of penalty points between Ireland and Northern Ireland. This is a challenging project for which there is no agreed international framework. It represents an extensive block of work and requires complex issues to be addressed by both jurisdictions to establish a workable system.

At the North South Transport Ministerial Council (NSMC Transport) on 28 November 2013, Ministers were updated on a number of issues that had been identified in the most recent Working and Steering Groups. Meetings of the Steering and Working groups were paused so that Officials could further examine and pursue relevant issues, in particular related to the prosecution of offences.

It was agreed at the North South Transport Ministerial Council on 5 November 2014 that both jurisdictions will continue to carry forward work regarding the prosecution of offences with a view to providing a report to a future NSMC meeting. A timetable for the implementation of MRPP will be dependent on the outcome of this work.

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

A total of 233,130 penalty points offences were endorsed on the NVDF system during 2014 and 333 drivers were disqualified having reached or exceeded 12 penalty points.

Necessary technical adjustments were made to the NVDF system to accommodate the penalty provisions of the Road Traffic Act 2014. These changes took effect from 1 August 2014 and reflect increases in penalty points for a number of offences, including penalties for offences such as speeding, holding a mobile phone while driving and not wearing a seat belt or not using child restraints. A new category of Novice driver also came into effect.

With the commencement of Section 8 of the Road Traffic Act 2014 retrospective association of penalty points data with licence records where such a record did not previously exist or subsequently becomes known is now possible. The NVDF system has commenced endorsement of Penalty Points through this mechanism.

### **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. 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 available to insurers.

### **Road Transport Operator Licensing**

The Road Transport Operator Licensing Unit (RTOL) manages the licence process for road transport operators. At the end of 2014 there were 3,978 haulage licence holders and 1,832 passenger licence holders, a total of 5,810 licensed operators. 670 Road Haulage Operator's Licences and 373 Road Passenger Transport Operator's Licences were issued in 2014.

In 2014, RTOL completed the development of a new computer system to facilitate online application for operator licences and to provide a better licence management system in the back office. The online service allowing operators to apply for and manage licences went live in April 2014. The final stage of the project, connection to the European Register of Road Transport Undertakings (ERRU) to allow exchange of data between Member States about infringements by hauliers, was completed in December 2014.

### **Driver Licensing**

2014 was the first full year of operation of the new National Driver Licensing Service under the Road Safety Authority. Following initial teething problems, which led to delays and backlog early in the year, the RSA responded with a series of measures which ensured that the backlog was cleared. As of the end of 2014, approximately 98.5% of non-problem applications are being processed within the target time.

### **Road Traffic Act 2014**

The Road Traffic Act 2014 was passed and was signed by the President in February 2014. Key elements include further measures to the graduated driver licence system, the introduction of roadside impairment testing, tougher penalties for involvement in hit and run incidents, changes to the level of penalty points for several offences, provision for taking a blood specimen in hospital from a driver incapacitated following a road traffic collision and making it an offence to tamper with an odometer.

### **Road Traffic (No. 2) Act 2014**

In December, the Department discovered a potential difficulty in the legislation relating to endorsement of penalty points on driver licence records following payment of a fixed charge. The issue related to changes in the legislation as of 1 August 2014. In response, the Department immediately suspended endorsement of penalty points following payment of fixed charges, pending the advice of the Attorney General. On the advice of the Attorney General, the Department prepared amending legislation as a matter of urgency. This was passed quickly through the Oireachtas and signed by the President on 25 December 2014.

### **Vehicle Clamping Bill 2014**

In line with the commitment in the Programme for Government, to regulate the vehicle clamping industry, the Vehicle Clamping Bill 2014 was published in June and passed all stages in the Seanad in October. The Bill is currently before the Dáil and is expected to be enacted by mid-year 2015.

## **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.*

### **Maritime**

#### **Ports and Shipping**

##### **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.

In May 2014 Government approved the draft General Scheme of the Harbours (Amendment) Bill 2014, the General Scheme was considered by the Joint Oireachtas Committee (JOC) whose report was published in October. The Bill is now with the Office of the Parliamentary Counsel for drafting. Publication is expected in Spring 2015.

The primary purpose of the Bill is to facilitate the later transfer of Drogheda, Dún Laoghaire, Galway, New Ross and Wicklow port companies to local authority control. The Bill will also make a number of improvements to the board appointment process for the port companies.

##### **Port Competition**

As announced in the Action Plan for Jobs 2012, the Competition Authority undertook a market study of competitive conditions within the ports sector. This study was completed in November 2013 and a report published on the Authority's website. The report is generally positive as regards competitive conditions within the sector but does contain a total of six recommendations designed to further enhance competition in the sector. In August 2014 the Minister formally responded to the Chair of the Competition Authority and that response is available to view on the Departmental website.

