



National Roads Authority

Annual Report & Accounts 2010



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Chairman's Foreword



I am very proud to be part of an organisation that has delivered one of the most significant investments in Ireland's future: a Major Inter-Urban motorway network that connects Dublin with the five major urban centres of Belfast, Cork, Galway, Limerick and Waterford. I am confident that it will be noted as one of the greatest public works accomplishments in modern Irish history. On behalf of the Authority, I would like to express our thanks for all the positive comments from the general public who have highlighted the personal benefits they experienced when using the new motorways.

Additionally, it is important to recognise that the current investment in national roads is limited because we are living in difficult financial times. However, it needs to be acknowledged that the National Roads Authority, on behalf of the Irish taxpayer, has worked with the Irish Government and our European partners to transform much of a substandard national road network into a modern motorway network on a par with any of our European partners. The eight billion euro invested on the Major Inter-Urban network under the NDP and Transport 21 programmes will save lives, reconnect communities, increase employment opportunities and assist in a national economic recovery.

As an organisation, the National Roads Authority will continue to deliver the highest level of professional service in maintaining and operating the new motorway network. We will also continue to deliver on the programme of national road improvements over the coming years. There is still a lot of work to be completed on the network and the contrast is evident as you travel off a new section of motorway onto an existing national route. Again, we acknowledge the difficult financial times we find ourselves in as a country, but we are appreciative of the financial commitments being recognised by Government for the years ahead.

It is very important to thank all those involved with the delivery of our new national motorway network. These include my fellow Board Members, the Authority's staff, Fred Barry our CEO, the National Road Regional Design Offices, the local authority staff, the Department of Transport and the Minister for Transport, Mr. Noel Dempsey T.D.

It is through their combined efforts that we will continue to improve Ireland's national roads network for the benefit of the entire country.

Real and lasting improvements have been made in recent years but this is not a time to stand still. On behalf of the National Roads Authority's Board, I can reassure every road user that as an organisation we will continue to deliver on providing a safe and efficient national road network.

Peter Malone

Mr. Peter Malone
Chairman
National Roads Authority

Chief Executive's Statement

The successful completion of the inter-urban motorways, the upgrade of the M50 and the M3, together with the completion of many other important schemes, made 2010 a landmark year. I would like to congratulate all of those involved.

The outlook for the coming years is that public finances will be very strained, with reduced budgets available for public works and services, including the maintenance of the National Road Network. Additionally, staff numbers in the Authority are being significantly reduced, as are the numbers in the National Road Regional Design Offices. As such, it is essential that all available resources are put to the best use.

THE PRIORITIES FOR THE COMING YEARS WILL BE TO:

- Manage the modernised network safely and efficiently.
- Ensure that the public investment in the network is protected through adequate rehabilitation and maintenance.
- Obtain the proper financial return on our commercial activities.
- Improve and make safer the legacy network as financial circumstances permit.

A number of recent initiatives have us well placed to respond to these priorities. In 2010 we completed a detailed assessment of the entire national secondary road network and a detailed technical assessment of traffic management alternatives for the busier sections of the network. This work will give a sound basis for future decision making.



I would like to thank my colleagues in the National Roads Authority and local authority staff, the consultants, suppliers, contractors and all those who support our activities including our colleagues at the Department of Transport. I would also like to thank our Chairman, Mr. Peter Malone, and my fellow Board members for their dedication and support.

A handwritten signature in black ink, appearing to read "Fred Barry".

Fred Barry
Chief Executive
National Roads Authority

2+1 Dual Carriageway



Chapter 1

Network Operations

Ireland's national road network has grown to 5,515km.
This consists of 1,187km of motorway and 4,328km of other roads.

NETWORK STATUS

2010 saw the completion of the Motorway Inter-Urban network, with 738km of dual carriageway connecting Dublin with the major cities of Belfast (from the Border), Cork, Limerick, Galway and Waterford.

The M50 upgrade was completed, making the junctions free flow, and expanding the carriageways from two to four lanes. The M50 carries in excess of 100,000 vehicles a day and its efficient operation is of vital importance for transportation in the Dublin area.

Construction of the M3 was also completed. This new road links Meath and the north east to Dublin, and includes significant link roads. Over 100km of new dual and single carriageway were constructed.

Other completions in 2010 included the M17 Gort to Crusheen, the N21 Castleisland Bypass, the N59 Derrylea realignment, the N10 Kilkenny Link Road and the N78 Athy Link Road.

Toll Plaza



NATIONAL ROAD NETWORK

This network carries approximately 45% of the country's total road traffic. Traffic volumes in 2008 and 2009 fell but stabilised during 2010. Most of Ireland's freight is distributed by road, and the growth in exports in 2010 was very apparent on some of our major routes, with Dublin Port Tunnel traffic growing by 10% year on year.

About 320km of the 1,187 km motorway network are being operated by Public Private Partnerships.

NETWORK OPERATIONS INCLUDE THE PROVISION OF:

- Service areas
- Tolling operations
- Travel information services for road users
- Emergency phone services
Electronic communications infrastructure
- Winter services
Emergency planning

SERVICE AREAS

Service areas opened at three locations on the motorway network in 2010. The public response to these new facilities at Lusk and Castlebellingham on the M1 and at Enfield on the M4 has been very positive. We believe that they contribute to safety by providing good, accessible rest areas for commercial vehicle, bus and car drivers, as well as providing essential services for the travelling public.

During 2010, the Authority placed information (brown) signs across the motorway network identifying off-line petrol and service facilities located within a kilometre of junctions.

TOLLING OPERATIONS

The Authority is directly responsible for two tolling operations:

- M50 West-Link
- Dublin Port Tunnel.

These are outsourced to BetEire Flow Ltd., and Transroute Tunnel Operations Ltd., respectively.

The Authority also ensures high levels of interoperability, allowing drivers to use tags from competing electronic tag operators at any road tolling point.

The eFlow operation on the M50, at West-Link, is an electronic-free flow system. This replaced highly congested toll barriers in 2008. The combination of barrier-free tolling, the provision of additional lanes and free-flow junctions on the M50 has unlocked significant economic and environmental benefits for both the economy and road users. These are highlighted by improved journey times, reduced congestion and lower emissions, resulting in reduced transport costs.



M1 Service Area at Lusk



Barrier Free
Tolling M50

M50 traffic volumes continue to grow, with an increase of approximately 10% recorded against 2009 levels. On average, over 100,000 vehicles use the tolled section of the motorway daily. This equates to almost three million transactions per month.

93% of toll payments are made electronically. Of these, the majority occur automatically through toll payment accounts. The remainder are made by card payments on-line, or through the dedicated call centre facility, with a minority of payments paid by cash at Payzone branded retail stores.

The eFlow call centre was nominated for a 2010 Global Excellence Award by the Contact Centre Association. The eFlow operation also achieved ISO 9001 quality assurance accreditation and PCI accreditation, which is an internationally recognised e-commerce security standard for the payment card industry.

The M50 tolling operation continues to attract significant international attention from other road authorities and industry stakeholders. Various bodies in the UK and USA are particularly keen to investigate the operation's benefits.

Elsewhere, most of the roads constructed through Public Private Partnerships (PPP) include toll regimes. The toll revenue contributes to the cost of maintaining and operating these roads, as well as repaying the capital cost. The traffic risk, and hence the toll revenue risk, is borne primarily by the PPP companies.

The commercial results of this risk/reward sharing have been very positive for the Authority, even in the recessionary years of 2008 and 2009.

TRAVEL INFORMATION SERVICE FOR DRIVERS

The Authority uses traffic management systems and control devices to manage the network and provide information services. These are operated through a central computer system and communications network at a dedicated control centre.

The initial deployment of these devices, and the corresponding information services, was on the M1. They were extended to the M50 and radial approaches to Dublin in 2010 and included 30 large electronic variable message signs (VMS) and automatic number plate recognition (ANPR) cameras.

A new network operations control centre located at the Dublin Port Tunnel will become fully operational in 2011. This will allow signs to alert drivers to traffic congestion, major delays caused by traffic collisions or other events. Journey time information will also be posted.

For further information on Information Travel Services (ITS), please visit the Authority's website www.nratraffic.ie



Emergency Phone

EMERGENCY PHONE SERVICES

In August 2009, the Minister for Transport designated almost 300km of high quality dual carriageway as motorway; in 2010, the Authority installed roadside emergency telephones along these newly designated sections of motorway.

By the end of 2010, there were over 900 emergency telephones operating across the motorway network. During 2011, a centralised call answering service will become fully operational at the Dublin Port Tunnel Traffic Control Centre.

