

2007 Annual Report & Accounts

Incorporating programme for 2008



Bringing you closer...



▶ N6 Kinnegad to Kilbeggan, completed 2007



The national road network comprises of approximately 5,500km of roadway (6% of the entire public road network) and carries 46% of the country's traffic. National roads provide strategic links between cities, large towns, ports and airports.

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“Our purpose is to improve quality of life and national economic competitiveness by developing, maintaining and operating the national road network in a safe, cost effective and sustainable manner.”



Chairman's Foreword



Ireland's international competitiveness remains the cornerstone of our economic performance over the past decade. One of the major risks and threats to maintaining our competitiveness includes infrastructure deficiencies, thus affecting the country's ability to compete in a now enlarged European Union. The need for continued substantial investment in our national road network has never been more important.

The government's Transport 21 plan is the blueprint for this development and investment up to 2015. As we embark on the third year of this ambitious plan, the team in the NRA is well placed to deliver its objectives, on time and on budget ensuring value for money for the Irish taxpayer.

A critical dimension to the rollout of Transport 21 is the protection of our environment. With this in mind, the NRA has developed a strategy to ensure best practice procedures – the integration of environmental issues into the planning, construction and operation of the roads programme. Environmental sustainability in relation to the roads programme incorporates protection of our island's flora, fauna and heritage. An integral dimension to environmental sustainability is economic development and the improvement of the quality of people's lives.

The high quality national road infrastructure which the NRA is now rolling out across the country is reducing congestion, reducing travel times, improving the environment of towns that have been bypassed, improving safety and reducing emissions through the more efficient movement of people and goods. This quality of national road infrastructure also reduces delivery times for goods, cuts costs across the enterprise sector, promotes tourism and increases customer choice.

As we continually expand Ireland's motorway endowment in line with government policy, the profound benefits across Ireland's social strata are now being realised. Without the ongoing support and funding commitment of Mr Noel Dempsey T.D., the Minister for Transport and his Department Officials, this level of progress would not have been possible.

I would like to publicly acknowledge the often-unheralded commitment and work carried out by my fellow board members. They, as a collective body, have taken on serious responsibilities with regards to offering sound guidance on policy matters and clear direction on a myriad of operational issues. On behalf of my fellow board members, I would personally like to offer my thanks to our partners in County Council leadership and management; without their collective efforts our successes today would not be possible. In closing, I feel it is very important for all involved to continue to support the fine work being carried out on behalf of the Irish taxpayer and road user by the dedicated staff at the NRA. Their professionalism truly sets a high standard within the semi-state public service arena ably led by their Chief Executive, Fred Barry, and it is my honour to represent them as their Chairman.

A handwritten signature in black ink that reads "Peter Malone". The signature is written in a cursive style and is positioned above a solid horizontal line.

Peter Malone,
Chairman

Chief Executive's Statement



The last decade of growth has worked wonders for Ireland, but economic and population growth have put great pressures on our infrastructure. The growth is expected to continue, and with it will come growth in transportation needs. Most of this transportation growth – public and private – will depend on our road network, as freight and passenger volumes will increase steadily over the coming decades.


The government has a long-term transportation investment programme – Transport 21 – and the NRA is making excellent progress in meeting its commitments under that programme. The network is being rapidly developed and projects are typically being completed under budget and early.

The highlight of 2007 was the completion of the M1 motorway from Dublin to the border. 2008 will see the first sections of the M50 Upgrade completed and the removal of toll barriers at West-link. The Inter-Urban programme will continue, and we expect major dual carriageway openings such as from Kinnegad to Athlone on the N6, from Cashel to Mitchelstown on the N8 and the Carlow bypass on the N9.

It is vitally important, however, that the growth of greenhouse gas emissions associated with road transportation be reversed. The introduction of pricing mechanisms will lead to rapid technology changes and most of the reduction in greenhouse gas emissions will result from changes in fuel types and improved engine efficiencies. Notwithstanding that, it is essential that all participants in transportation play their part.

The NRA is one of the leading road authorities in the world in promoting sustainable development. We are reducing pollution emissions by reducing congestion and all of our new scheme appraisals include assessment of greenhouse gas emissions by road users over the design lifecycle. We are pioneering the use of low energy construction materials and are actively designing roads for reduced energy consumption.

We have no doubt about our ability to deliver a sustainable transportation system that will underpin economic growth for decades to come. Our successes in 2007 result from the hard work and dedication of the NRA and Regional Design Office staff, supported by our Consulting Engineers, Archaeologists, Suppliers and Contractors. My thanks to them, and to our colleagues in the Department of Transport and the local authorities.


Fred Barry
Chief Executive

Implementing National Strategy

The Government has set out their strategic objectives with regard to transportation in a number of policy documents, in particular, Transport 21, the National Development Plan 2007-2013, the National Spatial Strategy and the National Strategic Reference Framework. Additionally, the Minister has directed the NRA to prioritise the development of certain road projects.



Transport 21 Status

At the start of 2008, over 450km of new road are under construction and an additional 170km are due to start this year. Effective management of this unprecedented level of activity will continue to be the primary task in 2008.

Current Status is as follows:

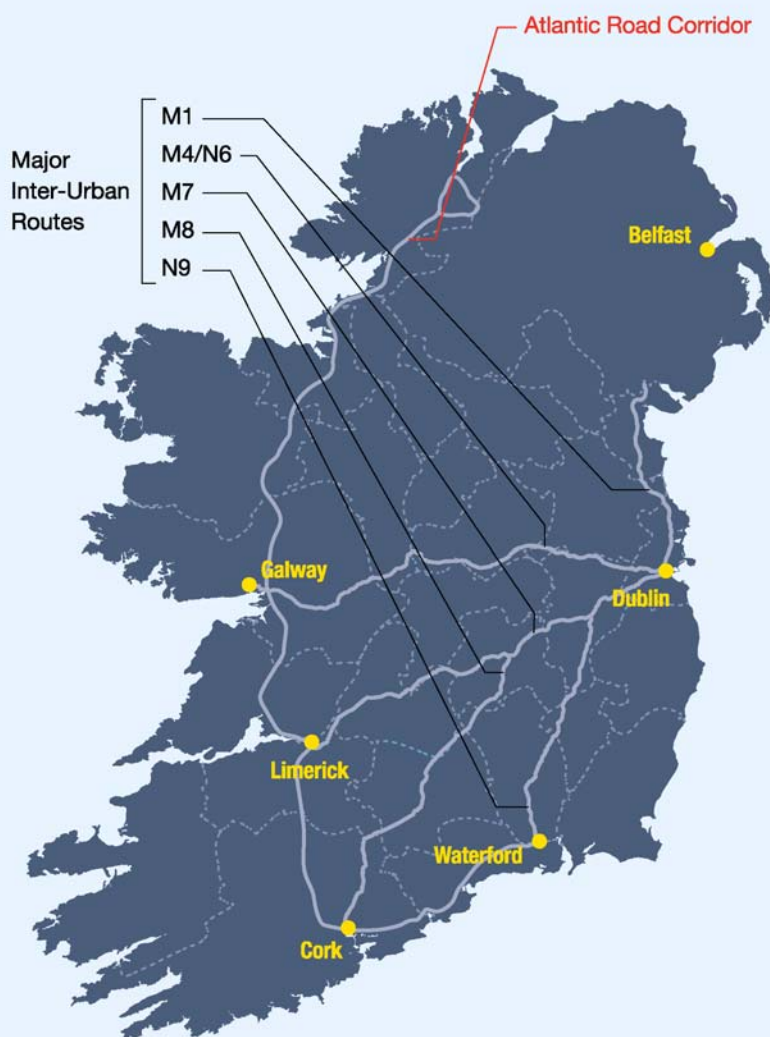
- ▶ Complete Major Inter-Urban routes by 2010, totalling 738km mainline route, to motorway or equivalent standard
 - 42% opened to traffic
 - 44% under construction
 - 14% to start construction in 2008
- ▶ Complete 850km of additional new road by 2015
 - 198km open to traffic at end of 2007
 - 122km under construction
- ▶ €2 billion private investment secured for the National Roads Programme

Major projects planned to start construction under Transport 21 in 2008 include:

- ▶ N7 Castletown to Nenagh (36km)
- ▶ N9 Carlow to Knocktopher (40km)
- ▶ N9 Kilcullen to Carlow (27km)

Atlantic Road Corridor – current status:

- ▶ N18 Ennis Bypass, opened 2007
- ▶ N7 Limerick Tunnel (PPP), under construction
- ▶ N25 Waterford City Bypass (PPP), under construction



Accomplishments 2007

The NRA is pleased to report that substantial progress was made in 2007 towards the achievement of its strategic objectives. Some of the most significant developments during the year include the following:

- ▶ The first of five Major Inter-Urban (MIU) routes was officially completed on 2nd August, 2007, following the opening of the 14km N1/A1 dual carriageway between Dundalk and Newry on the Dublin-border-Belfast route. Construction work is expected to commence in 2008 on outstanding sections of the MIUs (connecting Dublin, Limerick, Cork, Galway and Waterford) with a view to completing all the MIUs by the end of 2010.
- ▶ The NRA construction programme continued at a record setting pace with the level of construction activity reaching a new peak in 2007 made possible by Exchequer funding of €1.767 billion, 8% higher than 2006. Road construction tender prices increased during the year but the rate was below general inflation.
- ▶ Cost control was also satisfactory and for the third successive year, the cost of major projects completed in 2007 was below budget.
- ▶ 11 major projects were completed in 2007, the majority ahead of schedule.
- ▶ Developments along the Atlantic Road Corridor also continued apace with the opening in January, 2007, of the N18 Ennis bypass. Work continued during 2007 on the N7 Limerick Tunnel and N25 Waterford City bypass section of the Corridor.
- ▶ The NRA submitted feasibility reports to the Minister for Transport on the Leinster Orbital Route and Dublin Eastern bypass during 2007.
- ▶ A total of 138km of new national roads were completed during the year, bringing improved levels of service to road users and contributing to reduced vehicle exhaust emissions associated with congestion on the network. In addition, construction commenced on 225km of new roadway.
- ▶ Substantial progress was achieved on the M50 Upgrade project, with construction of phase 1 scheduled for completion in Autumn, 2008. Meanwhile, the contracts for phase 2 and phase 3 of the project were awarded during 2007.
- ▶ The Dublin port Tunnel opened for use by heavy goods vehicles in December, 2006, and operations were extended to other categories of vehicles in January, 2007. Two million HGVs passed through the Tunnel in the first twelve months of operation.



▶ N4 Dromod to Rooskey, completed 2007



▶ N5 Charlestown bypass, completed 2007



▶ Gantry sign at Raheenagurren on the N11 Arklow to Gorey bypass

- ▶ Plans to replace the tolling barriers on the M50 with a state-of-the-art barrier-free electronic system were advanced during the year. The NRA published a Draft Toll Scheme in September, 2007, and an oral hearing into the toll scheme proposal was held on 12th December, 2007.
- ▶ A new single integrated tolling system was introduced by the NRA in June, 2007. The new system means that drivers only require one electronic tag when using any tolling facility throughout Ireland.
- ▶ Significant milestones in the NRA's public private partnership (PPP) programme were also achieved during the year when, in addition to the award of the PPP contract for phase 2 of the M50 Upgrade project, contracts were signed for the M3 Clonee to North of Kells, N6 Ballinasloe to Galway and M7/M8 Portlaoise to Cullahill/ Castletown schemes.
- ▶ The NRA Design Manual for Roads and bridges and the Manual for Contract Documents for Road Works were updated in April and December, 2007. The updated version reflects new developments in materials, technologies and safety and aims to achieve an appropriate balance of economy, safety and durability in road schemes.
- ▶ The NRA published an Environmental Operating plan which is designed to document contractors' compliance with environmental commitments and requirements during the construction of national road schemes.

