



COMMISSION FOR TAXI REGULATION

ANNUAL REPORT AND FINANCIAL STATEMENT

2006

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COMMISSIONER'S REPORT

The Commission for Taxi Regulation ("Commission") was established by the Minister for Transport on 1st September 2004 under the *Taxi Regulation Act 2003 (Part 2) (Establishment Day) Order 2004 (S.I. No. 523 of 2004)*.

The Commission is now established as a fully functioning independent public body with its management, staff, administrative, financial and operational structures in place.

The principal function of the Commission is the development and maintenance of a regulatory framework for the control and operation of small public service vehicles (SPSVs) and their drivers.

In March 2006 the Commission published its Action Plan "Driving Forward" for 2006/2007 following three separate consultation processes carried out in 2005 with a wide range of stakeholders including the Advisory Council to the Commission. The Commission carefully considered all inputs through the consultation process together with continuing regulatory impact assessments on relevant changes.

The Commission believes in a fair and balanced regulatory process and has been guided by the following principles:

- Our statutory objectives;
- The core principles of Regulating Better: necessity, effectiveness, proportionality, transparency, accountability and consistency;
- The need to strike a fair balance between the needs of the consumer, those of the service provider and subsequent costs involved;
- Our vision for the development of a modern, first-class customer focused service which embraces the diverse needs of passengers.

The action plan "Driving Forward" outlined a number of changes to be introduced over the two year period of 2006/2007. The vast majority of the initiatives implemented were carried out for the very first time in this country and the overall impact and reaction has been very positive.

The considerable progress achieved in 2006 was through the hard work and dedication of the Commission management and staff. The Commission also received assistance and support from a number of individuals and organisations.

I wish to formally acknowledge and thank the Minister for Transport, the Secretary General and staff of the Department of Transport for the resources and assistance provided to the Commission, the management and staff of the Public Appointments Service, the many people who submitted their views and suggestions and who provided support, advice and assistance to the Commission during this important period.

I would also like to thank the Chairman of the Advisory Council, Mr Pat Byrne, and all the Advisory Council members for their advice and support.

The Commission is committed to ensuring that it achieves the highest standards in corporate governance in a transparent and accountable manner. To achieve this we have developed a number of policies, procedures, guidelines, internal audit, risk

assessment and reporting mechanisms to ensure compliance with statutory obligations which meet the requirements of the *Code of Practice for the Governance of State Bodies*.

Section 29 of the Taxi Regulation Act 2003 sets out the Commission's obligations in relation to the submission of its accounts and reports to the Minister for Transport. It requires the Commission, within three months of the end of each financial year, to submit accounts to the Comptroller and Auditor General for audit and, within 42 days of the accounts being audited by the Comptroller and Auditor General, to submit the accounts together with the report of the Comptroller and Auditor General to the Minister.

I am happy to submit this report to the Minister in compliance with the Commission's statutory obligation in relation to its accounts and reporting to the Minister for Transport.

A handwritten signature in cursive script that reads "Kathleen Doyle".

KATHLEEN DOYLE
COMMISSIONER FOR TAXI REGULATION

MISSION

The mission of the Commission for Taxi Regulation is

To achieve a first class, professional, efficient, safe and accessible, customer friendly service, for small public service vehicle passengers and service providers.

PRINCIPAL FUNCTION AND OBJECTIVES

Section 9(1) of the 2003 Act provides that 'the principal function of the Commission is the development and maintenance of a regulatory framework for the control and operation of small public service vehicles and their drivers'.

Section 9(2) of the 2003 Act requires that, in exercising its functions, the Commission shall seek to achieve the following objectives:

- (a) to promote the provision and maintenance of quality services by small public service vehicles and their drivers,
- (b) to pursue the continued development of a qualitative and customer orientated licensing system, regulatory code and standards for small public service vehicles, small public service vehicle licence holders and small public service vehicle drivers,
- (c) to oversee the development of a professional, safe, efficient and customer-friendly service by small public service vehicles and their drivers,
- (d) to encourage and promote competition in relation to services (including fares) offered by small public service vehicles,
- (e) in seeking to achieve the provision of quality services by small public service vehicles and their drivers, to have due regard to the protection of service users and providers alike,
- (f) to promote measures to facilitate increased integration of taxi services in the public transport system,
- (g) to promote the development of high quality cost effective services by small public service vehicles and their drivers which meet a wide range of customer needs including those of passengers with mobility or sensory impairments,
- (h) to promote access to small public service vehicles by persons with disabilities,
- (i) to encourage investments to support and enhance the services offered by small public service vehicles and to promote innovation in this regard.

