



Financial Statements 2015

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Authority Information

| | |
|---------------|--|
| Board Members | Mr. John Fitzgerald (Chairman) |
| | Ms. Anne Graham (Chief Executive Officer) |
| | Ms. Linda Saunders |
| | Dr. Berna Grist |
| | Ms. Valerie O'Reilly (Term of appointment expired 14th March 2015) |
| | Mr. Hugh Creegan |
| | Mr. Owen Keegan |
| | Mr. Pat Mangan (Appointed 24th September 2015) |
| | Ms. Sinéad Walsh (Appointed 24th September 2015) |
| | Mr. Frank O'Connor (Appointed 24th September 2015) |
| | Mr. Frank Gleeson (Appointed 24th September 2015) |
| | Ms. Ann Fitzgerald (Appointed 24th September 2015) |
| | Ms. Fiona Ross (Appointed 24th September 2015) |
| 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 3A Mayor Street Upper Dublin 1 D01 WP44 |

Statement of Responsibilities

for the year ended 31 December 2015

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 2015 so as to give a true and fair view of the state of affairs as at 31 December 2015 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 adequate accounting records 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: 23rd June 2016

Ms. Anne Graham
Chief Executive Officer

Date: 23rd June 2016

Chairman's Statement on Internal Financial Control

for the year ended 31 December 2015

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 2015, 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 2015 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: 23rd June 2016

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 2015 under the Dublin Transport Authority Act 2008. The financial statements comprise the statement of income and expenditure and retained revenue reserves, the statement of comprehensive income, the statement of financial position, the statement of cash flows 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.

Responsibilities of the Members of the Board

The Board is responsible for the preparation of the financial statements, for ensuring that they give a true and fair view and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

My responsibility is to audit the financial statements and to 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 and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by me in the course of performing the audit.

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:

- give a true and fair view of the assets, liabilities and financial position of the Authority as at 31 December 2015 and of its income and expenditure for 2015; and
- have been properly prepared in accordance with generally accepted accounting practice.

In my opinion, the accounting records of the Authority were sufficient to permit the financial statements to be readily and properly audited. The financial statements are in agreement with the accounting records.

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 if I find

- 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 with the knowledge acquired by me in the course of performing the audit, 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
- there are other material matters relating to the manner in which public business has been conducted.

Onerous lease

Note 20.2 discloses that the Authority has recognised costs of €975,000 in relation to leased premises vacated in July 2013, and subsequently sub-let by the Authority. These costs comprise expenditure of €225,000 up to 31 December 2015 and a provision in the amount of €750,000 in respect of the remaining term of the lease. The note discloses the background to the matter.

Seamus McCarthy
Comptroller and Auditor General

30 June 2016

Statement of Income and Expenditure and Retained Revenue Reserves

for the year ended 31 December 2015

| | | 2015 | 2014 |
|--|--------------|----------------|---------|
| | <i>Notes</i> | €'000 | €'000 |
| Income | | | |
| Oireachtas grants | 2 | | |
| › Capital Investment funding | 2.1 | 196,990 | 230,583 |
| › Public Service Obligation (PSO) funding | 2.2 | 190,563 | 212,214 |
| › Other transport schemes | 2.3 | 29,593 | 39,240 |
| › Administration | | 4,897 | 5,292 |
| Licencing income | 3 | 6,650 | 5,132 |
| Integrated Ticketing Scheme participant fees | 4 | 7,013 | 5,745 |
| Net deferred funding for pensions | 13.2 | 974 | 964 |
| Other income | 5 | 1,237 | 265 |
| Transfer from / (to) Capital Account | 18 | 2,451 | (752) |
| Total Income | | 440,368 | 498,683 |
| Expenditure | | | |
| Capital Investment expenditure | 6 | 193,224 | 227,331 |
| Public Service Obligation (PSO) expenditure | 7 | 190,561 | 212,216 |
| Other grant related expenditure | 8 | 30,669 | 35,928 |
| Licencing expenditure | 9 | 3,989 | 4,879 |
| Integrated Ticketing System expenditure | 4 | 13,400 | 11,803 |
| Staff costs | 10 | 4,522 | 4,446 |
| Retirement benefit costs | 13 | 1,360 | 1,422 |
| Office accommodation costs | 11 | 1,362 | 534 |
| Other administrative costs | 12 | 1,939 | 1,555 |
| Total Expenditure | | 441,026 | 500,114 |
| (Deficit) for the year | | (658) | (1,431) |
| Balance brought forward at 1 January 2015 | | 12,833 | 14,264 |
| Balance carried forward at 31 December 2015 | | 12,175 | 12,833 |

The Statement of Cash Flows and Notes 1 to 27 form part of these financial statements.

On behalf of the Board of National Transport Authority

Mr. John Fitzgerald
Chairman

Date: 23rd June 2016

Ms. Anne Graham
Chief Executive Officer

Date: 23rd June 2016

Statement of Comprehensive Income

for the year ended 31 December 2015

| | <i>Notes</i> | 2015 €'000 | 2014 €'000 |
|---|--------------|----------------------|----------------------|
| (Deficit) for the year | | (658) | (1,431) |
| Other comprehensive income: | | | |
| Remeasurements of net defined benefit obligation | 13.1 | (1,367) | (2,178) |
| Adjustment to deferred retirement benefit funding | 13.1 | 1,367 | 2,178 |
| Total recognised (deficit) for the year | | (658) | (1,431) |

The Statement of Cash Flows and Notes 1 to 27 form part of these financial statements.