Separately there is a proposed EU Regulation establishing a framework on market access to port services and financial transparency of ports which will provide a legislative basis to the report's key recommendation i.e. ensure a vibrant intra-port services marketplace. The Regulation will likely be finalised and agreed between the European Parliament and the European Council in 2015 and Member States will have until 2017 to provide for its introduction.

### **Transfer of Bantry Harbour to the Port of Cork Company (POCC)**

The transfer of Bantry to the Port of Cork Company took place on 1 January 2014. A subsidiary company, the Bantry Bay Port Company Ltd, was established on the same day and four local people were appointed to its Board to represent local interests in various sectors such as business and tourism. The POCC has commenced urgent remedial works in the inner harbour. POCC see this as Phase 1 of a development plan for the inner harbour, with further phases subject to funding availability.

### **Irish Flag Vessels**

The internationally trading Irish merchant shipping fleet numbered 35 vessels approximately (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 Paris MoU, which is a risk-based targeting mechanism. Ireland carried out 314 inspections and fulfilled its required level of inspections in accordance with the NIR in 2014. 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 the hours of rest on foreign ships calling to ports. The results will be made available through the Paris MoU to the International Maritime Organisation (IMO).

### **Maritime Security**

Implementation of EU Directive 2005/65/EC on port security was completed during the year and a number of Port Security Authorities were established in accordance with the requirements of the Directive. Additionally, in relation to the International Ship and Port Facility Security (ISPS) Code, oversight activities continued during the year.

### **Fishing Vessel Safety Regulations**

Fishing Vessel Safety Regulations continued to be implemented during the year. Meetings were held with industry representatives and with the fishing industry regarding fishing vessel safety. A revised Code of Practice for the Design, Construction, Equipment and Operation of Small Fishing Vessels of less than 15 metres length overall was published in January with an implementation date of 3<sup>rd</sup> March.

### **Legislation**

Thirteen statutory instruments were made during the year, giving effect to international, EU and domestic legislation to enhance maritime safety and protect the marine environment from ship source pollution, and to provide for the implementation of improved living and working conditions for seafarers. 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. 62 Marine Notices were issued in 2014.

Ireland ratified the Maritime Labour Convention on 21 July 2014, and the Minister for Transport, Tourism and Sport made a package of Regulations in 2014, in order to implement the Convention nationally. The package of Regulations provide for the implementation of the Convention, as well as the transposition of Directive 2009/13/EC on the Maritime Labour Convention. Two further Directives providing for an enforcement regime from a flag State and port State perspective were also transposed during 2014. The Convention will enter into force for Ireland on 21 July 2015. 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.

Regulations were also made in June 2014 to transpose an EU Directive on the minimum level of training of seafarers giving effect to major revisions to the IMO's Convention on Standards of Training, Certification and Watchkeeping (STCW). Work continued on the preparation of secondary legislation that will update national legislation in respect of a number of international conventions including SOLAS (Safety of Life at Sea).

The Merchant Shipping (Registration of Ships) Act 2014 was enacted in December 2014. The Act 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. 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 under a separate IT project, and the necessary regulations under the Act are made.

### **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 Manila amendments the International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW), and Ireland maintained its position on the "White list" of the IMO for States giving full and complete effect to the STCW Convention.

### **Search and Rescue (SAR)**

The Coast Guard has seen a record response for 2014, with it being particularly relevant to the Shannon SAR Helicopter who flew the Bases' 300<sup>th</sup> mission in late 2014.

The Coast Guard attributes the rise in the number of incidents to:

- Prolonged warm weather during the summer
- More people taking holidays in Ireland (which are normally taken near water)
- Additional work undertaken by the Coast Guard helicopters assisting the national ambulance service, particularly with medevacs of patients suffering from Strokes and STEMIS – ST Segment Elevation Myocardial Infarction
- Storms and high winds in the early part of the year and coming into Autumn

Total incidents at 2,631 are up on 2013 which had been the busiest year since the foundation of the modern Coast Guard in 1991. While the Coastguard has seen a drop in the numbers of people assisted (3,996) it has seen an increase in the number of people saved (up 74% to 260), due in part to increased air ambulance work. The statistics for the number of people offered Coast Guard 'assistance' included.

- Powered pleasure craft up 9% at 246
- Sailing vessels down 19% at 213
- Merchant vessels 96 incidents up 17% (partially due to the major storms at the start of the year)
- the Punt/tender at 41 up 116%
- Two other categories showing significant rises are surfers requiring assistance (+92%) and kite surfer (+64%) these can be attributed to a couple of factors; rising popularity, high winds coming into Autumn and extended warm weather during the Summer.

