



Financial Statements **2014**

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Authority Information

Board Members	Mr. John Fitzgerald (Reappointed 1st December 2014) (Chairman) Ms. Anne Graham (Appointed 16th December 2014) (Chief Executive Officer) Mr. Gerry Murphy (Retired 14th December 2014) (Chief Executive Officer) Ms. Linda Saunders (Reappointed 1st December 2014) Dr. Berna Grist (Reappointed 1st December 2014) Mr. Frank King (Term of appointment expired 30th November 2014) Mr. Damian Usher (Term of appointment expired 30th November 2014) Ms. Valerie O'Reilly Ms. Margaret O'Shaughnessy (Term of appointment expired 30th November 2014) Mr. Jim Deegan (Term of appointment expired 30th November 2014) Mr. Hugh Creegan Mr. Daithí Alcorn (Term of appointment expired 30th November 2014) Mr. Owen Keagan
Solicitors	McCann Fitzgerald Solicitors Riverside One Sir John Rogerson's Quay Dublin 2
Bankers	Allied Irish Banks, p.l.c 1/4 Lower Baggot Street Dublin 2
Auditors	Comptroller and Auditor General Treasury Block Dublin Castle Dublin 2

Statement of Responsibilities

for the year ended 31 December 2014

Under the terms of the Dublin Transport Authority Act 2008 (as amended by the Public Transport Regulations Act 2009), the National Transport Authority is responsible for preparing financial statements for the year to 31 December 2014 so as to give a true and fair view of the state of affairs as at 31 December 2014 and its income and expenditure for the year then ended.

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

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

The National Transport Authority is responsible for keeping proper books of account which disclose with reasonable accuracy at any time its financial position and to enable it to ensure that the financial statements comply with Section 32 of the Dublin Transport Authority Act 2008. The National Transport Authority is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Mr. John Fitzgerald
Chairman
Date: 30th June 2015

Ms. Anne Graham
Chief Executive Officer
Date: 30th June 2015

Chairman's Statement on Internal Financial Control

for the year ended 31 December 2014

As required by the Code of Practice for the Governance of State Bodies, on behalf of the Board of the National Transport Authority, I as Chairman make the following statement.

In the year ended 31 December 2014, the members of the Board of the National Transport Authority were responsible for ensuring that an effective system of internal financial control was maintained and operated. The system can only provide reasonable and not absolute assurance that assets were safeguarded, transactions authorised and properly recorded, and that material errors or irregularities were either prevented or would be detected in a timely period.

Key Control Procedures

The Board of the National Transport Authority had taken steps to ensure an appropriate control environment by:

- › clearly defining management responsibilities;
- › establishing formal procedures for reporting significant control failures; and,
- › ensuring appropriate corrective action.

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

- › a comprehensive budgeting system with an annual budget which was reviewed and agreed by the Board;
- › regular reviews by the Board of periodic and annual financial reports indicating financial performance;
- › setting targets to measure financial and other performance;
- › clearly defined capital investment control guidelines;
- › formal project management disciplines.

The National Transport 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 derived 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 National Transport 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 monitors the work of internal audit and the National Transport Authority management who have responsibility for the financial control framework and management of systems and data security. The Audit Committee also reviews and considers audit reports and recommendations from the Comptroller and Auditor General.

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2014 the Board conducted a review of the effectiveness of the system of Internal Financial Controls.

Signed on behalf of the National Transport Authority

Mr. John Fitzgerald
Chairman
Date: 30th June 2015

Report of the Comptroller & Auditor General

National Transport Authority

I have audited the financial statements of the National Transport Authority for the year ended 31 December 2014 under the Dublin Transport Authority Act 2008, as amended. The financial statements, which have been prepared under the accounting policies set out therein, comprise the statement of accounting policies, the income and expenditure account, the statement of total recognised gains and losses, the balance sheet, the cash flow statement and the related notes. The financial statements have been prepared in the form prescribed under Section 32 of the Act, and in accordance with generally accepted accounting practice in Ireland.

Responsibilities 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.

In addition, I read the Authority's annual report to identify material inconsistencies with the audited financial statements. If I become aware of any apparent material

misstatements or inconsistencies, I consider the implications for my report.

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 2014 and of its income and expenditure for the period 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 money has not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Authority's annual report is not consistent with the related financial statements, 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.

Non-effective expenditure

I draw attention to Note 19 to the financial statements which discloses that the Authority incurred cumulative non-effective expenditure amounting to €0.135 million on rent and associated costs related to office space, which has been sublet by the Authority since July 2013.

Seamus McCarthy
Comptroller and Auditor General

Date: 30th June 2015

Statement of Accounting Policies

for the year ended 31 December 2014

Basis of Preparation

The financial statements have been prepared on an accruals basis, except as indicated below, in accordance with generally accepted principles under the Financial Reporting Standards recommended by the recognised accounting bodies. The Financial Statements are in the form approved by the Minister for Transport, Tourism and Sport with the concurrence of the Minister for Finance.

