

Bringing  
You  
Closer



# National Roads Authority

ANNUAL  
REPORT  
& ACCOUNTS

'09



▲ M3 Installation of plate girders  
to Boyne River bridge at Ballintra

**“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”**

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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## Chairman's Foreword

**It has often been said, "As one journey ends, so another begins."**

**This year has seen the National Roads Authority (NRA) making major inroads towards the completion of the five Major Inter-Urban (MIU) motorways with schemes routinely coming in on budget, on time or ahead of schedule.**

We are a step closer to the completion of a successful journey into the future of Ireland's road infrastructure. By connecting our capital city with five major urban centres, Galway, Limerick, Cork, Waterford and Belfast (as far as the border), the Irish Government will fulfil one of their top commitments as outlined in Transport 21, offering future generations a world class national road network that is safer and more efficient. Our next journey will now focus on the national primary and secondary routes.

Ultimately, Ireland, the EU and the global economy will recover from the difficulties experienced over the last few years and when this happens Ireland will be ready for the additional demands that will be placed on its national roads infrastructure. The Authority is also conscious of the important role that national primary and secondary roads play in serving the regions. Competitiveness is central to our economic well-being and we need to shape an environment from which we can compete effectively. Upgrading our road infrastructure has a significant role to play in this regard not just nationally but also at regional level. The Authority has a proven record of delivery and we will focus our energies on the next phase of modernising our national road infrastructure in support of regional balance and national economic growth. In the current economic climate it is imperative to once again reassure taxpayers that 'value for money' remains an integral part of the Authority's ethos.

I feel it is important to thank road users, families, landowners and businesses who have all been discommoded by our works for their patience and consideration. I would also like to acknowledge the contracting community for their professionalism and expertise. Thanks to my colleagues in the Authority and my fellow Board Members, past and present, for their dedication and hard work. Thank you to Fred Barry, our Chief Executive, for his energy and leadership, making this another successful year.

Over the coming twelve months the hugely significant benefits of the MIU network will be experienced by all road users, highlighting the need to do more. Ireland's national road infrastructure has already changed at a rapid pace. In order to capitalise on this new asset it is important that our leaders and the business community are not just thinking for today, but engage in planning for the future. The Authority, the Minister for Transport, Mr. Noel Dempsey T.D., the Department of Transport and our local authority colleagues are all committed to the challenge of delivering a safe and modern national road network capable of satisfying Ireland's traffic demands for many years to come.

A handwritten signature in black ink that reads "Peter Malone". The signature is written in a cursive, flowing style.

**Peter Malone**  
Chairman

# Chief Executive's Foreword

The National Roads Authority started its work in 1994 when there was little funding available, but no shortage of vision or ambition.

At the time there were only 1.1 million vehicles licensed in the Republic, but even then the Authority recognised the need to establish a strategic framework for the improvement of the national road network.



Indeed, our current plans are really an evolution of this early strategic planning.

We now have more than double the 1994 vehicle numbers and, notwithstanding the recent recession, traffic will continue to grow in line with economic and population growth in the coming decades. As the completion of the Major Inter-Urban network is in sight, it is worth reminding ourselves of our key objectives for the coming years, which include:

- Continuing to improve the primary network, bypassing congested towns, provide safe driving conditions and facilitating economic growth.
- Commencing a long-term programme for the secondary network, recognising that some national secondaries are as busy now as the key primary routes were a decade ago, while others should be developed to provide safe passage using road types best suited to the low volumes of traffic they carry and in a manner sympathetic to the environment.
- Managing the existing network in a manner that preserves the value of the investment made and makes the most efficient use of one of the country's most valuable assets.

In doing all of this, the strategic objectives of Transport 21 will continue to be delivered, though at a pace dictated by funding availability.

The exceptional flooding at the end of the year underscored the fact that infrastructure such as our roads, bridges and other structures, will be subjected to extreme weather conditions over their long lives. Our design standards are evolving to reflect changing long-term weather patterns, and we are closely engaged with the other European road authorities in assessing the long-term impacts of climate change, and the appropriate design responses.

2009 was another very successful year in terms of schemes delivered and improvement in service levels for the public. I would like to thank the NRA and local authority staff, the consultants, suppliers and contractors who supported our activities and our colleagues at the Department of Transport for their hard work and dedication. I would also like to thank the NRA Chairman and Board for their support and direction.

A handwritten signature in black ink that reads "Fred Barry". The signature is fluid and cursive, with a large loop at the end.

**Fred Barry**  
Chief Executive

# Implementing National Strategy

Transport 21 (2006-2015)  
& National Development Plan (2007-2013)

Transport 21 and the National Development Plan (NDP) set out a comprehensive development programme for the network of national roads over the period 2006 to 2015.

## Status

At the start of 2010, 319km of new road were under construction. Effective management of this high level of activity will continue to be our primary task in 2010.

Current status as regards the objectives of Transport 21 and the NDP is as follows:

- Complete Major Inter-Urban routes by 2010, totalling 738km mainline route, to motorway or equivalent standard
  - 550km opened to traffic = 75%
  - 188km under construction = 25%
- Complete 850km of additional new road by 2015
  - 270km open to traffic at end of 2009
  - 138km under construction
- 2 billion euro private investment secured for the National Roads Programme
- 46km of the Atlantic corridor has opened to traffic, namely the N15 Bundoran to Ballyshannon Bypass, the M18 Ennis Bypass, the N25 Kinsalebeg realignment and the N25 Waterford City Bypass.
- 32km of the Atlantic corridor are under construction, namely the N7 Limerick Tunnel (PPP) and the M18 Gort to Crusheen.



## Transport 21 Major Inter Urban Routes and Atlantic Road Corridor





**46km of the Atlantic corridor has opened to traffic, namely the N15 Bundoran to Ballyshannon Bypass, the M18 Ennis Bypass, the N25 Kinsalebeg realignment and the N25 Waterford City Bypass**

## Accomplishments 2009

- Completed the first city to city motorway connecting Dublin to Galway.
- Opened 5 new sections of the Major Inter-Urban routes totalling 126km i.e. N4 Lexlip/M50 upgrade, M6 Athlone/Ballinasloe, M6 Galway/Ballinasloe, M9 Kilcullen/Carlow and M8 Fermoy/Mitchelstown.
- Completed Phase 1 of the M50 Upgrade, i.e. between the Ballymount and Blanchardstown junctions.
- Completed the N25 Waterford City Bypass.
- Commenced construction on the N21 Castleisland Bypass.
- Completed 84 road safety schemes.
- Commenced construction of three on-line service areas: M1 – at Castlebellingham, Co. Louth and at Lusk, Co. Dublin – and on the M4 at Enfield, Co. Kildare.
- Assumed administrative function on behalf of the Minister for Transport relating to regional and local roads.
- Completed 23 post-construction environmental impact assessments to evaluate traffic noise, as contained in the environmental impact statements and assessed the effectiveness of various noise mitigation measures.
- Completed 26 post-construction environmental impact assessments, as contained in the environmental impact statements on air quality assessments.
- Commenced a scoping study for the National Cycle Network (NCN). (The proposed NCN is to cater for tourists, commuters and leisure cyclists. The scoping study will produce a map identifying strategic inter-urban corridors which will form the framework for the delivery of a national cycle network.)
- The High Court gave supportive decisions in judicial review cases involving the N6 (Galway City Outer Bypass) and the N1 (Dundalk to Border).
- 1.7 million HGVs passed through the Dublin Port Tunnel during 2009.
- Completed principal inspections of all bridge structures on national primary and secondary roads.
- Re-signed all newly declared motorways throughout the network.
- Hosted the annual National Archaeological Seminar entitled Creative Minds: Production, Manufacturing and Invention in Ancient Ireland.
- Published Seanda, NRA Archaeological Magazine, Issue 4.