Another feature of the last number of years is the growing assistance the Coast Guard gives to An Garda Síochána in missing person searches in coastal and remote areas. 221 missions in 2014 represented a 38% rise.

### **Modernisation of Equipment and Accommodation of Irish Coast Guard Units**

2014 saw the placing of a contract for a new IT system supporting operations within the three rescue co-ordination centres for greater operational effectiveness and efficiency. The system called SILAS went to beta trial phase in November 2014.

The new station house opened in Killybegs in 2014 and works were completed at a new station house at Doolin, Co. Clare.

### **Irish Maritime Administration**

The new Irish Maritime Administration was established at the end of 2013. During 2014, it focused on delivering greater efficiencies and effectiveness through integration and enhanced technologies.

During the year, a new Maritime Safety Strategy was drafted following a public consultation. The Strategy will address the objective of reducing the number of deaths and injuries among recreational users, fishers, passengers and seafarers. It is expected that the strategy will be published early in 2015.

### **Accessible Maritime Transport**

As part of the Department's efforts to promote maritime transport accessibility, a 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 took place in 2012 and 2013. This involved the completion of accessibility questionnaires during the annual survey of passenger ships or in the context of the grant or renewal of passenger boat licences. The results of the programme were reviewed in 2014.

## 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 200,000 people and generates in the region of €5.7 billion per year in revenue 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.

In 2014, assisted by these measures, according to the Central Statistics Office (CSO), the number of overseas visits to Ireland increased for the fourth year in a row to 7.604 million visits. This represented an increase of 8.9% overall compared to 2013 and all main market areas registered growth. Visits from Britain were up 8.0% for the year to over 3.16 million; visits from the rest of Europe amounted to over 2.6 million, up 7.1% on 2013; North American visits reached over 1.328 million, up 14.7%; and the number of visits from the rest of the world (principally Australia and other long-haul developing markets) reached 473,800, an 8.7% increase. 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.

Furthermore, the accommodation and food service sector continued to register employment growth during 2014. CSO data showed that employment in this sector alone stood at 139,800 in the third quarter 2014 (the peak of the tourist season) – an increase of 1.5% (2,100 jobs) compared to the same quarter in 2013 and represented the highest level since Q3 2007.

By the end of 2014, Fáilte Ireland's surveys indicated that Ireland's value for money rating had doubled in the five years since 2009, with nine out of ten holidaymakers expressing satisfaction. This improvement in our competitiveness resulted from the tourism industry's focus on delivering good value, assisted by the Government's decision to maintain the 9% VAT rate for the sector.

### Championing the tourism sector

A review of tourism policy began in 2013, to look at all aspects of Irish tourism. 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 completed and circulated in December 2014 and 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 10 million overseas visits to Ireland annually by 2025 (compared to 7.604 million in 2014).

A series of Tourism Action Plans, the first of which will cover the period 2015-2018, will be prepared to set out specific actions that will be required to achieve the policy objectives and headline goals.

### **Tourism Marketing**

In 2014, the Department provided almost €37 million 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 2014 focused heavily on promoting touring holidays, in particular by highlighting the Wild Atlantic Way in overseas marketing campaigns on TV, cinema, print and online. Cities in Ireland were promoted as distinctive city-break destinations, and there was continued focus on highlighting iconic Irish holiday experiences.

There was an extensive St Patrick's Day marketing programme, and the annual Global Greening initiative was extended to more than 100 landmark buildings and iconic sites, including the Great Wall of China, the Treasury in the ancient city of Petra in Jordan, and the Christ the Redeemer statue in Rio de Janeiro, Brazil.

Key events, including Limerick City of Culture and the Croke Park Classic college football game, were promoted, and the tourism agencies built on the legacy of the Gathering Ireland 2013 by continuing to reach out to the diaspora across the world.

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.

### **Event Tourism**

In 2014, 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 2014 included the Irish Open and the Giro d'Italia, as well as of the many festivals throughout the country.

In 2014, Fáilte Ireland provided funding of €3.2 million to 10 national festivals. Festivals supported under the National Festivals and Events Programme included the St. Patrick's Festival, the New Year's Eve Festival, Cork International Choral Festival, the Rory Gallagher International Tribute Festival, the Galway Arts Festival, the Great Limerick Run, Temple Bar Tradfest and Listowel Writer's Week.

A further €537,500 was spent in supporting 175 regional festivals which took place across the country.

### **Business Tourism**

In 2014 Fáilte Ireland worked in conjunction with key stakeholders to assist in securing four high profile events for Ireland, namely the 2015 World Medical & Health Games, UEFA 2020, the 2018 World Amateur Golf Championships and the 2016 Junior Karate Championships.