Oireachtas Grants Income

Oireachtas grants consist of amounts received from the Department of Transport, Tourism and Sport for administration and receivable for Traffic Management Grants (TMG), Public Service Obligations, Regional Bus Priority, Accessibility, Rural Transport, Green Schools, Smarter Travel and Capital Investment and amounts received from the Department of Social Protection in relation to free travel for the Rural Transport programme. Grant income received towards capital expenditure on tangible fixed assets is deferred to the capital account and is released to the income and expenditure account over the expected useful economic life of the related assets, in line with depreciation charged on the assets.

Oireachtas Grant Type	Accounting Method
Current Grant - Subhead B9.3	Receipts Basis
Capital Grants - Subhead B8	Receipts Basis
Internal Capital Grants - Subhead B8	Accruals Basis
Public Service Obligation - Subhead B7	Receipts Basis
Accessibility Scheme Grants - Subhead B8	Receipts Basis
Internal Accessibility Scheme Grants - Subhead B8	Accruals Basis
Regional Cities Grants - Subhead B8	Receipts Basis
Rural Transport Grants - Subhead B7.2	Receipts Basis
Internal Rural Transport Grants - Subhead B7.2	Accruals Basis
Smarter Travel Grant - Subhead B6	Accruals Basis
Green Schools Grant - Subhead B7.3	Receipts Basis
Regional Bike Scheme Grant - Subhead B8	Accruals Basis

Grant expenditure for internal projects is recorded on matured liabilities basis. Grant income for internal projects is recorded on an accruals basis in order to match grant income to grant expenditure in the financial statements.

Grants Expenditure for Public Service Obligation and Capital Investment

Expenditure in the year is recognised on the basis of amounts disbursed to grantees.

Licencing Income

This relates to income arising from licensing, assessment and enforcement activities in respect of taxi regulation and commercial bus licencing income.

Integrated Ticketing Scheme Income

Integrated Ticketing Scheme income arises on recharge of operating costs to integrated ticketing scheme participants.

Tangible fixed assets and depreciation

Tangible fixed assets are stated at their historical cost or valuation, less accumulated depreciation. Depreciation is charged to the Income and Expenditure Account on a straight line basis, at the rates set out below, calculated to write off the assets adjusted for residual value over their expected useful lives. A full year's depreciation is charged on the addition of all tangible fixed assets in the year of acquisition:

Leasehold	5% Straight line
Motor vehicles	20% Straight line
Traffic model	10% Straight line
Furniture & fittings	10% Straight line
Computer equipment	25% Straight line
Traffic Management Grant equipment	25% Straight line
Regional Bike Scheme	20% Straight line
Integrated Ticketing Scheme	10% Straight line on software and 25% straight line on hardware

The Traffic model is depreciated at its initial cost together with any additions, over its expected useful life. Additions in the year reflect the salary cost of personnel dedicated to the model development. The Traffic model as developed by the Dublin Transport Initiative, was taken over by the Dublin Transportation Office on 9 November 1995 at a replacement valuation of €1,777,633 and was included as an asset in the financial statements.

In 2013, the Board adopted a policy of capitalising assets where the cost of the asset exceed €1,000. Previously, the Board capitalised all expenditure with no threshold being applied. As a result, the 2014 financial statements include a write off of €8,296 (2013: €35,035) in respect of assets previously capitalised where the original cost of the asset was less than €1,000. The Board does not consider this to be a material adjustment and as a result has not restated prior year figures.

Pensions - Defined Benefit Scheme

The National Transport Authority operates an unfunded defined benefit scheme which is funded annually on a pay as you go basis from monies provided by the Department of Transport, Tourism and Sport. The scheme is operating on an administrative basis, as sanctioned by the Minister for Transport, Tourism and Sport and the Minister for Public Expenditure and Reform, pending approval of the scheme by both Ministers.

Pension scheme liabilities are measured on an actuarial basis using the Projected Unit Credit Method.

Pension costs reflect pension benefits earned by employees in the year. Employee pension contributions are remitted to the Department of Transport, Tourism and Sport. 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 is recoverable from the Department of Transport, Tourism and Sport.

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 from the Department of Transport, Tourism and Sport.

Capital Account

The capital account represents the unamortised portion of income applied for capital purposes.

Fixed assets are funded from grant income which is transferred to the capital account and amortised in line with depreciation.

Currency

The unit of currency in which the financial statements are denominated is the Euro.

Income and Expenditure Account

for the year ended 31 December 2014

		2014	2013
Income	Notes	€'000	€'000
Oireachtas grants	1		
› Capital Investment funding	1.1	230,583	146,342
› Public Service Obligation (PSO) funding	1.2	212,214	226,516
› Other transport schemes	1.3	39,240	24,298
› Administration		5,292	4,990
Licencing income	2	5,132	4,873
Integrated Ticketing Scheme participant fees	3	5,745	5,246
Net deferred funding for pensions	12.2	964	1,158
Other income	4	265	248
		499,435	413,671
Transfer (to) / from Capital Reserve	16	(751)	1,779
Total Income		498,684	415,450
Expenditure			
Capital Investment expenditure	5	227,331	142,417
Public Service Obligation (PSO) expenditure	6	212,216	226,526
Other grant related expenditure	7	35,928	24,298
Licencing expenditure	8	4,879	3,592
Integrated Ticketing System expenditure	3	11,803	10,868
Staff costs	9	4,446	5,413
Pension costs	12	1,422	1,158
Office accommodation costs	10	534	897
Other administrative costs	11	1,556	1,458
Total Expenditure		500,115	416,627
Deficit for the year		(1,431)	(1,177)