ELECTRONIC COMMUNICATIONS INFRASTRUCTURE

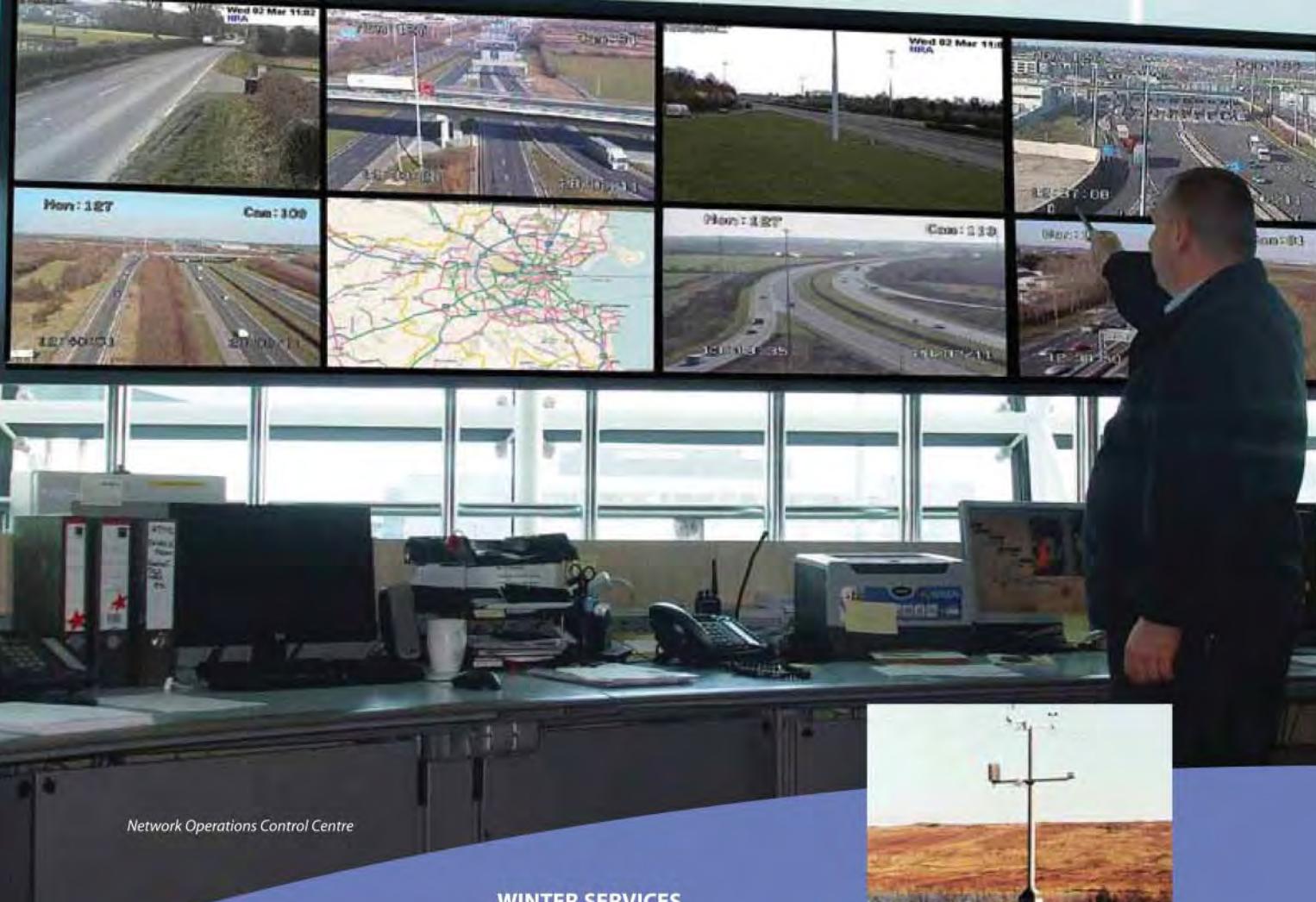
Following the enactment in March, 2010, of the Communications Regulation (Premium Rate Services and Electronic Communications Infrastructure) Act, 2010, consent applications by telecom network operators wishing to undertake road works on all national roads must be submitted to the National Roads Authority. These works involve the establishment, extension and maintenance of underground electronic communications infrastructure and associated physical infrastructure. This replaces the previous process of applying to the relevant road authority. Under the Act, the Authority is required to consult with the road authority/authorities concerned before deciding on consent applications.



Abtran-Eflow Call Centre

Travel Information Signage





Network Operations Control Centre

The 2010 Act makes a number of significant amendments to the Communications Regulation Act, 2002. Among them a provision enabling the National Roads Authority to prepare a scheme setting out the Authority's policies regarding:

- (a) *the use of underground road capacity, including conditions that may be imposed in consents*
- (b) *charges that may be imposed by the Authority on network operators for the use of ducts on national roads.*

A draft scheme was published during 2010 and may be viewed/downloaded at www.nra.ie/roadworks

It is expected that Ministerial approval to a proposed charge for use of the Authority's ducts will be received in 2011, allowing this service to be implemented.

WINTER SERVICES

During 2010, two severe winter weather events took place, firstly in January and again in November/December. At the request of Government, the Authority centralised the purchasing and co-ordination of salt for use by local authorities on national roads. This policy directive arose from the 'Review of the Transport Response to Winter Weather', conducted by the Department of Transport after last winter's severe weather. The new arrangement ensured that an average seasonal supply of salt was already in the country by November, which assisted greatly in dealing with the unprecedented early onset of severe winter weather.

The Authority circulated a draft Winter Maintenance Manual, which was designed to provide guidance to local authorities and also to ensure greater consistency of approach across the local authority system. It is envisaged that the document will be finalised in 2011, taking account of experience gained during the 2010/2011 winter season. The Authority continued to provide road weather information data on the national road network through the ICENET road weather information system.



Weather Station

Several enhancements to the system were implemented in 2010:

- *An additional five weather stations were deployed on the network, bringing the total to 65;*
- *Weather cameras were installed at all broadband enabled weather station sites, bringing the number of sites with camera coverage to 45;*
- *The weather cameras operate 24/7 through the use of infra-red sensing during the hours of darkness;*

Through forecasts provided by Met Éireann and taking into account the pre-determined thermal area characteristics, e.g. altitude, the data generated by the road weather information system is relayed to each local authority, allowing the Local Authority to decide whether road treatment is required.

Salt Spreader Truck



In 2011, the Authority will make the weather stations' camera images available through our website, further enhancing the level of road weather data being made available to road users.

The data from the weather stations is available online at:
www.nra.ie/roadweatherinformation

EMERGENCY PLANNING

During 2010, the Authority continued its participation in the working group on the development of protocols for the management of motorway network incidents.

Emergency Signage M1

The working group consists of representatives from local authorities, the Fire Service, An Garda Siochána from the south east and the Authority.

A draft document 'Motorway Incident Response Protocol', was produced during the year and this has been issued for comment to national bodies including the Department of Transport, the City and County Managers' Association, An Garda Siochána and the National Directorate for Fire and Emergency Management (Department of the Environment, Heritage & Local Government).

It is anticipated that following the adoption of any comments and recommendations, a final document will be published in 2011. Work on the completion of diversion route mapping also continued during the year.

**ACCIDENT AHEAD
AFTER DUNDALK
EXPECT DELAYS**



Chapter 2

Network Rehabilitation & Maintenance

BRIDGES

The work of the Authority's Structures Section was extensive and varied throughout 2010. The floods of late 2009 necessitated significant scour protection works, which were carried out during the early part of the year. These works involved rehabilitation and stabilising works to bridge foundations and watercourse retaining walls at several locations in the west and south west of the country.

N59 Bridge Replacement, Lennane (before)



The Eirspan Bridge Management System continued to deliver a programme of rehabilitation works. This incorporated several bridge replacements, bridge deck waterproofing, masonry arch repairs and parapet repairs, and the re-painting of the N11 Avoca viaduct and the N65 Portumna Bridge. These were all conducted in accordance with the priorities identified by ongoing bridge inspections and the elemental condition ratings assigned as a result of such inspections.

A significant routine maintenance contract continued to operate in the north west of the country, addressing issues such as surface cleaning, de-vegetation and the unblocking of drainage runs on a large number of structures. The Eirspan Bridge Management System also enabled a programme of structural assessments to be conducted on bridges on selected national secondary routes. The objective was to establish if and where strengthening works might be required to facilitate current traffic loadings at these locations.

Reviews and technical approval of proposals were also carried out for new structures on the national road network and for selected key structures on the regional road network.

N59 Bridge Replacement, Lennane (after)





M8 Cashel to Mitchelstown



N78 Limerick Tunnel

TUNNELS

The strategic objective of the Dublin Port Tunnel was to bypass Dublin City and provide direct access to the country's busiest port. It has been extremely successful in achieving that goal. By so doing, it has allowed Dublin City Council to implement a Heavy Goods Vehicles (HGV) ban in the city and greatly improve the city centre environment.

Over two million HGV journeys passed through the tunnel in 2010, which is a 10% increase on the previous year. The tunnel is operated on behalf of the Authority by a tunnel management organisation with a staff of 80. This ensures 24/7 supervision and monitoring from the Tunnel Control centre. Incidents are dealt with quickly and emergency services are called, where appropriate.

Road Surface Testing



Since opening in May 1999, the Jack Lynch Tunnel in Cork continues to be an integral part of the Southern Ring Road, catering for over 60,000 vehicles a day. It is operated by Cork City Council.

There was a significant addition to the national tunnel management system in 2010, with the opening of the new Limerick Tunnel as part of the Limerick Southern Ring, Phase II. This brings to three the number of tunnel operations on the national road network.

PAVEMENT

The Pavement Rehabilitation Unit works closely with local authorities and carried out more than 150 pavement overlay and minor improvement schemes in 2010, with an overall length of 250km.

In early 2010, significant damage was caused to many national road pavements by the severe winter weather.

