



Financial Statements **2013**



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Authority Information

Board Members

Mr. John Fitzgerald (Chairman)
Mr. Gerry Murphy (Chief Executive Officer)
Ms. Linda Saunders
Dr. Berna Grist
Mr. Frank King
Mr. John Tierney (Resigned 28 April 2013)
Mr. Damian Usher
Ms. Valerie O'Reilly
Ms. Margaret O'Shaughnessy
Mr. Jim Deegan
Mr. Hugh Creegan
Cllr. Daithí Alcorn
Mr. Owen Keegan (Appointed 3 September 2013)
Mr. Philip Maguire (Appointed 20 June 2013)
(Resigned 3 September 2013)

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 2013

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 2013 so as to give a true and fair view of the state of affairs as at 31 December 2013 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 September 2014

Mr. Gerry Murphy
Director
Date: 30th September 2014

Chairman's Statement on Internal Financial Control

for the year ended 31 December 2013

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 2013, 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 2013 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 September 2014

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 2013 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.

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 2013 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 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.

Seamus McCarthy
Comptroller and Auditor General
30 September 2014

Statement of Accounting Policies

for the year ended 31 December 2013

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.

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.

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 licencing, 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 Traffic Management	25% Straight line
Grant equipment	25% 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 2013 financial statements include a write off of €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 Contribution Scheme

The pension costs charged in the financial statements include the contribution payable by the National Transport Authority during the year under its defined contribution scheme which was closed in 2013. No other liability accrues to the National Transport Authority under the defined contribution scheme.

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 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 2013

Income	Notes	2013 €	2012 €
Oireachtas grants	1		
› Capital Investment funding	1.1	146,341,830	132,031,094
› Public Service Obligation (PSO) funding	1.2	226,516,000	278,296,920
› Other transport schemes	1.3	24,297,730	22,986,331
› Administration		4,990,000	3,427,000
Licencing income	2	4,873,113	5,916,434
Integrated Ticketing Scheme participant fees	3	5,246,016	4,752,948
Net deferred funding for pensions	12.2	1,158,000	761,000
Other income	4	248,170	758,175
		413,670,859	448,929,902
Transfer from Capital Reserve	16	1,778,840	1,701,155
Total Income		415,449,699	450,631,057
Expenditure			
Capital Investment expenditure	5	142,416,556	128,043,234
Public Service Obligation (PSO) expenditure	6	226,525,668	278,296,919
Other grant related expenditure	7	24,297,730	22,985,657
Licencing expenditure	8	3,591,774	3,413,382
Integrated Ticketing System expenditure	3	10,867,955	10,289,416
Staff costs	9	5,413,259	5,237,071
Pension costs	12	1,158,000	763,724
Office accommodation costs	10	897,283	973,747
Other administrative costs	11	1,458,181	2,767,912
Total Expenditure		416,626,406	452,771,062
Deficit for the year		(1,176,707)	(2,140,005)

The Statement of Accounting Policies and Notes 1 to 24 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th September 2014

Mr. Gerry Murphy
Director

Date: 30th September 2014

Statement of Total Recognised Gains and Losses

for the year ended 31 December 2013

	<i>Notes</i>	2013 €	2012 €
Deficit for the year		(1,176,707)	(2,140,005)
Experience losses on pension scheme liabilities	12.3	(5,306,000)	(490,000)
Changes in assumptions underlying the present value of pension scheme liabilities	12.3	-	(983,000)
Actuarial loss on pension liabilities	12.1	(5,306,000)	(1,473,000)
Adjustment to deferred pension funding		5,306,000	1,473,000
Total recognised deficit for the year		(1,176,707)	(2,140,005)

The Statement of Accounting Policies and Notes 1 to 24 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th September 2014

Mr. Gerry Murphy
Director

Date: 30th September 2014

Balance Sheet

as at 31 December 2013

	<i>Notes</i>	2013 €	2012 €
Fixed Assets			
Tangible assets	13	39,670,320	41,449,160
Current Assets			
Debtors	14	1,856,327	1,867,468
Cash at bank and in hand		20,417,862	20,744,905
		22,274,189	22,612,373
Creditors: amounts falling due within one year	15	(7,929,653)	(7,091,130)
Net Current Assets		14,344,536	15,521,243
Total Assets Less Current Liabilities before pensions		54,014,856	56,970,403
Pension liabilities	12.1	(12,332,000)	(5,868,000)
Deferred pension funding	12.2	12,332,000	5,868,000
Net Assets		54,014,856	56,970,403
Financed by			
Capital Reserve	16	39,670,320	41,449,160
Income and Expenditure account	17	14,344,536	15,521,243
		54,014,856	56,970,403