- ▶ During 2007, the NRA participated in an international research project aimed at reducing the energy used in road pavement construction and maintenance, as well as the energy consumed by vehicles over the lifetime of the road. The project involves the assessment of different road pavement types, including new 'low energy' materials and alternative road maintenance procedures.
- ▶ The NRA initiated a Research Fellowship programme in 2007, which provides financial support to universities and other third level institutes for research projects in subjects relevant to the aims and functions of the NRA.
- ▶ The NRA issued a series of publications during the year on archaeology encountered on national road schemes. Seminars and exhibitions were organised and the first NRA Scheme Monograph, *Monumental Beginnings, the Archaeology of the N4 Sligo Inner Relief Road*, was published.
- ▶ A new Type 2 Dual Carriageway was introduced on the N4 Dromod to Rooskey scheme, which opened to traffic in December. The new road type is intended to offer increased capacity, longer service life and enhanced safety on sections of the network where traffic volumes would not justify the expense of motorway construction. The new road type is expected to have wide application on the national road network.
- ▶ The NRA launched a new, improved website (www.nra.ie) during 2007. The revised site aims to provide increased information on the NRA's programme and activities in a more user-friendly format.
- ▶ 185 accident remedial measures were completed in 2007 at accident locations throughout the country. Five candidates/consortia were shortlisted by the NRA for Tranche 1 of the Service Areas programme, catering for three locations on the M1 and M4 routes. The NRA is also progressing proposals for a further nine service areas on the network.
- ▶ The NRA's road lining programme continued with new, improved lining provided on over 900km of national roads during 2007.
- ▶ The implementation of the NRA's directional signage programme was also progressed in 2007. As part of the programme, overhead gantry signage on the approaches to grade-separated interchanges on motorways and dual carriageways has been installed.
- ▶ Traffic and Transport Assessment guidelines were published by the NRA during 2007. The guidelines outline best practice for the preparation of such assessments in the context of the planning and development process.



▶ N56 Mountain Top to Illistrin, completed 2007



▶ A1/N1 Dundalk to border, completed 2007

Goals 2008

- ▶ Implement barrier-free tolling on the M50.
- ▶ M50 Upgrade Phase 1 (between Ballymount and N4 junctions) to be completed.
- ▶ M50 Upgrade Phase 3 (between West-Link toll plaza and N3 junction) to be completed.
- ▶ To complete construction of 7 new projects totalling 100km of national roadway.
- ▶ To commence work on 7 new schemes which will provide 167km of new national roads.
- ▶ Commence construction on the three outstanding sections on the MIUs – N7 Castletown to Nenagh, N9 Carlow to Knocktopher and the N9 Kilcullen to Carlow.
- ▶ Commence construction on the N7 Newlands Cross Junction.
- ▶ Start construction on the Atlantic Road Corridor projects – N18 Gort to Crusheen and N18 Oranmore to Gort.
- ▶ Publish eight Compulsory Purchase Orders for future road projects.
- ▶ Publish statutory orders for service area schemes identified in the NRA policy document of October, 2007.
- ▶ Submit further applications to the Minister for Transport seeking motorway status for high quality dual carriageway sections of the network.

National Road Projects to Start in 2008

Route	Scheme	Road Type	Length
N7	Castletown to Nenagh	Dual Carriageway	36km
N7	Newlands Cross	Dual Carriageway	2km
N9	Carlow to Knocktopher	Dual Carriageway	40km
N9	Kilcullen to Carlow	Dual Carriageway	27km
N18	Gort to Crusheen	Dual Carriageway	22km
N18	Oranmore to Gort	Dual Carriageway	28km
N52	Tullamore Bypass	Single Carriageway	14km
Total			169km

National Road Projects to Open in 2008

Route	Scheme	Road Type	Length
N6	Kilbeggan to Athlone	Dual Carriageway	29km
N8	Cashel/Mitchelstown	Dual Carriageway	40km
N9	Carlow Bypass	Dual Carriageway	19km
N11	Kilpeddar/Delgany Junction Improvements	Junction	1km
M50	Upgrade (Phase 1)	Motorway	8km
M50	Upgrade (Phase 3)	Motorway	2km
N51	Navan Inner Relief Road (Phase 2B)	Single Carriageway	1km
Total			100km



▶ N7 Limerick Tunnel, under construction (PPP Scheme)

Sustainable Development

The concept of sustainable development embodies economic development, social development and environmental protection.

The NRA has long been an enthusiastic leader in ensuring that its development gives balanced consideration to the sometimes conflicting requirements of these areas, and dedicates proportionately more of its annual budget to the environmental and archaeological protections than almost any other European national road authority. The following are some recent developments:

Project Assessment

The guidelines used by the NRA in the appraisal of road schemes have been revised in line with the Department of Transport's Guidelines on a Common Appraisal Framework for Transport Projects and Programmes. The new NRA Project Appraisal Guidelines provide the framework for incorporating the five government objectives for transport namely integration, economy, safety, environment and accessibility and social inclusion into the decision-making process. A practical benefit of the new guidelines is the monetisation of Carbon Dioxide emission costs/benefits and their inclusion in the project's CBA, thus ensuring that important greenhouse gas effects are adequately incorporated into the project decision-making framework.

Energy

The NRA is committed to introducing innovative construction techniques, materials and operating practices. We have recently initiated a pilot Reduced Energy Input programme to save energy in the construction and operation of road schemes. This is being addressed through the Energy Conservation in Road pavement Design, Maintenance and Utilisation (ECRPD) project. The project, which began in January, 2007, will run for three years. The aim of the ECRPD project is to examine the energy used on a road pavement over the full service life from the manufacture of the pavement materials, construction of the road, maintenance of the pavement and the energy consumed by the vehicles using the road.



▶ N2 Castleblaney bypass, completed 2007



▶ N77 Kilkenny Ring Road Extension, completed 2007



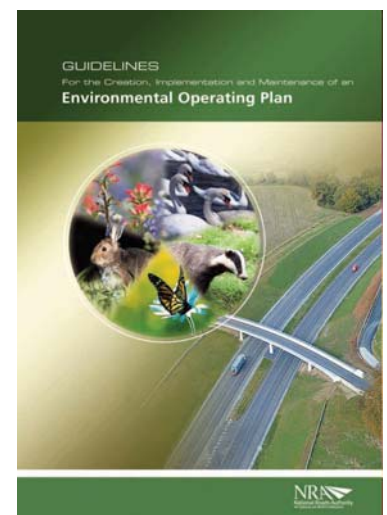
▶ Example of Karst limestone area covered by the new geology guidelines

Environmental Protection

Guidelines were published in 2007 for the creation and maintenance of an Environmental Operating plan. Environmental Operating plans (EOPs) provide a mechanism to record and monitor compliance with environmental commitments entered into during the road scheme planning and approval process, as well as the manner in which other environmental issues encountered during the construction of national road schemes are addressed. EOPs will have to be produced, implemented and maintained by all contractors engaged in the construction of national road schemes.

Key elements of the EOP include:

- ▶ Appointment of an Environmental Manager by the main contractor.
- ▶ Outlining methods by which construction work will be managed to meet environmental commitments and requirements.
- ▶ Identification of roles and responsibilities of the main contractor's staff having regard to the contractor's organisational structure.
- ▶ Development of procedures for communicating with the public and within the main contractor's organisation.
- ▶ Detailing of procedures for environmental awareness training.
- ▶ Documentation of monitoring procedures and responses to the results of monitoring, where contractually required, and provision of a system of audit and review with regard to the effectiveness of the EOP.



Post-Environmental Impact Assessments (EIA) evaluation studies are undertaken to assess actual impacts of national road schemes on different ecosystems and to validate and revise, as appropriate, prediction methodologies used in the EIA to further reduce such impacts. The research also assesses the effectiveness of mitigation measures adopted to minimise significant environmental impacts identified due to road scheme development. In 2007, the NRA commissioned one consultative and two research post-EIA evaluation studies. The consultative study focuses on the assessment of noise issues, while the research studies focus on both mitigation measures on national road schemes and drainage designs for different geological environments.

Archaeology

Archaeological investigations and excavations on national road schemes are undertaken in compliance with relevant national monuments and planning legislation. NRA expenditure on all aspects of archaeology exceeded €35 million in 2007.

Archaeological Discoveries

During 2007, over 500 archaeological sites were excavated on approximately 20 national road schemes. Some of the key finds and sites uncovered and excavated during the year were:

- ▶ An Early Medieval mill at Kilbegly on the N6 Athlone to Ballinasloe road scheme.
- ▶ An Early Iron Age ceremonial enclosure at Lismullin and 7,000-year-old (Mesolithic) wooden fish baskets at Clowanstown, both on the M3 Clonee to North of Kells motorway scheme.
- ▶ An Early Neolithic ritual mound at Tullahedy, Co. Tipperary, a Medieval enclosed settlement at Ballintotty, Co. Tipperary and a prehistoric trackway in Annaholty bog, Co. Limerick on the N7 Nenagh to Limerick scheme.
- ▶ A bronze axe-head dating to the bronze Age on the N7 Castletown to Nenagh scheme.
- ▶ Rahally hillfort in east Galway – a multiple hilltop enclosure discovered on the route of the N6 Ballinasloe to Galway scheme.
- ▶ A prehistoric gold button cover of a type not previously recovered in Ireland on the N52 Tullamore bypass.