The national secondary road network, particularly areas of surface dressed granular material, suffered due to the severe rain in November, which was then followed by the intense freeze in December and January.

As a result, the Authority made available €10m in emergency repair grants to help local authorities deal with the resulting problems.

SIGNAGE AND DELINEATION

The Authority continued to roll out its programme of improvements to national road network signage. In total, approximately 1,100km of roads were re-signed, including the M7, M8, N11, N14, N15, N25, N61, N63, N69, N70, N71 and N81 routes.

Across the network, the Authority continued its programme of signage maintenance works, and the Lining Renewal programme.

Pavement works N11 Ferns (before)



Pavement works N11 Ferns (after)



Chapter 3

Network Improvements

N78 Athy to Ballitore

STRATEGIC PLANNING

The Strategic Planning Unit completed two very important studies in 2010:

- *the National Secondary Roads Needs Study;*
- *the National Roads Traffic Management Study.*

NATIONAL SECONDARY ROADS NEEDS STUDY

Compared with the primary network, the national secondary roads network has not received significant levels of investment in recent years. The Authority is conscious of the need to address deficiencies on national secondary roads. This need was highlighted by the Economic & Social Research Institute.

The Authority, with RPS, the Institute of Transport Studies (University of Leeds), PMS and Fitzpatrick Associates carried out a comprehensive assessment of the national secondary roads network in order to identify an optimal future network, develop and prepare a national secondary road network programme and provide an outline delivery programme which represents value for money.

Embedded Traffic Counter



NATIONAL ROADS TRAFFIC MANAGEMENT STUDY

The Authority, in conjunction with Roughan & O'Donovan, AECOM and Goodbody Economic Consultants, also completed a detailed technical analysis of current and future traffic management needs on the national road network, with a particular focus on the Greater Dublin area and key National Spatial Strategy Gateways.

Whilst the implementation of the Government's Smarter Travel Policy will help to alleviate car traffic growth in the coming years, there is no doubt that, as the economy recovers, bus, freight and car traffic will grow significantly. The growth will be uneven particularly as rail based transport initiatives are likely to be focused on Dublin for now.

The challenge, therefore, is to design an appropriate set of measures for each part of the network.

These will ensure that the projected growth in travel demand will be managed appropriately, thus ensuring that the outcomes support wider government goals related to economic growth, social interaction and the environment.

This challenge is not unique to Ireland, and is being met, with increasing success, by roads authorities throughout the world. Typically, these authorities employ a range of techniques to manage mature road networks, which include provision of high quality driver information, active management of traffic flow and other methods, eg fiscal measures, to improve the efficiency of road space allocation to different types of traffic.

The study provides a strategic framework which will inform the subsequent design and implementation of new traffic management measures.



ais
air
HOUR

Traffic Monitoring

1654



Median Divide N2

PROJECT APPRAISAL

The Authority continued to progress the National Traffic Model by developing new growth forecasts for population, employment and car ownership to assist overall strategic planning and the appraisal of individual schemes.

New economic appraisal software was developed and issued by the Authority. This handles the latest requirements from the Departments of Finance and Transport, relating to the monetisation of the impact from greenhouse gas emissions.

Other important strategic planning initiatives during the year included the development of appraisal guidelines for walking and cycling facilities. These were consistent with the guidelines from the Departments of Finance and Transport, and are amongst the first and most rigorous appraisal guidelines of their kind in Ireland.



N4 Dromod Rossky



N78 Athy to Ballitore



N52 Ardcroney Traffic Calming

*Kinsale Road
Interchange*



ROAD SAFETY IMPROVEMENTS

The Authority, in conjunction with local authorities, completed 201 road safety improvement schemes in 2010. These included minor realignments, pedestrian crossings, signing and lining, junction improvements, such as Scrub Cross on the N80 and near Clonakilty on the N71, and traffic calming improvements, such as those on the N52 in Carrig and on the N55 at Glasson.

The success of road safety remedial schemes is highlighted in a four-year 'before and after' analysis of 373 schemes that were completed between 1998 and 2003. The analysis showed that there was an overall reduction of 97 fatal collisions, 73 serious and 253 minor injury collisions.

The Road Safety Section is also involved in the ERA-NET 'Safety at the Heart of Road Design' project. The Authority is one of the co-funders of this three-year programme, along with 10 other EU countries.

The Authority has a central role in the implementation of the new EU Road Infrastructure Safety Management Directive. Principally, this covers the four areas of:

- *Road Safety Infrastructure Assessment*
- *Road Safety Audit*
- *Network Safety Management*
- *Safety Inspections*.

The Authority has been working with the Department of Transport to ensure the implementation of these Directives on the Trans-European Transport Network (TEN-T) in Ireland.

One of the key requirements of the Directive is that all Road Safety Auditors have a Certificate of Competence. As a result, the Authority is working with the Road Safety Authority and University College Dublin to provide one of the first courses of its type in Europe to meet this need.

The Road Safety Unit continues to maintain a close working relationship with counterparts in Transport Scotland, the Welsh Assembly, Roads Service Northern Ireland and the English Highways Agency. This relationship presents the opportunity for a mutual exchange of good practice, e.g. Northern Ireland Road Service and the Authority publish a Joint EuroRAP review of the entire national road network on the island of Ireland.

RESEARCH

The Authority has a Research Strategy that ensures our research activities are co-ordinated effectively. Research projects focus on short-term 'commercial' research, in response to our business needs, as well as longer-term projects at PhD and post-doctoral level. We now possess a significant portfolio of research projects covering a range of technical areas of interest to the Authority; a summary of these projects is available at www.nra.ie/research

Research projects are divided into three categories:

- *Research Fellowship Programme*
- *Commercial Research Projects*
- *Collaboration Projects*

RESEARCH FELLOWSHIP PROGRAMME

The Research Fellowship Programme was set up to enable universities and other third level institutions to apply for financial support for research projects relevant to the aims of the Authority.

COMMERCIAL RESEARCH

The Authority also commissions short-term research projects in response to immediate business requirements. These research commissions, normally procured through competitive procedures, have timescales generally ranging from a few weeks to two years.

COLLABORATIVE RESEARCH PROJECTS

The Authority maintains close links with our European partners 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 Authority can influence EU policy on research, 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 encourages Irish universities and organisations to be involved in EU-funded research.

N84 Partry Single Carriageway



ENVIRONMENT

The Authority has comprehensive design, construction and operational guidelines to ensure appropriate understanding of, and response to, the many environmental challenges involved in constructing and operating the national road network. Considerable work is being done to measure the effectiveness of mitigation measures taken in the past, in order to make improvements in the future.

Based on the outcome of the post Environmental Impact Assessment air quality research evaluations, the Authority has undertaken significant revisions to our air quality guidelines. In addition, the research work assessing bat mitigation measures on national road schemes was completed in 2010.

New research work in the area of noise barrier design and effectiveness was also initiated during the year.

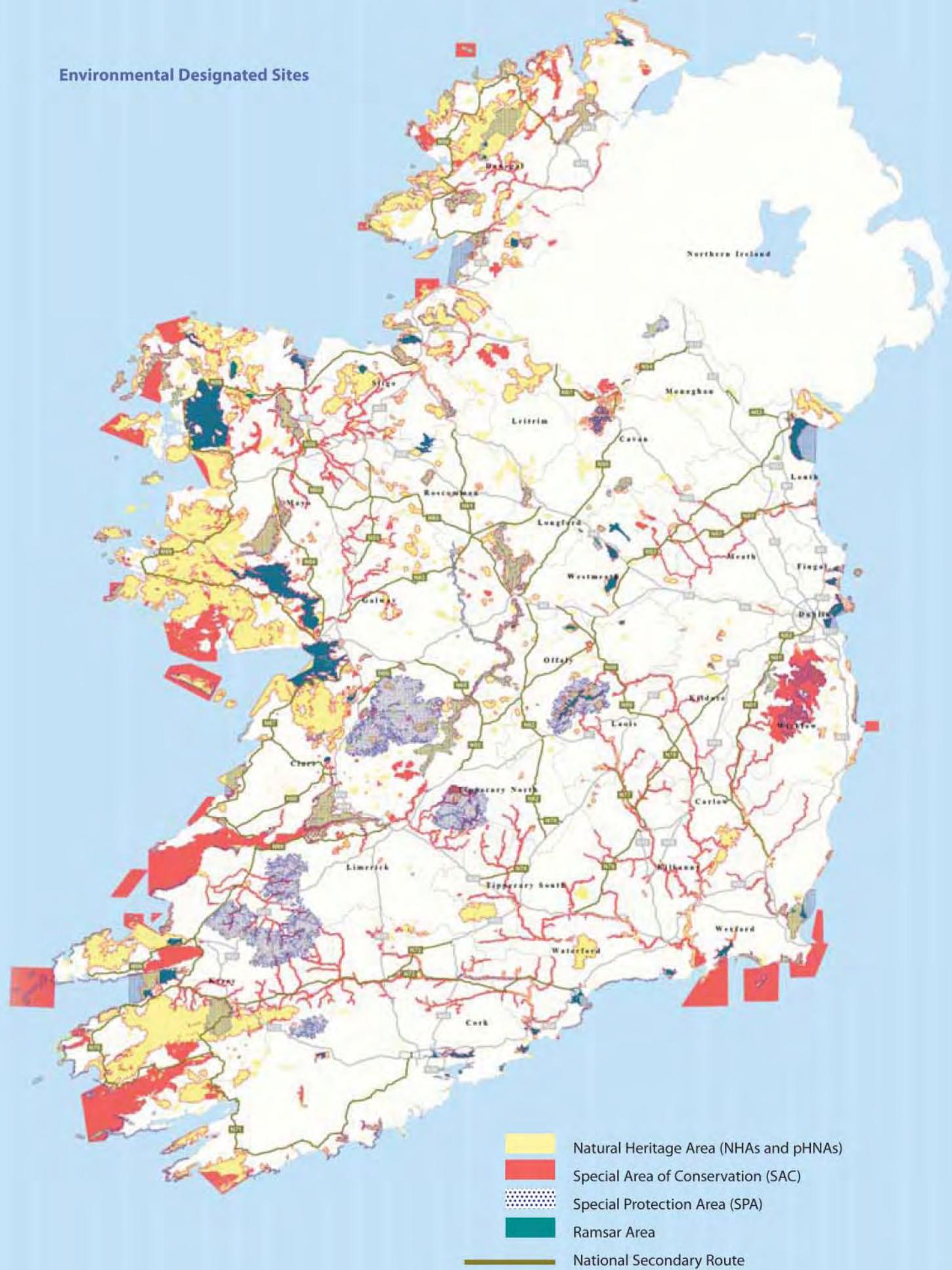
As part of a continuing objective to assess noise levels from major noise sources in Ireland, the 2006 Environmental Noise Regulations require the completion, by mid 2012, of a second phase of strategic noise mapping. This is for all major roads carrying in excess of 8,250 vehicles AADT, and accounts for approximately 3,500km of the national road network. The data collection process began in 2010, with the commissioning of an aerial LiDAR survey for those national roads that meet the designated threshold.