The Statement of Accounting Policies and Notes 1 to 25 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th June 2015

Ms. Anne Graham
Chief Executive Officer

Date: 30th June 2015

Statement of Total Recognised Gains and Losses

for the year ended 31 December 2014

	<i>Notes</i>	2014 €'000	2013 €'000
Deficit for the year		(1,431)	(1,177)
Actuarial gains / (losses)			
Experience losses on pension scheme liabilities	12.3	(87)	(5,306)
Changes in assumptions underlying the present value of pension scheme liabilities	12.3	(2,091)	-
Actuarial loss on pension liabilities	12.1	(2,178)	(5,306)
Adjustment to deferred pension funding		2,178	5,306
Total recognised deficit for the year		(1,431)	(1,177)

The Statement of Accounting Policies and Notes 1 to 25 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th June 2015

Ms. Anne Graham
Chief Executive Officer

Date: 30th June 2015

Balance Sheet

as at 31 December 2014

	Notes	2014 €'000	2013 €'000
Fixed Assets			
Tangible assets	13	40,421	39,670
Current Assets			
Debtors	14	3,168	1,856
Cash at bank and in hand		23,505	20,418
		26,673	22,274
Creditors: amounts falling due within one year	15	(13,759)	(7,930)
Net Current Assets		12,914	14,344
Total Assets Less Current Liabilities before pensions		53,335	54,014
Pension liabilities	12.1	(15,474)	(12,332)
Deferred pension funding	12.2	15,474	12,332
Net Assets		53,335	54,014
Financed by			
Capital Reserve	16	40,421	39,670
Income and Expenditure account	17	12,914	14,344
		53,335	54,014

The Statement of Accounting Policies and Notes 1 to 25 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th June 2015

Ms. Anne Graham
Chief Executive Officer

Date: 30th June 2015

Cash Flow Statement

for the year ended 31 December 2014

	Notes	2014 €'000	2013 €'000
Reconciliation of operating deficit to net cash inflow from operating activities			
Operating deficit		(1,431)	(1,177)
Capital reserve transfers - tangible fixed assets	16	751	(1,779)
Depreciation of tangible fixed assets	13	7,307	5,898
Loss on adjustment of tangible fixed assets	13	8	36
Profit on disposal of tangible fixed assets		(3)	-
(Increase) / decrease in debtors		(1,311)	10
Increase in creditors		5,830	839
Interest received	4	(92)	(182)
Net cash inflow from operating activities		11,059	3,645
Cash Flow Statement			
Net cash inflow from operating activities		11,059	3,645
Capital expenditure to acquire tangible assets	21	(8,067)	(4,154)
Interest received		92	182
Receipt from disposal of fixed assets		3	-
Increase / (decrease) in cash in the year		3,087	(327)
Reconciliation of net cash flow to movement in net funds			
Increase / (decrease) in cash in the year		3,087	(327)
Net funds at 1 January		20,418	20,745
Net funds at 31 December	22	23,505	20,418

The Statement of Accounting Policies and Notes 1 to 25 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th June 2015

Ms. Anne Graham
Chief Executive Officer

Date: 30th June 2015

Notes to the Financial Statements

for the year ended 31 December 2014

1. Oireachtas Grants

Oireachtas grants of €485.83m were received/receivable in 2014 from the Department of Transport, Tourism and Sport and €1.5m was received in 2014 from the Department of Social Protection. The source of the funding is set out in Notes 1.1 to 1.3 to the financial statements. Administration grants of €5.29m were received from subhead B9.3.

1.1 Oireachtas Grants - Capital Investment funding

	2014 €'000	2013 €'000
Iarnrod Eireann	49,303	33,840
Traffic Management Grant	39,377	37,597
Railway Procurement Agency	43,595	23,550
Integrated Ticketing Scheme	3,279	3,927
Dublin Bus	59,265	36,270
Bus Eireann	28,466	2,724
Dublin City Council Transport 21 office funding	-	43
Marlborough Street Bridge	4,307	5,465
Technical Support	2,991	2,926
	230,583	146,342

Capital investment funding is drawn down under the Public Transport Investment Programme subhead B8.

1.2. Oireachtas Grants - Public Service Obligation (PSO) funding

	2014 €'000	2013 €'000
Iarnrod Eireann	117,366	127,029
Dublin Bus	60,039	64,540
Bus Eireann	34,387	34,364
Other Operators	176	41
Network Review	7	39
Marketing	153	503
Audit Charges	86	-
	212,214	226,516

Public Service Obligation funding is drawn down under Public Service Provision Payments subhead B7.