- ▶ Medieval leather shoe found from monitoring in a bog (Annaholty, Co. Limerick, N7 Nenagh to Limerick). *Photo: Studiolab.ie*



- ▶ Detail of wheel-paddle from remains of medieval mill (Kilbegly, Co. Roscommon, N6 Athlone to Ballinasloe). *Photo: Studiolab.ie*



- ▶ Bronze age axehead, found during the testing phase of the N7 Castletown to Nenagh. *Photo: Studiolab.ie*



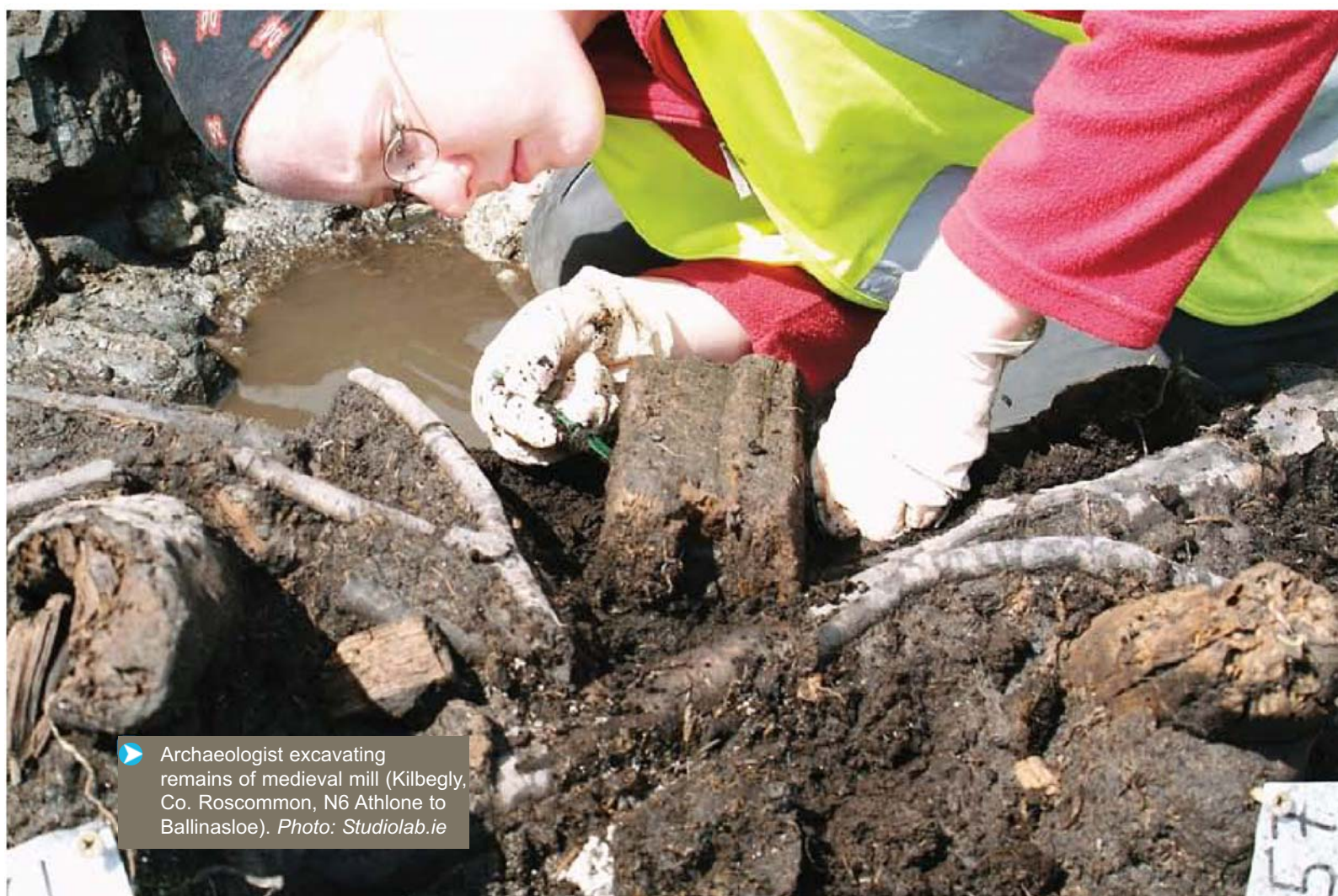
- ▶ Remains of medieval mill (Kilbegly, Co. Roscommon, N6 Athlone to Ballinasloe). *Photo: Studiolab.ie*



- ▶ Gold button cover from N52 Tullamore bypass, found during the post-excavation phase. *Photo: Headland Archaeology*



- ▶ Conservator cleaning mesolithic fish basket (Clowanstown, Co. Meath, M3 Clonee to North of Kells). *Photo: Studiolab.ie*



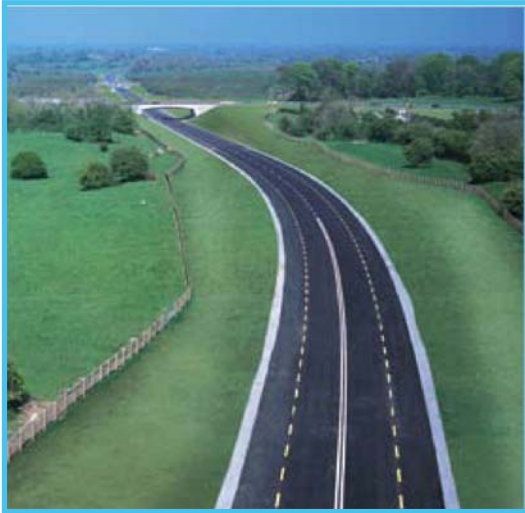
▶ Archaeologist excavating remains of medieval mill (Kilbegly, Co. Roscommon, N6 Athlone to Ballinasloe). Photo: Studiolab.ie

Key Events in 2007

- ▶ Published the fourth annual NRA Archaeological Seminar proceedings – *New Routes to the Past – Archaeological Discoveries*, National Road Schemes 2006.
- ▶ Published the first NRA Scheme Monograph, *Monumental Beginnings, the Archaeology of the N4 Sligo Inner Relief Road*.
- ▶ Published the second issue of the NRA Archaeology Magazine, *Seanda*.
- ▶ Annual one day seminar *Resolution and Research* – held in Dublin to mark Heritage week.
Sponsored the exhibition *Life and Death in Monaghan – Results from the N2 Carrickmacross Bypass Excavations* in Monaghan County Museum.
- ▶ The NRA, in conjunction with South Tipperary County Museum, displayed artefacts from the N8 Cashel bypass as part of the *Earthen Banks and Broken Walls* exhibition.
- ▶ The NRA, in conjunction with Donegal County Council, co-funded and managed the design of the Ballyhanna Church garden which was opened as part of the 'Flight of the Earls' celebrations. The church was discovered during the N15 Ballyshannon/Bundoran bypass archaeological works.

Key Projects for 2008

- ▶ Preparation of guidelines for Palaeo-Environmental Sampling on national road schemes.
- ▶ Launch of searchable online *NRA Archaeological Excavations Database*.
- ▶ Publication of *Site Type Field Information Sheets*.
- ▶ Launch of new forms of contract for archaeological works on national road schemes.
- ▶ Publication of three additional archaeological monograph's.



▶ N52 Mullingar to Belvedere, completed 2007



▶ N11 Arklow to Gorey bypass, completed 2007

Research

Research Strategy

The NRA recognises the value of research and the important role it plays to help achieve our objective of providing an efficient national road network while taking account of the need for improved safety and sustainability. Accordingly, we have initiated a Research Strategy to ensure that all our research activities are carried out in a coordinated way. The aim of the Research Strategy is to promote practical measures that will contribute to cost reducing and/or quality enhancing innovation in regard to the NRA's functions.

A critical component of the strategy is the Research Fellowship programme. This was set up to enable universities and other third level institutes to apply for financial support for research projects in subjects relevant to the aims of the NRA. The focus of this programme is on fundamental research at PhD and post-doctoral level (individual projects normally three years in duration). These projects are in addition to the normal shorter-term commercial research projects aimed at satisfying particular business needs of the NRA.

Benefits of Research

Developments in science and technology occur very rapidly and the demands placed on the road infrastructure are continuously being modified in response to the changing needs and preferences of the travelling public and business. If the NRA is to succeed in delivering and operating the planned roads programme, it is vital that an effective research programme is implemented.

The Research Strategy recognises the need to invest in research so that the infrastructure is able to meet current and future requirements to the satisfaction of all stakeholders. A successful research programme will help the NRA to assess and challenge engineering solutions from a knowledgeable standpoint, understanding both the technical detail and the economic, environmental and social implications. This will ensure that state-of-the-art materials, techniques and procedures are used and implemented to create a modern, efficient and sustainable infrastructure.

For more information on NRA research, go to www.nra.ie



N5 Charlestown Bypass, completed 2007

Public Private Partnership Programme

The NRA is mandated in successive National Development Plans to secure private investment through Public Private Partnerships (PPPs) in order to deliver the much-needed infrastructure required on the national road network.

The use of Public Private Partnerships was further endorsed in Transport 21, the Government's programme for transport infrastructure investment until 2015, which was published in November, 2005, and provided for €2 billion to be raised for national road investment through private finance.

The NRA is responsible for the procurement and on-going contract monitoring throughout the design, construction and operational phases of all PPP schemes. The procurement phase of all planned national roads PPP contracts has been completed. Four of the contracts are in the operational phase, with the remaining six under construction. The NRA's PPP programme has seen ten contracts awarded with €2 billion of private sector funding being secured for national road schemes.

The PPP approach is being extended to the provision of service areas across the national road network, for which a tender competition is currently underway.

Recent developments include:

- ▶ Early in 2008, the construction work on the northern and southern sections of the M50 (Phase 2) will commence to add extra lanes to the motorway and to upgrade various junctions.
- ▶ In tandem with the M50 Upgrade scheme and to maximise the effectiveness from a traffic management stand point, the NRA will continue to provide a vehicle recovery service, which commenced in November, 2007, along the entire M50.



▶ N7 Limerick Tunnel, under construction (PPP scheme)



▶ N25 Waterford City Bypass, under construction (PPP scheme)



▶ N25 Waterford City Bypass, under construction (PPP scheme)

- ▶ The first motorway service area schemes – two located on the M1 and one on the M4 – will be submitted to An Bord Pleanála in early 2008 for approval. The NRA proposes to progress the procurement phase of the motorway service areas with the objective, subject to the outcome of An Bord Pleanála's considerations on the service area schemes submitted, of awarding the service area contracts in 2008 and completing the first service areas in 2009. The NRA also proposes to announce a tender competition for a further round of service areas in 2008.
- ▶ During 2007, the NRA led the way to achieving full electronic tag interoperability between all of the toll plazas in Ireland. barrier-free tolling will be implemented on the M50 motorway and the existing West-link toll plaza will be demolished and removed. In addition to the actual toll collection system, the project will also include the establishment of a multi-lingual customer care call centre and an electronic tag retail unit by the NRA.
- ▶ During 2008, construction work will continue on the following PPP schemes: M3 Clonee to North of Kells motorway; N6 Ballinasloe to Galway scheme; N7 limerick Tunnel; M7/M8 Portlaoise to Cullahill/Castletown; N25 Waterford bypass and the M50 Upgrade Scheme (phase 2).



N18 Ennis Bypass, completed 2007

Network Services and Operations

The transportation environment in which the NRA operates has changed beyond recognition in recent decades. For example, freight carried by road has increased from 5.5 million tonne-km in 1995 to 18.2 million tonne-km in 2005, an increase of over 230%.

Many of our national roads are now heavily trafficked which increases wear and tear. The requirements for increased structural rehabilitation, pavement replacement and safety schemes have grown accordingly. Additionally, we are making use of modern technology to manage our network more effectively. Future initiatives will include active traffic management and these control systems are being implemented in areas such as road tunnels.