COMMISSION MANAGEMENT AND STAFF

The Commission staff structure at December 2006 was as follows:-

Commissioner

Ger Deering

Management

Kathleen Doyle, Director of Operations

Jill Barry, Assistant Director of Operations

Mary Johnson, Head of Legal Affairs

Staff

Berit Keyes, Manager of Driver Licensing and IT

Eddie Fullerton, Manager of Enforcement & Complaints

Emer Goggins, Manager of Vehicle Licensing

Elaine Cronin, Clerical Officer

Sadhbh Goggins, Clerical Officer

Beverley Ensor, Clerical Officer

Adam Doherty, Enforcement Officer.

ADVISORY COUNCIL TO THE COMMISSION FOR TAXI REGULATION

The Advisory Council to the Commission for Taxi Regulation was established under Part 4 of the Taxi Regulation Act 2003 with effect from 4th November 2003.

The primary role of the Advisory Council is to advise the Commission for Taxi Regulation and the Minister for Transport, as appropriate, in relation to issues relevant to small public service vehicles and their drivers.

The Council consists of a chairperson and 17 ordinary members, appointed for a three year period, representing:

- the taxi, hackney and limousine industry
- local authorities
- An Garda Síochána
- consumer, tourism and business interests
- other relevant sectors, as required under the Act.

The Minister for Transport when deciding on the Council's membership considered nominations from a range of interests.

The Advisory Council has played a key role in advising and assisting the Commission during 2006. The broad range of views and expertise has ensured that the input and advice offered is representative of all stakeholders.

During the period under review, the Commission consulted with the Advisory Council in relation to its Action Plan "Driving Forward" 2006/2007, in particular with regard to the new national code of regulation put in place in 2006 for taxis, hackneys and limousines in Ireland and the fourth consultation paper on Vehicle Standards.

Members of the Advisory Council to the Commission for Taxi Regulation

(as at December 2006)¹

- Mr Pat Byrne, former *Garda Commissioner* (Chairperson)
- Chief Supt. John Farrelly, *An Garda Síochána*
- Ms Noreen Mackey, *Competition Authority*
- Ms Sadie Doherty, *Consumer and Community Interests*
- Mr Jerry Brennan, *SIPTU*
- Ms Deirdre Power, *Irish Hotels Federation*

¹ Mr Tommy Gorman of the National Taxi Drivers Union and Mr John Ussher of the Irish Taxi Drivers Federation resigned from the Council during 2006.

- Mr Douglas Jordan, *Fáilte Ireland*
- Mr Michael Kilcoyne, *Consumers Association of Ireland*
- Mr Derek Dalrymple, *Taxi Company Owners Association*
- Mr Tom Fannin, *National Chauffeur Drive Association*
- Mr Brian Killeen, *Transport Logistics*
- Mr Donie O'Shea *National Disability Authority*
- Mr Vincent Thornton, *Irish Motor Industry*
- Ms Lucy O'Donoghue, *Cork Chamber of Commerce*
- Mr Christopher Humphrey, *National Private Hire & Taxi Association*
- Mr Joe Gavin, *County and City Managers Association.*

WORK PROGRAMME FOR 2006

NEW SMALL PUBLIC SERVICE VEHICLE (SPSV) LICENSING SYSTEM

The Commission for Taxi Regulation is now the sole SPSV licensing authority for the country, replacing the various local authorities who were previously responsible for this role. The new system, administered by National Car Testing Service (NCTS) on behalf of the Commission at 43 centres throughout the country, makes greater use of technology to enable maintenance of a single database of all SPSV licences. This National Register of vehicle licences assists both enforcement and greater transparency in terms of compliance. Drivers can now renew their vehicle licences up to 12 weeks in advance of the expiry date.

Tamper-proof licence discs are also affixed by the NCTS to the windscreen and rear windows of SPSVs at the time of granting and renewal of licences, which offers increased levels of confidence, comfort and security for the passenger, and makes it easier for enforcement agencies to know at a glance if a vehicle is properly licensed. The disc is clearly visible from inside and outside and from the front and back of the vehicle. The disc displays the details of the vehicle registration, the SPSV licence number, the expiry date of the SPSV licence and the number of passengers the vehicle is licensed to carry. A hologram and advanced security features make replication or forgery extremely difficult. The introduction of the disc also ensures that all vehicles are up to date in their licensing, making it increasingly difficult for people to operate illegally in the industry.