Fáilte Ireland's 2014 Conference Financial Support Scheme Fund assisted a total of 219 conference applications for bids, and marketing support for committed conferences. These conferences represented an estimated 135,000 international delegates and an estimated business value of €184 million if successful.

### **Skills Training, Business Supports, Competitiveness and Enterprise Capability**

In 2014, Fáilte Ireland continued to provide a range of training and business supports to trainees, students, employees and employers in the tourism sector. In all, approximately 16,000 participants availed of these supports, spanning a range of approaches to delivery such as workshops, conferences, web tutorials, "webinars" and college-based training in the Institutes of Technology and Education Training Boards (ETBs).

Digital supports continued to be in demand throughout the year, particularly with regard to content development and up skilling businesses to enable them to build better web content. Fáilte Ireland also delivered business support workshops to employees of tourism businesses. In the area of sales, Fáilte Ireland organised sales platforms and workshops from key tourism source markets, as well as piloting one-to-one sales platform management support. It also provided workshops on key aspects of revenue and distribution management. In the area of education, Fáilte Ireland provided funding of just under €4 million in 2014 to support over 1,500 full and part-time students participating in hospitality, craft skills and tourism programmes in college-based training in the Institutes of Technology.

A wide range of new programmes was developed and delivered by Fáilte Ireland in 2014. In the area of digital supports, the National Web test was introduced – a remote digital review of the client's website designed to identify strengths and weaknesses of the businesses digital presence and offer a plan of action for addressing key areas of concern. There was also a move away from face-to-face training workshops towards online alternatives, delivered as a more cost-effective option, with the result that webinars, web tutorials and eLearning became a key feature of activity in 2014. Fáilte Ireland's business support team in hospitality also developed a range of new innovative workshops for 2014. These workshops had an overall collective objective and were developed to assist business to become "fit for purpose" in terms of operational proficiency in providing excellent service and authentic Irish food experiences to overseas and domestic tourists in a cost effective way.

## **Tourism Capital Investment**

Government support for capital investment in tourism is provided through Fáilte Ireland's Tourism Capital Investment Programme, which is intended to assist the development of certain types of tourism infrastructure, visitor attractions, and visitor activities, but not visitor accommodation. In 2014, €24.7 million was provided to Fáilte Ireland to operate the Tourism Capital Investment Programme, for existing approved projects. This included a special budget allocation of €8 million provided for the development of the Wild Atlantic Way, and €0.5 million for the development of tourism infrastructure of Lough Derg. Projects completed in 2014 included Birr Castle, the Irish Whiskey Museum, Wicklow Gaol, Cork Gardens, Cuan Na Rí Activity Resort and Derrynane House.

## **The Wild Atlantic Way**

The Wild Atlantic Way is Ireland's first long-distance touring route, stretching along the Atlantic coast from Donegal to West Cork. The Wild Atlantic Way was officially launched in February 2014.

The allocation of €8m towards the project in Budget 2014 enabled the development of a number of projects including route signage, the installation of interpretation and branding at 188 key points along the 2,500km route (Discovery Points & Embarkation Points), and remedial works at these sites as appropriate. The allocation 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.

## **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 is now being 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 Overview Group will be appointed to oversee the bid process. It will be 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.

## **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. The 880 allocations totalling €40.5m were announced under the 2014 round of the SCP in July 2014, with €20.9m paid out to grantees during the year.

An allocation of €0.975 million was made to the Irish Amateur Boxing Association in 2014. This will permit the upgrade of basic facilities (including the provision of showers and toilets) in boxing clubs and allow the purchase of equipment.

### **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. Works commenced on the refurbishment of the pool in Clara and the De Paul pool in Dublin, and the Castlebar project received approval to proceed to tender.

### **Sport Ireland Bill**

The Sport Ireland Bill, which will merge the Irish Sports Council (ISC) and the National Sports Campus Development Authority (NSCDA), was substantially advanced in 2014. Drafting of the Bill was approved by Government on 21 January 2014. The Bill was published on 26 August 2014 and completed Committee stage on 26 November 2014. It is expected that Sport Ireland will be established in the first half of 2015.

### **Irish Sports Council (ISC)**

The Department supports the activities of the Irish Sports Council (ISC) 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 plans and annual report of the ISC detail the levels of performance and indicators being met. The ISC's budget for 2014 was €43.2 million, which includes a special allocation of €1 million for Rio funding to support qualification, preparation and participation at the 2016 Rio Olympic and Paralympic Games.

The funding in 2014 allowed the ISC to continue the implementation of its strategic plan which was approved by the Minister and published in Spring 2012. Covering the three year period 2012 to 2014, 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).