The Statement of Accounting Policies and Notes 1 to 24 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th September 2014

Mr. Gerry Murphy
Director

Date: 30th September 2014

Cash Flow Statement

for the year ended 31 December 2013

	<i>Notes</i>	2013 €	2012 €
Reconciliation of operating deficit to net cash inflow from operating activities			
Operating deficit		(1,176,707)	(2,140,005)
Capital Reserve transfers - tangible fixed assets	16	(1,778,840)	(1,701,155)
Depreciation of tangible fixed assets	13	5,898,492	5,502,527
Loss on adjustment of tangible fixed assets	13	35,035	7,229
Decrease in debtors		11,141	916,446
Increase in creditors		838,523	1,843,844
Interest received	4	(182,450)	(454,616)
Net cash inflow from operating activities		3,645,194	3,974,270
Cash Flow Statement			
Net cash inflow from operating activities		3,645,194	3,974,270
Capital expenditure to acquire tangible assets	20	(4,154,687)	(3,808,601)
Interest received		182,450	454,616
(Decrease) / increase in cash in the year		(327,043)	620,285
Reconciliation of net cash flow to movement in net funds			
(Decrease) / increase in cash in the year		(327,043)	620,285
Net funds at 1 January		20,744,905	20,124,620
Net funds at 31 December	21	20,417,862	20,744,905

The Statement of Accounting Policies and Notes 1 to 24 form part of these financial statements.

Mr. John Fitzgerald
Chairman

Date: 30th September 2014

Mr. Gerry Murphy
Director

Date: 30th September 2014

Notes to the Financial Statements

for the year ended 31 December 2013

1. Oireachtas Grants

Oireachtas grants of €402,145,560 were received / receivable in 2013 from the Department of Transport, Tourism and Sport. The source of the funding is set out in Notes 1.1 to 1.3 to the financial statements. Administration grants of €4.99m were received from subhead B9.3.

1.1 Oireachtas Grants - Capital Investment funding

	2013	2012
	€	€
Iarnrod Eireann	33,840,026	32,224,324
Traffic Management Grant	37,597,267	41,504,938
Railway Procurement Agency	23,550,277	22,867,652
Integrated Ticketing Scheme	3,926,730	3,931,416
Dublin Bus	36,270,399	22,347,548
Bus Eireann	2,723,449	3,631,601
Dublin City Council Transport 21 office funding	43,332	267,160
Marlborough Street Bridge Project	5,464,730	3,505,462
Technical Support	2,925,620	1,750,993
	146,341,830	132,031,094

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

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

	2013	2012
	€	€
Iarnrod Eireann	127,028,615	166,417,945
Dublin Bus	64,540,267	74,768,998
Bus Eireann	34,363,959	36,883,057
Other Operators	40,643	-
Network Review	39,463	226,920
Marketing	503,053	-
	226,516,000	278,296,920

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. Grant funding received / receivable in 2013 is shown below:

	2013	2012
	€	€
Accessibility Scheme funding (Note 22)	1,467,207	1,771,449
Regional Cities Traffic Grant funding (Note 22)	11,314,920	12,192,671
Rural Transport funding (Note 22)	9,712,453	6,937,153
Smarter Travel	337,980	320,960
Green Schools (Note 22)	1,465,170	1,764,098
	24,297,730	22,986,331

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

Rural Transport funding is drawn down under Public Service Provision Payments subhead B7.2.

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.