**At the start of 2010, 319km of new road were under construction. Effective management of this high level of activity will continue to be our primary task in 2010**

## Goals 2010

- Complete all remaining Major Inter-Urban routes:
  - M7 Dublin to Limerick
  - M8 Dublin to Cork
  - M9 Dublin to Waterford
- Complete 292km of new roads in 2010. The schemes are:
  - M3 Clonee to North of Kells
  - M7 Castletown to Nenagh
  - M7 Nenagh to Limerick
  - N7 Limerick Tunnel
  - M7/M8 Portlaoise to Cullahill/Castletown
  - M9 Waterford to Knocktopher
  - M9 Carlow to Knocktopher
  - N10 Kilkenny Link Road
  - M50 Upgrade Scheme Phase 2
  - N52 Kells Bypass
  - N78 Athy Link Road
- Award contracts for N7 Newlands Cross / N11 Arklow to Rathnew and M17/18 Gort to Tuam, which are part of the second PPP Programme.
- Open three on-line service areas:
  - M1 – at Castlebellingham, Co. Louth and at Lusk, Co. Dublin – and on the M4 at Enfield, Co. Kildare.
- Continue a pilot programme of improvements on sections of national secondary low volume routes with a view to wider application in the future. The pilot programme, which is in the planning stage, will take place on specific sections of the N59 in Galway, the N56 in Donegal and the N72 in Kerry.
- Complete national secondary roads assessment study.
- Complete the scoping study for the National Cycle Network on behalf of the Department of Transport.
- Complete a national traffic management study.
- Commence the compensation process in respect of land acquisition (notices to treat) on the following schemes:
  - N5 Longford Bypass
  - N5 Ballaghaderreen Bypass
  - M11 Gorey to Enniscorthy (subject to An Bord Pleanála approval)
  - N22 Tralee Bypass
  - N25 New Ross Bypass (subject to judicial review of the EIS)
- Submit for approval from An Bord Pleanála the following road schemes:
  - N4 Downs Grade Separation
  - N14/N15 Link to Strabane
  - M20 Cork to Limerick
  - N21 Adare Bypass
  - N25 Carrigtwohill to Middleton
  - N30 Clonroche to New Ross
  - N52 Carrickbridge to Dalystown
- Published Seanda, NRA Archaeological Magazine, Issue 5.
- Publish updated Archaeological and Architectural Assessment Guidelines.



◀ N9 Carlow to Knocktopher



▲ N18 Gort to Crusheen



▲ N9 Waterford to Knocktopher

# Sustainable Development

## Research

The main aim of the research undertaken by the Authority is to promote practical measures that will contribute to reducing costs, enhancing quality and encouraging innovation in the way we build and manage our national road network. This research is vital if the Authority is to achieve its main goal of providing a safe and efficient road network. An effective research programme will ensure that the road network is built and managed using up-to-date standards and procedures. The research covers all of the technical areas necessary for the execution of functions by the Authority, which include project planning, construction, maintenance and operations. A formal research strategy ensures that all of our research activities are carried out in a coordinated manner and the results are implemented through improved standards and guidelines.

The Authority's Research Strategy (available on the NRA website at [www.nra.ie/research](http://www.nra.ie/research)) was initiated in 2007 to provide a framework within which research requirements are identified, specified, procured and implemented in a coordinated fashion. It provides for both short-term "commercial" research in response to our business needs, as well as longer-term research projects at PhD and post-doctoral level. Longer-term research is vital, as our road infrastructure is a valuable asset with a very long service life. Effective management requires looking well ahead at potential advancements in order to anticipate and take advantage of technological developments.

The focus of the research effort is closely linked to the Strategic Objectives outlined in the NRA's Statement of Strategy which forms the basis and direction of all our research activities. The research strategy has three separate components:

1. Research Fellowship Programme
2. Commercial Research Projects
3. Collaboration Projects

The research programme is in its third year and there is now a significant portfolio of 14 research projects being carried out at universities, institutes and research centres on behalf of the Authority.

**An effective research programme will ensure that the road network is built and managed using up-to-date standards and procedures. The research covers all of the technical areas necessary for the execution of functions by the Authority, which include project planning, construction, maintenance and operations**

## Research Fellowship Programme

The Research Fellowship Programme was set up to enable universities and other third level institutes to apply for financial support for research projects relating to road transport. It provides a mechanism to commission fundamental research in subjects relevant to the activities and business objectives of the Authority. The Fellowship Programme is centred on an annual Call for Proposals, published in April/May each year. Projects are based on PhD or post-doctoral programmes and are fully funded by the Authority. Since the Fellowship Programme was launched in 2007, 15 research projects have been commissioned. Full details are available on the NRA website: [www.nra.ie/research](http://www.nra.ie/research).

## Commercial research projects

In addition to the long-term research commissioned under the Research Fellowship Programme, the Authority also commissions shorter-term research projects in response to immediate business requirements. These research commissions can have a timescale ranging from a few months to two years and are generally commissioned through an open competitive process. An example of such a project is the study of a new test for the durability of aggregates used in road pavements, called the Saturation Ageing Tensile Stiffness (SATS) test. This test has been proposed at European level and the research is being carried out to determine whether it is appropriate to incorporate it into the Authority's standards and specifications.

## Collaboration projects

There are considerable benefits to be gained from collaboration projects whereby access to a large project or specialist expertise can be gained for a relatively small financial contribution. Collaboration also provides a very effective means of knowledge transfer and the opportunity to tap into a high quality research and leading edge science and technology. Methods of collaboration include:

- Participation in co-funded projects at universities and third level institutions.
- Collaboration with National bodies which sponsor research activities in Ireland.
- Involvement in European working groups and committees.
- Opportunities through EU funded research.
- Jointly fund projects with similar organisations.

**In 2009, 2.7% of cases relating to local authority decisions on planning were appealed by the Authority, of which An Bord Pleanála agreed with the Authority's viewpoint 96% of time**

## European links

The Authority maintains close links with our European neighbours through a number of organisations including CEDR (Conference of European Directors of Roads), ERTRAC (European Road Transport Research Advisory Council) and FEHRL (Forum of European National Highway Research Laboratories). Membership of these organisations provides a mechanism through which the NRA can influence EU policy on research themes, be involved in major research initiatives and obtain access to cutting-edge research results. Our involvement ensures that Irish interests are taken into account in the formulation of EU research programmes. It also provides a means for encouraging Irish universities and organisations to be involved in EU-funded research projects.

We have recently joined ERA-NET ROAD, which has been formed by ERA-NET (European Research Arena Network), to encourage joint research programmes in road engineering financed through national funds. The first of these joint programmes was launched in 2008 and relates to the implications of climate change for road design and management. The Authority is one of the co-funders of this three-year programme along with 10 other EU countries. The research will help us to identify and prevent problems with the road infrastructure resulting from changes to our climate. There are three main areas of focus:

1. Road authorities getting to grips with climate change
2. Safety at the heart of road design
3. Effective asset management meeting future challenges

The first two programmes are under way. In the Climate Change programme, four projects have been commissioned relating to different aspects of climate change and its effects on the management of national road networks. The Road Safety programme has just begun and five projects have been commissioned. The Effective Asset Management programme is currently being arranged with a call for proposals planned for early 2010.

In addition, we are active in two EU-funded projects: Energy Conservation in Road Pavement Design (ECRPD) which is examining the energy requirements for the construction and operation of roads, and Durable Transport Infrastructure in the Atlantic Area (DURATINET) which aims to promote the durability, safety and sustainability of transport infrastructure.

## Implementation of research

The Authority's Research Strategy focuses on having a well-organised, targeted annual research programme with a clear statement of expected outputs and benefits. All individual research projects include a dissemination plan to ensure that the conclusions and outputs are relevant to the Authority and are implemented in an effective and timely fashion. Implementation is through the updating of the Authority's standards and specifications or publication of guidance documents.

For more information on NRA research, go to [www.nra.ie/research](http://www.nra.ie/research).