On behalf of the Board of National Transport Authority

Mr. John Fitzgerald
Chairman

Date: 23rd June 2016

Ms. Anne Graham
Chief Executive Officer

Date: 23rd June 2016

Statement of Financial Position

for the year ended 31 December 2015

| | <i>Notes</i> | 2015 €'000 | 2014 €'000 |
|---|--------------|----------------------|----------------------|
| Fixed Assets | | | |
| Property, plant and equipment | 14 | 37,985 | 40,453 |
| Current Assets | | | |
| Receivables | 15 | 3,861 | 3,168 |
| Cash and cash equivalents | | 26,359 | 23,505 |
| | | 30,220 | 26,673 |
| Payables: amounts falling due within one year | 16 | (17,397) | (13,857) |
| Net Current Assets | | 12,823 | 12,816 |
| Retirement benefit obligations | 13.1 | (17,815) | (15,474) |
| Deferred retirement benefit funding asset | 13.1 | 17,815 | 15,474 |
| Payables: amounts falling due after more than one year | 17 | (662) | (14) |
| Total Net Assets | | 50,146 | 53,255 |
| Financed by | | | |
| Capital account | 18 | 37,971 | 40,422 |
| Retained revenue reserves | | 12,175 | 12,833 |
| | | 50,146 | 53,255 |

The Statement of Cash Flows and Notes 1 to 27 form part of these financial statements.

On behalf of the Board of National Transport Authority

Mr. John Fitzgerald
Chairman

Date: 23rd June 2016

Ms. Anne Graham
Chief Executive Officer

Date: 23rd June 2016

Statement of Cash Flows

for the year ended 31 December 2015

| | <i>Notes</i> | 2015 | 2014 |
|--|--------------|----------------|--------------|
| | | €'000 | €'000 |
| Net cash flows from operating activities | | | |
| Excess expenditure over income | | (658) | (1,431) |
| Capital account transfers - fixed assets | 18 | (2,451) | 752 |
| Depreciation of fixed assets | 14 | 7,844 | 7,324 |
| Loss on adjustment of fixed assets | 14 | 3 | 8 |
| Profit on disposal of fixed assets | | - | (3) |
| Bank interest received | | (41) | (92) |
| (Increase) in receivables | | (693) | (1,312) |
| Decrease in payables | | 4,188 | 5,813 |
| Net cash inflow from operating activities | | 8,192 | 11,059 |
| Cash flows from investing activities | | | |
| Payments to acquire property, plant & equipment | 14 | (5,379) | (8,067) |
| Receipt from disposal of fixed assets | | - | 3 |
| Bank interest received | | 41 | 92 |
| Net cash flows from investing activities | | (5,338) | (7,972) |
| Net increase in cash and cash equivalents in the year | | 2,854 | 3,087 |
| Cash and cash equivalents at 1 January | | 23,505 | 20,418 |
| Cash and cash equivalents at 31 December | | 26,359 | 23,505 |

Notes 1 to 27 form part of these financial statements.

On behalf of the Board of National Transport Authority

Mr. John Fitzgerald
Chairman

Date: 23rd June 2016

Ms. Anne Graham
Chief Executive Officer

Date: 23rd June 2016

Notes to the Financial Statements

for the year ended 31 December 2015

1. Accounting policies

The basis of accounting and significant accounting policies adopted by the Authority are set out below.

a. General Information

The Dublin Transport Authority was set up under the Section 9 of the Dublin Transport Authority Act 2008 as amended by Section 30 of the Public Transport Regulations Act 2009.

The Authority is a statutory non-commercial State body, which operates under the aegis of the Department of Transport, Tourism and Sport. It was established on foot of the Dublin Transport Authority Act 2008.

While it was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act, it was renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended the Authority's functions to include the licensing of buses and taxis nationally.

However, the Authority retains some specific functions in respect of infrastructure and the integration of transport and land use planning in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the eastern region.

b. Statement of Compliance

The financial statements of the Authority for the year ended 31 December 2015 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC), as promulgated by Chartered Accountants Ireland. These are the Authority's first set of financial statements prepared in accordance with FRS 102. The date of transition to FRS 102 is 1 January 2014. The prior year financial statements were re-stated for material adjustments on adoption of FRS 102 in the current year. The result of this adoption can be seen in Note 26.

c. Basis of Preparation

The financial statements have been prepared under the historical cost convention. The financial statements are in the form approved by the Minister for Transport Tourism and Sport with the concurrence of the Minister for Finance under the Dublin Transport Authority Act 2008 relevant legislation. The following accounting policies have been applied consistently in all years presented.

d. Currency

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

e. Income

Oireachtas Grants

Income is recognised in the statement of income and expenditure and retained revenue reserves as set out below:

| Department | Grant Type | Accounting Policy |
|--|---|--------------------------|
| Department of Transport Tourism and Sport - Vote | Current grant Subhead B9.3 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Capital investment funding Subhead B8 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Internal Capital Grants Subhead B8 | Accruals basis |
| Department of Transport Tourism and Sport - Vote | Public Service Obligation Funding Subhead B7 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Accessibility Scheme Grants Subhead B8 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Internal Accessibility Scheme Grants Subhead B8 | Accruals basis |
| Department of Transport Tourism and Sport - Vote | Regional Cities Grants Subhead B8 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Smarter Travel Grant Subhead B6 | Accruals basis |
| Department of Transport Tourism and Sport - Vote | Green Schools Grant Subhead B7.3 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Regional Bike Scheme Grant Subhead B8 | Accruals basis |
| Department of Transport Tourism and Sport - Vote | Rural Transport Grants Subhead B7.2 | Cash receipts basis |
| Department of Transport Tourism and Sport - Vote | Internal Rural Transport Grants Subhead B7.2 | Accruals basis |
| Department of Social Protection - Vote | Rural Transport Funding A36 | Cash receipts basis |

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.

Licensing Income

This relates to income arising from licencing, assessment and enforcement activities in respect of taxi regulation and commercial bus licencing income. Income is recognised on a cash receipts basis.

Integrated Ticketing Scheme

Income arises on recharge of operating costs to the transport operators who participate in the Leap Card scheme. Income is recognised on an accruals basis.

f. Grant Expenditure for Public Service Obligation and Capital Investment

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

g. Property, plant and equipment

Property, plant and equipment is stated at their historical cost or valuation, less accumulated depreciation. Depreciation is charged to the Statement of Income and Expenditure 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.

h. Employee Benefits

(i) Short Term Benefits

Short term benefits, including holiday pay and other similar non-monetary benefits, are recognised as an expense in the period in which the service is received.