2. Licencing income

	2013	2012
	€	€
Taxi licencing fees	3,604,209	4,345,685
Taxi enforcement income	42,025	42,204
Taxi driver licencing renewals	1,068,100	1,414,633
Other taxi income	56,321	84,388
Bus licencing income	102,458	29,524
	4,873,113	5,916,434

3. Integrated Ticketing Scheme

	2013 €	2012 €
<i>Income</i>		
Participant fees	5,246,016	4,752,948
<i>Operational expenditure</i>		
Operating costs	3,666,288	3,329,799
Staff costs	982,758	918,245
Accommodation	88,853	69,060
Insurances	21,411	15,755
Advertising	298,289	67,228
Information technology and communications	42,822	266,009
Professional Service fees	114,796	53,493
General	30,799	33,359
<i>Total operational expenditure (*)</i>	5,246,016	4,752,948
<i>Income less operational expenditure</i>	-	-
<i>Additional expenditure</i>		
Depreciation (Note 13)	5,575,346	5,185,283
Product development costs	46,593	351,185
	5,621,939	5,536,468
<i>Total operational and additional expenditure</i>	10,867,955	10,289,416

* Expenditure incurred in operating the Integrated Ticketing Scheme is recharged to the transport operators (participants). Additions to fixed assets includes €3,906,466 in respect of the ITS project (Note 13).

4. Other Income

	2013	2012
	€	€
Miscellaneous income	245	30,948
Interest received	182,450	454,616
EU funding	55,703	272,611
Fare income received from PSO operator	9,772	-
	248,170	758,175

5. Capital Investment expenditure

	2013	2012
	€	€
Iarnrod Eireann	33,840,026	32,224,324
Traffic Management & Other Projects (Note 5.1)	37,598,723	41,043,126
Railway Procurement Agency	23,550,277	23,273,021
Dublin Bus	36,270,399	22,347,548
Bus Eireann	2,723,449	3,631,601
Dublin City Council Transport 21 office costs	43,332	267,160
Marlborough Street Bridge Project	5,464,730	3,505,462
Technical Support	2,925,620	1,750,992
	142,416,556	128,043,234

The major capital projects funded and included in capital investment expenditure of €142.4 m were:

	€ m	€ m
Luas Line A1 Citywest	0.37	0.05
Metro North	0.22	10.97
Luas Line Cross City	12.74	5.94
Dunboyne / Navan rail lines	1.85	5.88
Other Rolling Stock (Greater Dublin Area)	13.38	6.16
Kildare Route Project	-	2.69
Maynooth Line - Removal of level crossings	3.75	-
City Centre resignalling	4.65	8.77
DART Underground	0.41	0.56
New Dublin Bus buses	31.13	15.80
Bus Rapid Transit	1.41	-

Note:

Integrated Ticketing Scheme capital investment expenditure of €3.9 million is included in additions to fixed assets (see note 13).

5.1 Traffic Management & Other Projects

	2013 €	2012 €
<i>Traffic Management - grants to designated bodies</i>		
Dublin City Council	11,580,021	14,071,985
Dun Laoghaire Rathdown County Council	3,208,157	5,399,851
Fingal County Council	2,920,125	4,013,998
South Dublin County Council	3,274,916	4,081,373
Wicklow County Council	2,102,440	2,162,242
Kildare County Council	560,540	1,578,410
Meath County Council	2,351,783	2,132,644
Laois County Council	5,052	-
	26,003,034	33,440,503
	2013 €	2012 €
<i>Other project costs</i>		
QBN Project Office Costs		
Dublin City Council secondments and associated overheads	980,568	1,627,302
NTA Staff Costs and associated overheads	662,401	-
Professional fees	849,837	378,006
Depreciation on Traffic Management Grant equipment	1,454	1,454
Real Time Passenger Information	2,143,944	2,170,576
Taxi Review Implementation Programme	2,938,315	1,261,927
National Integrated Journey Planner	561,506	1,405,490
Dublin Bus - Automatic Vehicle Location System	350,000	757,868
Bus Eireann - Automatic Vehicle Location System	340,649	-
Smart Integrated Ticketing for Europe	305,043	-
LUAS - Cross City	474,158	-
Other Projects & Systems Development	1,987,814	-
	11,595,689	7,602,623
Total Traffic Management & Other Project costs	37,598,723	41,043,126

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 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

	2013	2012
	€	€
Iarnrod Eireann	127,028,615	166,418,352
Dublin Bus	64,540,163	74,768,483
Bus Eireann	34,363,959	36,883,165
Other Operator	50,415	-
Network Review	39,463	226,919
Marketing	503,053	-
	226,525,668	278,296,919