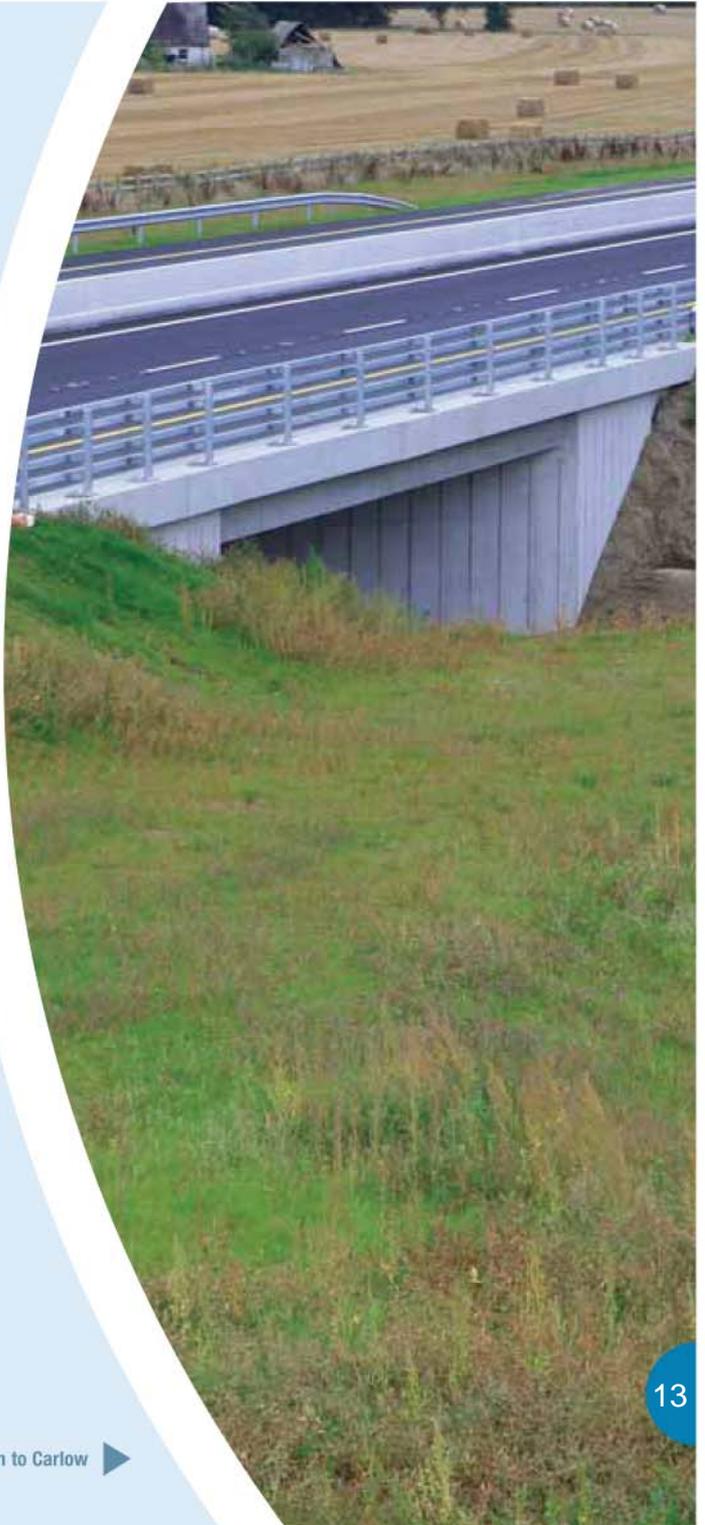
## Planning

The Authority provides input into the work of planning authorities on policy formulation under the planning and development legislation and, in particular, seeks to promote an integrated approach to transportation and land use planning.

The Authority has actively engaged with the Departments of Environment, Heritage and Local Government and Transport, as well as local authorities on the preparation of a draft document Planning Guidance on Spatial Planning and National Roads under Article 28 of the Planning and Development Act of 2000.

The Authority, in its role of statutory consultee in the planning process, continues to work closely with planning authorities in relation to proposed revisions of county development and local area plans with a view to the adoption of appropriate strategies for balancing development and transportation issues.

The Authority examines individual planning applications for compliance with official policy and guidelines with regard to the national roads network. In 2009, 2.7% of cases relating to local authority decisions on planning were appealed by the Authority, of which An Bord Pleanála agreed with the Authority's viewpoint 96% of time.



Considerable progress was made on the dissemination of results from the Authority's funded projects, e.g. through the development of the Authority's Archaeological database, publication of three additional monographs, hosting of two regional seminars and the Authority's national seminar which was held in conjunction with Heritage Week

## Environment

The environmental research programme that underpins the Authority's approach to the planning and construction of national road schemes was significantly advanced in 2009. A detailed research study in air quality and traffic noise was successfully completed, while significant progress has been made in a number of studies relating to ecology, watercourse crossings, drainage and strategic noise mapping. This work provides an enhanced appreciation of the actual impacts of road infrastructure on the natural environment and allows for the refinement of the methodologies adopted for predicting such impacts in the course of planning future national road schemes.



◀ N4 Lucan Bypass Upgrade Scheme  
View East to Newcastle  
Road Junction

Woven basketry fish traps  
dating from 5000- 4000 BC



Replica early medieval  
hand bell on display at the NRA National  
Archaeology Seminar 2009



## Archaeology

The Authority's expenditure on all aspects of archaeology exceeded €14 million in 2009. During the year significant progress has been made in finalising excavation reports and in closing out projects, with an increase of 20% in the total number of final excavation reports submitted.

Archaeological investigation works were fully completed on two service areas on the M1 – at Castlebellingham, Co. Louth and at Lusk, Co. Dublin – and one on the M4 at Enfield, Co. Kildare. In addition, all Archaeological excavation and post excavation works were completed on the N5 Longford Bypass. Archaeological works commenced on the M17 Gort to Tuam scheme (Galway-Tuam section) and the N25 New Ross Bypass.

All works are being undertaken using the new form of contract for Archaeological works which has been developed by the Authority in accordance with Department of Finance policy.

Considerable progress was made on the dissemination of results from the Authority's funded projects, e.g. through the development of the Authority's Archaeological database, publication of three additional monographs, hosting of two regional seminars and the Authority's national seminar which was held in conjunction with Heritage Week.

There has been considerable interest in the results of the Archaeological works carried out on national road projects. The Authority is a research partner on two projects granted funding under the INSTAR (Irish National Strategic Archaeological Research) programme administered by the Heritage Council, including Cultivating Societies: Assessing the Evidence for Agriculture in Neolithic Ireland, the People of Prehistoric Ireland.

# Public Private Partnership Programme

The Authority has been mandated in successive National Development Plans to secure private investment through the Public Private Partnership (PPP) mechanism in order to deliver much-needed improvements to the national road network.

The Authority is responsible for the procurement and on-going contract monitoring throughout the design, construction and operational phases of PPP schemes. Five PPP road contracts are in the operational phase with the most recent completions being the N25 Waterford City Bypass which opened on 19 October, 2009 and the M6 Galway to Ballinasloe scheme which opened on 18 December, 2009. The latter scheme marks a significant milestone as it completes the M4/M6 Dublin to Galway major inter-urban corridor to dual carriageway / motorway status along its entire length.

Four schemes (M3 Clonee-Kells, M7/M8 Portlaoise-Castletown, N7 Limerick Tunnel and the M50 Upgrade Scheme Phase 2) are at construction and all are scheduled for completion during 2010.

While the M50 Upgrade Scheme works will continue throughout 2010, significant enhancements have been made to date through the provision of an additional lane in both directions along significant lengths of the M50 mainline. The mainline upgrade works from a 2 + 2 lane motorway to a 3 + 3 lane motorway in each direction, from the M1 through to the Sandyford interchange, are expected to be substantially completed in the early months of 2010.

The Authority's PPP programme has seen the road contracts awarded to date result in approximately €2 billion of private sector funding being secured for national road improvement schemes.

The Minister for Transport has authorised the Authority to raise a further €1 billion in private funding for national road construction, using the unitary payment method. The Authority has identified a number of schemes to be progressed as unitary payment PPPs and contract notices commencing the tendering process were placed for two schemes in 2009. The schemes are the M17/18 Gort to Tuam and the N11 Arklow to Rathnew (including the N7 Newlands Cross Project) and the Authority anticipates that both contracts will be awarded by late 2010.

The Authority also entered into a PPP contract, in October 2009, for the provision of motorway service areas. This contract provides for the provision of two service areas on the M1 – at Castlebellingham, Co. Louth and at Lusk, Co. Dublin – and one on the M4 at Enfield, Co. Kildare. They are expected to open in late 2010.





▼ M7/M8 Portlaoise to Cullahill/ Castletown (PPP)



# Network Services and Operations

## Eflow - Barrier-Free Tolling - M50

The M50 barrier-free tolling scheme has been in operation since August 2008. The dismantling of the old barriers and the provision of additional lanes on the M50 have removed traffic congestion and also reduced transport costs. The motorway is operating much more efficiently, with substantial benefits for freight transporters and the tens of thousands of road users who use the road daily.

Approximately 35 million journeys, by almost 2 million different vehicles, have taken place over the tolled section of the motorway since the introduction of the barrier-free tolling system. About 75% of users have set up automatic toll payment accounts, either using the electronic tag, which can also be used at other toll plazas, or an account based on their number plate. Overall 93% of payments are now made electronically, the majority occurring automatically through toll payment accounts and the remainder by card payments on-line or through the dedicated call centre facility.

As with any new start-up operation, processes and systems for the new barrier-free operation have been refined and improved over the period since it was first introduced and will continue to evolve in the months and years ahead. A major operational change that occurred in 2009 was the awarding of a new call centre contract. The quality of customer service has increased substantially since that change occurred and callers to the call centre now receive a much more efficient and effective service.

No barrier-free tolling arrangement can be successful without having a system in place to provide a deterrent to non-payment and an incentive for toll payment compliance. For this reason, the toll scheme employed on the M50 includes a penalty structure providing for increasing penalty payments linked to the period that the toll remains unpaid. The deterrent arrangements involve transferring unpaid toll cases to a firm of solicitors who provide debt collection services to the Authority. Over five thousand civil summonses were issued to the end of December 2009 and six court District sessions have dealt with non-payment of tolls up to the end of 2009. The Authority is satisfied that the processes in place will continue to promote overall compliance with the new tolling arrangements and will facilitate continued public confidence in adherence to the payment requirements.

**The winter period to date, November 2009 - January 2010, has been more severe than the preceding winters. Significant flooding in November was followed by a prolonged cold spell throughout the country lasting until mid-January**

## Road Safety

The Authority, in conjunction with local authorities completed 84 remedial schemes in 2009, ranging from junction improvements, improved lines of sight at bends, pedestrian crossings to traffic calming schemes.