Noise Barrier N2



Environmental Designated Sites



N5 Charlestown Souterrain



Souterrain Inside

ARCHAEOLOGY

Several archaeological investigation and resolution contracts commenced in 2010, including:

N25 New Ross Bypass, N5 Ballaghaderreen Bypass, M11 Gorey Service Area, N52 Rathconnell, N71 Chetwynd Viaduct, N22 Tralee Bypass, M11 Enniscorthy Bypass, N52 Carrickbridge-Clonfad and the N56 Mountcharles-Inver schemes. More limited archaeological works also took place on the N4 Carrick-on-Shannon Bypass and N5 Westport to Turlough.

Excellent progress is being made on completing archaeological reports from relevant national road schemes. Approximately 70% of reports on completed investigations have now been lodged with the Authority and statutory heritage bodies.

Throughout the year there was continued dissemination of the archaeological results from national road schemes, at both regional and national level. These included lectures, seminars, publication of three monographs and the fifth edition of Seanda. In association with our research partners, a best practice workshop was held to discuss the archaeological results from national road schemes.



Mesolithic Fish Trap



M7/M8 Artefacts

An Authority Research Fellowship has also been awarded for an assessment of archaeo-geophysical surveying on national road schemes.

The Archaeology Section provided technical assistance and support to Waterford County Council, Galway County Council, Kildare County Council and Westmeath County Council on a variety of different projects.

LAND USE PLANNING

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

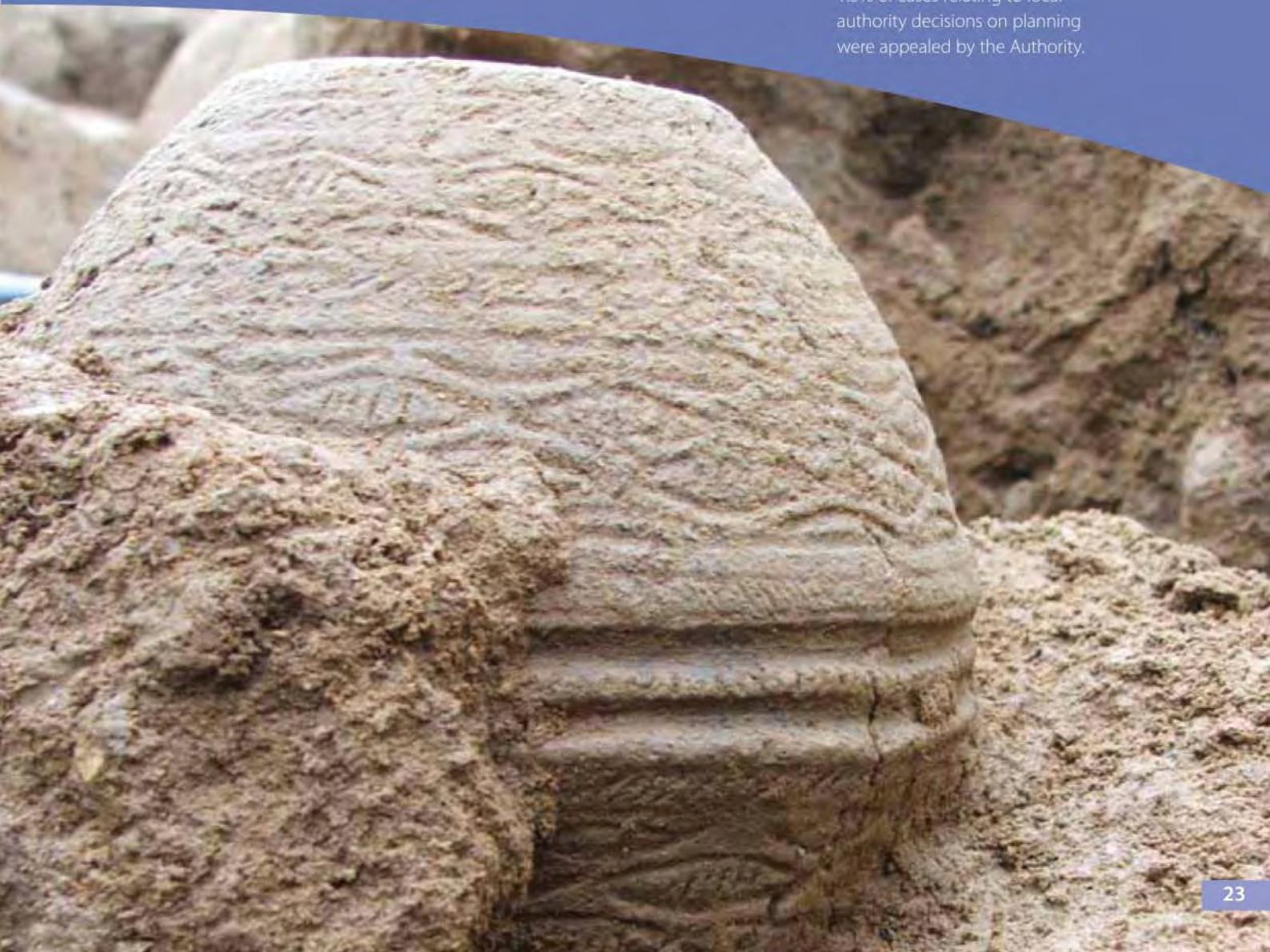
The Authority was actively engaged with the Departments of Environment, Heritage and Local Government and Transport on the issuing of the Consultation Draft of Spatial Planning and National Roads Guidelines, under Article 28 of the Planning and Development Act 2000.

It is expected that this guidance will be formalised by the Department of Environment, Heritage and Local Government in early 2011.

In our statutory role as consultee in the planning process, the Authority continues to work closely with planning authorities on proposed revisions of county development and local area plans. This is 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 road network. In 2010, 1.5% of cases relating to local authority decisions on planning were appealed by the Authority.

Archaeological excavations of a Bronze Age food vessel at Drumgold, M11 Gorey to Enniscorthy Scheme



Chapter 4

Accomplishments 2010



Key Accomplishments of the Authority during 2010 include:

6 new sections of the inter-urban routes:

- M7 Castletown/Nenagh
- M7 Nenagh/Limerick
- N7 Limerick Tunnel
- M7/M8 Portlaoise to Cullahill/Castletown,
- M9 Waterford/Knocktopher
- M9 Carlow /Knocktopher

The opening of the above sections completed all remaining Major Inter-Urban routes:

- M1 Dublin to Border/Belfast (Completed 2007)
- M6 Dublin to Galway (Completed in 2009)
- M7 Dublin to Limerick (Completed in 2010)
- M8 Dublin to Cork (Completed in 2010)
- M9 Dublin to Waterford (Completed in 2010)

Completed 137km of other national road schemes:

- M3 Clonee to North of Kells
- N10 Kilkenny Link Road
- M18 Gort/ Crusheen
- N21 Castleisland Bypass
- M50 Upgrade Scheme Phase 2
- N52 Kells Bypass
- N59 Derrylea Realignment
- N78 Athy Link Road

Opened three service areas:

- M1 at Castlebellingham, Co. Louth
- M1 at Lusk, Co. Dublin
- M4 at Enfield, Co. Kildare.

Completed a National Secondary Roads Needs Study.

Completed a Scoping Study for the National Cycle Network on behalf of the Department of Transport.