The Irish Sports Monitor Report 2013 was published by the Irish Sports Council in October 2014. The report shows that overall participation in sport among adults has risen from 44.8% in 2011 to 47.2%, which is equivalent to almost 1.7 million Irish adults participating in sport regularly. Walking continues to grow in popularity with 64.6% of Irish adults now

walking for exercise on a weekly basis. Participation rates in recreational walking among Irish adults have grown significantly over the past five years. The ISC is continuing to work in partnership with a number of health and sport bodies to further increase participation rates in walking over the coming years.

Key findings from the Irish Sports Monitor 2013 include:

- A higher proportion of females are participating in sport than previously, (increasing by 3.7% to 42.7%) resulting in a narrowing of the gender gap in participation. There has been a notable rise in participation among females aged 25 to 44.
- Personal exercise is now the most popular sporting activity for both genders.
- Almost 9 in 10 adults take part in some physical activity on a weekly basis with both men and women equally likely to be active in this regard.
- Over 45% of those playing sport are meeting the National Physical Activity Guidelines.
- The proportion who are sedentary continues to decline with a 1.2% decrease to 12% in 2013. This represents a 5.6% decline since 2007.

### **High Performance**

Investment of €8.2m in High Performance in 2014 included €1.5 million in grants under the ISC's International Carding Scheme to Ireland's elite athletes and players and grants amounting to €6.7 million to NGBs under the High Performance Programme.

In sports supported by the ISC, Ireland won 55 medals at European and World events across a variety of sports.

### **National Governing Bodies (NGBs) of Sport**

An amount of €10.7 million was paid 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 €7.4 million 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 the ISC and 2014 outcomes are outlined below:

#### **Local Sports Partnerships**

In 2014, 30 Local Sports Partnerships (LSPs) provided national coverage for sports participation programmes and services. The ISC invested € 4.9 million 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 2014, over 16,800 took part in the An Post Cycle Series organised and delivered by five Partnerships since 2009. Over 21,500 took part in the walks and runs organised for Operation Transformation.

#### **Widening Participation in Sport**

- An amount of €0.95m was provided in 2014 for the Women in Sport Programme. Over €16m has been invested by Government through the Women in Sport initiative

since 2005, to address the issue of female participation in sport in Ireland. The ISC 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 2014, overall funding of €607,605 was allocated by the ISC 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)**

The Irish Sports Council continues to support the development of Ireland's trails network. In 2014, 230 inspections and advisory assignments were undertaken on trails in Ireland including 139 walking trails and 4 audits on National Parks & Wildlife Parks or Reserves.

### **Coaching**

Coaching Ireland is the unit within the Irish Sports Council 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 2014, 14,868 coaches qualified along with 67 tutors while 1,424 courses were approved by Coaching Ireland.

### **Anti-Doping**

The ISC 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.

The Minister served as one of three EU representatives to the World Anti-Doping Agency (WADA) Foundation Board from 1 January 2013 until 30 June 2014.

### **National Sports Campus Development Authority (NSCDA)**

During 2014, the Authority made significant progress in the development of facilities included in the National Sports Campus Master Plan.

- Work commenced on the construction of an extension to the Irish Institute of Sport building to provide for a High Performance Training Centre to include a Strength and Conditioning area; Mixed Training Zone; Rehab/Medical area; and a dedicated Boxing area. Work is scheduled for completion in summer 2015, thereby having a significant impact on high-performance training in advance of the 2016 Olympic Games in Rio.
- Work commenced in late 2014 on the provision of a multi-purpose Campus Pavilion Building, which will provide changing facilities for the adjacent NSCDA and FAI playing pitches as well as meeting and conference facilities for all sports bodies. Work is scheduled for completion in summer 2015.
- Following the announcement in 2012 of a Partnership Strategy with the GAA, FAI, IRFU and Irish Hockey to develop the field-sport elements of the Campus Master Plan, 2014 saw work commence on the GAA's new National Centre of Excellence and the FAI's National Training Centre. Both facilities are scheduled for completion in Spring 2015.
- Work was completed in 2014 on the provision of two multi-sport, community turf pitches for Gaelic games, soccer and rugby. These pitches are scheduled to come

into use in spring 2015 and will provide another community facility in parallel to the High-Performance facilities available on Campus.