Also, under the Public Service Pensions (Single Scheme and other provisions) Act 2012 new entrants to the public service on or after 1 January 2013 become members of the Single Public Service Pension Scheme.

(ii) Retirement Benefits

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.

i. Leases

Leases are classified as finance leases when they transfer substantially all the risks and rewards of ownership of the leased assets to the Authority. Other leases that do not transfer substantially all the risk and rewards of ownership of the leased assets to the Authority are classified as operating leases.

Assets held under finance lease are included in tangible fixed assets and are depreciated and reviewed for impairment in the same way as assets owned outright. Payments received under operating leases are recognised as income over the lease term on a straight line basis.

j. Critical Accounting Judgements and Estimates

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities at the balance sheet date and the amounts reported for revenues and expenses during the year. However, the nature of estimation means that actual outcomes could differ for those estimates. The following judgements have had the most significant effect on amounts recognised in the financial statements.

Impairment of Property, Plant and Equipment

Assets that are subject to amortisation are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The assets associated with the Integrated Ticketing scheme account for a significant proportion of the property plant and equipment included in the statement of financial position.

An impairment review is carried out annually. There was no impairment identified in 2015.

Depreciation and Residual Values

The Directors have reviewed the asset lives and associated residual values of all fixed asset classes, and in particular, the useful economic life and residual values of fixtures and fittings, and have concluded that asset lives and residual values are appropriate.

Retirement Benefit Obligation

The assumptions underlying the actuarial valuations for which the amounts recognised in the financial statements are determined (including discount rates, rates of increase in future compensation levels, mortality rates and healthcare cost trend rates) are updated annually based on current economic conditions, and for any relevant changes to the terms and conditions of the pension and post-retirement plans.

The assumptions can be affected by:

- (i) the discount rate, changes in the rate of return on high-quality corporate bonds.
- (ii) future compensation levels, future labour market conditions.

Provisions

The National Transport Authority makes provision for legal and constructive obligations, which it knows to be outstanding at the period end date. These provisions are generally made based on historical or other pertinent information, adjusted for recent trends where relevant. However, they are estimates of the financial costs of events that may not occur for some years. As a result of this and the level of uncertainty attaching to the final outcomes, the actual out-turn may differ significantly from that estimated.

2. Oireachtas Grants

The following grants were recognised as income in accordance with accounting policy 1(e):

| | Note | 2015 €'000 | 2014 €'000 |
|---|------|----------------|---------------|
| <u>Department of Transport, Tourism and Sport</u> | | | |
| Capital Investment funding | 2.1 | 196,990 | 230,583 |
| Public Service Obligation (PSO) funding | 2.2 | 190,563 | 212,214 |
| Other transport schemes | 2.3 | 28,093 | 37,740 |
| Administration | | 4,897 | 5,292 |
| | | 420,543 | 485,829 |
| <u>Department of Social Protection</u> | | | |
| Other transport schemes | 2.3 | 1,500 | 1,500 |
| | | 422,043 | 487,329 |

2.1. Oireachtas Grants - Capital Investment funding

Capital investment funding is drawn down from the Department of Transport, Tourism and Sport under the Public Transport Investment Programme subhead B8.

| | 2015 €'000 | 2014 €'000 |
|----------------------------------|----------------|---------------|
| Iarnrod Eireann | 57,957 | 49,303 |
| Traffic Management Grant | 38,488 | 39,377 |
| Transport Infrastructure Ireland | 43,565 | 43,595 |
| Integrated Ticketing Scheme | 4,228 | 3,279 |
| Dublin Bus | 38,109 | 59,265 |
| Bus Eireann | 10,741 | 28,466 |
| Marlborough Street Bridge | 638 | 4,307 |
| Technical Support | 3,264 | 2,991 |
| | 196,990 | 230,583 |

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

Public Service Obligation funding is drawn down from the Department of Transport, Tourism and Sport under Public Service Provision Payments subhead B7.

| | 2015 | 2014 |
|-----------------|----------------|--------------|
| | €'000 | €'000 |
| Iarnrod Eireann | 98,161 | 117,366 |
| Dublin Bus | 57,701 | 60,039 |
| Bus Eireann | 33,737 | 34,387 |
| Other Operators | 267 | 176 |
| Network Review | 676 | 7 |
| Marketing | - | 153 |
| Audit Charges | - | 86 |
| Free Travel | 21 | - |
| | 190,563 | 212,214 |

2.3. 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 2015 is shown below:

| | Department | Subhead | 2015 | 2014 |
|---|-------------------|----------------|---------------|--------------|
| | | | €'000 | €'000 |
| Accessibility Scheme funding | DOTTS | B8 | 2,504 | 2,280 |
| Regional Cities Traffic Grant funding | DOTTS | B8 | 12,025 | 18,091 |
| Rural Transport funding | DOTTS | B7.2 | 10,664 | 11,046 |
| Rural Transport funding | DSP | A36 | 1,500 | 1,500 |
| Smarter Travel | DOTTS | B6 | 409 | 543 |
| Green Schools (Note 2.3) | DOTTS | B7.3 | 1,516 | 1,580 |
| Regional Bike Scheme funding (Note 2.4) | DOTTS | B8 | 975 | 4,200 |
| | | | 29,593 | 39,240 |

2.4. Regional Bike Scheme funding

| | 2015 €'000 | 2014 €'000 |
|--|-----------------------------|-----------------------------|
| Regional Bike Scheme Funding | | |
| Regional Bike Scheme funding | 975 | 5,058 |
| Less VAT refund repayable to the Department | - | (858) |
| <u>Other - Regional Bike Scheme Funding (Note 5)</u> | | |
| Regional Bike Scheme sponsorship income | 542 | - |
| Regional Bike Scheme subscriptions & hire | 93 | 24 |
| Net amount receivable | 1,610 | 4,224 |

In 2015, the Department paid grants of €0.97m 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 received a VAT refund of €0.8m.