Completed a National Roads Traffic Management Study

Commenced 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
- N22 Tralee Bypass
- N25 New Ross Bypass
- N56 Mountcharles to Inver

Submitted for approval to An Bord Pleanála the following road schemes:

- N4 The Downs Grade Separation
- M20 Cork to Limerick
- N21 Adare Bypass
- N52 Carrickbridge to Dalystown

Published Seanda, NRA Archaeological Magazine, Issue 5.

Published updated Archaeological and Architectural Assessment Guidelines.



Safety Barrier Installation



Road Sub-surface Installation

Chapter 5

Goals 2011

GOALS 2011

Award construction contracts for the following:

- N3 Belturbet Bypass
- N4 Downs Grade Separation
- N5 Longford Bypass
- N7 Newlands Cross/N11 Arklow to Rathnew (PPP) and Gorey Service area
- M17/18 Gort to Tuam (PPP)
- N22/N69 Tralee Bypass
- N25 Cork Southern Ring Road Junctions
- N52 Carrickbridge to Dalystown

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 and Mayo
- N56 in Donegal and the
- N72 in Kerry.
- Undertake approximately 150 small safety schemes.

Commence construction of approximately 50 minor improvement schemes.

Carry out over 200 pavement and bridge rehabilitation schemes.

Commence the compensation process in respect of land acquisition (Notices to Treat) on the following schemes:

- N4 The Downs Grade Separation
- N52 Carrickbridge to Dalystown
- Service Areas Tranche 2

Submit the following road schemes to An Bord Pleanála for approval:

- N14/N15 Link to Strabane (A5)
- N56 Dungloe to Glenties
- N59 Westport to Mulranny
- N59 Oughterard to Clifden
- N59 Moycullen Bypass
- N86 Tralee to An Daingean

N26 Tonybaun



Chapter 6

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.

N18 Limerick Tunnel



NATIONAL ROAD REGIONAL DESIGN OFFICES

The Authority carries out many of its functions through local authorities and, to this end, there are 11 National Road Regional Design Offices around the country. These are staffed and operated by the participating County Councils.

The Design Offices provide support across county boundaries for the full spectrum of national roads project management, including project

planning, statutory approval, procurement and land acquisition. The Offices have contributed significantly to the successful delivery of much of the national road construction activity in recent years. Additionally, they provide invaluable support on network rehabilitation and road safety matters.

PUBLIC PRIVATE PARTNERSHIPS

The Authority has entered into nine Public Private Partnerships (PPP) to design, build and operate over 320km of the national road network. A PPP has also been agreed to design, build and operate six service areas at three locations across the network. These are:

SCHEME

- M4/M6 Kilcock Kinnegad
- M1 Dundalk Western Bypass
- M8 Rathcormac/Fermoy Bypass
- N25 Waterford Bypass
- N18 Limerick Tunnel
- M6 Galway/Ballinasloe
- M3 Clonee Kells
- M7/M8 Portlaoise
- M50 PPP Upgrade

PPP COMPANY

- Eurolink Motorway Operations Ltd.
- Celtic Roads Group (Dundalk) Ltd.
- DirectRoute (Fermoy) Ltd.
- Celtic Roads Group (Waterford) Ltd.
- DirectRoute (Limerick) Ltd.
- M6 (Concession) Ltd.
- Eurolink Motorway Operations (M3) Ltd.
- Celtic Roads Group (Portlaoise) Ltd.
- M50 (Concession) Ltd.

Service Areas Tranche 1:

- M1 at Castlebellingham,
- M1 at Lusk, Co. Dublin
- M4 at Enfield, Co. Kildare.

Superstop Ltd.



Directional Signage N52

SERVICES FOR THE MINISTER

The Authority provides additional services for the Minister for Transport, beyond our national road obligations:

- *The Authority provides administration services for the disbursement of grants for non-national roads to local authorities.*
- *The Authority is leading the development of a cycleway from Dublin to Galway.*

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 set out details of the standards and level of service our customers can expect in their dealings with us. Copies of these documents may be obtained online at www.nra.ie

ACCESSIBILITY

The Authority established an Access Committee, which is tasked with delivering fully on the requirements of the Disability Act, 2005. The Committee has been active since its establishment in 2008, ensuring that, as far as possible, all appropriate measures and facilities are available for our customers with physical or intellectual disabilities. Measures introduced include:

- *The provision of an induction loop system to assist the hearing impaired in the reception area and meeting rooms.*
- *Parking bays for disabled drivers*
- *Updating the NRA website to be fully compliant with W3C WAI-AA standards, thereby ensuring that the site is accessible to all*
- *The publication of corporate documents in a style that is clear and jargon free*

Disability equality training is provided for our staff to make them aware of accessibility issues for both internal and external customers.

IRISH LANGUAGE

The Authority is fully committed to meeting the requirements of the Official Languages Act, 2003. We published a Policy Statement on the Use of the Irish Language in January, 2010, which is available to view/download at www.nra.ie/publications. The policy statement builds on the principles of quality customer service, as well as our Customer Charter commitment to ensure that customers who wish to conduct their business with us through the Irish language can do so.

CORPORATE GOVERNANCE

A revised Code of Practice for the Governance of State Bodies was issued by the Department of Finance in June, 2009. The revised Code takes account of changes in legislation and administrative guidelines that have implications for the governance framework for State Bodies. The Code focuses on the systems, structures and processes in an organisation, which relate to its decision making, accountability, controls and behaviour. The Authority is specifically required by its founding legislation to act in accordance with policies stipulated by the Government.

The Board of the Authority approved the revised Code of Practice for the Governance of the National Roads Authority in December, 2009.

The Authority is also obliged to act in accordance with a range of legislative and other requirements which apply to its various roles as employer, statutory authority and provider of services.



In this regard, the Authority must confirm to the Minister for Transport that we are fully compliant with the provisions of the revised Code of Practice.

RISK MANAGEMENT

The Authority carries out risk management in accordance with governance and accountability standards appropriate to State agencies.

The risk management policies and plans of the Authority are regularly updated.

AUDIT & AUDIT COMMITTEE

The Authority is subject to audit by the Comptroller & Auditor General. In addition to the normal annual audit of accounts, the Auditor General published a report on the implementation of free-flow tolling on the M50 in 2010.

The Authority was also audited by the Transport 21 Monitoring Committee in 2010.

The Audit Committee oversees an internal audit function and advises the Board in relation to the operation and development of that function. The Audit Committee met five times in 2010.

**Attendance of the NRA Board Members at Board Meetings in 2010
Board Met on 11 Occasions**

Board Member	No. of Meetings Eligible to Attend	No. of Meetings Attended	Comment
Peter Malone	11	11	
Fred Barry	11	11	
Eddie Breen	11	9	
Eric Fleming	11	10	
Frank Convery	3	2	Term Finished 27 March 2010
Jenny Kent	2	2	Term Finished 10 February 2010
Raymond Potterton	2	2	Term Finished 10 February 2010
Eugene Moore	11	10	
Colm Lonergan	11	8	
Clifford Kelly	11	9	
Anne Butler	11	10	
Margaret O'Mahony	11	9	
Jacqueline Cross	9	8	Appointed to Board 1 March 2010
Robert Rowan	4	2	Appointed to Board 9 July 2010



Earthworks Convoy

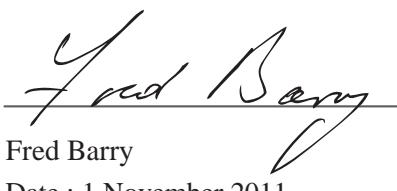
Prompt Payments of Accounts Act, 1997

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 2010 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.



Fred Barry Chief Executive
Fred Barry
Date : 1 November 2011

FINANCIAL STATEMENTS

YEAR ENDED 31 DECEMBER 2010

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Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

National Roads Authority

I have audited the financial statements of the National Roads Authority for the year ended 31 December 2010 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 and the related notes. The financial reporting framework that has been applied in their preparation is applicable law and Generally Accepted Accounting Practice in Ireland.

Responsibilities of the Members of the Authority

The Authority is responsible for the preparation of the financial statements, for ensuring that they give a true and fair view of the state of the Authority's affairs and of its income and expenditure, and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

My responsibility is to audit the financial statements and report on them in accordance with applicable law.

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation.

My audit is carried out in accordance with the International Standards on Auditing (UK and Ireland) and in compliance with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of Audit of the Financial Statements

An audit involves obtaining evidence about the amounts and disclosures in the financial statements, sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of

- whether the accounting policies are appropriate to the Authority's circumstances, and have been consistently applied and adequately disclosed
- the reasonableness of significant accounting estimates made in the preparation of the financial statements, and
- the overall presentation of the financial statements.

I also seek to obtain evidence about the regularity of financial transactions in the course of audit.

Opinion on the Financial Statements

In my opinion, the financial statements, which have been properly prepared in accordance with Generally Accepted Accounting Practice in Ireland, give a true and fair view of the state of the Authority's affairs at 31 December 2010 and of its income and expenditure for the year then ended.

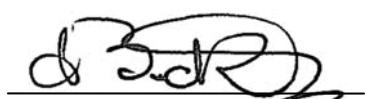
In my opinion, proper books of account have been kept by the Authority. The financial statements are in agreement with the books of account.

Matters on which I Report by Exception

I report by exception if

- I have not received all the information and explanations I required for my audit, or
- my audit noted any material instance where moneys have not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the statement on Internal Financial Control does not reflect the Authority's compliance with the Code of Practice for the Governance of State Bodies, or
- I find there are other material matters relating to the manner in which public business has been conducted.