- Funding of €13m was allocated from the proceeds of the sale of the National Lottery licence to commence work on the National Indoor Arena (NIA). The core element of the NIA will comprise a National Indoor Athletics Training Centre (incl. 200m track), a National Indoor Training Centre (capable of accommodating numerous sports), and a National Gymnastics Training Centre. The Arena 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. The procurement process to identify a contractor to undertake the development was completed in late 2014. Work is scheduled to commence in early 2015 and is due for completion in late 2016.
- Following the announcement of funding of €5m for a new dedicated HQ for Special Olympics Ireland at the Campus, NSCDA together with OPW commenced the preliminary stage works in 2014. It is anticipated that construction will begin in mid-2015 and be completed within 12 months.
- Preliminary works were also progressed during 2014 on a number of other proposed Campus facilities, including a National Velodrome and Badminton Centre, a permanent cross-country running track and public jogging and fitness trails.
- A new synthetic pitch facility was opened in January 2014. It comprises eight 6-a-side pitches, a training pitch (which can be further sub-divided into 2 or 4 pitches) all capable of hosting gaelic games, soccer and rugby, and a full-sized hockey pitch.

#### **NSCDA (Operations) Limited**

A subsidiary of the NSCDA, NSCDA (Operations) Limited, is responsible for the day-to-day management and operation of the National Aquatic Centre (NAC) as well as the new Campus facilities which have come on stream over the past 2 years – including the National Horse Sport Arena, the National Modern Pentathlon Training Centre, the National Diving Training Centre and the NSC synthetic pitch facility. 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.

#### **National Aquatic Centre**

During 2014, over 930,000 visits were made to the NAC 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 academies throughout 2014 with enrolments across 5 terms totalling 10,700.

#### **Feasibility of Developing a Museum of Sport**

The Committee established by Minister Ring continued its work on examining the feasibility of developing a Museum of Sport. During the year, tenders were invited for the development of a brief for a National Sports Museum to assist the committee in its work in determining the feasibility of the project. The contract for the brief was awarded to BDO. BDO presented its final report in late December 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.*

### **Support Services Delivery**

#### **North/South Cooperation**

Both transport and tourism are recognised areas of north/south cooperation under the Good Friday Agreement. In 2014, 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. A Tourism Sectoral meeting took place on 22<sup>nd</sup> January 2014. Amongst the items discussed were Tourism Ireland's Business Plan for 2014, marketing activity undertaken in 2013 along with Tourism Ireland's Corporate Plan 2014-2016.

Two NSMC Transport Sectoral meetings took place in 2014 on 16th April and 5th November. 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.

#### **Agency Rationalisation**

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

Legislation for the merger of the NRA and RPA reached Dáil Committee stage in 2014. The new organisation will benefit from combining the technical expertise and experience available in the NRA and RPA. Proposals for implementation of the merger were approved by the Department and the Department of Public Expenditure and Reform in December 2014. The merger will be completed by mid-2015.

The Sport Ireland Bill, which will merge the Irish Sports Council (ISC) and the National Sports Campus Development Authority (NSCDA), was substantially advanced in 2014. Progress was made on the preparation of legislation to establish a new organisation to replace both agencies. Drafting of the Bill was approved by Government on 21<sup>st</sup> January 2014. The Bill was published on 26 August 2014 and completed Committee stage on 26 November 2014. It is expected that Sport Ireland will be established in the first half of 2015.

#### **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 and there is up to €7.9bn available for successful projects. The Department organised an Information day in December 2014 on CEF and is liaising with agencies under its remit and other organisations in assessing what transport projects can be put forward for this first CEF call.

### **Staffing**

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. This was achieved within the constraints of the moratorium on recruitment while achieving the annual Employment Control Framework (ECF) targets. The Department continued to implement its Workforce Planning Framework Action Plan during 2014. The Framework includes an 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.

The Department continued to operate at an effective level despite the reduced financial and staffing resources. The Department's staff numbers reduced to 426 Whole Time Equivalents (WTE) by end 2014 – this when combined with the Non-Commercial State Agencies (NCSAs) end 2014 staff numbers amounted to 1448 resulting in the end year ECF target of 1449 being successfully achieved. The Department's staff reduction was achieved by 22 WTE staff retirements/resignations and other departures during the year and the use of the redeployment mechanism under the Public Service Agreement. 10 staff redeployed out of the Department during 2014 to other areas of the civil and public service. The table at Appendix 5 illustrates the continuing decrease in staff numbers for the Department and its NCSAs in comparison with the annual ECF targets.

Other staff efficiencies achieved during 2014 included a continued improvement in staff attendance with a further reduction in sick leave absences in 2014 compared with the previous three years. The table at Appendix 6 illustrates the Department's Absence Management statistics.

### **Staff Training and Development**

#### **Training provided in 2014**

In 2014 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 2014 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 for the Department's Maritime sector including SILAS, the Coast Guard Shared Incident Logging and

Analysis system, Seafarers Information system and Vessel Register. The programme of enhancements to SafeSeasIreland continued.

The Worksmart programme has delivered major enhancements to the Ministerial eCorrespondence System over the past year and realised the expected benefits. The eSubmission system to Senior Managers was delivered successfully. Major development in the upgrade of the current SharePoint environment was achieved, this will provide enhanced capabilities and support the future needs of the Department.