Road Safety

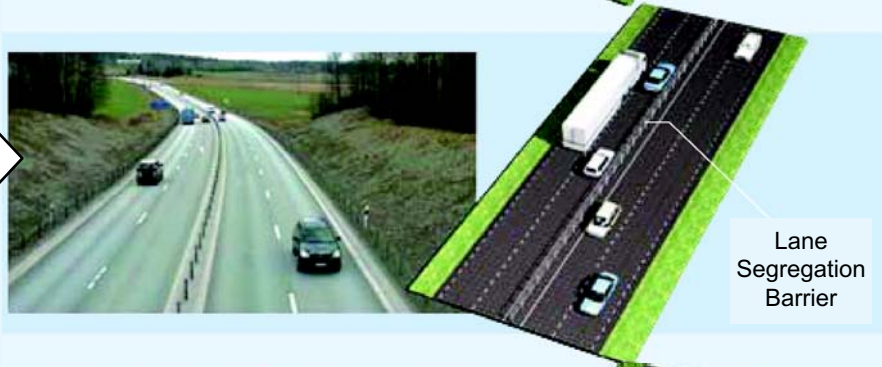
The NRA's Road Safety Group in conjunction with local authorities completed 185 remedial schemes in 2007, ranging from anti-skid road surface treatments to the provision of mini roundabouts, safety barriers and improvements at high-risk accident locations. These remedial measures are proving extremely beneficial from a road user standpoint. A five year 'before and after' study has been conducted on the effectiveness of accident remedial measures. 758 specific locations were treated between 1998 and 2002. The 'before and after' results concluded that 78 lives were saved, 45 people avoided serious injuries and 164 people avoided minor accidents. The study showed a 433% return on the €10 million investment made in accident remedial measures over the period 1998-2002.

The NRA has added two new road types in addition to the existing standard dual carriageway type. As with the existing standard road type, they offer enhanced safety, increased capacity and longer service life. These new road types are being rolled out across the national network.

**Type 1 Dual Carriageway
'Standard'**
2 lanes each direction
Grade separated junctions
2.5m hard shoulder each side



Type 2 Dual Carriageway (2+2)
'New road type'
2 lanes each direction
At grade junctions
0.5m hard strips both sides



Type 3 Dual Carriageway (2+1)
'New road type'
2 lanes one direction
1 lane opposite direction
Alternate one lane section at intervals of 2km approximately



Maintenance

Winter Maintenance

We have continued our successful road weather information system (ICECAST) to cater for severe weather conditions on national roads. Based on data gathered at 57 roadside weather stations around the network, conditions across the entire network can be predicted and planned road treatment operations carried out by local authorities. Utilising forecasts provided by Met Éireann and taking into account the predetermined thermal characteristics of the network, data generated by the road weather information system are relayed to each local authority and form the basis of decision making as to whether or not treatment of the roads is required. In the winter period, November 2006 - April 2007, local authorities achieved a 92% success rate in the treatment of frost, ice or snow at weather stations on the national roads network. The data from the weather stations is available online at www.nra.ie/roadweatherinformation

Signs and Delineation

The lines and signs programme continued to be implemented in 2007 with 90% of the primary network designs underway or completed and 50% of the secondary network designs has designs underway or completed. Construction has started on the provision of overhead signage at grade separated dual and motorway interchanges throughout the network. In addition, verge side signage is being constructed or is in final approval stage on approximately 25% of the network. We are continuing our sign refurbishment and contracts now extend to the complete network with an annual inspection and cleaning programme. These contracts also involve replacement and repair of damaged or non-performing signage.

Travel Information Service for Drivers

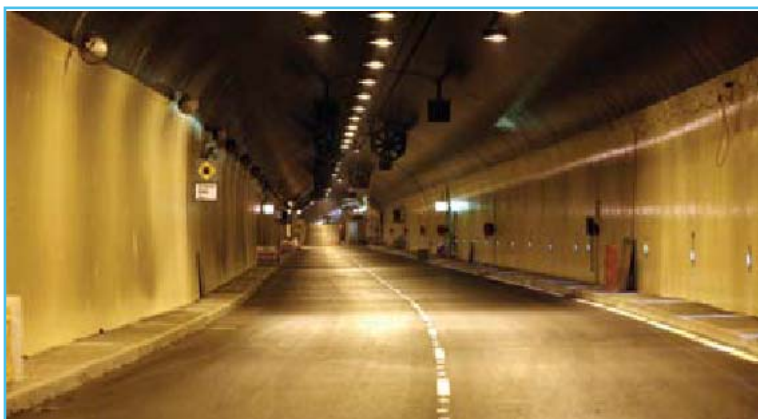
One of the goals of Intelligent Transportation Systems (ITS) is to inform drivers in real time on current traffic and travel conditions, thus enabling them to make safe and effective driving decisions. When applied to roads infrastructure, ITS manifests itself in many ways, for example, as a roadside Variable Message Signs (VMS), Closed Circuit Television (CCTV) cameras, Inductive Loop Vehicle Detection (ILVD), Automatic Number plate Recognition (ANPR), lane Control Signs and In-Vehicle Route guidance systems. Combined, these technologies allow the operator to manage a road network as efficiently as possible by providing a combination of information such as accurate travel times, notification of special speed limits and advanced warning of lane closures.

Currently along the M50, we have successfully installed fibre optic cable between the M1 and M11 allowing for high quality CCTV images to be received by the Dublin City Council's Traffic Control Centre as a means of monitoring and managing M50 traffic. We will be upgrading the existing VMS signage at specific junctions along the corridor as part of the overall M50 Upgrade works.

Coinciding with the completion of the first Inter-Urban Corridor (M1 Dublin to the border), a new pilot ITS project between the NRA and the Northern Ireland Roads Service called INSTANT (Information and Management System for Multimodal Transport in the Republic of Ireland and Northern Ireland) will be launched in early 2008. The project will include the deployment of 17 VMS, 11 CCTV and 25 ANPR along the entire corridor to inform the public on travel times, incidents and other traffic management events. By informing drivers through the use of ITS services, the NRA will continue to improve the overall efficiency of the national road network along some of the most highly travelled routes throughout the country. For further information on ITS, go to the NRA website www.nratraffic.ie

Tunnels

- ▶ In its first year of operation, over 4 million vehicles used the Dublin port Tunnel for direct access to the national road network, thus avoiding Dublin City Centre. Traffic has grown steadily through the year and usage by heavy goods vehicles is particularly high following the introduction of a City Centre prohibition by the Dublin City Council.
- ▶ Since its opening in May, 1999, the Jack Lynch Tunnel in Cork continues to prove itself as an integral part of the Southern Ring Road and currently caters for over 60,000 vehicles a day.
- ▶ The Limerick Tunnel, which is currently under construction, will allow traffic to bypass Limerick City. An immersed tube tunnel form of construction is being used. The tunnel, measuring 675m in length, is being cast in a basin adjoining the Shannon. It is expected the tunnel will be completed in 2010.



▶ Dublin Port Tunnel, completed 2006



▶ N56 Mountain Top to Illistrin, completed 2007



Bridges

All proposed bridges are reviewed and assessed prior to construction to ensure that related safety, durability and aesthetic matters are addressed in accordance with the appropriate standards and codes of practice. Additionally, regular inspection of ongoing works is carried out to confirm that standards of workmanship are maintained from drawing board to completion. Routine bridge maintenance works are carried out throughout the country involving strengthening, waterproofing, deck repairs and parapets repairs.

On July 18th, 2007, the heaviest rainfall in over 100 years resulted in the washing away of the historic Leenane bridge located on the N59 which links Westport and Clifden. The NRA's Structures group worked closely with Galway County Council engineers to provide a temporary crossing within two weeks of the event. Replacement of this structure is programmed for 2008.

Structural inspection and assessment works were carried out in 2007 on a number of structures as part of the ongoing programme of inspection and evaluation of the bridge stock within the national road network. Work will continue throughout 2008 on the maintenance and assessment of both historical structures and more recent additions to the national road network.

Service Areas

As the NRA continues to construct major projects throughout the country, increasing attention is being given to network services and operations. The role of the NRA is expanding from road building to include road operations such as the provision of service areas along motorways and the maintenance of sections of the network. The procurement of the first three service area facilities, on the M4 at Enfield, M1 at Lusk and M1 at Castlebellingham, is underway. In addition, a service area has been included in the Motorway Scheme proposal for the M17 Galway/ Tuam project, lodged with An Bord Pleanála in December, 2007. planning, design and preparation of environmental statements is currently underway for a further eight service area sites nationally.

National Roads and the Planning Process

The NRA continues to work closely with planning authorities in relation to proposed revisions of county development plans with a view to the adoption of appropriate strategies on balancing development and transportation issues. As an aid to achieving sustainable forms of development in the context of consideration of individual planning applications, the NRA produced Traffic and Transport Assessment guidelines during 2007.

About the National Roads Authority

Establishment and Mandate

The National Roads Authority was formally established as an independent public body under the Roads Act, 1993. Our primary task is to secure the provision of a safe and efficient network of national roads (the specific functions of the NRA are set out in section 19 of the Act, as amended by the Roads Act, 2007). National road design, construction and maintenance work is generally carried out by local authorities on behalf of the National Roads Authority.

The operations of the NRA are directed by a board, which must comprise between 10 and 14 members, including a Chairperson. Members are appointed by the Minister for Transport, having regard to their experience and competence in relevant areas, including roads, transport, industrial, commercial, financial or environmental matters.

Statement of Strategy

During 2007, the NRA published its Statement of Strategy for the period 2007-2010. The Statement identifies the following key strategic objectives, which the NRA will seek to deliver over the period:

- ▶ Develop the national road network (in line with government policy as set out in the National Development plan, 2007-2013 and Transport 21).
- ▶ Improve quality of life and national economic competitiveness.
- ▶ Contribute to sustainable development.
- ▶ Be a dynamic, flexible and quality-driven organisation committed to achieving excellence in our work.


Copies of the Statement may be obtained via the NRA's website, www.nra.ie or by contacting our publications Unit.

Customer Service

The provision of quality customer service is central to the NRA's activities and we are committed to ensuring the highest standards in our dealings with our customers and stakeholders.

In 2007, the NRA published its Customer Charter and Customer Action plan for the period 2007-2010. These publications set out the standards of service we aim to provide and the measures and evaluation processes we have in place to implement and measure our performance. Copies of the documents may be obtained via the NRA's website, www.nra.ie or by contacting our publications Unit.



 N2 Castleblaney bypass, completed 2007

Our People – Administration

Human Resources

National road programme activities have expanded significantly in recent years in response to National Development plan and Transport 21 commitments. In addition, new functions have been assigned to the Authority, including matters provided for in the Roads Act, 2007. At the end of 2007, the Authority employed 149 personnel including 25 archaeologists who joined during the year. These archaeologists are based regionally and have responsibility for all aspects of archaeology on particular national road schemes.

The Authority continues to focus on employee health and safety through on-going training and educational opportunities ranging from manual handling to driver safety. In addition, the organisation will continue to comply with the requirements for public bodies as set out in the Disability Act, 2000.

We continued the support of professional development throughout the entire Authority and are very pleased with the calibre of employees retained within the organisation.

Information Technology

The NRA's Information Technology (IT) group is responsible for the management and maintenance of NRA IT infrastructure involving over 40 remote access locations between offices and site locations covering the entire country.

In 2007, the IT group re-launched the 'new' NRA website, www.nra.ie. The website allows for easier interface between the NRA and the general public by focusing directly on a map based directory catering for quick access to key points of information on individual projects throughout the country.

In the coming year, the IT team will assist in supporting the Road Safety Engineers with the processing of a new road safety auditing application, implement a public web-based access to the NRA archaeology site database, upgrade all operating systems and enhance the NRA organisational intranet.

Risk Management

It is the policy of the NRA to comply with best practice governance and accountability standards appropriate to State agencies.