I have nothing to report in regard to those matters upon which reporting is by exception.



John Buckley
Comptroller and Auditor General
7 November 2011

STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

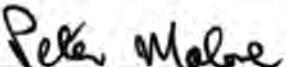
Paragraph 5(2) of the Third Schedule of the Roads Act, 1993, requires the National Roads Authority (the Authority) to prepare financial statements in such form as may be approved by the Minister for Transport with the consent of the Minister for Finance.

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

1 November 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 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 and a risk management policy has been approved by the Board. The Authority undertook a comprehensive review of the current framework for risk management during 2010.

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 2010 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

1 November 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 useful lives:

Furniture, Fixtures and Fittings	10%
Equipment (excluding Computer Equipment)	15%
Computer Equipment	25%

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

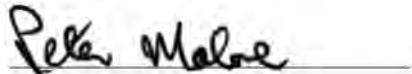
The Capital Account represents the unamortised amount of income used to purchase fixed assets.

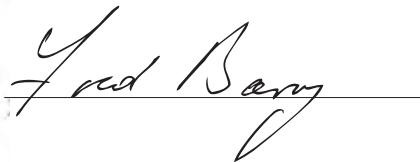
**ROAD DEVELOPMENT AND MAINTENANCE
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2010**

		2010	2009
Income	Note	€	€
State Grants:			
National Road Construction and Improvement	1	1,114,000,000	1,443,400,000
Regional and Local Road Construction and Improvement		300,000,000	0
National Road Maintenance and Management	1	52,325,000	44,255,000
Regional and Local Road Maintenance and Management		111,374,128	0
Public Private Partnership Operations		43,178,000	7,936,000
Grant Refunds	2	9,673,348	1,732,945
Toll Income	3	104,059,407	109,863,615
Sundry Receipts	4	687,682	386,752
		<hr/>	<hr/>
Transfer to Capital Account	5	1,735,297,565 (2,195,559)	1,607,574,312 0
		<hr/>	<hr/>
		1,733,102,006	1,607,574,312
		<hr/>	<hr/>
Expenditure			
Road Construction and Improvement	17(a)	1,187,811,858	1,213,790,789
Road Maintenance and Management	17(b)	164,443,219	46,206,147
Public Private Partnership and Tolling	18	377,706,287	358,927,370
		<hr/>	<hr/>
		1,729,961,364	1,618,924,306
		<hr/>	<hr/>
Surplus/(Deficit) for Year		3,140,642	(11,349,994)
(Deficit)/Surplus at Beginning of Year		(371,955)	10,978,039
		<hr/>	<hr/>
Surplus/ (Deficit) at End of Year		2,768,687	(371,955)
		<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

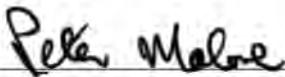
1 November 2011

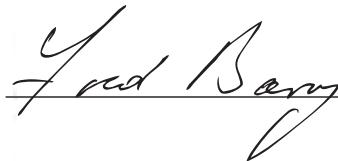
**ADMINISTRATION
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2010**

		2010	2009
Income	Note	€	€
State Grants	1	14,548,000	15,918,000
Net Deferred Funding for Pensions	8(c)	3,190,252	2,464,027
Sundry Receipts	4	155,747	149,373
		<hr/>	<hr/>
Transfer from Capital Account	5	17,893,999	18,531,400
		326,824	377,724
		<hr/>	<hr/>
		18,220,823	18,909,124
		<hr/>	<hr/>
Expenditure			
Salaries and PRSI	6	10,121,910	11,418,525
Pension Costs	8(a)	4,088,244	3,419,079
Travel		564,929	591,200
Other Administration Costs	9	1,011,164	977,485
Accommodation Costs	10	1,825,535	1,837,523
Depreciation	11	451,910	496,473
Directors' Fees and Expenses	7	79,809	130,847
Surplus on Disposal of Fixed Assets		0	(35,000)
		<hr/>	<hr/>
		18,143,501	18,836,132
		<hr/>	<hr/>
Surplus for Year		77,322	72,992
Surplus at Beginning of Year		136,615	63,623
		<hr/>	<hr/>
Surplus at End of Year		213,937	136,615
		<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

1 November 2011

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES YEAR ENDED 31 DECEMBER 2010

	Note	2010 €	2010 €	2009 €	2009 €
Surplus/(Deficit) for the year					
- Road Development and Maintenance		3,140,642		(11,349,994)	
- Administration		77,322		72,992	
Experience Gains/(Losses) on Pension Scheme Liabilities	8(d)	4,765,252		(4,612,973)	
Changes in Assumptions Underlying the Present Value of Pension Scheme Liabilities	8(d)	(2,275,000)		(1,743,000)	
Actuarial Gain/(Loss) on Pension Liabilities	8(b)	2,490,252		(6,355,973)	
Adjustment to Deferred Pension Funding		(2,490,252)	0	6,355,973	0
Total Recognised Gain/(Loss) for the Year		3,217,964		(11,277,002)	

Movement in Income and Expenditure Accounts

		2010 €	2009 €
Income and Expenditure Accounts at 1 January		(235,340)	11,041,662
Total Recognised Gain/(Loss) for the Year		3,217,964	(11,277,002)
Income and Expenditure Accounts at 31 December		2,982,624	(235,340)

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

On behalf of the Authority:

Peter Malone Chairman

Yvad Barry Chief Executive

1 November 2011

BALANCE SHEET AS AT 31 DECEMBER 2010

Fixed Assets	Note	2010 €	2010 €	2009 €	2009 €
Tangible Assets	11		3,654,260		1,785,525
Current Assets					
Debtors and Prepayments	12	20,259,575		223,453	
Cash on Hand and at Bank		351,741		13,366,411	
		<u>20,611,316</u>		<u>13,589,864</u>	
Less Current Liabilities					
Creditors and Accruals:					
Amounts falling due within one year	13	(17,628,692)		(13,825,204)	
		<u>(17,628,692)</u>		<u>(13,825,204)</u>	
Net Current Assets/(Liabilities)			2,982,624		(235,340)
Total Assets less Current Liabilities before Pensions			<u>6,636,884</u>		<u>1,550,185</u>
Net Pension Liabilities	8(b)	(49,613,000)		(48,913,000)	
Deferred Pension Funding	8(c)	49,613,000		48,913,000	
		<u>49,613,000</u>		<u>48,913,000</u>	
Total Net Assets			6,636,884		1,550,185
Represented by:					
Capital Account	5		3,654,260		1,785,525
Income and Expenditure Accounts:					
Road Development and Maintenance		2,768,687		(371,955)	
Administration		213,937		136,615	
		<u>2,768,687</u>		<u>(371,955)</u>	
		<u>213,937</u>		<u>136,615</u>	
			2,982,624		(235,340)
			<u>2,982,624</u>		<u>(235,340)</u>
			6,636,884		1,550,185
			<u>6,636,884</u>		<u>1,550,185</u>

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

On behalf of the Authority:

Peter Malone Chairman

Yad Barry Chief Executive

1 November 2011

CASH FLOW STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2010

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

	Note	2010 €	2009 €
Surplus/(Deficit) on Income and Expenditure Account			
– Road Development and Maintenance		3,140,642	(11,349,994)
Surplus on Income and Expenditure Account			
– Administration		77,322	72,992
Transfer (to)/from Capital Account			
– Road Development and Maintenance	5	2,195,559	0
– Administration	5	(326,824)	(377,724)
Bank Interest	4	(63,008)	(78,044)
Surplus on Disposal of Fixed Assets		0	(35,000)
Depreciation Charge	11	451,910	496,473
(Increase)/Decrease in Debtors and Prepayments	12	(20,036,122)	277,382
Increase in Creditors and Accruals	13	3,803,488	578,724
Net Cash Outflow from Operating Activities		(10,757,033)	(10,415,191)

Cash Flow Statement

Net Cash Outflow from Operating Activities		(10,757,033)	(10,415,191)
Return on Investment:			
Bank Interest	4	63,008	78,044
Investing Activities:			
Acquisition of Tangible Assets	11	(2,320,645)	(118,749)
Disposal of Tangible Assets		0	35,000
Net Cash Outflow from Investing Activities		(2,320,645)	(83,749)
Management of Liquid Resources:			
Decrease in Short Term Deposits		11,749,504	10,529,573
(Decrease)/Increase in Cash		(1,265,166)	108,677

Reconciliation of Net Cash Flow to Movement in Net Funds

(Decrease)/Increase in Cash	(1,265,166)	108,677
(Decrease) in Short Term Deposits	(11,749,504)	(10,529,573)
Movement in Net Funds	(13,014,670)	(10,420,896)
Net Funds at 1 January	13,366,411	23,787,307
Net Funds at 31 December	351,741	13,366,411

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

On behalf of the Authority: Peter Malone Chairman Yvonne Barry Chief Executive

NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 DECEMBER 2010

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:	€
a) Border, Midlands and Western Regional Operational Programme	
Expenditure co-financed by Regional Fund and national funds (50% aid rate)	137,280,000
b) Interreg IV Operational Programme	
Expenditure co-financed by Regional Fund and national funds (75% aid rate)	10,000,000
	<hr/>
	147,280,000
	<hr/>

2 Grant Refunds

	2010	2009
	€	€
Road Construction and Improvement	9,652,901	1,561,338
Road Maintenance and Management	20,447	171,607
	<hr/>	<hr/>
	9,673,348	1,732,945
	<hr/>	<hr/>

3 Toll Income

	2010	2009
	€	€
Dublin Port Tunnel	10,215,843	14,502,649
M50 eFlow	93,004,333	94,073,794
M1 Dundalk Western Bypass	2,607	766,558
M4 Kilcock/Kinnegad	836,624	520,614
	<hr/>	<hr/>
	104,059,407	109,863,615
	<hr/>	<hr/>

Toll Income represents:

- a) 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 in 2009 and 2010;
- b) non-availability charges received for the M1 Dundalk Western Bypass in 2010;
- c) a share of revenue due under the terms of the PPP contract for the M1 Dundalk Western Bypass in 2009 and the M4 Kilcock/Kinnegad scheme in 2009 and 2010.