1.3. Oireachtas Grants - other transport schemes

The National Transport Authority administers a number of other schemes on behalf of the Department of Transport, Tourism and Sport and the Department of Social Protection. Grant funding received / receivable in 2014 is shown below:

	2014	2013
	€'000	€'000
Accessibility Scheme funding	2,280	1,467
Regional Cities Traffic Grant funding	18,091	11,315
Rural Transport funding	12,546	9,713
Smarter Travel	543	338
Green Schools (Note 23)	1,580	1,465
Regional Bike Scheme funding	4,200	-
	39,240	24,298

Accessibility Scheme funding, Regional Cities Traffic Grant and the Regional Bike Scheme funding is drawn down under the Public Transport Investment Programme subhead B8.

Rural Transport funding is drawn down under the Department of Transport, Tourism and Sport Public Service Provision Payments subhead B7.2 and the Department of Social Protection subhead A34.

Smarter Travel funding is drawn down under Smarter Travel and Carbon Reduction Programme subhead B6.

Green Schools funding is drawn down under Public Service Provision Payments subhead B7.3

Regional Bike Scheme Funding

Regional Bike Scheme funding	5,058
Less VAT refund repayable to the Department	(858)
Net amount receivable	4,200

In 2014, the Department paid grants of €5m to the National Transport Authority in respect of the Regional Bike Scheme. Following a Revenue Commissioner determination in 2015 that the scheme is a vatable activity, the NTA are due a VAT refund of €0.8m. This amount is repayable to the Department. As a result, the NTA have accrued for the repayment by setting off this amount against Oireachtas Grants.

2. Licencing income

	2014	2013
	€'000	€'000
Taxi licencing fees	3,873	3,604
Taxi enforcement income	63	42
Taxi driver licencing renewals	923	1,068
Other taxi income	230	56
Bus licencing income	43	103
	5,132	4,873

3. Integrated Ticketing Scheme

	2014 €'000	2013 €'000
<u>Income</u>		
Participant fees	5,745	5,246
<u>Operational expenditure</u>		
Operating costs	4,135	3,666
Staff costs	974	983
Accommodation	66	89
Insurance	23	21
Advertising	364	298
Information technology and communications	79	43
Professional fees	54	115
General	50	31
<u>Total operational expenditure (*)</u>	5,745	5,246
<u>Income less operational expenditure</u>	-	-
<u>Additional expenditure</u>		
Depreciation (Note 13)	6,058	5,576
Product development costs	-	46
	6,058	5,622
<u>Total operational and additional expenditure</u>	11,803	10,868

* Expenditure incurred in operating the Integrated Ticketing Scheme is recharged to the transport operators (participants).

Additions to fixed assets includes €3.279m in respect of the ITS project (Note 13).

4. Other Income

	2014 €'000	2013 €'000
Miscellaneous income	1	-
Interest received	92	182
EU funding	146	56
Fare income received from PSO operator	2	10
Regional Bike Scheme subscriptions & hire	24	-
	265	248

5. Capital Investment expenditure

	2014 €'000	2013 €'000
Iarnrod Eireann	49,303	33,840
Traffic Management & Other Projects (Note 5.1)	39,403	37,598
Railway Procurement Agency	43,596	23,550
Dublin Bus	59,265	36,271
Bus Eireann	28,466	2,724
Dublin City Council Transport 21 office costs	-	43
Marlborough Street Bridge	4,307	5,465
Technical Support	2,991	2,926
	227,331	142,417

The major capital projects funded and included in capital investment expenditure of €227.3m were:

	€ m	€ m	€ m	€ m
Luas Line A1 Citywest		0.10		0.37
Metro North		0.74		0.22
LUAS Line Cross City		38.14		12.74
LUAS Asset Refurbishment		2.68		-
Bus Rapid Transit		4.34		1.41
New Dublin Bus Buses		55.68		31.13
Dublin Bus Refurbishment		3.24		3.50

Bus Eireann

New Bus Eireann Buses	22.58		-	
Bus Eireann Refurbishment	5.00		-	
Bus Eireann Shelter Programme	-		0.58	
Bus Eireann CCTV Installation Programme	0.31		0.26	
Bus Eireann 2011 Fleet Retention	0.21		-	
Various Other Bus Eireann Projects	0.37	28.47	-	0.84

Iarnrod Eireann

Rail Fleet Heavy Maintenance	28.20		-	
Other Rolling Stock (Greater Dublin Area)	3.34		13.40	
City Centre Resignalling	5.12		4.65	
Maynooth Line - Removal of Level Crossings	4.23		3.75	
Kent ST (Cork) Station Upgrade - Design & Planning	-		0.51	
Passenger Information Programme	2.77		0.46	
Phoenix Park Tunnel	0.52		0.05	
Pearse Station	0.52		0.22	
Remote Condition Monitoring	0.45		-	
DART Underground	0.56		0.41	
Station Upgrade Programme	-		2.93	
Central Traffic Control Centre	0.27		1.10	
Dunboyne/Navan Rail Line	0.10		1.85	
Various Other Iarnrod Eireann Projects	3.22	49.30	4.51	33.84

Note:

Integrated Ticketing Scheme capital investment expenditure of €3.3 million is included in additions to fixed assets (see note 13).