As of December 2006 there were a total of 21,710 active small public service vehicle licences. This includes:

16,429 Taxis (15,100 Taxis and 1,329 Wheelchair Accessible Taxis)	(75.67%)
4,135 Hackneys	(19.05%)
1,146 Limousines	(5.28%)

This is an increase of over 900 vehicles since the previously published figures in June 2005 in the *National Review of Taxi, Hackney and Limousine Services*.

NATIONAL MAXIMUM TAXI FARE AND NATIONAL TAXIMETER AREA

September 25th 2006 saw the introduction of a new National Maximum Taxi Fare. The new system saw the entire country become one taximeter area and a new National Maximum Fare apply throughout. Formerly, 34 taximeter areas existed nationally. Passengers now have the right to have all their taxi journeys charged on the meter.

The new structure removed the complex fare structures and diverse elements previously in place around the country and customers will now know how their fare is being calculated, no matter where they are. Figures from Legal Metrology, the organisation responsible for setting and checking taximeters, show that there is 100% compliance in the programming of the new fare system.

The National Taximeter Area has removed the problems associated with 'off meter' fares. It will also enable a supply of taxis available for hire in areas that were previously not within taximeter areas. Indeed, since the implementation a number of areas which previously had no taxi licences (as they were not in a taximeter area) now have a service operating, including Roscommon, Cavan and Tuam, Athenry, Kinnegad, Gorey, Spiddal, Athboy, Kill (Co Kildare), Stradbally, Claregalway, Ashbourne, Clifden, Newbridge and Carrigaline.

CONSUMER AND INDUSTRY INFORMATION LINES

September 2006 also saw the introduction of a new consumer information line - **1890 60 60 90** which operates from Monday to Friday 8am-8pm. The line is open to all users of the SPSV industry and provides information on all aspects of the service. It is also the first contact point for customers who wish to make a complaint or to pay a compliment in relation to a service received.

The Commission for Taxi Regulation received approximately 4,000 calls to the consumer information line up to December 31st 2006 at a rate of approximately 500 per week.

Of these 4,000 calls, the majority were general information queries. These related to subjects including the details of the new fare structure, the new national taximeter area, customer rights and responsibilities, queries on lost property and services for people with disabilities, amongst others.

The remainder of the calls were seeking information about making a complaint in relation to a SPSV provider or service.

The Commission is pleased at the level of interest being shown by consumers following the introduction of the consumer information line and it has been a useful guide to areas on which customers require more information.

The industry information line - **1890 347 347** is an equally important service, providing members of the industry with a channel for information on the ongoing reforms of the industry. To end 2006, the industry information line has received 8,600 calls since its implementation in September 2006. These calls related in the large part to queries on the new national maximum taxi fare and national taximeter area, as well as requests for publications and further information on licensing.

529 publications including the Action Plan 'Driving Forward', and the Fares Booklet have been distributed on request from both information lines.

COMPLAINTS

In September 2006, the Commission took over the complaints process from the Garda Carriage Office. Since then, the Commission has been responsible for the following complaints:

- Complaints in relation to the condition and cleanliness of the vehicle;
- Complaints in relation to the conduct and behaviour of an operator or driver;
- Overcharging or other matters relating to fares;
- Matters relating to the hiring of a small public service vehicle.

Since September 25th 2006 there have been 145 complaints made to the Commission.

- 61% of these relate to fares (i.e. overcharging or incorrect charging);
- A further 27% relate to the conduct of the driver (i.e. anything that could be considered inappropriate in terms of language or action);
- The remainder are related to hiring matters (mainly where companies have let passengers down in relation to a booking) or vehicle standard/cleanliness;
- Approximately 15% of the complaints have been referred to the Gardaí for their attention;
- A small number have been referred to the Office of Tobacco Control.

ENFORCEMENT

As part of the Commission's commitment to maintaining compliance within the industry, recruitment began in 2006 for a team of nine enforcement officers who will work both on the investigation of complaints made by customers and also in the field, proactively ensuring compliance within the industry.

PUBLIC AWARENESS CAMPAIGN

A public information campaign to provide consumers with greater information on their rights and responsibilities, accessibility to more information on fares and other recent changes and to generally build awareness of the industry got underway in 2006.

The availability of consumer information displays in all taxis and hackneys was a key part of this with stickers and latterly information cards displaying customer rights and responsibilities as well as the new national maximum taxi fare chart, showing all tariffs and charges.

The consumer information line, as noted earlier, has been a focus of the awareness campaign, and the volume of calls received is testament to the success of this element.