Traffic Guarantees

Under the terms of certain Public Private Partnership contracts, a share of revenue accrues to the Authority subject to traffic or sales levels exceeding specified thresholds, while in the case of M3 Clonee/Kells and the N7 Limerick Tunnel, a traffic guarantee payment mechanism exists whereby the Authority is obliged to make payments if traffic falls under a certain level. Traffic guarantee payments are due in 2011 in respect of 2010 for the M3 Clonee/Kells of €524,311 and €1,242,793 for the N7 Limerick Tunnel.

4 Sundry Receipts

	2010 €	2009 €
a) Road Development and Maintenance:		
Deposit Interest	62,569	75,980
Sundry Income	625,113	310,772
	<hr/>	<hr/>
	687,682	386,752
b) Administration:		
Deposit Interest	439	2,064
Road Material Testing	34,872	37,553
Sale of Publications	9,209	12,418
Sundry Income	111,227	97,338
	<hr/>	<hr/>
	155,747	149,373

5 Capital Account

	€	€
At 1 January 2010		1,785,525
Income Used to Purchase Fixed Assets – Administration	125,086	
Amortisation in Line with Asset Depreciation - Administration	(451,910)	
	<hr/>	<hr/>
Income Used to Purchase Fixed Assets – Road Development and Maintenance		(326,824)
		2,195,559
		<hr/>
At 31 December 2010		3,654,260

6 Salaries and PRSI

	2010 €	2009 €
Salaries	9,447,788	10,642,392
Employer's PRSI	674,122	776,133
	<hr/>	<hr/>
	10,121,910	11,418,525

Pension levy of €702,223 (2009: €639,502) 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:

	2010 €	2009 €
Salary	257,301	302,121
Bonus	0	58,289
Contribution to Pension	51,460	60,424
Other Benefit	13,752	14,949
	<hr/>	<hr/>
	322,513	435,783

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

	2010 €	2009 €
a) Directors' Fees	71,833	120,977
b) Directors' Expenses	7,976	9,870
	<hr/>	<hr/>
	79,809	130,847
	<hr/>	<hr/>

(a) Fees paid to Directors during the year are as follows:

	2010 €	2009 €
Fred Barry (Chief Executive)	7,695	36,876
Peter Malone (Chairman)	11,970	13,064
Anne Butler	7,695	1,343
Frank Convery	1,828	8,398
Jacqueline Cross	6,441	0
Eric Fleming	7,695	8,814
David Holden	0	6,373
Clifford Kelly	7,695	3,764
Jenny Kent	872	8,398
Colm Lonergan	7,695	8,814
Eugene Moore	7,695	8,398
John Newell	0	6,373
Connie Ni Fhatharta	0	1,964
Raymond Potterton	872	8,398
Robert Rowan	3,680	0
	<hr/>	<hr/>
	71,833	120,977
	<hr/>	<hr/>

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. Declan McDonagh, who is not a Director, acted as Chairperson of the Audit Committee. He is paid the same authorised fee due to Directors of €7,695 (2009:€8,398) per annum .

(b) Expenses paid to Directors during the year amounted to €7,976 (2009:€9,870) 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

	2010 €	2009 €
Current Service Cost	1,666,000	1,671,000
Interest on Pension Scheme Liabilities	2,876,000	2,257,000
Employee Contributions	(453,756)	(508,921)
	<hr/>	<hr/>
	4,088,244	3,419,079
	<hr/>	<hr/>

b) Movement in Net Pension Liability during the Financial Year

	2010 €	2009 €
Net Pension Liability at 1 January	48,913,000	40,093,000
Current Service Cost	1,666,000	1,671,000
Interest Costs	2,876,000	2,257,000
Actuarial (Gain)/Loss	(2,490,252)	6,355,973
Pensions paid in the year	(1,351,748)	(1,463,973)
	<hr/>	<hr/>
Net Pension Liability at 31 December	49,613,000	48,913,000
	<hr/>	<hr/>

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 note 8 (e) 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:

	2010 €	2009 €
Funding Recoverable in Respect of Current Year Pension Costs	4,542,000	3,928,000
State Grant Applied to Pay Pensioners	(1,351,748)	(1,463,973)
	<hr/> 3,190,252	<hr/> 2,464,027
	<hr/>	<hr/>

The deferred funding asset for pensions as at 31 December 2010 amounted to €49,613,000 (2009: €48,913,000).

d) History of Defined Benefit Obligations

	2010 €	2009 €	2008 €	2007 €
Defined Benefit Obligations	(49,613,000)	(48,913,000)	(40,093,000)	(37,596,000)
Experience Gains/(Losses) on Scheme Liabilities	4,765,252	(4,612,973)	21,000	(94,279)
Percentage of Scheme Liabilities	9.7%	(9.4%)	0.1%	(0.3%)
Assumption Gains/(Losses) on Scheme Liabilities	(2,275,000)	(1,743,000)	36,127	6,707,000
Percentage of Scheme Liabilities	(4.6%)	(3.6%)	0.1%	17.8%

The cumulative actuarial loss recognised in the Statement of Total Recognised Gains and Losses amounts to €15,262,034 (2009: €17,752,286).

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 65th 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 2011) by a qualified independent actuary taking account of the requirements of FRS17 (Revised) in order to assess the scheme liabilities at 31 December 2010.

The principal actuarial assumptions were as follows:

	2010	2009
Rate of Increase in Salaries	3.50%	3.50%
Rate of Increase in Pension in Payment	3.50%	3.50%
Discount Rate	5.50%	5.75%
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 2010, 2030 and 2050.

Year of Attaining Age 65	2010	2030	2050
Life Expectancy – Male	86.95	89.66	91.62
Life Expectancy – Female	88.51	90.75	92.53

9 Other Administration Costs

	2010 €	2009 €
Telephone and Postage	144,215	143,180
Printing and Stationery	83,930	83,669
Computer and Data Processing Charges	370,985	272,251
Audit Fees	13,200	10,000
Staff Appointment Costs	0	10,932
Books and Periodicals	42,570	47,564
Insurances	29,977	38,551
Repairs and Maintenance - Equipment	9,676	9,156
Sundries	165,952	155,556
Staff Development/Courses	98,163	158,407
Consultancy Fees	24,799	34,522
Public Relations	27,697	13,697
	<hr/>	<hr/>
	1,011,164	977,485
	<hr/>	<hr/>

10 Accommodation Costs

	2010 €	2009 €
Rent, Rates and Services	1,644,694	1,653,139
Light and Heat, Cleaning	140,273	145,675
Repairs, Maintenance and Security	40,568	38,709
	<hr/>	<hr/>
	1,825,535	1,837,523
	<hr/>	<hr/>

11 Tangible Fixed Assets

	Total €	Furniture, Fixtures and Fittings €	Equipment €	Land & Buildings €
Cost				
At 1 January 2010	3,773,993	2,345,084	1,428,909	0
Additions	2,320,645	37,796	87,290	2,195,559
Disposals	(179,763)	(122,874)	(56,889)	0
	<hr/>	<hr/>	<hr/>	<hr/>
At 31 December 2010	5,914,875	2,260,006	1,459,310	2,195,559
Depreciation				
At 1 January 2010	1,988,468	967,474	1,020,994	0
Provided	451,910	227,709	224,201	0
Disposals	(179,763)	(122,874)	(56,889)	0
	<hr/>	<hr/>	<hr/>	<hr/>
At 31 December 2010	2,260,615	1,072,309	1,188,306	0
Net Book Value at 31 December 2010	<hr/>	<hr/>	<hr/>	<hr/>
Net Book Value at 31 December 2009	3,654,260	1,187,697	271,004	2,195,559
	<hr/>	<hr/>	<hr/>	<hr/>
Net Book Value at 31 December 2009	1,785,525	1,377,610	407,915	0
	<hr/>	<hr/>	<hr/>	<hr/>

The additions to land and buildings amounting to €2m relates to the Motorway Service Areas PPP.