3. Licencing income

| | 2015 €'000 | 2014 €'000 |
|--------------------------------|-----------------------------|-----------------------------|
| Taxi licencing fees | 4,034 | 3,873 |
| Taxi enforcement income | 69 | 63 |
| Taxi driver licencing renewals | 2,152 | 923 |
| Other taxi income | 341 | 230 |
| Bus licencing income | 54 | 43 |
| | 6,650 | 5,132 |

4. Integrated Ticketing Scheme

| | 2015 | 2014 |
|--|---------------|--------------|
| | €'000 | €'000 |
| <i>Income</i> | | |
| Participant fees | 7,013 | 5,745 |
| <i>Operational expenditure</i> | | |
| Operating costs | 5,175 | 4,135 |
| Staff costs | 1,066 | 974 |
| Office accommodation costs | 54 | 66 |
| Other administrative costs | 718 | 570 |
| <i>Total operational expenditure (*)</i> | 7,013 | 5,745 |
| <i>Income less operational expenditure</i> | - | - |
| <i>Additional expenditure</i> | | |
| Depreciation (Note 14) | 6,387 | 6,058 |
| | 6,387 | 6,058 |
| <i>Total operational and additional expenditure</i> | 13,400 | 11,803 |

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

Additions to fixed assets includes €4.228m (2014: €3.279m) in respect of the ITS project (Note 14).

5. Other Income

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| EU funding | 561 | 146 |
| Regional Bike Scheme sponsorship income | 542 | - |
| Regional Bike Scheme subscriptions & hire | 93 | 24 |
| Bank interest received | 41 | 92 |
| Fare income received from PSO operator | - | 2 |
| Miscellaneous income | - | 1 |
| | 1,237 | 265 |

6. Capital Investment expenditure

| | 2015 | 2014 |
|--|----------------|--------------|
| | €'000 | €'000 |
| Iarnrod Eireann | 57,957 | 49,303 |
| Traffic Management & Other Projects (Note 6.1) | 38,388 | 39,403 |
| Transport Infrastructure Ireland | 44,127 | 43,596 |
| Dublin Bus | 38,109 | 59,265 |
| Bus Eireann | 10,741 | 28,466 |
| Marlborough Street Bridge | 638 | 4,307 |
| Technical Support | 3,264 | 2,991 |
| | 193,224 | 227,331 |

The major capital projects funded and included in capital investment expenditure of €193.2m were:

| | € m | € m | € m | € m |
|--|-------|-------|-------|-------|
| <u>Transport Infrastructure Ireland</u> | | | | |
| Luas Line A1 Citywest | - | | 0.10 | |
| Metro North | - | | 0.74 | |
| LUAS Line Cross City | 43.09 | | 38.14 | |
| LUAS Asset Refurbishment | - | 43.09 | 2.68 | 41.66 |
| <u>Dublin Bus</u> | | | | |
| New Dublin Bus Buses | 37.40 | | 55.68 | |
| Dublin Bus Refurbishment | - | 37.40 | 3.24 | 58.92 |
| <u>Bus Eireann</u> | | | | |
| New Bus Eireann Buses | 6.34 | | 22.58 | |
| Bus Eireann Refurbishment | 4.00 | | 5.00 | |
| Bus Eireann CCTV Installation Programme | 0.01 | | 0.31 | |
| Bus Eireann 2011 Fleet Retention | - | | 0.21 | |
| Various Other Bus Eireann Projects | 0.33 | 10.68 | 0.37 | 28.47 |
| <u>Iarnrod Eireann</u> | | | | |
| Rail Fleet Heavy Maintenance | 29.00 | | 28.20 | |
| Other Rolling Stock (Greater Dublin Area) | - | | 3.34 | |
| City Centre Resignalling | 12.84 | | 5.12 | |
| Maynooth Line - Removal of Level Crossings | 2.04 | | 4.23 | |
| Passenger Information Programme | 4.85 | | 2.77 | |
| Phoenix Park Tunnel | 6.19 | | 0.52 | |
| Pearse Station | - | | 0.52 | |
| Remote Condition Monitoring | - | | 0.45 | |
| DART Underground | 0.46 | | 0.56 | |
| Station Upgrade Programme | 0.30 | | - | |
| Central Traffic Control Centre | 1.19 | | 0.27 | |
| Dunboyne/Navan Rail Line | - | | 0.10 | |
| Various Other Iarnrod Eireann Projects | 0.23 | 57.10 | 3.22 | 49.30 |

Note:

Integrated Ticketing Scheme capital investment expenditure of €4.2 million is included in additions to fixed assets (see Note 14).

The Authority advanced funds to Dublin Bus and Bus Eireann in 2014 and to Dublin Bus in 2015 to purchase fleet in the following year. Both operators arranged purchase of fleet in the following year by way of advance payments bonds. The details are set out below:

| | Dublin Bus | Bus Eireann | Total |
|-----------------------------------|-------------------|--------------------|--------------|
| 2015 | | | |
| Amount advanced | €31.34m | - | €31.34m |
| Number of buses purchased in 2016 | 110 | - | 110 |
| 2014 | | | |
| Amount advanced | €27.40m | €22.60m | €50.00m |
| Number of buses purchased in 2015 | 90 | 54 | 144 |

In 2014 an additional €22.6 million was provided to Bus Eireann to purchase fleet for delivery in 2015 by way of an advance payment bond arrangement, 54 buses were delivered in 2015.

In 2015 additional capital funding of €31.34m was provided to Dublin Bus to purchase fleet for delivery in 2016 by way of an advance payment bond arrangement, 110 buses will be delivered in 2016.