In 2014 the Authority advanced additional capital funding to Bus Éireann and Dublin Bus as a result of additional capital funding available as a result of the supplementary estimates process. An additional €27.4 million was provided to Dublin Bus to purchase fleet for delivery in 2015 by way of an advance payment bond arrangement, 90 buses will be delivered in 2015.

An additional €22.6 million was provided to Bus Éireann to purchase fleet for delivery in 2015 by way of an advance payment bond arrangement, 54 buses will be delivered in 2015.

5.1 Traffic Management & Other Projects

	2014 €'000	2013 €'000
<i>Traffic Management - grants to designated bodies</i>		
Dublin City Council	10,253	11,580
Dun Laoghaire Rathdown County Council	2,615	3,208
Fingal County Council	3,194	2,920
South Dublin County Council	3,888	3,275
Wicklow County Council	1,965	2,102
Kildare County Council	1,505	561
Meath County Council	2,189	2,352
Laois County Council	-	5
Louth County Council	2	-
Waterways Ireland	1	-
	25,612	26,003
	2014 €'000	2013 €'000
<i>Other project costs</i>		
QBN Project Office Costs		
Dublin City Council secondments and associated overheads	40	981
NTA Staff Costs and associated overheads	2,019	662
Professional fees	227	850
Depreciation on Traffic Management Grant equipment	1	1
Real Time Passenger Information	2,077	2,144
Taxi Review Implementation Programme	1,333	2,938
National Integrated Journey Planner	563	561
Dublin Bus - Automatic Vehicle Location System	-	350
Bus Éireann - Automatic Vehicle Location System	-	341
Smart Integrated Ticketing for Europe	384	305
LUAS - Cross City	401	474
Other Systems Development	1,899	1,000
Bus Rapid Transit	2,768	-
Transport models	2,079	988
	13,791	11,595
Total Traffic Management & Other Project costs	39,403	37,598

Allocation of staffing costs and associated overheads to the Capital Programme commenced in the fourth quarter of 2013 as a result of the return of 15 personnel in the QBN - Dublin City Council business unit. The 15 personnel and their associated overheads had been charged to the capital programme since 2000. Subsequent to the 15 personnel moving back to Dublin City Council the operational arrangements of the Authority's Transport Investment Department were re-organised to allow some of the various activities previously undertaken by the QBN - Dublin City Council business unit to continue. In parallel the Authority reviewed the allocation of staffing costs and associated overhead costs to reflect the revised arrangements.

6. Public Service Obligation (PSO) expenditure

	2014	2013
	€'000	€'000
Iarnrod Eireann	117,366	127,029
Dublin Bus	60,039	64,540
Bus Eireann	34,387	34,364
Other Operators	178	50
Network Review	7	40
Marketing	153	503
Audit Charges	86	-
	212,216	226,526

The Authority makes payments to Dublin Bus, Bus Eireann and Irish Rail for the provision of socially necessary but financially unviable Public Service Obligation (PSO) services. Payments made by the Authority are from monies provided by the Oireachtas through the Vote for Transport, Tourism and Sport.

7. Other Grant Expenditure

	2014	2013
	€'000	€'000
<i>Administered by the National Transport Authority on behalf of the Department of Transport, Tourism and Sport</i>		
Accessibility Scheme funding (Note 23)	2,280	1,467
Regional Cities Traffic Grants funding (Note 23)	18,091	11,315
Rural Transport funding (Note 23)	12,566	9,713
Smarter Travel expenses	543	338
Green Schools income paid (Note 23)	1,580	1,465
Regional Bike Scheme expenses (including depreciation)	868	-
Total other grant expenditure	35,928	24,298

8. Licencing expenditure

	2014	2013
	€'000	€'000
Taxi vehicle licencing costs	1,141	1,778
Taxi driver licencing costs	672	522
Taxi enforcement costs	975	365
Taxi call centre and administration costs	1,365	648
Taxi fulfillment / distribution costs	195	58
Bus licencing costs	531	221
	4,879	3,592

On 1 January 2011, the Commission for Taxi Regulation was dissolved and the functions, staff, assets and liabilities were transferred to the National Transport Authority.

9. Employees

Staff Costs	2014	2013
	€'000	€'000
Wages, salaries and staffing costs	3,270	3,416
Public sector secondments	1,715	2,183
Outsourced placement services	1,606	960
Recruitment and training	51	62
Board members fees	122	130
	6,764	6,751
Staff costs assigned to Integrated Ticketing	950	983
Total staff costs incurred by NTA	7,714	7,734
Allocated to:		
Administration	4,446	5,413
Rural Transport	673	-
QBN - Dublin City Council (Note 5.1)	-	859
QBN - NTA (Note 5.1)	1,645	479
Integrated ticketing (Note 3)	950	983
	7,714	7,734

The methodology for allocating staff costs to the QBN - Dublin City Council, QBN - NTA, Rural Transport and the Integrated Ticketing business units is on the basis of the business unit's direct headcount plus a proportion of support staff costs on the basis of the business unit's headcount as a percentage of the Authority's overall headcount.

Total persons employed by the NTA during the period:	56	56
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The average number of public sector secondees during the period was 21.