12 Debtors and Prepayments

	2010 €	2009 €
Debtors	14,835	10,630
Prepayments and Accrued Income	20,244,740	212,823
	<hr/>	<hr/>
	20,259,575	223,453
	<hr/>	<hr/>

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

13 Creditors and Accruals

	2010	2009
	€	€
Salaries	382,677	217,242
Creditors and Other Expenses	17,246,015	13,607,962
	17,628,692	13,825,204

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 2011 is €1,075,000 per annum.
- b. The Authority entered into a nine year and eleven month lease from 1 January 2006 in respect of accommodation at Kildress House, Pembroke Road, Dublin 2, subject to five year rent reviews. The rent from 1 January 2011 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 National Road 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 National Road 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 National Road 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 National Road Regional Design Office
- g. The Authority has discharged its commitment of 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.
- h. The Authority is committed to a ten year agreement from 11 May 2001 with Mayo County Council in respect of accommodation for Mayo National Road 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 National Road 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 National Road Regional Design Office.
- k. The Authority is committed to a fixed contribution of €21,366 per annum to Kerry County Council for 3 years until December 2010 in respect of accommodation for Kerry National Road Regional Design Office.
- l. The Authority is committed to a fixed contribution of €106,727 per annum to Limerick County Council from 1 January 2011 in respect of accommodation for Limerick National Road Regional Design Office.
- m. The Authority is committed to a fixed contribution of €58,226 per annum to Galway County Council from 1 September 2010 for a period of one year in respect of accommodation for Galway National Road Regional Design Office.
- n. The Authority is committed to a fixed contribution of €184,000 per annum to Kildare County Council on a year to year basis with a two year notice period commencing January 2011 for accommodation for Kildare national Road 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 2010 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 2010 and previous years and these are as follows:

Year	Commitment € million	Forecast % (of 2010 Alloc)	Available % (of 2010 Alloc)
2011	510	46%	85%
2012	370	33%	75%
2013	220	20%	60%
2014	220	20%	45%

c) Public Private Partnership Forward Commitments

	Nominal Amount € million
N25 Waterford City Bypass	89.8
N7 Limerick Tunnel	68.8
M50 Upgrade	908.8
N6 Galway to Ballinasloe	288.6
M3 Clonee/Kells	399.1
M7/M8 Portlaoise	37.3
M1 Dundalk Western Bypass	3.9
N8 Rathcormac/Fermoy	46.5
M4/M6 Kilcock/Kinnegad	7.8
Motorway Service Areas	21.2
	1,871.8

The nominal undiscounted value of these forward commitments assumes 2% inflation per annum.

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

	2010 €	2009 €
Payments to Local Authorities – National Roads	840,511,503	1,172,829,879
Payments to Local Authorities – Regional and Local Roads	299,581,458	0
Other Payments	47,718,897	40,960,910
	1,187,811,858	1,213,790,789

b) Road Maintenance and Management

	2010 €	2009 €
Payments to Local Authorities – National Roads	41,825,170	45,247,823
Payments to Local Authorities – Regional and Local Roads	111,348,718	0
Other Payments	11,269,331	958,324
	164,443,219	46,206,147

18 Public Private Partnership and Tolling

	2010 €	2009 €
Ancillary Costs		
a) Public Private Partnership Construction Payments	a) 22,039,522	16,080,139
Public Private Partnership Operation Payments	b) 183,248,192	222,415,001
M50 Buy Out	c) 70,941,851	8,653,396
Authority Tolling	d) 48,890,444	52,638,752
	e) 52,586,278	59,140,082
	<hr/> 377,706,287	<hr/> 358,927,370
	<hr/>	<hr/>

a) Ancillary Costs

Ancillary costs incurred relate to scheme planning, scheme supervision, financial, legal and technical advisory services, tolling interoperability services, statutory notices and marketing.

b) Public Private Partnership Construction Payments

	2010 €	2009 €
N25 Waterford City Bypass	268,270	12,536,015
N7 Limerick Tunnel	21,757,621	44,866,548
M50 Upgrade	62,689,795	767,431
N6 Galway/Ballinasloe	9,222,781	25,279,381
M3 Clonee/Kells	40,317,960	124,128,773
M7/M8 Portlaoise	18,737,703	12,897,108
M1 Dundalk Western Bypass	250,701	1,939,745
Motorway Service Areas	30,003,361	0
	<hr/> 183,248,192	<hr/> 222,415,001
	<hr/>	<hr/>

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. The scheme comprised approximately 23km of dual carriageway, a bridge over the River Suir 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 was awarded the Limerick Tunnel PPP contract on a 35 year concession basis on 18 August 2006.

The Limerick Tunnel PPP Scheme involved the construction of approximately 10km of new dual carriageway along with associated link roads and side roads. The tunnel crossing of the River Shannon involved 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 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 awarded on 27 September 2007 with a contract period of 35 years. The official opening of the upgraded sections 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 of motorway south of the N3 interchange, both of which were completed in 2008.

N6 Galway/Ballinasloe

The N6 Galway/Ballinasloe PPP contract was awarded to the N6 (Concessions) Limited consortium on 4 April 2007. The contract is for a 30 year concession period. The consortium comprises FCC Construcción, 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 was awarded on 7 March 2007 and will extend for 45 years inclusive of the construction phase.

The project, which provides bypasses of Dunboyne, Dunshaughlin, Navan, Kells and Carnaross, involved the construction of a tolled motorway of approximately 47km in length which is 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 10km of new N3 Type 2 Dual Carriageway road from Kells to North of Carnaross and 4km of the Kells N52 Bypass.

A further 4km of National Secondary Type 1 Dual Carriageway and a total of 40km of Regional and Local Roads were constructed. In addition over 100 structures consisting of 62 bridges and various culverts and retaining walls were required.

The total estimated cost of construction excluding variations was €575m with the Authority contributing €245m in construction payments to the consortium. Additional payments made to the consortium for contract variations amounted to €27m. The main contract variations arose due to a change in national policy which saw the road type change to Type 2 (2 + 2) dual carriageway from Type 3 (2 + 1) carriageway, changes in local and national pavement and other design specifications, additional accommodation works and a reduction in the lands made available for construction. 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 contract was awarded on 14 June 2007 and will extend for 30 years inclusive of the construction phase.

The project, which provides bypasses of Abbeyleix, Durrow, Cullahill, Mountrath, Castletown and Borris-in-Ossory, involved the construction of a tolled motorway of approximately 41km total length. There are grade separated junctions at Portlaoise, Borris-in-Ossory, Rahtdowney as well as a motorway to motorway interchange at Aghaboe. The scheme also included a new 3km regional link road from the motorway back to Borris-in-Ossory. There are approximately 15km of side roads, 41 road bridges, 5 rail bridges, 8 river crossings including the environmentally sensitive River Nore and more than 120 culverts and mammal passes.

The total estimated cost of construction excluding variations was €265m with the Authority contributing €44m in construction payments to the consortium. Additional payments made to the consortium for contract variations amounted to €2.6m. The main contract variations arose due to changes in national policy with respect to signage and lining, changes in local and national pavement and other design specifications and additional accommodation works. 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 5 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.

Motorway Service Areas

The PPP contract to design, build and operate service areas at three locations across the motorway network was awarded to Superstop Ltd. on 8 October 2009 for a 25 year period. Superstop comprises Applegreen, Top Oil and Pierse Group. During September and October 2010 new service areas were opened at three locations - Lusk and Castlebellingham on the M1 and Enfield on the M4. Each service area comprises a double sided development with facilities replicated on each side of the motorway.

c) Public Private Partnership Operation Payments

	2010	2009
	€	€
N25 Waterford City Bypass	3,686,457	0
N7 Limerick Tunnel	4,471,011	0
M50 Upgrade	18,233,673	649,879
N6 Galway/Ballinasloe	19,251,377	0
N8 Rathcormac/Fermoy	5,575,346	7,032,701
M4/M6 Kilcock/Kinnegad	0	903,299
M3 Clonee/Kells	19,723,987	0
M1 Dundalk Western Bypass	0	67,517
	70,941,851	8,653,396

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 awarded on 11 June 2004 and extends 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 the 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 of €49,083,012 (2009:€52,171,812) and a Value Added Tax refund on the contracted termination sum received from the Revenue Commissioners of €192,568 (2009:Value Added Tax of €466,940 paid).

e) Authority Tolling

	2010	2009
	€	€
Dublin Port Tunnel	15,806,242	19,013,033
M50 Westlink	0	32,609
M50 eFlow	36,780,036	40,094,440
	52,586,278	59,140,082

These costs relate to operational and toll collection costs of the Dublin Port Tunnel and local authority rates and toll collection costs of the M50 eFlow.

19 Approval of Financial Statements

These financial statements were approved by the Board on 12 July 2011.

Board Members



Mr Peter Malone
Chairman



Mr Fred Barry
Chief Executive



Mr Eddie Breen



Ms Anne Butler



Ms Jacqueline Cross
Appointed to Board March 2010



Mr Eric Fleming



Mr Clifford Kelly



Mr Colm Lonergan



Prof Margaret O'Mahony



Mr Eugene Moore



Mr Robert Rowan
Appointed to Board July 2010



Ms Jenny Kent
Term Finished March 2010



Mr Frank Convery
Term Finished March 2010



Mr Raymond Potterton
Term Finished February 2010

AUDIT COMMITTEE 2010

Independent Chairperson: Declan McDonagh

Current Members: Eric Fleming, Eugene Moore, Clifford Kelly and Jacqueline Cross.

Members whose term on the Committee finished in 2010:

Eddie Breen, Anne Butler, Colm Lonergan, Margaret O'Mahony and Jenny Kent.