6.1. Traffic Management & Other Projects

| | 2015 | 2014 |
|---|---------------|--------------|
| | €'000 | €'000 |
| <i>Traffic Management - grants to designated bodies</i> | | |
| Dublin City Council | 10,590 | 10,253 |
| Dublin City University | 97 | - |
| Dublin Institute of Technology | 4 | - |
| Dun Laoghaire Rathdown County Council | 4,626 | 2,615 |
| Fingal County Council | 902 | 3,194 |
| South Dublin County Council | 3,789 | 3,888 |
| Wicklow County Council | 1,551 | 1,965 |
| Kildare County Council | 1,124 | 1,505 |
| Meath County Council | 2,687 | 2,189 |
| Laois County Council | 14 | - |
| Louth County Council | - | 2 |
| University College Dublin | 9 | - |
| Cork City Council | 16 | - |
| Waterways Ireland | - | 1 |
| | 25,409 | 25,612 |
| | 2015 | 2014 |
| | €'000 | €'000 |
| <i>Other project costs</i> | | |
| QBN Project Office Costs | | |
| Dublin City Council secondments and associated overheads | - | 40 |
| NTA Staff Costs and associated overheads | 1,653 | 2,019 |
| Professional fees | 970 | 227 |
| Depreciation on Traffic Management Grant equipment | - | 1 |
| Real Time Passenger Information | 2,052 | 2,077 |
| Taxi Review Implementation Programme | 149 | 1,333 |
| National Integrated Journey Planner | 638 | 563 |
| Smart Integrated Ticketing for Europe | 1 | 384 |
| LUAS - Cross City | 466 | 401 |
| Other Systems Development | 1,941 | 1,899 |
| Bus Rapid Transit | 1,717 | 2,079 |
| Transport models | 3,392 | 2,768 |
| | 12,979 | 13,791 |
| Total Traffic Management & Other Project costs | 38,388 | 39,403 |

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.

7. Public Service Obligation (PSO) expenditure

| | 2015 | 2014 |
|------------------------|----------------|--------------|
| | €'000 | €'000 |
| Iarnrod Eireann | 98,161 | 117,366 |
| Dublin Bus | 57,701 | 60,039 |
| Bus Eireann | 33,737 | 34,387 |
| Other Operators | 267 | 178 |
| PSO Support Costs | 295 | 7 |
| Marketing | 310 | 153 |
| Internal Audit Charges | 90 | 86 |
| | 190,561 | 212,216 |

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.

8. Other Grant Expenditure

| | 2015 | 2014 |
|---|---------------|--------------|
| | €'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) | 2,504 | 2,280 |
| Regional Cities Traffic Grants funding (Note 23) | 12,025 | 18,091 |
| Rural Transport funding (Note 23) | 12,164 | 12,566 |
| Smarter Travel expenses | 409 | 543 |
| Green Schools income paid (Note 23) | 1,516 | 1,580 |
| Regional Bike Scheme expenses (including depreciation) | 2,051 | 868 |
| Total other grant expenditure | 30,669 | 35,928 |

9. Licencing expenditure

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Taxi vehicle licencing costs | 819 | 1,141 |
| Taxi driver licencing costs | 617 | 672 |
| Taxi enforcement costs | 1,132 | 975 |
| Taxi call centre and administration costs | 853 | 1,365 |
| Taxi fulfillment / distribution costs | 120 | 195 |
| Bus licencing costs | 448 | 531 |
| | 3,989 | 4,879 |

10. Employees

| | 2015 | 2014 |
|--|--------------|--------------|
| | €'000 | €'000 |
| Staff Costs | | |
| Wages, salaries and staffing costs | 3,379 | 3,270 |
| Public sector secondments | 1,314 | 1,715 |
| Outsourced placement services | 1,566 | 1,606 |
| Recruitment and training | 43 | 51 |
| Board members fees | 65 | 122 |
| | 6,367 | 6,764 |
| Staff costs assigned to Integrated Ticketing | 1,038 | 950 |
| Total staff costs incurred by NTA | 7,405 | 7,714 |
| Allocated to: | | |
| Administration | 4,522 | 4,446 |
| Rural Transport | 469 | 673 |
| QBN - NTA (Note 6.1) | 1,376 | 1,645 |
| Integrated ticketing (Note 4) | 1,038 | 950 |
| | 7,405 | 7,714 |

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 |
|---|-----------|----|

The average number of public sector secondees during the period was 14.

10.1. Staff salaries breakdown

| | | Number of Employees | | |
|----------|----|---------------------|------|----|
| From | To | 2014 | 2015 | |
| €60,000 | - | €69,999 | 10 | 7 |
| €70,000 | - | €79,999 | 9 | 11 |
| €80,000 | - | €89,999 | 6 | 7 |
| €90,000 | - | €99,999 | 4 | 3 |
| €100,000 | - | €109,999 | - | 1 |
| €110,000 | - | €119,999 | 1 | 2 |
| €120,000 | - | €129,999 | 2 | - |

10.2. Key management compensation

Compensation paid to the Authority's 4 key management personnel is as follows:

| | 2015 | 2014 |
|---------------------------|------------|-------|
| | €'000 | €'000 |
| Wages and salaries | 527 | 533 |

The 4 key management personnel are the Chief Executive Officer, the Director of Finance & Commercial Services, the Director of Transport Planning, & Investment and the Director of Public Transport Services.

10.3. Chief Executive Officer Costs

| | 2015 | 2014 |
|------------------------------------|------------|-------|
| | €'000 | €'000 |
| Annual basic salary - Mr G. Murphy | - | 163 |
| Annual basic salary - Ms A. Graham | 168 | 6 |
| Secondment charge | 25 | - |
| Total | 193 | 169 |

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.

Secondment charge relates to an administration charge applied by Dublin City Council for the secondment of the Chief Executive Officer.