The schemes completed have included minor realignment, signing and lining, junction improvements such as Devon Cross on the N21, route treatment works on the N69 in Kerry and traffic calming improvements on the N62 in Roscrea.

These road safety remedial schemes have proved to be very successful. A four-year "before and after" analysis of 373 schemes completed between 1998 and 2003 showed that there was an overall reduction of 97 fatal collisions, 73 serious and 253 minor injury collisions. In addition to the above, the road safety audit process was reviewed and updated in 2009 to assist local authorities and members of An Garda Síochána with reporting serious accidents.



N9 Carlow – Knocktopher



M6 Athlone - Ballinasloe



## Winter Maintenance

The winter period to date, November 2009 - January 2010, has been more severe than the preceding winters. Significant flooding in November was followed by a prolonged cold spell throughout the country lasting until mid-January; significant snowfalls occurred during this time. The Authority worked closely with local authorities in sourcing and distributing salt for road de-icing purposes and all primary national routes remained open during the severe weather conditions.

The Authority continued to provide road weather information data on the national road network through the ICENET road weather information system (RWIS). Based on data gathered at 60 roadside weather stations around the network, conditions across the entire network are monitored. Utilising forecasts provided by Met Éireann and taking into account the predetermined thermal area characteristics such as altitude, data generated by the road weather information system is relayed to each local authority and forms the basis of decision making as to whether or not treatment of the roads is required.

The data from the weather stations is available online at [www.nra.ie/RoadWeatherInformation](http://www.nra.ie/RoadWeatherInformation).



▲ ITS on M50

## Signage and Delineation

A total of 294km of high quality dual carriageway roads were designated as motorway by the Minister for Transport with effect from 28 August 2009. This declaration is intended to enhance safety and operational efficiency on the route and to shorten journey times by availing, as appropriate, of the design speed of 120 kph which usually applies to motorway sections of the national road network. The designation to motorway status will also serve to protect the route against inappropriate development, including multiple access points, which could have road safety implications and affect the efficiency and service life of the route. A signage upgrade programme was undertaken in conjunction with the coming into effect of the new motorway designations.

## Travel Information Service for Road Users

Coinciding with the completion of the first Major Inter-Urban Route (M1 Dublin to the Border), a new pilot Intelligent Transportation System (ITS) project called INSTANT (Information and Management System for Multimodal Transport in the Republic of Ireland and Northern Ireland) was implemented in 2009. The project is being undertaken by the Authority and the Northern Ireland Roads Service. The project includes the deployment of 17 Variable Message Signs (VMS), 11 Closed Circuit Televisions (CCTVs) and 25 Automatic Number Plate Recognition cameras (ANPRs) along the entire M1 corridor to inform the public of 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. Operation of the ITS equipment on the M1 corridor will pass to the Operations Centre in the Dublin Port Tunnel in 2010. For further information on ITS, go to the NRA website [www.nratraffic.ie](http://www.nratraffic.ie).

**Since its opening in May, 1999, the Jack Lynch Tunnel in Cork continues to prove itself an integral part of the Cork Southern Ring Road and currently caters for over 60,000 vehicles a day**

## Tunnels

### Dublin Port Tunnel

The Dublin Port Tunnel is now in its third year of operation and a total of 4.6 million journeys were made through it during 2009. Heavy Goods Vehicles (HGV) accounted for 41% of tunnel traffic, thus fulfilling the main aim of greatly reducing HGV traffic on the city streets of Dublin.

In December 2009, car tolls were reduced from €12 to €10, and to €3 at all other times; the mid-peak rate of €6 was eliminated.

In 2010, standard maintenance closures will be moved from weekend nights to weekday nights and as a result eliminating the need for routine weekend night closures. Additionally, the management of all ITS equipment and emergency telephones on the entire motorway network is being centralised to the Dublin Port Tunnel operations control centre in 2010.

### Jack Lynch Tunnel

Since its opening in May, 1999, the Jack Lynch Tunnel in Cork continues to prove itself an integral part of the Cork Southern Ring Road and currently caters for over 60,000 vehicles a day.



**Additionally, following the extensive flooding in 2009, a total of 943 bridges were identified for inclusion in an emergency inspection programme. The results of these inspections identified a programme of essential works for attention during 2010**

## Bridges

The Authority's Bridge Management System continued to ensure that maintenance of the existing network remains a priority for the Authority through inspection and routine cleaning of all structures within the network as well as the rehabilitation of damaged structures requiring more extensive works in order to return them to their full capacity.

The N59 Leenane Bridge, which was washed away during severe flooding in July 2007, was replaced and opened to traffic in March of 2009. Another bridge replacement took place during 2009 on the N16 border crossing at Belcoo / Blacklion. Rehabilitation works carried out elsewhere on the network included the replacement of movement joints, parapet repairs, foundation repairs, replacement of damaged deck waterproofing, as well as the provision of pedestrian facilities at locations identified as presenting significant risk.

Principal inspection of all bridges within the national road network was completed during the year as part of a six year inspection cycle. Additionally, following the extensive flooding in 2009, a total of 943 bridges were identified for inclusion in an emergency inspection programme. The results of these inspections identified a programme of essential works for attention during 2010.



Service Areas ▶



M6 Athlone - Ballinasloe ▶



## Service Areas

There are three service areas under construction and scheduled to open by the end of 2010. The Minister for Transport has decided that, in view of the current economic difficulties, the Authority should refrain from investing further Exchequer funds in service areas until the economic situation improves.

The Authority is placing informational (brown) signs on dual carriageways for petrol facilities located within a kilometre of a junction. This is being implemented for existing facilities, and will be extended to new facilities if and when they are built.

The status of the Authority's original service area programme is as follows:

M1 Lusk	Under construction, to open end-2010
M1 Castlebellingham	Under construction, to open end-2010
M4 Enfield	Under construction, to open end-2010
M6 Athlone	An Bord Pleanála approval received, on hold
M8 Cashel	An Bord Pleanála approval received, on hold
M9 Kilcullen	An Bord Pleanála approval received, on hold
M11 Gorey	An Bord Pleanála approval received, at tender as part of PPP Project, to open 2012-2013
M20 Cork-Limerick	May be built as part of a possible PPP scheme (subject to An Bord Pleanála), to open 2013-2015.
Additional locations	At various stages of planning, on hold.

# 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 Authority are set out in Section 19 of the Act, as amended by the Roads Act, 2007). National road design, construction and maintenance works are generally carried out by local authorities on behalf of the National Roads Authority.

Members of the Authority's Board 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.

## Customer Service

The Authority is committed to providing a professional, efficient and courteous service to all our customers. Our Customer Charter and Customer Action Plan for the period from 2007 to 2010 set out the standards and levels of service our customers can expect in their dealings with the Authority. Copies of the documents may be obtained online at [www.nra.ie](http://www.nra.ie).

Significant progress has been achieved by the Authority in implementing the commitments made in our Customer Charter, which are aimed at further improving the level of service we provide to our customers. Developments in this regard include:

- Written correspondence issued by the Authority clearly states the name of the official concerned and his/her job title.
- The Authority continues to facilitate customers wishing to conduct their business through the Irish language.
- Appropriate publications are produced in Irish.
- An Access Committee has been established to ensure that the requirements of the Disability Act, 2005 are fully implemented by the Authority.
- Disability equality training has been provided for staff to ensure awareness of accessibility issues for both internal and external customers.





**The Authority achieved three years CPD Accreditation through Engineers Ireland for 2009 to 2011. There are sixty Engineers and Technicians involved in this process and this initiative ensures that a strong focus is placed on Continuous Professional Development in the Authority**

- Comprehensive policy documents relating to accessibility issues have been published. The documents concerned emphasise the Authority's commitment to improve access to mainstream public services for people with disabilities and include the following undertakings:
  - Corporate documents will be published in a style that is as clear and jargon free as possible.
  - We will provide information and documents on our website in a format that can be used in conjunction with adaptive technology.
  - We will ensure that the Authority's facilities comply with Health & Safety regulations and that appropriate facilities are available for people with disabilities.
- The Authority continues to ensure that our programme for the development and maintenance of the network of national roads, as set out in the National Development Plan, 2007 – 2013 and Transport 21, is implemented efficiently and cost-effectively.
- The Authority is developing appropriate mechanisms to further facilitate the monitoring and reporting of progress on the numerous commitments we make in our Customer Charter and we will continue to strive to deliver the highest possible levels of service to all our customers.



◀ M3 Bridge over Blackwater river  
north west of Kells

Anti skid surface  
on approach to roundabout



M6 Athlone - Ballinasloe



## Human Resources

The Authority continues to support the delivery of our strategic objectives through the on-going development of all staff.

The Authority achieved three years CPD Accreditation through Engineers Ireland for 2009 to 2011. There are sixty Engineers and Technicians involved in this process and this initiative ensures that a strong focus is placed on Continuous Professional Development in the Authority.