Staff numbers disclosed in Note 9 relates to employees only and does not include seconded or assigned personnel nor does it include personnel placed in the National Transport Authority through outsourced placement sources.

9.1. Chief Executive Officer Salary

	2014	2013
	€'000	€'000
Annual basic salary (non-personal pension contribution) - Mr. G. Murphy	163	173
Annual basic salary (non-personal pension contribution) - Ms A. Graham	6	-
Pension payment - Mr. G. Murphy	3	-
Total	172	173

No bonus payments were made to the Chief Executive Officer. The Chief Executive Officer is a member of a public service pension scheme with standard entitlements. A retirement lump sum payment of €247,525 was made to the Chief Executive Officer on retirement in December 2014 in accordance with the National Transport Authority's standard government pension scheme.

The new CEO, Ms Anne Graham was appointed with effect from 16th December 2014.

9.2. Board Members' Fees

	2014	2013
	€'000	€'000
Members' fees	91	96
Chairman's fees	20	20
	111	116

The Board Members' fees include the following:

	2014	2013
	€'000	€'000
John Fitzgerald	20	20
Gerry Murphy	-	-
Linda Saunders	12	12
Berna Grist	12	12
Frank King	11	12
Damien Usher	11	12
Valerie O'Reilly	12	12
Margaret O'Shaughnessy	11	12
Jim Deegan	11	12
Daithi Alcorn	11	12
Owen Keegan	-	-
Hugh Creegan	-	-
Anne Graham	-	-
	111	116

9.3. Board Expenses

	2014 €'000	2013 €'000
Board Members	10	14
Chairman	1	-
	11	14

Expenditure of €2,192 was incurred by the Authority in 2014 in respect of a Board meeting in Limerick.

10. Office accommodation costs

	2014 €'000	2013 €'000
Accommodation	601	772
Light and heat	55	70
Cleaning	46	53
Repairs and maintenance	2	144
	704	1,039
Accommodation costs assigned to Integrated Ticketing	66	89
	770	1,128
Allocated to:		
Administration	534	897
Rural Transport	29	-
QBN - Dublin City Council (Note 5.1)	-	89
QBN - NTA (Note 5.1)	141	53
Integrated Ticketing (Note 3)	66	89
	770	1,128

The methodology for allocating the QBN - Dublin City Council, QBN - NTA, Rural Transport and the Integrated Ticketing business units accommodation costs is on the basis of the business unit's headcount as a percentage of the Authority's overall headcount.

11. Other administrative costs

	2014 €'000	2013 €'000
Insurance	28	26
Relocation costs	1	9
Printing, postage and stationery	92	84
Telephone and internet	41	17
ICT expenditure & systems development	455	565
Adjustment for write off of fixed assets	8	35
Depreciation	408	322
Travel and subsistence	74	101
Meeting expenses *	9	7
Library and subscriptions	28	31
Legal and litigation	95	85
Industry studies, reviews & research	-	4
Professional service fees	144	72
Advertising and promotion	331	97
Audit fees	22	18
Internal audit	14	23
General expenses	60	80
Bank charges	44	45
Profit on disposal of tangible fixed assets	(3)	-
	1,851	1,621
Administration costs assigned to Integrated Ticketing	593	508
	2,444	2,129
Allocated to:		
Administration	1,556	1,458
Rural Transport	62	-
QBN - Dublin City Council (Note 5.1)	-	32
QBN - NTA (Note 5.1)	233	131
Integrated Ticketing (Note 3)	593	508
	2,444	2,129

* An amount of €2,192 charged to meeting expenses was incurred in respect of the cost of a board meeting.

The methodology for allocating the QBN - Dublin City Council, QBN - NTA, Rural Transport and the Integrated Ticketing business units administration costs is on the basis of the business unit's headcount as a percentage of the Authority's overall headcount.

12. Pension costs

All the employees of the Authority are members of a defined benefit scheme, details of which are provided in the notes below. Following sanction by the Minister for Transport, Tourism and Sport and the Minister for Public Expenditure and Reform, the pension scheme is being operated on an administrative basis, based on the Department of Public Expenditure and Reform model superannuation scheme.

In the year ended 31 December 2013, the National Transport Authority also operated a defined contribution scheme for four of its employees, who had been employees of the Dublin Transportation Office and were transferred to the National Transport Authority. The contributions payable were charged in the financial statements and only represented the liability which the National Transport Authority had for the scheme. No other liability accrued to the Authority. The four employees transferred to the defined benefit scheme in 2013. The defined contribution scheme was closed in 2013.

Analysis of total pension costs charged to expenditure

	2014 €'000	2013 €'000
Defined benefit pension scheme		
Current service costs	925	904
Interest on pension scheme liabilities	497	254
	1,422	1,158

12.1 Movement in net pension liability during the financial period

	2014 €'000	2013 €'000
Pension liability at 1 January 2014	12,332	5,868
Current service costs	925	904
Interest on pension scheme liabilities	497	254
Actuarial loss	2,178	5,306
Pensions paid in the year	(458)	-
Net pension liability at 31 December 2014	15,474	12,332

12.2 Deferred pension funding

The National Transport Authority recognises amounts owing from the State for the unfunded deferred liability for pensions on the basis of a set of assumptions at Note 12.4 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 Income and Expenditure Account was as follows:

	2014	2013
	€'000	€'000
Funding recoverable in respect of current year pension costs	1,422	1,158
State grant applied to pay pensioners	(458)	-
	964	1,158

The deferred funding asset for pensions as at 31 December 2014 amounted to €15.474m (2013: €12.332m).