10.4. Board Members' Fees

| | 2015 | 2014 |
|-----------------|--------------|--------------|
| | €'000 | €'000 |
| Members' fees | 42 | 91 |
| Chairman's fees | 20 | 20 |
| | 62 | 111 |

The Board Members' fees include the following:

| | 2015 | 2014 |
|------------------------|--------------|--------------|
| | €'000 | €'000 |
| John Fitzgerald | 20 | 20 |
| Linda Saunders | 12 | 12 |
| Berna Grist | 12 | 12 |
| Frank King | - | 11 |
| Damien Usher | - | 11 |
| Valerie O'Reilly | 3 | 12 |
| Margaret O'Shaughnessy | - | 11 |
| Jim Deegan | - | 11 |
| Daithi Alcorn | - | 11 |
| Owen Keegan | - | - |
| Hugh Creegan | - | - |
| Anne Graham | - | - |
| Pat Mangan | - | - |
| Sinéad Walsh | 3 | - |
| Frank O'Connor | 3 | - |
| Frank Gleeson | 3 | - |
| Ann Fitzgerald | 3 | - |
| Fiona Ross | 3 | - |
| | 62 | 111 |

10.5. Expenses

| | 2015 | 2014 |
|---------------|--------------|--------------|
| | €'000 | €'000 |
| Board Members | 2 | 10 |
| Chairman | - | 1 |
| | 2 | 11 |

Expenditure of €920 was incurred by the Authority in 2015 in respect of a Board meeting in Dublin.

11. Office accommodation costs

| | 2015 | 2014 |
|--|--------------|--------------|
| | €'000 | €'000 |
| Accommodation | 1,338 | 601 |
| Light and heat | 66 | 55 |
| Cleaning | 45 | 46 |
| Repairs and maintenance | 23 | 2 |
| | 1,472 | 704 |
| Accommodation costs assigned to Integrated Ticketing | 54 | 66 |
| | 1,526 | 770 |
| Allocated to: | | |
| Administration | 1,362 | 534 |
| Rural Transport | 33 | 29 |
| QBN - NTA (Note 6.1) | 77 | 141 |
| Integrated Ticketing (Note 4) | 54 | 66 |
| | 1,526 | 770 |

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.

12. Other administrative costs

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Insurance | 28 | 28 |
| Relocation costs | - | 1 |
| Printing, postage and stationery | 121 | 90 |
| Telephone and internet | 124 | 41 |
| ICT expenditure & systems development | 674 | 455 |
| Adjustment for write off of fixed assets | - | 8 |
| Depreciation | 517 | 425 |
| Travel and subsistence | 50 | 59 |
| Meeting expenses * | 13 | 9 |
| Library and subscriptions | 20 | 28 |
| Legal and litigation | (17) | 95 |
| Professional service fees | 177 | 144 |
| Advertising and promotion | 344 | 331 |
| Audit fees | 41 | 22 |
| Internal audit | 20 | 14 |
| General expenses | 54 | 59 |
| Bank charges | 58 | 44 |
| Profit on disposal of tangible fixed assets | - | (3) |
| | 2,224 | 1,850 |
| Administration costs assigned to Integrated Ticketing | 746 | 593 |
| | 2,970 | 2,443 |
| Allocated to: | | |
| Administration | 1,939 | 1,555 |
| Rural Transport | 85 | 62 |
| QBN - NTA (Note 6.1) | 200 | 233 |
| Integrated Ticketing (Note 4) | 746 | 593 |
| | 2,970 | 2,443 |

* An amount of €920 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.

13. Retirement benefit 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.

Also, under the Public Service Pensions (Single Scheme and other provisions) Act 2012 new entrants to the public service on or after 1 January 2013 become members of the Single Public Service Pension Scheme.

Analysis of total retirement benefit costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves

| | 2015 | 2014 |
|--|--------------|--------------|
| | €'000 | €'000 |
| Defined benefit pension scheme | | |
| Current service costs | 1,021 | 925 |
| Interest on pension scheme liabilities | 339 | 497 |
| | 1,360 | 1,422 |

13.1 Movement in net retirement benefit obligation during the financial year

| | 2015 | 2014 |
|---|-----------------|--------------|
| | €'000 | €'000 |
| Net retirement benefit obligation at 1 January 2015 | (15,474) | (12,332) |
| Current service costs | (1,021) | (925) |
| Interest costs | (339) | (497) |
| Pensions paid in the year | 386 | 458 |
| Remeasurements of net defined benefit obligation (actuarial loss) | (1,367) | (2,178) |
| Net retirement benefit obligation at 31 December 2015 | (17,815) | (15,474) |

13.2 Deferred funding for retirement benefits

The Board recognises these amounts as an asset corresponding to the unfunded deferred liability for retirement benefits on the basis of the set of assumptions described above and a number of past events. These events include the statutory basis for the establishment of the retirement benefit 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 Board has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The net deferred funding for retirement benefits recognised in the Statement of Income and Expenditure and Retained Revenue Reserves was as follows:

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Funding recoverable in respect of current year retirement benefit costs | 1,360 | 1,422 |
| State grant applied to pay retirement benefits | (386) | (458) |
| | 974 | 964 |

The deferred funding asset for retirement benefits as at 31 December 2015 amounted to €17.815m. (2014:€15.474m)

13.3. History of defined benefit obligations

| | 2015 | 2014 | 2013 | 2012 |
|---|---------------|--------------|--------------|--------------|
| | €'000 | €'000 | €'000 | €'000 |
| Defined benefit obligations | 17,815 | 15,474 | 12,332 | 5,868 |
| Experience losses on defined benefit scheme liabilities | 1,367 | 2,178 | 5,306 | 1,473 |
| Employee contributions | 7.67% | 14.08% | 43.03% | 25.10% |

13.4 General description of the defined benefit scheme

The retirement benefit 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 (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 public sector salary inflation.