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

	2013	2012
	€	€
<i>Administered by the National Transport Authority on behalf of the Department of Transport, Tourism and Sport</i>		
Accessibility Scheme funding	1,467,207	1,770,774
Regional Cities Traffic Grants funding	11,314,920	12,192,671
Rural Transport funding	9,712,453	6,937,153
Smarter Travel expenses	337,980	320,961
Green Schools income paid (Note 22)	1,465,170	1,764,098
Total other grant expenditure	24,297,730	22,985,657

8. Licencing expenditure

	2013	2012
	€	€
Taxi vehicle licencing costs	1,778,168	1,744,118
Taxi driver licencing costs	522,011	464,397
Taxi enforcement costs	365,055	300,871
Taxi call centre and administration costs	648,060	569,696
Taxi roof sign sticker costs	-	32,209
Taxi fulfillment / distribution costs	57,513	73,968
Taxi driver ID cards	-	39,204
Bus licencing costs	220,967	188,919
	3,591,774	3,413,382

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	2013	2012
	€	€
Wages, salaries and staffing costs	3,416,588	3,039,468
Public sector secondments	2,182,657	2,272,391
Outsourced placement services	959,823	903,747
Recruitment and training	61,549	29,666
Board members fees	130,041	132,761
	6,750,658	6,378,033
Staff costs assigned to Integrated Ticketing	982,758	918,245
Total staff costs incurred by NTA	7,733,416	7,296,278

Allocated to:

Administration	5,413,259	5,237,071
QBN - Dublin City Council (Note 5.1)	858,855	1,140,962
QBN - NTA (Note 5.1)	478,544	-
Integrated ticketing (Note 3)	982,758	918,245
	7,733,416	7,296,278

The methodology for allocating staff costs to the QBN - Dublin City Council, QBN - NTA, 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** **53**

The National Transport Authority had up to 5 staff available to it from the Department of Transport, Tourism and Sport during the year. The costs borne by the Department are estimated at €291,665 and are not included in these accounts. The average number of public sector secondees during the period was 21.

9.1. Chief Executive Officer Salary

	2013	2012
	€	€
Annual basic salary (non-personal pension contribution)	172,731	179,044
Board Members fees	-	6,983
Total	172,731	186,027

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.

Following clarification, the payment of Board Members fees to the Chief Executive ceased in July 2012. All Board fees paid to the Chief Executive in 2012 were returned by the Chief Executive Officer to the Authority in 2013. The total amount refunded was €8,978.

9.2. Board Members' Fees

	2013	2012
	€	€
Members' fees	95,432	102,546
Chairman's fees	20,450	20,478
	115,882	123,024

The Board Members' fees include the following:

	2013	2012
	€	€
John Fitzgerald	20,450	20,478
Gerry Murphy	-	6,986
Linda Saunders	11,929	11,945
Berna Grist	11,929	11,945
Frank King	11,929	11,945
Damien Usher	11,929	11,945
Valerie O'Reilly	11,929	11,945
Margaret O'Shaughnessy	11,929	11,945
Jim Deegan	11,929	11,945
Daithi Alcorn	11,929	11,945
	115,882	123,024

9.3. Expenses

	2013	2012
	€	€
Board Members	13,899	9,371
Chairman	260	366
	14,159	9,737

10. Office accommodation costs

	2013	2012
	€	€
Accommodation	773,192	1,044,165
Light and heat	69,571	79,234
Cleaning	53,268	73,100
Repairs and maintenance	144,035	211,832
	1,040,066	1,408,331
Accommodation costs assigned to Integrated Ticketing	88,853	69,060
	1,128,919	1,477,391

Allocated to:

Administration	897,283	973,747
QBN - Dublin City Council (Note 5.1)	89,433	434,584
QBN - NTA (Note 5.1)	53,350	-
Integrated Ticketing (Note 3)	88,853	69,060
	1,128,919	1,477,391

The methodology for allocating the QBN - Dublin City Council, QBN - NTA 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