The Learning & Development Steering Committee is working actively within the Authority to provide suitable opportunities to all staff. Some key training initiatives in 2009 have been Negotiations Skills training for technical staff and the use of Learning Lunches held during the year on a wide variety of topics of interest to all staff. The Authority is developing an Internal Modular Training Programme which will be rolled out for all staff in 2010.

## Occupational Health and Safety

The Authority is fully committed to best practice in regard to the management of health and safety, both internally and throughout the national road-construction industry. The NRA health and safety policy has been comprehensively documented and all employees have been trained in the resulting safety management system, with a particular emphasis on risk assessment.

Co-operation in regard to health and safety management has been established through a series of meetings with CIF safety advisors, with ICE safety advisors and with LA safety advisors at each national road design office.



◀ ITS on M50

## Risk Management

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

Risk management is aligned with the strategic objectives of the Authority and seeks to protect the performance, standing and reputation of the Authority. The risk management process provides an assurance of the reliability, robustness and appropriateness of the Authority's systems. The risk management policies and plans of the Authority are regularly updated.

## Information Technology

The Authority's Information Technology (IT) Section is responsible for maintaining and developing IT infrastructure within the Authority to facilitate the achievement of our business objectives. The IT Section is also responsible for developing and maintaining a number of applications that interface directly with local authorities.

In 2009, improvements were made to information systems in preparation for the processing of grant claims and payments to local authorities for local and regional roads in 2010. Other IT systems rolled out during the year included a system for reporting on national road network maintenance activities carried out by local authorities.

## Financial Control Unit

The Financial Control Unit (FCU) has responsibility for the internal audit function of the Authority and reports directly to the Audit Committee of the Board.

Work in the FCU is as set out in the Annual Internal Audit Plan. This Plan is devised with a view to affording suitable priority to the Authority's objectives, risks and obligations and ensuring that specified EU requirements are fully complied with. The Plan is subject to review by the Audit Committee prior to its submission to the Board for approval.

## **Work in 2010 will continue to focus on the delivery of the Annual Internal Audit Plan which will incorporate reviews of the systems and procedures in the Authority, EU audit work and control reviews at local authority level**

During 2009 EU audit work undertaken included a review of local authority expenditure submissions under the Economic and Social Infrastructure Operational Programme (ESIOP) 2000-2006, Border, Midland and Western Regional Operational Programme 2007-13 and Trans European Network – Transport (TEN-T). In addition, significant work was undertaken in connection with facilitating the closure of the ESIOP, 2000-2006, the Cohesion Fund and TEN-T.

The Authority's functions include the provision of road grants to local authorities for improvement and maintenance work on the network of national roads. The Authority must ensure that appropriate procedures and controls are in operation in relation to the way in which the funds involved are used and accounted for. In this regard the FCU carries out control reviews at local authority level.

These reviews focus on verification of the eligibility of expenditure charged to projects, ensuring compliance with national and EU procurement, publicity and other requirements and confirming local authority adherence to procedures in place for the preparation and submission of grant claims to the Authority.

Work in 2010 will continue to focus on the delivery of the Annual Internal Audit Plan which will incorporate reviews of the systems and procedures in the Authority, EU audit work and control reviews at local authority level.

## **Audit Committee**

The role of the Audit Committee is, as part of the ongoing systematic review of the control environment and governance procedures within the Authority, to oversee the Internal Audit function and advise the Board in relation to the operation and development of that function. The Audit Committee met five times in 2009.



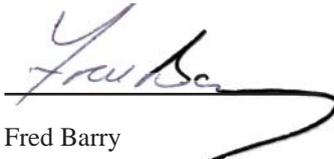
## Prompt Payments of Accounts Act, 1997

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 2009 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

Fred Barry

8 March 2011

**FINANCIAL STATEMENTS****YEAR ENDED 31 DECEMBER 2009**

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## NATIONAL ROADS AUTHORITY

### 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 2009 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.

*continued next page...*

...continued

### **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 2009 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**  
**21 March 2011**

## STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

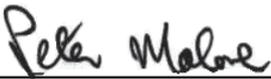
Paragraph 5(2) of the Third Schedule of the Roads Act, 1993, requires the National Roads Authority (the Authority) to prepare financial statements in such form as may be approved by the Minister for Transport with the consent of the Minister for Finance.

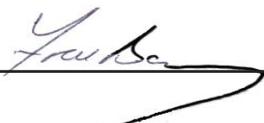
In preparing those financial statements, the Authority is required to:

- 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; and
- 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

8 March 2011

## STATEMENT ON INTERNAL FINANCIAL CONTROL

### Responsibility for System of Internal Financial Control

On behalf of the Board of the Authority, 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 are appropriately 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 Authority;
- developing a strong culture of accountability across the organisation;
- 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 Statement of Strategy 2007 – 2010;
- holding regular Board meetings, and
- establishing an audit committee 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 Board. The Authority undertook a comprehensive review of the current framework for risk management during 2009.

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;
- the assignment of financial responsibilities and corresponding accountability at management level;
- regular reviews by the Board of periodic and annual financial reports which indicate financial performance against budgets;
- restricting authority for authorising all disbursement of monies to authorised signatories;
- systems in place aimed at ensuring the security of ICT systems;
- computerised financial systems including accounting, payroll, expense claims and fixed asset register, and
- a clearly defined policy on procurement.

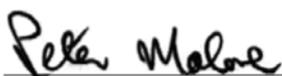
The Authority has an Internal Audit function, which operates in accordance with the Framework Code of Best Practice set out in the Code of Practice on the Governance of State Bodies. The work of Internal Audit is informed by analysis of the risk to which the body is exposed. The internal audit plans are devised to cover the key controls on a rolling basis over a reasonable period. The analysis of risk and the internal audit plans are endorsed by the Audit Committee and approved by the Board of the Authority.

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 Authority 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 2009 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



Chairman

8 March 2011

## ACCOUNTING POLICIES

### 1 General

The 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 Preparation

The financial statements are prepared on an accruals basis except as stated below, under the historical cost convention, and in accordance with applicable law and the accounting standards issued by the Accounting Standards Board and promulgated by Chartered Accountants Ireland (Generally Accepted Accounting Practice in Ireland). The financial statements are in the format approved by the Minister for Transport with the consent of the Minister for Finance.

### 3 State Grants Income

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

### 4 Grant Refunds

Grant Refunds reflect the amounts recouped from Local Authorities in the year.

### 5 Toll Income

Toll Income represents cash received, net of interoperability payments and charges and VAT, in respect of tolls collected.

### 6 Road Grants Expenditure

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

### 7 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 recognised in the years in which they are earned.

### 8 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 net realisable values at the end of their expected working lives:

<b>Furniture, Fixtures and Fittings</b>	<b>10%</b>
<b>Equipment (excluding Computer Equipment)</b>	<b>15%</b>
<b>Computer Equipment</b>	<b>25%</b>

### 9 Stocks

All consumables are written off in the year of purchase.

### 10 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 scheme liabilities are measured on an actuarial basis using the projected unit method.

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 from changes in actuarial assumptions and from experience surpluses and deficits are recognised in the Statement of Total Recognised Gains and Losses for the year in which they occur 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.

### 11 Capital Account

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

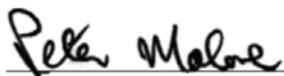
# ROAD DEVELOPMENT AND MAINTENANCE INCOME AND EXPENDITURE ACCOUNT

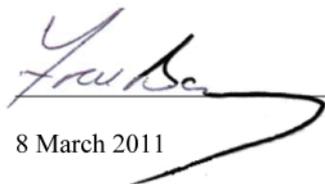
## YEAR ENDED 31 DECEMBER 2009

		2009	2008
<b>Income</b>	<b>Note</b>	<b>€</b>	<b>€</b>
State Grants:			
Road Construction and Improvement	1	1,443,400,000	1,599,577,000
Road Maintenance and Management		44,255,000	58,210,000
Public Private Partnership Operations		7,936,000	7,936,000
Grant Refunds	2	1,732,945	24,101,189
Toll Income	3	109,863,615	45,568,306
Sundry Receipts	4	386,752	384,684
		<hr/>	<hr/>
		1,607,574,312	1,735,777,179
		<hr/>	<hr/>
 <b>Expenditure</b>			
Road Construction and Improvement	17(a)	1,213,790,789	1,361,393,655
Road Maintenance and Management	17(b)	46,206,147	56,395,007
Public Private Partnership and Tolling	18	358,927,370	318,979,658
		<hr/>	<hr/>
		1,618,924,306	1,736,768,320
		<hr/>	<hr/>
(Deficit) for Year		(11,349,994)	(991,141)
Surplus at Beginning of Year		10,978,039	11,969,180
		<hr/>	<hr/>
(Deficit) / Surplus at End of Year		(371,955)	10,978,039
		<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