An NRA-wide risk analysis was undertaken as part of a process of embedding risk management within the Authority. This risk management policy sets out how the NRA will ensure that its culture, processes and structures are directed towards the effective management of potential risks and opportunities.

Risk management is aligned with the mission, vision, objectives and priorities of the NRA and seeks to protect the standing and reputation of the NRA. The risk management process will direct the work of each division and provide assurance on the reliability, robustness and appropriateness of NRA systems. The risk management policies and plans of the NRA are regularly updated to provide risk assurance to management at all levels.

Financial Control Unit (FCU)

With the introduction of the Code of Practice for the Governance of the National Roads Authority, which was adopted by the Board in December, 2002, the Financial Control Unit (FCU) was given responsibility for carrying out the internal audit function and reporting directly to the Audit Committee of the Board.

Work in the Unit is as set out in the Annual Internal Audit Plan. This Plan is devised affording suitable priority to the NRA's objectives, risks and obligations and ensuring that specified EU requirements are covered.

During 2007, European Union audit work undertaken included a review of local authority expenditure submissions under the current Economic and Social Infrastructure Operational Programme (ESIOP), 2000-2006, the Cohesion Fund, Trans European Network – Transport (TEN-T) and Interreg IIIA. In addition, significant work was undertaken in connection with facilitating the orderly closure of the ESIOP, 2000-2006.

As required by the cascade agreement with the Department of Transport, systems audits were carried out at NRA and local authority level by externally appointed consultants in 2007.

FCU staff carries out the NRA's control reviews at a local level. The review focuses on the systems and procedures in place ensuring correct chargeability of expenditure to projects. It also ensures adherence to the procedures and controls in place with regard to the preparation and submission of grant claims to the NRA.



▶ N18 Ennis Bypass, completed 2007



▶ M50 Upgrade Contract 1 (N4 Interchange at Palmerstown to North of N81 Tallaght)


Prompt Payments of Accounts Act, 1997

Under Ministerial order of 4 June 1997 the Prompt Payment of Accounts Act came into operation on 2 January 1998. The National Roads Authority comes under the remit of the Act. The following is a report on the payment practices of the Authority for the year ended 31 December 2007 in accordance with the requirements as set out in Section 12 of the Act.

It is the policy of the National Roads Authority to ensure that all invoices are paid promptly. Specific systems and procedures have been put in place to enable all invoices to be tracked and to ensure that payments are made before their due date. Invoices are logged on a daily basis, and followed up systematically to ensure that they are certified and forwarded for payment without delay. Payments are made as required to ensure prompt payment.

These controls are designed to provide reasonable, and not absolute, assurance against material non-compliance with the Act.

During the year under review all the accounts of the Authority were paid on time, that is, within the time limits specified in the Act, and accordingly no interest was paid.

 Chief Executive

FINANCIAL STATEMENTS

YEAR ENDED 31 DECEMBER 2007

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REPORT OF THE COMPTROLLER AND AUDITOR GENERAL FOR PRESENTATION TO THE HOUSES OF THE OIREACHTAS

I have audited the financial statements of the National Roads Authority for the year ended 31 December 2007 under the Roads Act, 1993.

The financial statements, which have been prepared under the accounting policies set out therein, comprise the Accounting Policies, the Road Development and Maintenance Income and Expenditure Account, the Administration Income and Expenditure Account, the Statement of Total Recognised Gains and Losses, the Balance Sheet, the Cash Flow Statement and the related notes.

Respective Responsibilities of the Members of the Authority and the Comptroller and Auditor General

The Authority is responsible for preparing the financial statements in accordance with the Roads Act, 1993, and for ensuring the regularity of transactions. The Authority prepares the financial statements in accordance with Generally Accepted Accounting Practice in Ireland. The accounting responsibilities of the Members of the Authority are set out in the Statement of Responsibilities of the Authority.

My responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

I report my opinion as to whether the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland. I also report whether in my opinion proper books of account have been kept. In addition, I state whether the financial statements are in agreement with the books of account.

I report any material instance where moneys have not been applied for the purposes intended or where the transactions do not conform to the authorities governing them.

I also report if I have not obtained all the information and explanations necessary for the purposes of my audit.

I review whether the Statement on Internal Financial Control reflects the Authority's compliance with the Code of Practice for the Governance of State Bodies and report any material instance where it does not do so, or if the statement is misleading or inconsistent with other information of which I am aware from my audit of the financial statements. I am not required to consider whether the Statement on Internal Financial Control covers all financial risks and controls, or to form an opinion on the effectiveness of the risk and control procedures.

I read other information contained in the Annual Report, and consider whether it is consistent with the audited financial statements. I consider the implications for my report if I become aware of any apparent misstatements or material inconsistencies with the financial statements.

Basis of Audit Opinion

In the exercise of my function as Comptroller and Auditor General, I conducted my audit of the financial statements in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board and by reference to the special considerations which attach to State bodies in relation to their management and operation. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures and regularity of the financial transactions included in the financial statements. It also includes an assessment of the significant estimates and judgments made in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Authority's circumstances, consistently applied and adequately disclosed.

I planned and performed my audit so as to obtain all the information and explanations that I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In my opinion, the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland, of the state of the Authority's affairs at 31 December 2007 and of its income and expenditure for the year then ended.

In my opinion, proper books of account have been kept by Authority. The financial statements are in agreement with the books of account.



John Buckley
Comptroller and Auditor General
30 March 2009

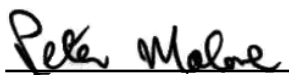
STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY


Paragraph 5(2) of the Third Schedule of the Roads Act, 1993, requires the Authority to prepare financial statements in such form as may be approved by the Minister for Transport with the consent of the Minister for Finance. In preparing those financial statements, the Authority is required to:

- select suitable accounting policies and then apply them consistently
- ensure that any judgements and estimates that are made are reasonable and prudent
- state whether applicable accounting standards have been followed, subject to any material departures, disclosed and explained in the financial statements.
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Authority will continue in operation.

The Authority is responsible for keeping proper books of account which disclose with reasonable accuracy at any time the financial position of the Authority and which enable it to ensure that the financial statements comply with Paragraph 5 of the Third Schedule of the Act. The Authority is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

On behalf of the Authority :

 Chairman

 Chief Executive

Date: 10 March 2009

STATEMENT ON INTERNAL FINANCIAL CONTROL

Responsibility for System of Internal Financial Control

On behalf of the Board of the National Roads Authority (NRA), I acknowledge our responsibility for ensuring that an effective system of internal financial control is maintained and operated.

The system can only provide reasonable, and not absolute, assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely period.

Key Control Procedures

The Board has taken steps to ensure an appropriate control environment is in place by :

- adopting a Code of Practice for the Governance of the National Roads Authority ;
- ensuring compliance with the Ethics in Public Office Acts requirements and Section 40 of the Roads Act 1993, relating to the Declaration of Interests ;
- publishing the NRA Strategy Statement 2007 – 2010 ;
- holding regular Board meetings, and;
- establishing various committees to monitor the activities of the organisation.

A formal risk assessment was undertaken by the Authority, with a view to identifying the main business risks facing the organisation. A corporate risk register has been prepared, along with an action plan to mitigate the impact of key controllable risks. A risk management policy has been approved by the NRA Board.

The system of internal financial control is based on a framework of regular management information, administrative procedures including segregation of duties, and a system of delegation and accountability. In particular it includes:

- a comprehensive budgeting system which is reviewed and agreed by the Board ;
- regular reviews by the Board of periodic and annual financial reports which indicate financial performance against budgets ;
- restricting authority for authorising all disbursement of NRA monies to authorised signatories;
- computerised financial systems including accounting, payroll, expenses claim and fixed asset register ;
- clearly defined procedures for the appraisal and management of capital expenditure, and
- clearly defined policy on procurement

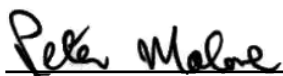
The NRA has an Internal Audit function, which operates in accordance with the Framework Code of Best Practice set out in the Code of Practice on the Governance of State Bodies for 2007. The work of Internal Audit is informed by analysis of the risk to which the body is exposed, and the annual audit plan for 2007 is based on this analysis. The analysis of risk and the internal audit plans are endorsed by the Audit Committee and approved by the Board of the NRA.

The Board's monitoring and review of the effectiveness of the system of internal financial control is informed by the work of Internal Audit, the Audit Committee which oversees the work of Internal Audit, the Executive Team within the NRA who have responsibility for the development and maintenance of the financial control framework, and comments made by the Comptroller and Auditor General in his management letter or other reports.

Annual Review of Controls

I confirm that for the year ended 31 December 2007 the Audit Committee, on behalf of the Board, conducted a review of the effectiveness of the system of internal financial controls.

Signed on behalf of the Board

 Peter Malone Chairman

Date: 10 March 2009

ACCOUNTING POLICIES

1 General

The National Roads Authority was formally established as an independent statutory body under the Roads Act, 1993, with effect from 1 January, 1994. The Authority's primary function, under section 17 of the Roads Act, is to secure the provision of a safe and efficient network of national roads.

2 Basis of Accounting

The financial statements are prepared on an accruals basis except as stated below, under the historical cost convention, and in accordance with generally accepted accounting practice. Financial Reporting Standards recommended by the recognised accountancy bodies are adopted as they become applicable. The financial statements are in the format approved by the Minister for Transport with the consent of the Minister for Finance.

3 Income Recognition

State Grants reflect the amounts received from the Department of Transport in the year.

4 Toll Income

Toll Income represents cash receivable, net of operating fees and VAT, in respect of the operation of toll plazas.

5 Road Grants

The figures shown are the actual grants paid in the year.

6 Public Private Partnership

The Authority has entered into a number of Public Private Partnership contracts under which it makes contributions to road construction and operation and under which it may become entitled to a share of the revenue earned by the road operator. Contributions are treated as expenditure in the years in which they fall due. Revenue shares are accounted for in the years in which they are earned.

7 Fixed Assets and Depreciation

Fixed assets are stated at cost less accumulated depreciation. Depreciation is provided on a straight line basis at the rates stated below which are estimated to reduce the assets to their realisable values at the end of their expected working lives:

Furniture and Fittings	10%
Equipment	15%
Computer Equipment	25%

8 Stocks

All consumables are written off in the year of purchase.

9 Superannuation

The Authority operates a defined benefit pension scheme which is funded annually on a pay as you go basis from monies provided by the Department of Transport and from contributions deducted from staff salaries. Pension costs reflect pension benefits earned by employees in the period and are shown net of staff pension contributions which are retained by the Authority. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable, and offset by grants received in the year to discharge pension payments.

Actuarial gains or losses arising on scheme liabilities are reflected in the Statement of Total Recognised Gains and Losses and a corresponding adjustment is recognised in the amount recoverable from the Department of Transport.

Pension liabilities represent the present value of future pension payments earned by staff to date. Deferred pension funding represents the corresponding asset to be recovered in the future periods from the Department of Transport.

10 Capital Account

The Capital Account represents the unamortised amount of income used to purchase fixed assets.