	2013	2012
	€	€
Insurance	25,710	30,027
Relocation costs	9,110	1,297
Printing, postage and stationery	84,290	47,824
Telephone and internet	17,418	67,357
ICT expenditure & systems development	564,674	651,118
GIS data and mapping	-	2,378
Adjustment for write off of fixed assets	35,033	-
Depreciation	321,691	315,788
Travel and subsistence	101,372	119,692
Meeting expenses *	7,384	5,069
Library and subscriptions	31,041	31,198
Project costs - technical	-	52,941
Legal and litigation	85,282	278,280
Industry studies, reviews & research	4,017	396,865
Professional service fees	71,713	492,442
Advertising and promotion	97,260	81,490
Audit fees	18,095	18,095
Internal audit	22,661	89,903
General expenses	78,855	86,539
Bank charges	45,362	51,365
	1,620,968	2,819,668
Administration costs assigned to Integrated Ticketing	508,118	435,844
	2,129,086	3,255,512
Allocated to:		
Administration	1,458,181	2,767,912
QBN - Dublin City Council (Note 5.1)	32,280	51,756
QBN - NTA (Note 5.1)	130,507	-
Integrated Ticketing (Note 3)	508,118	435,844
	2,129,086	3,255,512

* An amount of €1,057 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 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 2012, 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

	2013	2012
	€	€
<u>Defined benefit pension scheme</u>		
Current service costs	904,000	552,000
Interest on pension scheme liabilities	254,000	209,000
<u>Defined contribution pension scheme</u>		
Employer contributions	-	2,724
	1,158,000	763,724

12.1 Movement in net pension liability during the financial period

	2013	2012
	€	€
Pension liability at 1 January 2013	5,868,000	3,634,000
Current service costs	904,000	552,000
Interest on pension scheme liabilities	254,000	209,000
Actuarial loss	5,306,000	1,473,000
Net pension liability at 31 December 2013	12,332,000	5,868,000

In 2012/2013, a number of staff who had originally been seconded to the Dublin Transportation Office (DTO) from a number of local authorities transferred to the National Transport Authority, in line with Section 110 of the Dublin Transport Authority Act 2008. The Authority's pension liability in 2013 increased as a result of the employees pensionable service and associated pension liability being transferred on a knock for knock basis, from the local authorities to the National Transport Authority. This is reflected in the experience loss on scheme liabilities of €5.3 m disclosed in note 12.3.

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:

	2013	2012
	€	€
Funding recoverable in respect of current year pension costs	1,158,000	761,000

The deferred funding asset for pensions as at 31 December 2013 amounted to €12,332,000 (2012: €5,868,000).

12.3. History of defined benefit obligations

	31/12/13	31/12/12	31/12/11	13 months to
	€	€	€	31/12/10
				€
Defined benefit obligations	12,332,000	5,868,000	3,634,000	266,000
Experience losses / (gains) on scheme liabilities	5,306,000	490,000	(110,000)	(67,000)
Percentage of scheme liabilities	43.0%	8.4%	(3.0)%	(25.2)%
Assumption losses / (gains) on scheme liabilities	-	983,000	417,000	17,000

The cumulative actuarial loss recognised in the Statement of Total Recognised Gains and Losses amounts to €7,036,000 (2012 : €1,730,000).

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 (January 2014) 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 2013.

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

	2013	2012
Discount rate	3.75% p.a.	3.75% p.a.
Expected future pensionable salary increases	3.00% p.a.	3.00% p.a.
Expected future pension increases	2.50% p.a.	2.50% p.a.
Expected State pension increases	2.00% p.a.	2.00% p.a.
Consumer price index increase	2.00% 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 2013 and 2033:

Year of attaining age 65	2013	2033
Life expectancy - male	22.5	25.0
Life expectancy - female	23.9	26.0

13. Tangible assets

	Leasehold	Motor vehicles	Traffic model	Furniture & fittings	Computer equipment	TMG equipment	Integrated Ticketing Scheme	Total
	€	€	€	€	€	€	€	€
Cost								
At 1 January 2013	644,226	20,600	4,044,127	293,241	1,132,318	143,117	50,162,430	56,440,059
Additions in the year	-	-	127,471	9,748	111,002	-	3,906,466	4,154,687
Adjustment for write off of Fixed Assets	-	-	-	(121,561)	(82,607)	(1,896)	-	(206,064)
At 31 December 2013	644,226	20,600	4,171,598	181,428	1,160,713	141,221	54,068,896	60,388,682
Depreciation								
At 1 January 2013	244,748	20,600	3,501,577	244,910	815,344	140,210	10,023,510	14,990,899
Charge for the year	32,212	-	111,090	12,115	166,275	1,454	5,575,346	5,898,492
Adjustment for write off of Fixed Assets	-	-	-	(101,446)	(67,687)	(1,896)	-	(171,029)
At 31 December 2013	276,960	20,600	3,612,667	155,579	913,932	139,768	15,598,856	20,718,362
Net book values								
At 31 December 2013	367,266	-	558,931	25,849	246,781	1,453	38,470,040	39,670,320
At 31 December 2012	399,478	-	542,550	48,331	316,974	2,907	40,138,920	41,449,160