The online Sports Capital Programme system (OSCAR) delivered significant benefits to the Sports Capital Unit.

### **Economic and Financial Evaluation Unit**

The Department's Economic and Financial Evaluation Unit (EFEU) continued in 2014 to provide an analytical and research resource to support Divisions and Agencies of the Department and to embed the Government commitment to evidence based policy making. The Unit carries out research and analysis, identifying gaps and areas where examination is required, disseminating research findings and providing evidence-informed policy recommendations.

### **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 severe weather (high winds, high seas and flooding) of January and February 2014 caused significant damage to transport infrastructure and disruptions to transport services. Additional funding was provided by Government towards the cost of repair works.

The Department continued in its role of chairing a Transport Sub-Group which worked to complete three guidance documents for emergency response to incidents on motorways and dual carriageways, of which the Strategic and Tactical are completed with work advanced on the third document, on Operations.

### **Risk Register**

The Department participated in the development of the Government's National Risk Assessment in 2014 which identified the risks across the wider economic, financial, geo-political and social environments. The EU also requires Member States to develop a national approach and procedures to risk management for the mitigation of natural and man-made disasters. The Department participated in the development of the Government Task Force on Emergency Planning National Risk Register, published in 2013. The Department continues to work with the Government Task Force in ongoing assessment and review of risk. The Department separately maintains its own risk register as part of its internal planning processes.

### **Customer Services**

The Department continued with our policy of publishing as much information to our website [www.dttas.ie](http://www.dttas.ie) as possible during 2014, including non-personal Freedom of Information (FOI) requests, the Minister's priorities and annual progress reports on these, supplier payment reports, membership of State Boards and other information of public interest.

### **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.

### **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 2014 €1,802,372,021 out of €1,807,581,462 was paid within 15 days of receipt of valid invoices, that is 99.7%. In 2014 the non-commercial State Agencies under the aegis of the Department reported that 92.3% of the overall total payments due were made with 15 days i.e. €631,974,831 out of €684,659,684. Details are published quarterly on the Department's website, see Appendix 2.

### **Ombudsman and Access to Information on the Environment**

The Ombudsman forwarded 11 complaints to the Department during 2014 of which 10 were brought to a conclusion and one was on-going at end-year. Six requests for Access to Information on the Environment were received and processed during the year.

## Appendix 1

### Irish Coast Guard Statistics – Five-year trend

	2010	2011	2012	2013	2014
Incidents	1893	1817	1980	2627	2631
Persons saved / assisted	3675	3536	2776	5685	4256
Incidents involving Pleasure Craft	576	580	578	498	676
Incidents involving Merchant Craft	45	77	67	61	69
Incidents involving Fishing Craft	188	180	179	215	189
Pollution / Salvage Report	47	41	47	46	44
IRCG Coastal Units tasked	795	912	933	1156	1272
IRCG Helicopter tasked	470	553	532	808	915
RNLI tasked	740	728	723	877	819
Community Rescue Boats Ireland tasked	122	124	170	145	211
Assistance given to Gardaí	51	50	60	61	59
False Alarms	140	118	76	91	94

## Appendix 2

### List of Prompt Payments for 2014

[Prompt Payments Department](#)

[Prompt Payments Non Commercial Bodies](#)

### Appendix 3

**Details of The Ministers and Senior Management of the Department are at the links attached below.**

[Minister Donohoe](#)

[Minister of State Ring](#)

[Minister of State Phelan](#)

[The Management Board of the Department](#)

Minister Leo Varadkar was Minister for Tourism, Transport and Sport until July 2014

Up to July 2014 Minister of State Kelly had responsibility for Public Transport including Rural Transport. He was appointed Minister for the Environment, Community and Local Government in July 2014.

Maurice Mullen, Assistant Secretary, was a member of the Management Board in 2014. He had responsibility for the Maritime Sector in the Department. He retired in January 2015.