8 March 2011

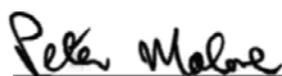
## ADMINISTRATION INCOME AND EXPENDITURE ACCOUNT

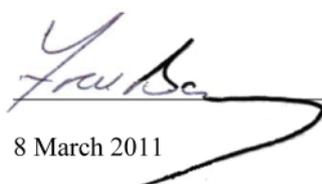
### YEAR ENDED 31 DECEMBER 2009

		2009	2008
Income	Note	€	€
State Grants	1	15,918,000	16,268,000
Net Deferred Funding for Pensions	8(c)	2,464,027	2,554,127
Sundry Receipts	4	149,373	259,313
		<hr/>	<hr/>
Transfer from Capital Account	5	18,531,400 377,724	19,081,440 3,908
		<hr/>	<hr/>
		18,909,124	19,085,348
		<hr/>	<hr/>
Expenditure			
Salaries and PRSI	6	11,418,525	11,316,996
Pension Costs	8(a)	3,419,079	3,105,592
Travel		591,200	701,039
Other Administration Costs	9	977,485	1,490,006
Accommodation Costs	10	1,837,523	1,847,696
Depreciation	11	496,473	486,274
Directors' Fees and Expenses	7	130,847	98,340
(Surplus)/Loss on Disposal of Fixed Assets		(35,000)	11,227
		<hr/>	<hr/>
		18,836,132	19,057,170
		<hr/>	<hr/>
Surplus for Year		72,992	28,178
Surplus at Beginning of Year		63,623	35,445
		<hr/>	<hr/>
Surplus at End of Year		136,615	63,623
		<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

8 March 2011

## STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

### YEAR ENDED 31 DECEMBER 2009

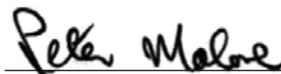
	Note	2009 €	2009 €	2008 €	2008 €
(Deficit) / Surplus for the year					
- Road Development and Maintenance			(11,349,994)		(991,141)
- Administration			72,992		28,178
Experience (Losses) / Gains on Pension Scheme Liabilities 8(d)	(4,612,973)			21,000	
Changes in Assumptions Underlying the Present Value of Pension Scheme Liabilities	8(d)	(1,743,000)		36,127	
Actuarial (Loss) / Gain on Pension Liabilities	8(b)	(6,355,973)		57,127	
Adjustment to Deferred Pension Funding		6,355,973	0	(57,127)	0
Total Recognised Loss for the Year			(11,277,002)		(962,963)

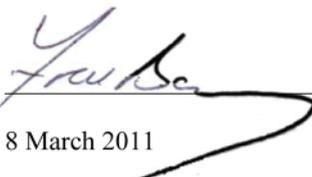
#### Movement in Income and Expenditure Accounts

	2009 €	2008 €
Income and Expenditure Accounts at 1 January	11,041,662	12,004,625
Total Recognised Loss for the Year	(11,277,002)	(962,963)
Income and Expenditure Accounts at 31 December	(235,340)	11,041,662

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

On behalf of the Authority:

 Chairman

 Chief Executive

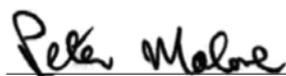
8 March 2011

**BALANCE SHEET****AS AT 31 DECEMBER 2009**

	Note	2009 €	2009 €	2008 €	2008 €
<b>Fixed Assets</b>					
Tangible Assets	11		1,785,525		2,163,249
<b>Current Assets</b>					
Debtors and Prepayments	12	223,453		500,835	
Cash on Hand and at Bank		13,366,411		23,787,307	
		<u>13,589,864</u>		<u>24,288,142</u>	
<b>Less Current Liabilities</b>					
Creditors and Accruals: Amounts falling due within one year	13	(13,825,204)		(13,246,480)	
		<u></u>		<u></u>	
Net Current (Liabilities)/Assets			(235,340)		11,041,662
Total Assets less Current Liabilities before Pensions			<u>1,550,185</u>		<u>13,204,911</u>
Net Pension Liabilities	8(b)	(48,913,000)		(40,093,000)	
Deferred Pension Funding	8(c)	48,913,000		40,093,000	
		<u></u>		<u></u>	
<b>Total Net Assets</b>			<u>1,550,185</u>		<u>13,204,911</u>
<b>Represented by:</b>					
Capital Account	5		1,785,525		2,163,249
Income and Expenditure Accounts: Road Development and Maintenance Administration		(371,955) 136,615		10,978,039 63,623	
		<u></u>		<u></u>	
			(235,340)		11,041,662
			<u>1,550,185</u>		<u>13,204,911</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

8 March 2011

## CASH FLOW STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2009

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

	Note	2009 €	2009 €	2008 €	2008 €
Deficit on Income and Expenditure Account – Road Development and Maintenance			(11,349,994)		(991,141)
Surplus on Income and Expenditure Account – Administration			72,992		28,178
Transfer from Capital Account – Administration	5		(377,724)		(3,908)
Bank Interest	4		(78,044)		(290,691)
(Surplus)/Loss on Disposal of Fixed Assets			(35,000)		11,227
Depreciation Charge	11		496,473		486,274
Decrease/(Increase) in Debtors and Prepayments	12		277,382		(251,674)
Increase in Creditors and Accruals	13		578,724		13,071,206
Net Cash (Outflow)/Inflow from Operating Activities			(10,415,191)		12,059,471

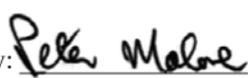
### Cash Flow Statement

Net Cash (Outflow)/Inflow from Operating Activities			(10,415,191)		12,059,471
<b>Return on Investment:</b>					
Bank Interest	4		78,044		290,691
<b>Investing Activities:</b>					
Acquisition of Tangible Assets	11	(118,749)		(493,593)	
Disposal of Tangible Assets		35,000		0	
Net cash outflow from investing activities			(83,749)		(493,593)
<b>Management of Liquid Resources:</b>					
Decrease/(Increase) in Short Term Deposits			10,529,573		(13,178,607)
Increase / (Decrease) in Cash			108,677		(1,322,038)

### Reconciliation of Net Cash Flow to Movement in Net Funds

Increase/(Decrease) in Cash			108,677		(1,322,038)
(Decrease)/Increase in Short Term Deposits			(10,529,573)		13,178,607
Movement in Net Funds			(10,420,896)		11,856,569
Net Funds at 1 January			23,787,307		11,930,738
Net Funds at 31 December			13,366,411		23,787,307

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

On behalf of the Authority:  Chairman  Chief Executive

8 March 2011

## NOTES TO THE FINANCIAL STATEMENTS YEAR ENDED 31 DECEMBER 2009

### 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:	€
<b>- Border, Midlands and Western Regional Operational Programme</b>	
Expenditure co-financed by Regional Fund and national funds (40% aid rate)	137,280,000
<b>- Interreg IV Operational Programme</b>	
Expenditure co-financed by Regional Fund and national funds (75% aid rate)	10,000,000
	<u>147,280,000</u>

### 2 Grant Refunds

	2009 €	2008 €
Road Construction and Improvement	1,561,338	24,023,709
Road Maintenance and Management	171,607	77,480
	<u>1,732,945</u>	<u>24,101,189</u>

### 3 Toll Income

	2009 €	2008 €
M1 Dundalk Western Bypass	766,558	1,352,660
M4 Kilcock/Kinnegad	520,614	523,567
Dublin Port Tunnel	14,502,649	13,566,684
M50 Westlink Toll Plaza	0	6,282,397
M50 eFlow	94,073,794	23,842,998
	<u>109,863,615</u>	<u>45,568,306</u>

Toll Income represents cash received, net of interoperability payments, charges and VAT, in respect of:

- tolls collected at the Dublin Port Tunnel and M50 eFlow barrier free tolling for 2009; and
- toll related revenue share payments received in accordance with Public Private Partnership contracts entered into for the M1 Dundalk Western Bypass and the M4 Kilcock/Kinnegad.

### 4 Sundry Receipts

	2009 €	2008 €
<b>- Road Development and Maintenance:</b>		
Deposit Interest	75,980	285,292
Sundry Income	310,772	99,392
	<u>386,752</u>	<u>384,684</u>
<b>- Administration:</b>		
Deposit Interest	2,064	5,399
Road Material Testing	37,553	43,678
Sale of Publications	12,418	18,349
Sundry Income	97,338	191,887
	<u>149,373</u>	<u>259,313</u>

<b>5 Capital Account</b>	<b>€</b>	<b>€</b>
At 1 January 2009		2,163,249
Income Used to Purchase Fixed Assets – Administration	118,749	
Amortisation in Line with Asset Depreciation	(496,473)	(377,724)
	<hr/>	<hr/>
At 31 December 2009		1,785,525

<b>6 Salaries and PRSI</b>	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Salaries	10,642,392	10,530,698
Employer's PRSI	776,133	786,298
	<hr/>	<hr/>
	11,418,525	11,316,996

Pension levy of €639,502 ( 2008 : € nil ) has been deducted and paid over to the Department of Transport.