The write off arises from the adoption by the Board of a policy of capitalising asset purchases with a cost greater than €1,000.

14. Debtors

	2013	2012
	€	€
Amounts falling due within one year:		
Trade debtors	1,034,481	860,992
Prepayments and accrued income	754,475	684,601
<u>Other debtors:</u>		
› Other debtors	16,462	-
› Grant income	13,282	220,300
› Shared services	-	45,706
› Licensing income	17,217	16,296
› VAT	-	18,136
› Integrated Ticketing Scheme	20,410	21,437
	1,856,327	1,867,468

15. Creditors: amounts falling due within one year

	2013	2012
	€	€
Trade creditors	938,317	2,469,609
PSWT payable	198,079	114,679
Employee pension contributions and levies payable to Department of Transport, Tourism and Sport	135,061	128,918
V.A.T.	88,953	-
P.A.Y.E./P.R.S.I.	107,623	107,890
Integrated Ticketing Scheme liability	3,768,868	2,153,634
Other creditors	153,110	117,385
Accruals and deferred income	2,539,642	1,999,015
	7,929,653	7,091,130

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

Included in this figure is an amount of €73,707 representing pension related deductions due to be paid over to the Department of Transport, Tourism and Sport at year end. €197,062 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 2013.

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:

	2013	2012
	€	€
Other creditors	12,857	37,811
Outstanding VAT repayable to be offset against future		
Integrated Ticketing Scheme capital expenditure	140,253	79,574
	153,110	117,385

16. Capital Reserve

	2013	2012
	€	€
At 1 January	41,449,160	43,150,315
Transfer to Income and Expenditure account:		
Income allocated for capital purposes	4,154,687	3,800,032
Amortisation in line with depreciation	(5,898,492)	(5,501,187)
Adjustment for write off of fixed assets	(35,035)	-
At 31 December	39,670,320	41,449,160
Total to Income and Expenditure Account	(1,778,840)	(1,701,155)

17. Income and Expenditure Account

	2013	2012
	€	€
At 1 January	15,521,243	17,661,248
Deficit for the year	(1,176,707)	(2,140,005)
At 31 December	14,344,536	15,521,243

18. Taxation

National Transport Authority is exempt from Corporation Tax.

19. Financial commitments

Capital Commitments

There were no capital expenditure commitments at 31 December 2013.

Finance Leases

There was no recourse to finance leasing at 31 December 2013.

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 National Transport Authority has commitments in respect of a lease on accommodation at unit 17 Royal Hibernian Way to support the communication function for Luas Cross City. The lease term is 1 year and will expire on 31st October 2014. 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 2013, an amount of €104.68m is yet to be drawn down on approved projects as follows:

	2013	2012
	€	€
Dublin Bus	4.63m	10.32m
Bus Eireann	0.99m	0.42m
Iarnrod Eireann	10.60m	17.79m
Railway Procurement Agency	70.72m	15.00m
Integrated Ticketing Scheme	1.58m	4.63m
Traffic Management & Other Projects	14.16m	8.43m
Marlborough Street Bridge	2.00m	7.80m
Regional Cities/Accessibility Capital Funding	-	1.69m
TOTAL	104.68m	66.08m

20. Gross Cash Flows

	2013	2012
	€	€
Capital expenditure		
Payments to acquire tangible assets	(4,154,687)	(3,808,601)

21. Analysis of changes in net funds

	Opening balance	Cash flows	Closing balance
	€	€	€
Cash at bank and in hand	20,744,905	(327,043)	20,417,862
Net funds	20,744,905	(327,043)	20,417,862

22. 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.

23. 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.

24. Approval of financial statements

The financial statements were approved by the National Transport Authority on 21st March 2014.



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