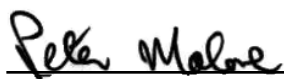
ROAD DEVELOPMENT AND MAINTENANCE INCOME AND EXPENDITURE ACCOUNT

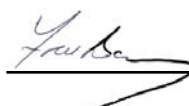
YEAR ENDED 31 DECEMBER 2007

Income		2007	2006
	Notes	€	€
State Grants:			
Road Construction and Improvement	1	1,712,706,000	1,582,500,000
Road Maintenance and Management		55,097,000	55,064,000
Grant Refunds	2	2,654,172	1,034,566
Toll Income	3	11,637,395	2,914,344
Sundry Receipts	4	262,458	202,147
		<hr/>	<hr/>
		1,782,357,025	1,641,715,057
		<hr/>	<hr/>
 Expenditure			
Road Construction and Improvement	17	1,461,757,466	1,521,396,448
Road Maintenance and Management	17	56,422,640	55,272,153
Public Private Partnership Unit	18	252,768,079	78,438,300
Special EU Programme Body		0	822,059
		<hr/>	<hr/>
		1,770,948,185	1,655,928,960
		<hr/>	<hr/>
Surplus / (Deficit) for Year		11,408,840	(14,213,903)
Surplus at Beginning of Year		560,340	14,774,243
		<hr/>	<hr/>
Surplus at End of Year		11,969,180	560,340
		<hr/>	<hr/>

The Accounting Policies, Cash Flow Statement and Notes 1-19 form part of these Financial Statements.

On behalf of the Authority :

 Chairman

 Chief Executive

10 March 2009

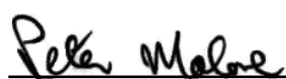
ADMINISTRATION INCOME AND EXPENDITURE ACCOUNT


YEAR ENDED 31 DECEMBER 2007

		2007	2006
Income	Notes	€	€
State Grant	1	15,071,000	13,080,000
Net deferred funding for pensions	7 (b)	2,339,721	1,845,417
Sundry Receipts	4	414,329	269,342
		<hr/>	<hr/>
		17,825,050	15,194,759
Transfer to Capital Account	5	(440,479)	(1,438,384)
		<hr/>	<hr/>
		17,384,571	13,756,375
		<hr/>	<hr/>
Expenditure			
Salaries and PRSI	6	10,300,675	7,918,760
Pension Costs	7 (c)	3,052,146	2,398,707
Travel	8	790,909	566,580
Other Administration Costs	9	906,011	921,341
Accommodation Costs	10	1,803,503	1,681,827
Depreciation	11	410,070	237,088
Directors' Fees and Expenses		108,084	123,359
(Profit) on Trade-in of Equipment		0	(62,576)
		<hr/>	<hr/>
		17,371,398	13,785,086
		<hr/>	<hr/>
Surplus / (Deficit) for Year		13,173	(28,711)
Surplus at Beginning of Year		22,272	50,983
		<hr/>	<hr/>
Surplus at End of Year		35,445	22,272
		<hr/>	<hr/>

The Accounting Policies, Cash Flow Statements and Notes 1-19 form part of these Financial Statements.

On behalf of the Authority :

 Chairman

 Chief Executive

10 March 2009

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

YEAR ENDED 31 DECEMBER 2007

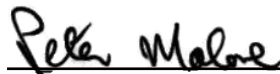
		2007	2006
	Notes	€	€
Surplus / (Deficit) for the year			
- Road Development and Maintenance		11,408,840	(14,213,903)
- Administration		13,173	(28,711)
Actuarial Gain / (Loss) on Pension Liabilities	7(f)	6,612,721	(2,340,561)
Adjustment to Deferred Pension Funding		(6,612,721)	2,340,561
		_____	_____
Total Recognised Gain / (Loss) for the Year		11,422,013	(14,242,614)
		_____	_____


Movement in Revenue Reserves

	2007	2006
	€	€
Reserves at 1 January	582,612	14,825,226
Total Recognised Gain / (Loss) for the Year	11,422,013	(14,242,614)
	_____	_____
Reserves at 31 December	12,004,625	582,612
	_____	_____

The Accounting Policies, Cash Flow Statement and Notes 1-19 form part of these Financial Statements.

On behalf of the Authority :

 Chairman

 Chief Executive

10 March 2009

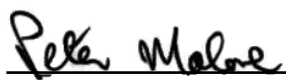
BALANCE SHEET

AS AT 31 DECEMBER 2007

		2007	2007	2006	2006
	Notes	€	€	€	€
Fixed Assets					
Tangible Assets	11		2,167,157		1,726,678
Current Assets					
Debtors and Prepayments	12	249,161		142,033	
Cash on Hand and at Bank		11,930,738		838,639	
		<u>12,179,899</u>		<u>980,672</u>	
Less Current Liabilities					
Creditors:					
Amounts falling due within one year	13	(175,274)		(398,060)	
		<u>12,004,625</u>		<u>582,612</u>	
Net Current Assets			12,004,625		582,612
Total Assets less Current Liabilities before Pensions			<u>14,171,782</u>		<u>2,309,290</u>
Deferred pension funding			37,596,000		41,869,000
Pension Liabilities	7(e)		(37,596,000)		(41,869,000)
			<u>14,171,782</u>		<u>2,309,290</u>
Total Assets less Current Liabilities			14,171,782		2,309,290
Represented by:					
Capital Account	5		2,167,157		1,726,678
Income and Expenditure Accounts:					
Administration		35,445		22,272	
Road Development and Maintenance		11,969,180		560,340	
			<u>12,004,625</u>		<u>582,612</u>
			<u>14,171,782</u>		<u>2,309,290</u>

The Accounting Policies, Cash Flow Statement and Notes 1-19 form part of these Financial Statements.

On behalf of the Authority :



Chairman



Chief Executive

10 March 2009

CASH FLOW STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2007

Reconciliation of Net Operating Surplus to Net Cash Inflow from Operating Activities

	Notes	2007 €	2007 €	2006 €	2006 €
Surplus / (Deficit) on Income and Expenditure Account – Road Development & Maintenance			11,408,840		(14,213,903)
Surplus / (Deficit) on Income and Expenditure Account – Administration			13,173		(28,711)
Transfer from Capital Account – Administration	5		440,479		1,438,384
Bank Interest			(266,730)		(164,433)
Depreciation Charge	11		410,070		237,088
(Increase) / Decrease in Debtors	12		(107,128)		273,855
(Decrease) / Increase in Creditors	13		(222,786)		25,653
(Surplus) on Sale of Fixed Assets			0		(62,576)
Net Cash Inflow from Operating Activities			11,675,918		(12,494,643)

Cash Flow Statement

Net Cash Inflow from Operating Activities			11,675,918		(12,494,643)
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Return on Investment :

Bank Interest			266,730		164,433
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Capital Expenditure:

Acquisitions	11	(850,549)		(1,676,020)	
Disposals		0	(850,549)	63,124	(1,612,896)

Management of Liquid Resources :

(Increase) / Decrease in Short Term Deposits			(1,806,949)		11,372,725
--	--	--	-------------	--	------------

Increase / (Decrease) in Cash			9,285,150		(2,570,381)
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Reconciliation of Net Cash Flow to movement in Net Funds

Increase / (Decrease) in Cash in the period			9,285,150		(2,570,381)
Increase / (Decrease) in Short Term Deposits			1,806,949		(11,372,725)

Movement in Net Funds			11,092,099		(13,943,106)
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Net Funds at 1 January 2007			838,639		14,781,745
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Net Funds at 31 December 2007			11,930,738		838,639
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The Accounting Policies and Notes 1-19 form part of these Financial Statements.

On behalf of the Authority : Peter Malne Chairman Yusuf Chief Executive

10 March 2009

NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 DECEMBER 2007

1 State Grants

State grants voted by Dáil Eireann are part funded by certain EU funds. Of the total road development and maintenance programme of the Authority under Ireland's Structural Funds Programmes 2007-2013, the following elements are co-financed.

A portion of this funding will be attributed to national road development and maintenance.

Source of Assistance:	€
Border, Midlands and Western Regional Operational Programme	
Expenditure co-financed by Regional Fund and national funds (40% aid rate)	269,500,000
Interreg IV Operational Programme	
Expenditure co-financed by Regional Fund and national funds (75% aid rate)	9,999,824
Total	<u>279,499,824</u>

2 Grant Refunds	2007	2006
	€	€
Road Construction and Improvement	2,504,559	1,032,331
Road Maintenance and Management	149,613	2,235
	<u>2,654,172</u>	<u>1,034,566</u>

3 Toll Income	2007	2006
	€	€
M1 Dundalk Western Bypass	1,433,760	2,779,276
M4 Kilcock / Kinnegad	554,650	135,068
Dublin Port Tunnel	9,648,985	0
	<u>11,637,395</u>	<u>2,914,344</u>

4 Sundry Receipts	2007	2006
	€	€
Road Development and Maintenance :		
Deposit Interest	262,458	159,328
Sundry Income	0	42,819
	<u>262,458</u>	<u>202,147</u>
Administration :		
Deposit Interest	4,272	5,105
Road Material Testing	54,756	111,020
Sale of Publications	59,749	35,633
Sundry Income	295,552	117,584
	<u>414,329</u>	<u>269,342</u>

5 Capital Account	2007	2006
	€	€
At 1 January 2007		1,726,678
Income used to purchase Fixed Assets - Administration	850,549	
Amortisation in line with asset depreciation	(410,070)	440,479
		<hr/>
At 31 December 2007		2,167,157

6 Salaries and PRSI	2007	2006
	€	€
Salaries	9,564,993	7,383,960
Employer's PRSI	735,682	534,800
	<hr/>	<hr/>
	10,300,675	7,918,760
	<hr/>	<hr/>

7 Pension Costs

a) Pension Scheme

The Authority operates a defined benefits scheme which is un-funded. Superannuation entitlements of staff are paid out of current income. Pension costs are shown net of staff pension contributions which are retained by the Authority.