Included in salaries above is remuneration in respect of the Chief Executive as follows:

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Salary	302,121	295,957
Bonus	58,289	38,474
Contribution to Pension	60,424	59,191
Other Benefit	14,949	14,948
	<hr/>	<hr/>
	435,783	408,570

The Chief Executive is not a member of the National Roads Authority Superannuation Scheme. A pension contribution is made to a personal retirement fund at 20% of salary. A bonus was paid in 2009 of €58,289 which related to a deferred payment in respect of the years 2006, 2007 and 2008. The Chief Executive voluntarily waived his contractual entitlement to bonus payments for 2009 and subsequent years.

## 7 Directors' Fees and Expenses

Fees paid to Directors during the year are as follows:

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Fred Barry (Chief Executive)	36,876	0
Peter Malone (Chairman)	13,064	14,000
Anne Butler	1,343	0
Frank Convery	8,398	9,000
Eric Fleming	8,814	6,885
David Holden	6,373	9,000
Clifford Kelly	3,764	0
Jenny Kent	8,398	9,000
Colm Lonergan	8,814	0
Eugene Moore	8,398	5,786
John Newell	6,373	9,000
Connie Ni Fhatharta	1,964	9,000
Raymond Potterton	8,398	9,000
Donncha O'Conneide	0	2,571
	<hr/>	<hr/>
	120,977	83,242

Fees paid to Fred Barry during 2009 relate to the period from his date of appointment to the Board (06/10/2005) to 31/12/2009.

Expenses paid to Directors during the year amounted to €9,870 ( 2008 : €15,098 ) comprising of mileage and subsistence charges. Expenses paid to Fred Barry during the year were incurred in his capacity as Chief Executive, and not as a Member of the Board.

## 8 Pension Costs

### a) Analysis of Total Pension Costs Charged to Expenditure

	2009 €	2008 €
Current Service Cost	1,671,000	1,539,000
Interest on Pension Scheme Liabilities	2,257,000	2,068,000
Employee Contributions	(508,921)	(501,408)
	<u>3,419,079</u>	<u>3,105,592</u>

### b) Movement in Net Pension Liability during the Financial Year

	2009 €	2008 €
Net Pension Liability at 1 January	40,093,000	37,596,000
Current Service Cost	1,671,000	1,539,000
Interest Costs	2,257,000	2,068,000
Actuarial Loss / (Gain)	6,355,973	(57,127)
Pensions paid in the year	(1,463,973)	(1,052,873)
	<u>48,913,000</u>	<u>40,093,000</u>

### c) Deferred Pension Funding

The Authority recognises amounts owing from the State for the unfunded deferred liability for pensions on the basis of a set of assumptions at 8 e) overleaf and a number of past events. These events include the statutory basis for the establishment of the pension scheme and the policy and practice currently in place in relation to funding public service pensions, including contributions by employees and the annual estimates process. The Authority has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The Net Deferred Funding for Pensions recognised in the Administration Income and Expenditure Account was as follows:

	2009 €	2008 €
Funding Recoverable in Respect of Current Year Pension Costs	3,928,000	3,607,000
State Grant Applied to Pay Pensioners	(1,463,973)	(1,052,873)
	<u>2,464,027</u>	<u>2,554,127</u>

The deferred funding asset for pensions as at 31 December 2009 amounted to €48,913,000 (2008: €40,093,000).

### d) History of Defined Benefit Obligations

	2009 €	2008 €	2007 €	2006 €
Defined Benefit Obligations	(48,913,000)	(40,093,000)	(37,596,000)	(41,869,000)
Experience Gains / (Losses) on Scheme Liabilities	(4,612,973)	21,000	(94,279)	(6,074,561)
Percentage of Scheme Liabilities	(9.4%)	0.1%	(0.3%)	(14.5%)
Assumption Gains / (Losses) on Scheme Liabilities	(1,743,000)	36,127	6,707,000	3,734,000
Percentage of Scheme Liabilities	(3.6%)	0.1%	17.8%	8.9%

The cumulative actuarial loss recognised in the Statement of Total Recognised Gains and Losses amounts to €17,752,286 (2008: €11,396,313).

### e) General Description of the Scheme

The pension scheme is a defined benefit final salary pension arrangement with benefits and contributions defined by reference to current 'model' public sector scheme regulations. The scheme provides a pension (one eightieths per year of service), a gratuity or lump sum (three eightieths per year of service) and spouse's and children's pensions. Normal retirement age is a member's 65<sup>th</sup> birthday and pre-2004 members have an entitlement to retire without actuarial reduction from age 60. Pensions in payment (and deferment) normally increase in line with general public sector salary inflation.

The valuation used for FRS17 (Revised) disclosures has been based on a full actuarial valuation (February 2010) by a qualified independent actuary taking account of the requirements of FRS17 (Revised) in order to assess the scheme liabilities at 31 December 2009.

The principal actuarial assumptions were as follows:

	2009	2008
Rate of Increase in Salaries	3.50%	3.25%
Rate of Increase in Pension in Payment	3.50%	3.25%
Discount Rate	5.75%	5.50%
Inflation Rate	2.00%	2.00%

The mortality basis adopted allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age (age 65). The table below shows the life expectancy for members attaining age 65 in 2009, 2029 and 2049.

Year of Attaining Age 65	2009	2029	2049
Life Expectancy – Male	86.75	89.55	91.53
Life Expectancy – Female	88.36	90.66	92.45

### 9 Other Administration Costs

	2009	2008
	€	€
Telephone and Postage	143,180	202,686
Printing and Stationery	83,669	97,285
Computer and Data Processing Charges	272,251	564,302
Audit Fees	10,000	15,000
Staff Appointment Costs	10,932	56,974
Books and Periodicals	47,564	54,671
Insurances	38,551	39,530
Repairs and Maintenance - Equipment	9,156	24,034
Sundries	155,556	127,623
Staff Development/Courses	158,407	142,685
Consultancy Fees	34,522	150,519
Public Relations	13,697	14,697
	<hr/>	<hr/>
	977,485	1,490,006

### 10 Accommodation Costs

	2009	2008
	€	€
Rent, Rates and Services	1,653,139	1,666,725
Light and Heat, Cleaning	145,675	145,017
Repairs, Maintenance and Security	38,709	35,954
	<hr/>	<hr/>
	1,837,523	1,847,696

**11 Tangible Fixed Assets**

	<b>Total</b>	<b>Furniture, Fixtures and Fittings</b>	<b>Equipment</b>
<b>Cost</b>	<b>€</b>	<b>€</b>	<b>€</b>
At 1 January 2009	4,246,248	2,422,017	1,824,231
Additions	118,749	0	118,749
Disposals	(591,004)	(76,933)	(514,071)
At 31 December 2009	<u>3,773,993</u>	<u>2,345,084</u>	<u>1,428,909</u>
<b>Depreciation</b>			
At 1 January 2009	2,082,999	811,620	1,271,379
Provided	496,473	232,787	263,686
Disposals	(591,004)	(76,933)	(514,071)
At 31 December 2009	<u>1,988,468</u>	<u>967,474</u>	<u>1,020,994</u>
<b>Net Book Value at 31 December 2009</b>	<u>1,785,525</u>	<u>1,377,610</u>	<u>407,915</u>
<b>Net Book Value at 31 December 2008</b>	<u>2,163,249</u>	<u>1,610,397</u>	<u>552,852</u>

**12 Debtors and Prepayments**

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Debtors	10,630	188
Prepayments and Accrued Income	212,823	500,647
	<u>223,453</u>	<u>500,835</u>

All Debtors fall due within one year. The amount shown for Debtors does not include any provision for doubtful debts.

**13 Creditors and Accruals**

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Salaries	217,242	192,372
Creditors and Other Expenses	13,607,962	13,054,108
	<u>13,825,204</u>	<u>13,246,480</u>

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 from 1 January 2006 is €1,075,000 per annum.
- b. The Authority entered into a nine year and 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 from 1 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 is committed to a fixed contribution to be reviewed annually of €82,500 per annum to Roscommon County Council in respect of accommodation for Roscommon Regional Design office.
- 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 is committed to a fixed contribution of €105,134 per annum to Westmeath County Council from the 1 January 2010 for a period of two years in respect of accommodation for Westmeath Regional Design Office.
- 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.
- i. The Authority entered into a lease with Waterford County Council for a period of nine years and nine months from 1 January 2005 in respect of accommodation for Waterford Regional Design Office. The annual payment is €102,308.
- j. The Authority is committed to a fixed contribution to be reviewed annually of €60,000 per annum to Meath County Council in respect of accommodation for Meath Regional Design office.
- k. The Authority is committed to a fixed contribution of €21,335 per annum to Kerry County Council until December 2010 in respect of accommodation for Kerry Regional Design Office.
- l. The Authority is committed to a fixed contribution of €218,302 per annum to Limerick County Council from November 2007, subject to five year reviews, in respect of accommodation for Limerick Regional Design Office.
- m. The Authority is committed to a fixed contribution of €126,800 per annum to Galway County Council from 1 September 2005 for a period of five years, in respect of accommodation for Galway Regional Design Office.
- n. The Authority is committed to a fixed contribution of €240,822 per annum to Kildare County Council until January 2011 for accommodation for Kildare 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. The forecasts contained within that plan shall be based upon the level of contractual commitments made in 2009 and previous years in respect of subsequent years, not exceeding certain specified thresholds. The Authority has analysed forward commitments, which are forecast costs that are subject to quantum and timing variances, from contractual commitments made in 2009 and previous years and these are as follows:

Year	Commitment € million	Forecast % (of 2009 Alloc)	Available % (of 2009 Alloc)
2010	1,056	73%	85%
2011	755	52%	75%
2012	400	28%	60%
2013	198	14%	45%

## 16 Board Members – Declaration of Interests

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

## 17 Expenditure

### a) Road Construction and Improvement

	2009 €	2008 €
Payments to Local Authorities	1,172,829,879	1,319,023,836
Other Payments	40,960,910	42,369,819
	<hr/> 1,213,790,789	<hr/> 1,361,393,655

### b) Road Maintenance and Management

	2009 €	2008 €
Payments to Local Authorities	45,247,823	55,211,234
Other Payments	958,324	1,183,773
	<hr/> 46,206,147	<hr/> 56,395,007

## 18 Public Private Partnership and Tolling

	2009 €	2008 €
Ancillary Costs	a) 16,080,139	23,091,014
Public Private Partnership Construction Payments	b) 222,415,001	232,960,508
Public Private Partnership Operation Payments	c) 8,653,396	9,650,506
M50 Buy Out	d) 52,638,752	20,821,920
Authority Tolling	e) 59,140,082	32,455,710
	<hr/> 358,927,370	<hr/> 318,979,658

#### a) Ancillary Costs

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

#### b) Public Private Partnership Construction Payments

	2009 €	2008 €
N25 Waterford City Bypass	12,536,015	28,763,590
N7 Limerick Tunnel	44,866,548	51,038,274
M50 Upgrade	767,431	15,496,483
N6 Galway to Ballinasloe	25,279,381	11,485,193
M3 Clonee/Kells	124,128,773	111,176,968
M7/M8 Portlaoise	12,897,108	15,000,000
M1 Dundalk Western Bypass	1,939,745	0
	<hr/> 222,415,001	<hr/> 232,960,508

#### *N25 Waterford City Bypass*

The Celtic Roads Group (Waterford) Ltd. consortium comprising Dragados (Spain), NTR plc. and Royal BAM (Ascon) were awarded the N25 Waterford City Bypass PPP contract on 21 April 2006. The contract is for a 30 year concession period.

The scheme comprised the construction of the N25 bypass 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 to Rosslare route to bypass the city. More particularly, the scheme comprised approximately 23km of dual carriageway, a Suir bridge of approximately 475m in 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. The scheme opened to traffic in October 2009.

*N7 Limerick Tunnel*

The Direct Route (Limerick) 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 plc were awarded the Limerick Tunnel PPP contract on a 35 year concession basis on the 18 August 2006.

The Limerick Tunnel PPP Scheme involves the construction of approximately 10km of new dual carriageway along with associated link roads and side roads. The tunnel crossing of the River Shannon will involve an immersed tube tunnel, approximately 0.9km 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. The scheme opened to traffic in July 2010.

*M50 Upgrade*

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

The M50 Upgrade 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 Upgrade PPP Contract was signed on 27 September 2007 with a contract period of 35 years. The official opening of the M50 was in September 2010.

In addition to the M50 Upgrade PPP contract, separate contracts were awarded for the widening of almost 8km of mainline carriageway between the N4 (Junction 7) and Ballymount (Junction 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 both of which were completed in 2008.

*N6 Galway to Ballinasloe*

The N6 Galway to Ballinasloe PPP contract was awarded to the N6 (Concessions) Limited consortium in April 2007. The consortium comprises FCC Construction S.A (Spain), Itinere Infraestructuras (Spain), and PJ Hegarty & Sons (Ireland). The Scheme involved the construction of approximately 56km of new dual carriageway, a 7km link road to the Loughrea bypass, 32km of side roads and five grade separated junctions. The scheme extends from Doughiska, east of Galway City to the existing N6 east of Ballinasloe in County Roscommon. The scheme opened to traffic in December 2009.

*M3 Clonee/Kells*

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 approximately 47km 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 2km of new N3 dual carriageway at the southern end, 10km of new N3 single carriageway road from Kells to Carnaross and 3.5km of the Kells N52 Bypass.

Approximately 15km 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 kilometres of local/regional road realignments/improvements and also over 100 structures consisting of 62 bridges and various culverts and retaining walls. The scheme opened to traffic in June 2010.

*M7/M8 Portlaoise*

The M7/M8 Portlaoise PPP contract was awarded to the Celtic Roads Group (Portlaoise) 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 scheme opened to traffic in May 2010.

*M1 Dundalk Western Bypass*

The PPP contract was awarded to Celtic Roads Group (Dundalk) Ltd. Consortium on 9 February 2004. The contract is for a 30 year concession period. The scheme involved the construction, operation and maintenance of an 11km stretch of road forming part of the N1/M1 national primary route in the vicinity of the town of Dundalk, Co. Louth, together with approximately 8 km of associated side roads and tie-ins. The construction works were completed in 2005. The project also includes the operation and maintenance of existing motorway with an approximate length of 42km i.e. the Dunleer Bypass and the Dunleer/Dundalk Motorway as well as the operation and maintenance of the tolling facilities on the M1 (Gormanston to Monasterboice) scheme. Payments arising in 2009 arise from works undertaken relating to installation of additional lengths of median safety barrier and additional landscaping and route signage obligations.

**c) Public Private Partnership Operation Payments**

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
M50 Upgrade	649,879	542,056
N8 Rathcormac/Fermoy	7,032,701	5,157,844
M4/M6 Kilcock/Kinnegad	903,299	3,950,606
M1 Dundalk Western Bypass	67,517	0
	<hr/>	<hr/>
	8,653,396	9,650,506
	<hr/>	<hr/>

*N8 Rathcormac/Fermoy*

The contract was awarded to the 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 11 June 2004 and will extend for 30 years from that date. The consortium's contract obligations include the design, building, maintenance, operation, re-investment and financing of the scheme. The scheme opened to traffic in October 2006.

*M4/M6 Kilcock/Kinnegad*

The PPP Contract was awarded to EuroLink on 24 March 2003. The EuroLink consortium comprises SIAC Construction Limited and CINTRA - Concesiones de Infraestructuras de Transporte S. A. The contract is for a 30 year concession period. The scheme involved the construction of 39km of motorway, including 19 overbridges, 7 underbridges, and 3 underpasses. The scheme opened to traffic in December 2005.

**d) M50 Buy Out**

The M50 buy out payments represents the amount due under the termination agreement with National Toll Roads Limited €52,171,812 ( 2008 : €20,821,920 ) and additional Value Added Tax on the contracted termination sum due to the Revenue Commissioners of €466,940 ( 2008 : €0 ).

**e) Authority Tolling**

	<b>2009</b>	<b>2008</b>
	<b>€</b>	<b>€</b>
Dublin Port Tunnel	19,013,033	13,033,401
M50 Westlink	32,609	1,106,353
M50 eFlow	40,094,440	18,315,956
	<hr/>	<hr/>
	59,140,082	32,455,710
	<hr/>	<hr/>

These costs relate to local authority rates and toll collection costs at the above facilities together with the maintenance costs of the Dublin Port Tunnel.

**19 Approval of Financial Statements**

These financial statements were approved by the Board on 11 May 2010.

# Board Members



**Mr Peter Malone**  
Chairman



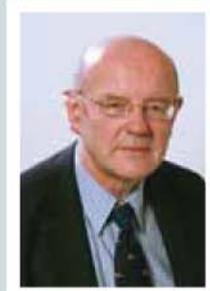
**Mr Fred Barry**  
Chief Executive



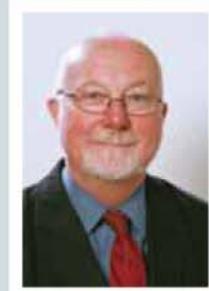
**Mr Eddie Breen**



**Ms Anne Butler**



**Mr Frank Convery**



**Mr Eric Fleming**



**Mr Clifford Kelly**



**Jenny Kent**



**Mr Colm Lonergan**



**Mr Eugene Moore**



**Ms Margaret O'Mahony**



**Raymond Potterton**

## Former Board Members 2009



**David Holden**



**John Newell**



**Connie Ni Fhathárta**

## Audit Committee

**Chairperson:** Mr. Declan McDonagh - **Committee Members:** Eddie Breen, Eric Fleming, John Newell, Jenny Kent, Margaret O'Mahony, Clifford Kelly, Eugene Moore, Colm Lonergan