The valuation used for FRS 102 disclosures has been based on a full actuarial valuation (February 2016) by a qualified independent actuary taking into account the requirements of FRS 102 in order to assess the scheme liabilities at 31 December 2015.

| | 2015 | 2014 |
|--|-------------------|-------------------|
| Discount rate | 2.55% p.a. | 2.20% p.a. |
| Expected future pensionable salary increases | 2.65% p.a. | 2.25% p.a. |
| Expected future pension increases | 2.15% p.a. | 1.75% p.a. |
| Expected State pension increases | 1.65% p.a. | 1.25% p.a. |
| Consumer price index increase | 1.65% p.a. | 1.25% 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 2015 and 2035:

| Year of attaining age 65 | 2015 | 2014 |
|---------------------------------|-------------|-------------|
| Life expectancy - male | 20.9 | 23.5 |
| Life expectancy - female | 23.5 | 25.6 |

14. Property, plant and equipment

| | 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 2015 | 644 | 38 | 4,277 | 122 | 1,121 | 37 | 4,202 | 57,348 | 67,789 |
| Additions in the year | - | - | 107 | 5 | 541 | - | 498 | 4,228 | 5,379 |
| Adjustment for write off of fixed assets | - | - | - | - | (3) | - | - | - | (3) |
| At 31 December 2015 | 644 | 38 | 4,384 | 127 | 1,659 | 37 | 4,700 | 61,576 | 73,165 |
| Depreciation | | | | | | | | | |
| At 1 January 2015 | 309 | 15 | 3,732 | 100 | 646 | 37 | 840 | 21,657 | 27,336 |
| Charge for the year | 32 | 15 | 130 | 4 | 336 | - | 940 | 6,387 | 7,844 |
| At 31 December 2015 | 341 | 30 | 3,862 | 104 | 982 | 37 | 1,780 | 28,044 | 35,180 |
| Net book values | | | | | | | | | |
| At 31 December 2015 | 303 | 8 | 522 | 23 | 677 | - | 2,920 | 33,532 | 37,985 |
| At 31 December 2014 | 335 | 23 | 545 | 22 | 475 | - | 3,362 | 35,691 | 40,453 |

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

14.1. Property, plant and equipment

In respect of prior year:

| | 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 | 59 | 4,172 | 182 | 1,171 | 141 | - | 54,069 | 60,438 |
| Additions in the year | - | - | 105 | 6 | 475 | - | 4,202 | 3,279 | 8,067 |
| Adjustment for write off of fixed assets | - | - | - | (66) | (525) | (104) | - | - | (695) |
| Disposal | - | (21) | - | - | - | - | - | - | (21) |
| At 31 December 2014 | 644 | 38 | 4,277 | 122 | 1,121 | 37 | 4,202 | 57,348 | 67,789 |
| Depreciation | | | | | | | | | |
| At 1 January 2014 | 277 | 21 | 3,613 | 156 | 914 | 140 | - | 15,599 | 20,720 |
| Charge for the year | 32 | 15 | 119 | 7 | 252 | 1 | 840 | 6,058 | 7,324 |
| Adjustment for write off of fixed assets | - | - | - | (63) | (520) | (104) | - | - | (687) |
| Disposal | - | (21) | - | - | - | - | - | - | (21) |
| At 31 December 2014 | 309 | 15 | 3,732 | 100 | 646 | 37 | 840 | 21,657 | 27,336 |
| Net book values | | | | | | | | | |
| At 31 December | | | | | | | | | |
| 2014 | 335 | 23 | 545 | 22 | 475 | - | 3,362 | 35,691 | 40,453 |
| At 1 January 2014 | 367 | 38 | 559 | 26 | 257 | 1 | - | 38,470 | 39,718 |

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.

15. Receivables

| | 2015 €'000 | 2014 €'000 |
|---|---------------|---------------|
| Amounts falling due within one year: | | |
| Trade debtors | 1,933 | 1,495 |
| Prepayments and accrued income | 1,499 | 746 |
| <u>Other debtors:</u> | | |
| › Other debtors | 13 | 9 |
| › Grant income | - | 851 |
| › Licensing income | 12 | 29 |
| › VAT | 371 | - |
| › Integrated Ticketing Scheme | 33 | 38 |
| | 3,861 | 3,168 |

16. Payables: amounts falling due within one year

| | 2015 | 2014 |
|---|---------------|--------------|
| | €'000 | €'000 |
| Trade creditors | 2,732 | 470 |
| PSWT payable | 394 | 347 |
| Employee pension contributions and levies payable to Department of Transport, Tourism and Sport | 113 | 117 |
| V.A.T. | - | 686 |
| P.A.Y.E./P.R.S.I. | 109 | 117 |
| Integrated Ticketing Scheme liability | 10,335 | 7,359 |
| Other creditors | 669 | 1,301 |
| Obligations under finance lease liability | 12 | 17 |
| Onerous lease liability (Note 20.2) | 90 | - |
| Accruals and deferred income | 2,943 | 3,443 |
| | 17,397 | 13,857 |

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

Included in this figure is an amount of €66,105 representing pension related deductions due to be paid over to the Department of Transport, Tourism and Sport at year end. €188,192 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 2015.

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:

| | 2015 | 2014 |
|--|--------------|--------------|
| | €'000 | €'000 |
| Other creditors | 22 | 33 |
| Outstanding VAT repayable to be offset against future Integrated Ticketing Scheme capital expenditure | 647 | 410 |
| Outstanding VAT repayable to the Department of Transport, Tourism and Sport in respect of the Regional Bike Scheme | - | 858 |
| | 669 | 1,301 |

17. Payables: amounts falling due after more than one year

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Onerous lease liability (Note 20.2) | 660 | - |
| Obligations under finance lease liability | 2 | 14 |
| | 662 | 14 |