The valuation used for FRS17 disclosures has been based on an actuarial valuation (March 2008) by a qualified independent actuary to take account of the requirements of FRS17 in order to assess the scheme liabilities at 31 December 2007. The financial assumptions used to calculate scheme liabilities under FRS17 are :

	2007	2006
Discount Rate	5.50%	4.60%
Inflation	2.00%	2.25%
Rate of Expected Salary Increases	3.25%	3.50%
Rate of increase in pension payment	3.25%	3.50%

b) Net Deferred Funding for Pensions in Year

	2007	2006
	€	€
Funding recoverable in respect of current year pension costs	3,509,000	2,734,000
State Grant applied to pay pensioners	(1,169,279)	(888,583)
	<hr/>	<hr/>
	2,339,721	1,845,417
	<hr/>	<hr/>

c) Analysis of total pension costs charged to Expenditure :

	2007	2006
	€	€
Current Service Cost	1,583,000	1,227,000
Interest on Pension Scheme Liabilities	1,926,000	1,507,000
Employee Contributions	(456,854)	(335,293)
	<hr/>	<hr/>
	3,052,146	2,398,707
	<hr/>	<hr/>

d) Deferred Funding Asset for Pensions

The Authority recognises amounts owing from the State for the unfunded deferred liability for pensions on the basis of a number of past events. These events include the statutory backing for the superannuation scheme, and the policy and practice in relation to funding public service pensions including the annual estimates process. Whilst there is no formal agreement and therefore no guarantee regarding these specific amounts with the Department of Transport, the Authority has no evidence that this funding policy will not continue to progressively meet this amount in accordance with current practice. The deferred funding asset for pensions as at 31 December 2007 amounted to €38 million (2006 : €42 million).

e) Movement in Net Pension Liability during the financial year :

	2007	2006
	€	€
Net Pension Liability at 1 January	41,869,000	37,683,022
Current Service Cost	1,583,000	1,227,000
Interest Costs	1,926,000	1,507,000
Actuarial (Gain) / Loss	(6,612,721)	2,340,561
Pensions paid in the year	(1,169,279)	(888,583)
Net Pension Liability at 31 December	37,596,000	41,869,000

f) History of experience gains and losses

	2007	2006	2005	2004
	€	€	€	€
Experience (losses) on scheme liabilities	(94,279)	(6,074,561)	(2,069,700)	(2,498,000)
Expressed as a percentage of scheme liabilities	0.3%	14.5%	5.5%	8.1%
Total actuarial gains and (losses)	6,612,721	(2,340,561)	(5,306,700)	(8,104,000)
Expressed as a percentage of scheme liabilities	17.6%	5.6%	14.1%	26.1%

8 Travel

	2007	2006
	€	€
Travel and Subsistence	790,909	566,580

9 Other Administration Costs

	2007	2006
	€	€
Telephone and Postage	190,115	170,250
Printing and Stationery	113,665	110,127
Computer and Data Processing Charges	234,396	232,802
Audit Fees	19,400	14,400
Staff Appointment Costs	66,453	57,218
Books and Periodicals	48,817	43,165
Insurances	40,597	42,343
Repairs and Maintenance - Equipment	17,196	10,825
Advertising	0	4,719
Sundries	70,922	112,707
Staff Development / Courses	59,437	75,596
Consultancy Fees	44,199	45,139
Public Relations	814	2,050
	906,011	921,341

10 Accommodation Costs

	2007	2006
	€	€
Rent, Rates and Services	1,635,817	1,542,699
Light and Heat, Cleaning	148,783	117,781
Repairs, Maintenance and Security	18,903	21,347
	<hr/>	<hr/>
	1,803,503	1,681,827
	<hr/>	<hr/>

11 Fixed Assets

	Total	Furniture, Fixtures and Fittings	Equipment
COST	€	€	€
At 1 January 2007	3,350,027	1,697,910	1,652,117
Additions	850,549	683,709	166,840
Disposals	(157,396)	0	(157,396)
	<hr/>	<hr/>	<hr/>
At 31 December 2007	4,043,180	2,381,619	1,661,561
	<hr/>	<hr/>	<hr/>
Depreciation			
At 1 January 2007	1,623,349	347,999	1,275,350
Provided	410,070	229,363	180,707
Disposals	(157,396)	0	(157,396)
	<hr/>	<hr/>	<hr/>
At 31 December 2007	1,876,023	577,362	1,298,661
	<hr/>	<hr/>	<hr/>
Net Book Value At 31 December 2007	2,167,157	1,804,257	362,900
	<hr/>	<hr/>	<hr/>
Net Book Value at 31 December 2006	1,726,678	1,349,911	376,767
	<hr/>	<hr/>	<hr/>

12 Debtors and Prepayments

	2007	2006
	€	€
Debtors	7,243	3,769
Prepayments	241,918	138,264
	<hr/>	<hr/>
	249,161	142,033
	<hr/>	<hr/>

All debtors fall due within one year. The amount shown for Debtors is net of provision for doubtful debts.

13 Creditors and Accruals

	2007	2006
	€	€
Salaries	32,025	93,500
Trade and Other Expenses	143,249	304,560
	<hr/>	<hr/>
	175,274	398,060
	<hr/>	<hr/>

All creditors fall due within one year.

14 Taxation

Section 32 of the Finance Act, 1994 exempts the Authority from further taxation on its interest and rental income in excess of that deducted at source. No further tax liability arose in the year.

15 Commitments

a) Financial Commitments

- a. The Authority entered into a twenty-year lease from 1 January 1996 in respect of accommodation at Saint Martin's House, Waterloo Road, Dublin 4, subject to five year rent reviews. The rent due from 1st January 2006 is €1,075,000 per annum
- b. The Authority has entered into a nine year eleven month lease in respect of accommodation at Kildress House, Pembroke Road, Dublin 2, subject to five-year rent reviews and with a break clause at the end of the fifth year. The rent due from the 1st January 2006 is €211,826 per annum.
- c. The Authority entered into a twenty-year lease from 1 March 2004 with Donegal County Council in respect of accommodation for Donegal Regional Design Office. The rent is €226,648 per annum.
- d. The Authority entered into a four year and nine month lease from 24 July 2003 with Roscommon County Council in respect of accommodation for Roscommon Regional Design Office. The rent is €63,500 per annum.
- e. The Authority is committed to a fixed contribution of €183,200 per annum to Cork County Council for a period of ten years from 1 January 2003 in respect of accommodation for Cork Regional Design Office.
- f. The Authority entered into a seven-year lease from 1 July 2002 with Westmeath County Council in respect of accommodation for Westmeath Regional Design Office. The rent is €114,276 per annum.
- g. The Authority is committed to a fixed contribution of €64,380 per annum to Kilkenny County Council in respect of accommodation provided during the lifetime of specific national road projects. This is expected to continue to 2010 and will be subject to approval of the Authority thereafter.
- h. The Authority is committed to a ten-year agreement from 11 May 2001 with Mayo County Council in respect of accommodation for Mayo Regional Design Office. The rent is €82,800 per annum with a five-year rent review.
- i. The Authority is entering into a lease with Waterford County Council for a period of nine year nine months from 1 January 2005 in respect of accommodation for Waterford Regional Design Office. The rent is €47,770 per annum.
- j. The Authority is committed to a fixed contribution of €44,200 per annum to Meath County Council for a period of four years from January 2004 in respect of accommodation for Meath Regional Design Office.
- k. The Authority is committed to a fixed contribution of €19,049 per annum to Kerry County Council for a period of three years from January 2005 in respect of accommodation for Kerry Regional Design Office.
- l. The Authority is committed to a fixed contribution of €218,320 per annum to Limerick County Council from November 2007, subject to five-year reviews, in respect of accommodation for Limerick Regional Design Office.

b) Forward Commitments

The Department of Finance, under the Capital Investment Framework, requires that a multi-annual funding plan be developed at the start of each year and that the forecasts contained within that plan shall be based upon the level of contractual commitments made in 2007 in respect of subsequent years not exceeding certain specified thresholds. The Authority has analysed forward commitments from contractual commitments made in 2007 and these are as follows :

Year	Commitment € million	Actual% (of 2007 Alloc)	Available % (of 2007 Alloc)
2008	1,128	66%	85%
2009	918	54%	75%
2010	558	33%	60%
2011	316	18%	45%

16 Board Members – Declaration of Interests

The Board of the National Roads Authority adopted procedures in accordance with section 40 of the Roads Act, 1993 in relation to the disclosure of interest by Board Members and these procedures have been adhered to in the year. There were no transactions in the year in relation to the National Roads Authority's activities in which Board member had any beneficial interest.

17 Expenditure

a) Road Construction and Improvement

	2007	2006
	€	€
Payments to local authorities	1,425,442,834	1,495,404,503
Other payments	36,314,632	25,991,945
	<hr/>	<hr/>
	1,461,757,466	1,521,396,448
	<hr/>	<hr/>

b) Road Maintenance and Management

	2007	2006
	€	€
Payments to local authorities	50,690,705	54,250,770
Other payments	5,731,935	1,021,383
	<hr/>	<hr/>
	56,422,640	55,272,153
	<hr/>	<hr/>

18 Public Private Partnership

		2007	2006
		€	€
Ancillary costs	(a)	18,196,489	19,018,827
Construction / Operation payments	(b)	112,685,288	59,419,473
M50 Buy out	(c)	121,886,302	0
		<hr/>	<hr/>
		252,768,079	78,438,300
		<hr/>	<hr/>

a) Ancillary costs incurred relate to planning, toll scheme statutory procedures, toll scheme facilities, construction supervision, financial, legal and engineering advice received.

b) Construction / Operation payments

	2007	2006
	€	€
N8 Rathcormac / Fermoy	0	13,193,264
N25 Waterford City Bypass	32,922,848	32,786,522
N7 Limerick Tunnel	51,129,464	13,439,687
Dublin Port Tunnel	14,423,002	0
M50 Upgrade	7,230,525	0
N6 Galway / Ballinasloe	6,979,449	0
	<hr/>	<hr/>
	112,685,288	59,419,473
	<hr/>	<hr/>

c) The M50 buy out payment relates to the Value Added Tax. element of the contracted termination sum. Prior to the M50 WestLink termination agreement being concluded on the transfer of ownership with National Toll Roads Limited, the Revenue Commissioners were consulted in relation to the issue of Value Added Tax on the agreed termination sum which comprises of a set of monthly payments until the expiry date of the original concession contract (2020). The Revenue Commissioners advised that a) the full termination sum was subject to Value Added Tax at 21% and that b) the full Value Added Tax amount of €121,886,302 would become due and payable upon entry by the Authority into the buy-out agreement with National Toll Roads Limited. Payment of the Value Added Tax was made by the Authority upon the execution of the termination agreement in line with the advice provided by the Revenue Commissioners.

M4 Kilcock / Kinnegad PPP Project

The contract was awarded to the Eurolink consortium which comprises SIAC Construction Ltd (Irl) and Cintra – Concesiones de Infraestructuras de Transporte S.A. (Spain). The contract was signed on the 24 March 2003 and will extend for 30 years from that date. The consortium is required to design, build, maintain, operate, re-invest and finance the contract. The scheme opened to traffic in December 2005.

N8 Rathcormac / Fermoy PPP Project

The contract was awarded to Direct Route (Fermoy) Ltd. consortium which comprises Kellogg Brown & Root Ltd, Strabag AG, John Sisk & Son (Holdings) Ltd, Lagan Holdings Ltd, Roadbridge Ltd. and the First Irish Infrastructure Fund (a joint AIB / European Investment Bank fund established for the purpose of investing in PPP projects and private sector infrastructure developments in Ireland and across Europe). The contract was signed on the 11 June 2004 and will extend for 30 years from that date. The consortium is required to design, build, maintain, operate, re-invest and finance the contract. The scheme opened to traffic in October 2006.

M1 Dundalk Western Bypass PPP Project

Celtic Roads Group (Dundalk) Ltd, (CRG) was awarded this contract on the 5 February 2004; the contract will extend for 30 years from that date. The CRG consortium comprises Dragados Concesiones de Infraestructuras SA (Spain), Edmund Nuttall Ltd (UK), HBG Ascon Ltd (Irl), and NTR P.L.C (Irl).

The terms of the contract provide that the consortium will design, construct, finance, operate and maintain, a new 11 km section of motorway along with approximately 7 km of new link roads, 12 over / underbridges and a major railway overbridge all of which have now been completed. In addition, the consortium took over the operation and maintenance of 43 km of existing motorway (including the recently constructed Boyne Bridge and an adjacent toll plaza) for a 30-year period. There were no subvention payments payable to the PPP Co on this scheme.

N25 Waterford City Bypass

The Celtic Roads Group (Waterford) Ltd. consortium comprising Dragados (Spain), NTR, and Royal BAM (Ascon) were awarded this contract on the 21 April 2006. The contract is for a 30-year concession period.