## Appendix 4

### Departmental Legislation enacted during 2014

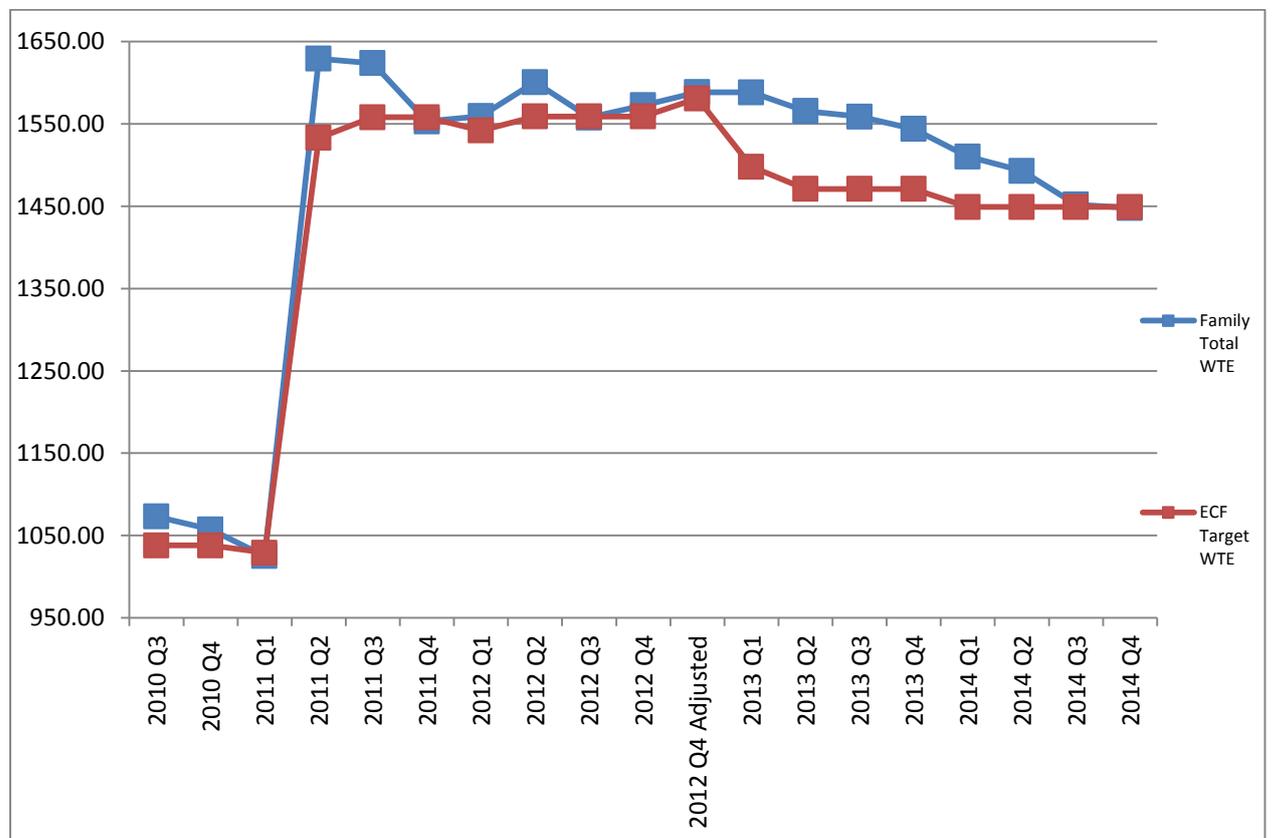
A list of all the Primary and Secondary Legislation enacted by the Department in 2014 can be found at the following link:

[Primary and Secondary Legislation](#)

## Appendix 5

### HR Statistics

The following table illustrates the continuing decrease in staff numbers for the Department and its non-commercial state agencies (family) in comparison with the annual Employment Control Framework (ECF) targets. The change of Government in early 2011 saw the addition of Tourism and Sports functions to the Departments total staff number.



## Appendix 6

### HR Statistics

The following table demonstrates a continued improvement in staff attendance over the four year period 2011 to 2014:

<b>DTTAS Ill-health absences per year 2011 - 2014 (incl.)</b>				
	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Sick Days</b>				
<b>No. of sick days</b>	<b>5,564.14</b>	<b>4,268.44</b>	<b>4,081.39</b>	<b>3,875.04</b>
No. of certified sick days	5,117.51	3,905.08	3,830.26	3,627.45
No. of uncertified sick days	446.63	363.36	251.13	247.59
<b>Instances</b>				
<b>Total no. of instances</b>	<b>892.00</b>	<b>760.00</b>	<b>637.00</b>	<b>590.00</b>
No. of certified instances	519.00	451.00	421.00	390.00
No. of uncertified instances	373.00	309.00	216.00	200.00
<b>Cost of Absences</b>				
<b>Overall cost of absences</b>	<b>€ 953,817.63</b>	<b>€ 694,726.56</b>	<b>€ 693,081.65</b>	<b>€ 578,120.01</b>
Cost of certified absences	€880,871.80	€639,223.33	€650,980.78	€536,921.70
Cost of uncertified absences	€ 72,945.83	€ 55,503.23	€ 42,100.87	€ 41,198.31
<b>Staff Numbers</b>				
*No. of staff who took sick leave on the 12 month period.	351.00	300.00	261.00	237.00