12.3. History of defined benefit obligations

	2014	2013	2012	2011
	€'000	€'000	€'000	€'000
Defined benefit obligations	15,474	12,332	5,868	3,634
Experience losses / (gains) on scheme liabilities	87	5,306	490	(110)
Percentage of scheme liabilities	0.6%	43.0%	8.4%	3.0%
Assumption losses / (gains) on scheme liabilities	2,091	-	983	417

The cumulative actuarial loss recognised in the Statement of Total Recognised Gains and Losses amounts to €9.214m (2013 : €7.036m).

12.4 General description of the defined benefit scheme

The scheme is a defined benefit final salary pension arrangements with benefits and contributions defined by reference to current "model" public sector scheme regulations. The schemes provide a pension (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) generally increase in line with general salary inflation.

The valuation used for FRS 17 Retirement Benefits (Revised) disclosures has been based on a full actuarial valuation (February 2015) by a qualified independent actuary taking into account the requirements of FRS 17 Retirement Benefits (Revised) in order to assess the scheme liabilities at 31 December 2014.

The principal financial assumptions at the balance sheet date were as follows:

	2014	2013
Discount rate	2.20% p.a.	3.75% p.a.
Expected future pensionable salary increases	2.25% p.a.	3.00% p.a.
Expected future pension increases	1.75% p.a.	2.50% p.a.
Expected State pension increases	1.25% p.a.	2.00% p.a.
Consumer price index increase	1.25% p.a.	2.00% p.a.

The mortality rate explicitly 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 remaining life expectancy for members attaining age 65 in 2014 and 2034:

Year of attaining age 65	2014	2034
Life expectancy - male	20.8	23.3
Life expectancy - female	23.4	25.5

13. Tangible assets

	Leasehold	Motor vehicles	Traffic model	Furniture & fittings	Computer equipment	TMG equipment	Regional Bike Scheme	Integrated Ticketing Scheme	Total
	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000
Cost									
At 1 January 2014	644	21	4,172	182	1,161	141	-	54,069	60,390
Additions in the year	-	-	105	6	475	-	4,202	3,279	8,067
Adjustment for write off of fixed assets	-	-	-	(66)	(525)	(105)	-	-	(696)
Disposal	-	(21)	-	-	-	-	-	-	(21)
At 31 December 2014	644	-	4,277	122	1,111	36	4,202	57,348	67,740
Depreciation									
At 1 January 2014	277	21	3,613	156	914	140	-	15,599	20,720
Charge for the year	32	-	119	7	250	1	840	6,058	7,307
Adjustment for write off of fixed assets	-	-	-	(63)	(520)	(104)	-	-	(687)
Disposal	-	(21)	-	-	-	-	-	-	(21)
At 31 December 2014	309	-	3,732	100	644	37	840	21,657	27,319
Net book values At 31 December 2014	335	-	545	22	467	1	3,362	35,691	40,421
At 31 December 2013	367	-	559	26	247	1	-	38,470	39,670

The write off arises from the adoption by the Board of a policy of capitalising asset purchases with a cost greater than €1,000. Following a further review of its fixed assets in 2014 the Authority wrote off assets with a net book value of €8,296.

14. Debtors

	2014 €'000	2013 €'000
<i>Amounts falling due within one year:</i>		
Trade debtors	1,495	1,034
Prepayments and accrued income	746	755
<u>Other debtors:</u>		
› Other debtors	9	17
› Grant income	851	13
› Licensing income	29	17
› Integrated Ticketing Scheme	38	20
	3,168	1,856

15. Creditors: amounts falling due within one year

	2014	2013
	€'000	€'000
Trade creditors	470	938
PSWT payable	347	198
Employee pension contributions and levies payable to Department of Transport, Tourism and Sport	117	135
V.A.T.	686	89
P.A.Y.E./P.R.S.I.	117	108
Integrated Ticketing Scheme liability	7,359	3,769
Other creditors	1,301	153
Accruals and deferred income	3,362	2,540
	13,759	7,930

Employee pension contributions and levies payable to Department of Transport, Tourism and Sport

Included in this figure is an amount of €71,179 representing pension related deductions due to be paid over to the Department of Transport, Tourism and Sport at year end. €201,082 has been deducted from employees and paid to the Department of Transport, Tourism and Sport in respect of pension related deductions for the year ended 31 December 2014.

Integrated Ticketing Scheme liability

Integrated Ticketing Scheme liability represents deposits and unutilised travel credit on cardholder accounts.