The scheme comprises the construction of an N25 by-pass extending from Kilmeaden in County Waterford to Slieverue in County Kilkenny. The route crosses the River Suir at Grannagh thus providing Waterford with a second major bridge over the Suir and allowing traffic on the N25 Cork–Rosslare route to bypass the city. More particularly, the scheme comprises approximately 23km of dual carriageway, a Suir bridge of approximately 475m length and approximately 4km of single carriageway construction. There is an additional 11km of side roads and tie-ins and a 2km railway realignment (narrow gauge excluding trackworks) in the area of the western link junction. Two grade separated junctions and two at-grade roundabouts are included in the main by-pass. A further five at-grade roundabouts are included in the link roads.

M7 Limerick Tunnel PPP Scheme

The Direct Route consortium comprising Strabag AG, John Sisk & Son (Holdings) Ltd, Lagan Holdings Ltd, Roadbridge Ltd (Mulcair), and two third party equity providers namely Meridiam Infrastructure Finance S.C.A. SICAR and Allied Irish Banks P.L.C. were awarded this contract, on a 35-year concession basis, with a commencement date of the 18 August 2006.

The Limerick Tunnel PPP Scheme, which will incorporate a fourth crossing of the River Shannon in the environs of Limerick City, will involve the construction of approximately 10 km of new dual carriageway, along with associated link roads and side roads. This fourth crossing of the River Shannon will involve an immersed tube tunnel, approximately 900m in length, linking the town land of Coonagh, on the northern bank, with the town land of Bunlicky on the southern bank of the Shannon.

M3 Clonee / Kells PPP Project

The M3 Clonee / Kells PPP contract was awarded to the EuroLink consortium. EuroLink comprises CINTRA Concesiones de Infraestructuras de Transporte, S.A. and SIAC. The contract commenced on the 27 April 2007 and will extend for 45 years inclusive of the construction phase.

The project, which includes bypasses of Dunshaughlin, Navan and Kells, will involve the construction of a toll motorway of 47km approximately and is to be linked by ancillary roads with the existing road network through grade separated junctions at Pace, Dunshaughlin, Blundelstown, Kilcarn, Athboy Road and Kells. The full scheme also includes national road improvements consisting of 2 km of new N3 dual carriageway at the southern end, 10km of new N3 single carriageway road from Kells to Carnaross, and 3.5km Kells N52 Bypass.

Approximately 15 km of link roads are to be provided to connect the new national road to the existing road infrastructure. Of these five link roads, two are dual two-lane and three are single carriageways. Associated with the scheme also are many km of local / regional road realignments / improvements and also over 100 structures consisting of 62 bridges and various culverts and retaining walls.

N6 Galway to Ballinasloe PPP Project

The N6 Galway to Ballinasloe PPP contract was awarded to the ICON consortium in April 2007. ICON comprises FCC Construction S.A (Spain), Itinere Infraestructuras (Spain), and PJ Hegarty & Sons (Irl). The Scheme will involve the construction of approximately 56km of new dual carriageway, a 7 km link road to the Loughrea bypass, 32 km of side roads and five grade separated junctions. The Scheme will extend from Doughiska, east of Galway City to the existing N6 east of Ballinasloe in County Roscommon and is due to be open to traffic in 2010.

M50 Upgrade PPP Project

The M50 Upgrade PPP contract was awarded in September 2007 to the ICON Consortium (“ICON”) which comprises FCC Construcción, S.A (Spain), Itinere Infraestructuras, S.A (Spain), & P J Hegarty & Sons (Irl) and which has established M50 (Concessions) Limited.

The M50 PPP Contract comprises the widening of 24km of the M50 from south of the M1 / M50 Turnapin interchange to the N3 interchange and from south of the Ballymount interchange to the Sandyford interchange including the upgrade of junctions along these sections. The M50 Contract was signed on 27th September 2007 with a contract period of 35 years. The construction phase of the contract is scheduled for completion at the end on 2010.

In addition to the M50 Upgrade PPP contract, separate contracts have been awarded for the widening of almost 8km of carriageway between the N4 (Jct 7) and Ballymount (Jct 10) and the upgrading of the N4, N7 and Ballymount interchanges as well as the widening of 1.3km length of motorway south of the N3 interchange to north of the M50 West-Link toll plaza.

M7 / M8 Portlaoise PPP Project

The M7 / M8 Portlaoise PPP contract was awarded to the Celtic Roads Group Consortium. Celtic Roads Group comprises NTR plc, Koninklijke BAM Groep N.V. and Iridium Concesiones de Infraestructuras S.A. The scheme involves the provision of 41km of standard 2 lane motorway, approximately 3km of single carriageway link roads, 15 km of side roads, 3 grade separated junctions and a Motorway to Motorway Interchange.

The contract commenced on the 14 June 2007 and will extend for 30 years inclusive of the construction phase. The main construction works are anticipated to take approximately 3.5 years with the road due to open to traffic in late 2010.

19 Approval of Financial Statements

These financial statements were approved by the Board of Directors on 10 March 2009.

Board Members and Sub Committees

The Minister for Transport under section 28 of the Roads Act may appoint between 10 and 14 members to the Board of the Authority. The Minister also appoints one member as Chairperson of the Authority.



Peter Malone
Chairman



Fred Barry
Chief Executive



Eddie Breen



Professor Frank Convery



Eric Fleming



David Holden



Jenny Kent



Connie Ni Fhatharta



John Newell



Dr. Donnacha O'Kinneide



Raymond Potterton



Eimear McAuliffe



Frances Boyle

Board Members and Sub Committees (continued)

Audit Committee

The role of the Audit Committee is to oversee the Internal Audit function and advise the board in relation to the operation and development of that function.

Members:

Declan McDonagh (Chair)
Eddie Breen
Eric Fleming
Jenny Kent
John Newell

Monitoring Committee

The role of the Monitoring Committee is to review progress on operations activities (excluding public private partnership) and advise the board in relation to critical developments

Members:

Eddie Breen (Chair)
Fred Barry
Eric Fleming
Peter Malone
Eimear McAuliffe (to March, 2007)
John Newell
Raymond Potterton

Policy & Development Committee

The role of the policy & Development Committee is to advise the board on policy and development issues.

Members:

David Holden (Chair)
Fred Barry
Frances Boyle (to March, 2007)
Professor Frank Convery
Jenny Kent
Connie Ní Fhathárta
Dr Donnacha O' Cinneide

PPP Committee

The role of the PPP Committee is to review public private partnership projects and operational activities and advise the board in relation to critical developments.

Members:

John Newell (Chair)
Fred Barry
Frank Convery
David Holden
Peter Malone
Connie Ní Fhathárta

Appendix 1

2007 Road Grant Payments to Local Authorities

Local Authority	Improvement (€)	Maintenance (€)	Total (€)
Carlow County Council	1,373,973	403,093	1,777,066
Cavan County Council	4,302,727	1,062,701	5,365,428
Clare County Council	21,235,356	1,937,744	23,173,100
Cork City Council	6,575,992	2,896,796	9,472,788
Cork County Council	31,012,453	3,945,289	34,957,742
Donegal County Council	32,058,307	2,266,387	34,324,694
Dublin City Council	17,309,853	1,251,000	18,560,853
Dun Laoghaire County Council	4,054,773	1,155,250	5,210,023
Fingal County Council	43,004,063	1,621,711	44,625,774
Galway City Council	646,124	567,664	1,213,788
Galway County Council	93,714,690	2,946,223	96,660,913
Kerry County Council	20,217,439	2,898,044	23,115,483
Kildare County Council	97,690,464	2,351,913	100,042,377
Kilkenny County Council	230,951,934	1,422,565	232,374,499
Laois County Council	40,350,584	1,567,402	41,917,986
Leitrim County Council	28,817,111	450,173	29,267,284
Limerick City Council	1,144,926	442,542	1,587,468
Limerick County Council	66,327,488	1,927,604	68,255,092
Longford County Council	8,840,502	622,262	9,462,764
Louth County Council	41,688,235	762,127	42,450,362
Mayo County Council	45,209,956	3,083,102	48,293,058
Meath County Council	51,946,115	1,376,595	53,322,710
Monaghan County Council	48,147,434	825,774	48,973,208
North Tipperary County Council	5,234,392	1,277,788	6,512,180
Offaly County Council	17,338,588	975,607	18,314,195
Roscommon County Council	7,328,426	1,765,224	9,093,650
Sligo County Council	5,527,085	1,357,157	6,884,242
South Dublin County Council	115,318,524	1,203,134	116,521,658
South Tipperary County Council	147,328,372	1,317,673	148,646,045
Waterford City Council	9,525,595	318,146	9,843,741
Waterford County Council	3,948,108	711,649	4,659,757
Westmeath County Council	85,756,730	1,506,945	87,263,675
Wexford County Council	67,572,399	1,491,966	69,064,365
Wicklow County Council	23,944,116	981,455	24,925,571
Total Road Grant Payments	1,425,442,834	50,690,705	1,476,133,539

2008 Road Grant Allocations to Local Authorities

Local Authority	Improvement (€)	Maintenance (€)	Total (€)
Carlow County Council	1,300,000	665,163	1,965,163
Cavan County Council	12,135,000	1,112,828	13,247,828
Clare County Council	4,155,000	2,086,443	6,241,443
Cork City Council	750,000	2,746,000	3,496,000
Cork County Council	81,090,000	4,220,851	85,310,851
Donegal County Council	17,936,449	2,592,137	20,528,586
Dublin City Council	5,150,000	1,261,000	6,411,000
Dun Laoghaire County Council	–	710,824	710,824
Fingal County Council	35,000,000	1,185,874	36,185,874
Galway City Council	405,000	511,000	916,000
Galway County Council	130,245,000	3,432,326	133,677,326
Kerry County Council	15,414,400	3,023,049	18,437,449
Kildare County Council	105,915,000	2,140,856	108,055,856
Kilkenny County Council	242,298,000	1,899,871	244,197,871
Laois County Council	87,200,000	1,662,526	88,862,526
Leitrim County Council	12,050,000	534,789	12,584,789
Limerick City Council	1,060,000	370,000	1,430,000
Limerick County Council	87,805,000	1,940,633	89,745,633
Longford County Council	5,997,000	848,572	6,845,572
Louth County Council	13,360,000	849,619	14,209,619
Mayo County Council	13,533,846	3,146,206	16,680,052
Meath County Council	35,770,000	1,681,500	37,451,500
Monaghan County Council	13,160,000	978,277	14,138,277
North Tipperary County Council	4,345,000	1,408,483	5,753,483
Offaly County Council	31,626,000	1,094,387	32,720,387
Roscommon County Council	5,095,000	2,075,292	7,170,292
Sligo County Council	5,195,000	1,482,362	6,677,362
South Dublin County Council	107,200,000	1,123,365	108,323,365
South Tipperary County Council	63,906,000	1,496,236	65,402,236
Waterford City Council	9,260,000	407,000	9,667,000
Waterford County Council	2,502,000	818,744	3,320,744
Westmeath County Council	51,812,000	1,819,868	53,631,868
Wexford County Council	24,975,000	1,431,221	26,406,221
Wicklow County Council	12,220,000	1,037,697	13,257,697
Total Allocations	1,239,865,695	53,795,001	1,293,660,696