18. Capital Reserve

| | 2015 | 2014 |
|---|----------------|--------------|
| | €'000 | €'000 |
| Balance at 1 January | 40,422 | 39,670 |
| Transfer (to) / from Income and Expenditure Account: | | |
| Income allocated for capital purposes | 5,379 | 8,067 |
| Amortisation in line with depreciation | (7,844) | (7,324) |
| Adjustment for write off of fixed assets | (3) | (8) |
| Capitalisation of lease payments | 17 | 17 |
| Movement in year | (2,451) | 752 |
| Balance at 31 December | 37,971 | 40,422 |

19. Taxation

National Transport Authority is exempt from Corporation Tax

20. Operating Leases - Authority as Lessor

The commercial property lease has a term of 11 years and includes a clause to terminate the lease after the first 5 years. Future minimum rentals receivable under non-cancellable operating leases as at 31 December 2015 are as follows:

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Within one year | 80 | 80 |
| After one year but not more than five years | 320 | 320 |
| More than five years | 267 | 347 |
| | 667 | 747 |

20.1. Operating Leases - Authority as Lessee

The commercial property lease has a lease term of 20 years and provides for periodic upward revision of the rental charge according to prevailing market conditions. There are no options within the agreement to terminate the lease. Future minimum rentals payable under non-cancellable operating leases as at 31 December 2015 are as follows:

| | 2015 | 2014 |
|---|--------------|--------------|
| | €'000 | €'000 |
| Within one year | 170 | 170 |
| After one year but not more than five years | 680 | 680 |
| More than five years | 567 | 737 |
| | 1,417 | 1,587 |

20.2. Operating Leases - Rental Obligations

The OPW provide office accommodation to the Authority in Dún Scéine, Harcourt Lane, Dublin 2. The Authority has agreed to pay €500,000 per annum in respect of this office accommodation.

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 was 1 year and expires on 31st October 2016. Annual rent is €45,485.

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 2015 the cumulative net cost incurred by the Authority, since vacating the premises, amounted to €225,000.

Office accommodation costs (Note 11) includes a provision totalling €749,700 in relation to the rental costs to the end of the lease term in 2024 which will not be recovered through sub-letting the premises.

21. Financial commitments

Capital Commitments

There were no capital expenditure commitments at 31 December 2015.

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 2015, an amount of €202.87m is yet to be drawn down on approved projects as follows:

| | 2015 | 2014 |
|---|---------------|-------------|
| | €'m | €'m |
| Dublin Bus | 12.25 | 7.67 |
| Bus Eireann | 15.10 | 3.75 |
| Iarnrod Eireann | 7.51 | 8.25 |
| Transport Infrastructure Ireland | 157.70 | 57.33 |
| Integrated Ticketing Scheme | 2.48 | 5.29 |
| Traffic Management & Other Projects | 7.71 | 16.21 |
| Marlborough Street Bridge | 0.02 | 0.75 |
| Regional Cities/Accessibility Capital Funding | 0.10 | - |
| TOTAL | 202.87 | 99.25 |

Capital Grants

Multi Annual Capital Commitments

| Project | Cumulative Expenditure to 31 Dec 2014 | Expenditure 2015 | Subsequent Years | Expected Project Total 2015 | Expected Project Total 2014 |
|--|--|-------------------------|-------------------------|------------------------------------|------------------------------------|
| | € | € | € | € | € |
| Transport Infrastructure Ireland | | | | | |
| LUAS Line Cross City | 70.1m | 42.6m | 150.0m | 262.7m | 117.3m |
| LUAS Line Cherrywood | 273.2m | - | 7.4m | 280.6m | 280.6m |
| Dublin Bus | | | | | |
| Purchase of new buses | 27.2m | 31.3m | 12.0m | 70.5m | 34.9m |
| Bus Eireann | | | | | |
| Purchase of new buses | - | 4.6m | 14.2m | 18.8m | - |
| Total in relation to projects where expenditure exceeds €6.35m | | | 183.6m | | |
| Contractual commitments in relation to other projects | | | - | | |
| Total contractual commitments | | | 183.6m | | |

The expected project total is based on the contractual commitment entered into at the balance sheet date.

22. 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.

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. Related Party Disclosures

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. Transition to FRS 102

These financial statements are the first financial statements of National Transport Authority prepared in accordance with Financial Reporting Standard 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" (FRS102). The financial statements of National Transport Authority were previously prepared in accordance with Irish GAAP.

Some of the FRS 102 recognition, measurement, presentation and disclosure requirements and accounting policy choices differ from Irish GAAP. Consequently, the Board have amended accounting policies to comply with FRS 102.

Comparative figures have been restated to reflect the adjustments made under FRS 102. Adjustments are recognised directly in retained earnings at the transition date.

Reconciliations and descriptions of the effect of the transition to FRS 102 on the reserves and the total comprehensive income previously reported under Irish GAAP are given below.

26. Transition to FRS 102

| | Note | As at 1 Jan '14 €'000 | As at 31 Dec '14 €'000 |
|---|-------------|-----------------------------|------------------------------|
| Reconciliation of Capital and Reserves | | | |
| Capital and reserves (as previously stated) | | 54,015 | 53,319 |
| Tangible fixed assets | | 48 | 48 |
| Holiday pay accrual | 26.1 | (80) | (80) |
| Lease liability | | (49) | (32) |
| Capital and reserves (as re-stated) | | 53,934 | 53,255 |

The transition to FRS102 has had no impact on the surplus for 2014.

26.1 Holiday Pay Accrual

The National Transport Authority had previously not accrued for holiday pay earned by employees but not availed of at the reporting date. Under FRS 102, the financial statements must recognise such accruals.

The impact of this change is an increase of €80,000 in creditors at the transition date and as at 31 December 2014. There was no impact on the reported deficit for the year ended 31 December 2014.

26.2 Finance Lease Assets

The transition to FRS 102 has led to the reclassification of 5 leases as finance leases. These were previously recorded as operating leases in accordance with Irish GAAP. The impact of this change is an increase in tangible fixed assets of €47,762 and an increase in lease liability of €49,137 at the transition date.

27. Approval of financial statements

The financial statements were approved by the National Transport Authority on 23 June 2016.



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