Other creditors: included in other creditors are balances in respect of the following:

	2014	2013
	€'000	€'000
Other creditors	33	13
Outstanding VAT repayable to be offset against future Integrated Ticketing Scheme capital expenditure	410	140
Outstanding VAT repayable to the Department of Transport, Tourism and Sport in respect of the Regional Bike Scheme	858	-
	1,301	153

16. Capital Reserve

	2014 €'000	2013 €'000
At 1 January	39,670	41,449
Transfer to Income and Expenditure account:		
Income allocated for capital purposes	8,066	4,154
Amortisation in line with depreciation	(7,307)	(5,898)
Adjustment for write off of fixed assets	(8)	(35)
At 31 December	40,421	39,670
Total from / (to) Income and Expenditure Account	751	(1,779)

17. Income and Expenditure Account

	2014 €'000	2013 €'000
At 1 January	14,345	15,521
Deficit for the year	(1,431)	(1,177)
At 31 December	12,914	14,344

18. Taxation

National Transport Authority is exempt from Corporation Tax.

19. Financial commitments

Capital Commitments

There were no capital expenditure commitments at 31 December 2014.

Finance Leases

There was no recourse to finance leasing at 31 December 2014.

Rental Obligations

National Transport Authority has commitments arising from the provision of office accommodation by the OPW in Dún Scéine, Harcourt Lane, Dublin 2 at a cost of €500,000 per annum.

The National Transport Authority has commitments in respect of a lease, entered into by the Commission for Taxi Regulation, on office accommodation at 35 Fitzwilliam Square. In April 2006, a third party assigned a lease to the then Commission. The 35 year term of the lease will expire on 27 April 2024. There is no provision for the surrender of the lease. Annual rent is €170,000 with five year rent reviews. The National Transport Authority has sub-let the premises at an annual rate of €80,000 per annum. The annual net cost to the Authority in respect of the premises is €90,000. As of 31 December 2014, the cumulative net cost incurred by the Authority, since vacating the premises, amounted to €135,000.

The National Transport Authority has commitments in respect of a licence on accommodation at unit 17 Royal Hibernian Way to support the communication function for Luas Cross City. The licence term is 1 year and will expire on 31st October 2015. Annual rent is €45,485.

Capital Grants

National Transport Authority has contractual obligations with Local Authorities and delivery agencies in the Greater Dublin Area to provide them with funding for various projects. At 31 December 2014, an amount of €99.25m is yet to be drawn down on approved projects as follows:

	2014 €'000	2013 €'000
Dublin Bus	7.67m	4.63m
Bus Eireann	3.75m	0.99m
Iarnrod Eireann	8.25m	10.60m
Railway Procurement Agency	57.33m	70.72m
Integrated Ticketing Scheme	5.29m	1.58m
Traffic Management & Other Projects	16.21m	14.16m
Marlborough Street Bridge	0.75m	2.00m
TOTAL	99.25m	104.68m

Capital Grants Multi Annual Capital Commitments

Project	Cumulative Expenditure to 31 Dec 2013 €	Expenditure 2014 €	Subsequent Years €	Expected Project Total 2014 €	Expected Project Total 2013 €
<i>Railway Procurement Agency</i>					
LUAS Line Cross City	30.4m	37.7m	49.2m	117.3m	76.4m
LUAS Line Cherrywood	273.2m	-	7.4m	280.6m	281.1m
<i>Dublin Bus</i>					
Purchase of new buses	-	27.2m	7.5m	34.9m	-
Total in relation to projects where expenditure exceeds €6.35m			64.1m		
Contractual commitments in relation to other projects			35.15m		
Total contractual commitments			99.25m		

LUAS Cross City - The cost of this project increased in 2014 due to work commencing on the utilities diversion contract early in 2014 and substantial progress was achieved with about 70% of the works completed by the end of 2014.

Dublin Bus - This was provided to Dublin Bus to purchase 90 new buses by way of advance payment bonds in respect of fleet to be delivered in 2015.

20. Contingent liabilities

The Authority is involved in a small number of legal cases. The Authority does not expect these cases to result in material liabilities.

21. Gross Cash Flows

	2014 €'000	2013 €'000
Capital expenditure		
Payments to acquire tangible assets	(8,067)	(4,154)

22. Analysis of changes in net funds

	Opening balance €'000	Cash flows €'000	Closing balance €'000
Cash at bank and in hand	20,418	3,087	23,505
Net funds	20,418	3,087	23,505

23. Projects administered on behalf of other bodies

Green Schools

National Transport Authority is co-coordinating the liaison between An Taisce Green Schools Travel Module and the Department of Transport, Tourism and Sport and certification of payments to An Taisce as set out in the Service Level Agreement between the National Transport Authority and the Department of Transport, Tourism and Sport and the conditions of grant between the National Transport Authority and An Taisce.

The National Transport Authority administers on behalf of the Department of Transport, Tourism and Sport, the Department's funding of accessibility projects, sustainable Transport investment in Regional Cities and Rural Transport Programme.

24. Board Members' Interests

The Board of the National Transport Authority adopted procedures in accordance with guidelines issued under the Code of Practice for the Governance of State Bodies in relation to the disclosure of interests by Board members and these procedures have been adhered to in the year. There were no transactions in the year in relation to the Board's activities in which the Board Members had any beneficial interest.

25. Approval of financial statements

The financial statements were approved by the National Transport Authority on 27th February 2015.



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