The Commission has also been running a number of advertising campaigns on national radio, television and in newspapers, featuring 'TC', an animated Taxi Cab. A campaign around the introduction of the new fare structure and also at Christmas time to encourage greater use of SPSVs was well-received and attracted a number of calls to our consumer information line.

The Commission also distributed around 10,000 wallet-sized cards detailing the new fare system through hotels, libraries and other public places, as well as through taxis themselves.

The Commission also commenced the production of 'Industry News' a quarterly newsletter sent directly to all SPSV licence holders to keep them updated on the activities of the Commission and answering the most common questions received through the industry line.

PUBLICATION OF VEHICLE STANDARDS PUBLIC CONSULTATION PAPER

In December 2006, the Commission published Consultation Paper No. 4, 'Vehicle Standards'. The Paper proposes reforms across a wide range of areas within the SPSV sector. The proposed reforms relate to vehicle condition, size, capacity, safety, security, accessibility and comfort for taxis, hackneys and limousines.

The Commission is seeking to balance overall quality, accessibility and safety improvements that enable passengers to embark, travel and disembark safely and comfortably on the one hand, with the costs, technical, safety and other practical implications that these reforms will impose on drivers and operators on the other.

The deadline for receipt of submissions on Consultation Paper No. 4, 'Vehicle Standards' is 5.00pm on Thursday, March 15th 2007. When all submissions have been considered, together with any advice received from the Advisory Council, the Commission will publish a new code of regulations for vehicle standards in SPSVs. Reforms will be implemented on a phased basis from 2008.

POLICY ON DISCLOSURE OF INFORMATION IN RELATION TO LICENCE-HOLDERS

The policy of the Commission relating to the disclosure of information is shaped by a number of legislative provisions. This policy has been developed in the interests of striking a fair balance between access to information on the one hand and the privacy and security of licence-holders on the other.

Section 38 of the Taxi Regulation Act 2003 requires the Commission to keep a register of licences to include the following details:

- (a) the name and address of the holder,*
- (b) any change of address of the holder,*
- (c) the licence number,*
- (d) where the licence is granted in respect of a vehicle, the unique identification mark (registration number) of the said vehicle,*
- (e) the driver number of the holder of a licence, that is to say the number of the driving licence granted to the holder,*
- (f) the category of small public service vehicle in respect of which a licence has been granted,*
- (g) the date of the grant of a licence,*

- (h) the area of application in respect of which the licence has been granted, where appropriate,*
- (i) details of any transfer of ownership of a licence or of the continuance in force of a licence in respect of a different vehicle,*
- (j) details of any suspension applying to a licence, including the period of the suspension, a reference to the reason for the suspension and particulars of all removals of such suspensions,*
- (k) details of the revocation of a licence and the reasons for the revocation.*

By virtue of section 38(5), having consulted the Garda Commissioner, it has been agreed that certain personal information should remain confidential. For example, the address of a licence-holder or the reasons for any suspension or revocation of a licence will not be disclosed.

Section 28 of the Freedom of Information Act 1997 expressly provides that a public body shall not disclose personal information. Section 28(1) provides:

Subject to the provisions of this section, a head shall refuse to grant a request under section 7 if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information (including personal information relating to a deceased individual).

The Commission also has obligations under the Data Protection Acts 1988 & 2003 which provide that information may be obtained only for *one or more specified explicit and legitimate purposes*.

In light of these various statutory provisions and to protect against misuse of information and avoid any security risk to drivers and operators, the Commission has adopted the policy of not disclosing private information concerning a licence-holder such as his or her address. Similarly, information relating to the reasons for the suspension or revocation of any licence will not be disclosed. This information will be available to members of the public from the register held in the Commission's offices **only** on foot of a request in writing for a certificate relating to the SPSV register under section 38(6) of the Taxi Regulation Act.

(An exchange of information may occur in the ordinary course between the Commission and other State agencies for the purpose of, among other matters, preventing, detecting or investigating offences).

WORK PROGRAMME FOR 2007

The focus of the Commission in 2007 will be the continuing implementation of the Action Plan for 2006 – 2007 'Driving Forward'. This will include the following initiatives:

1. The deadline for receipt of submissions on Consultation Paper No. 4, 'Vehicle Standards' is March 15th 2007. When all submissions have been considered, together with any advice received from the Advisory Council, the Commission will publish new specifications for vehicle standards in SPSVs;
2. As part of the Vehicle Standards public consultation, the Commission will also carry out a number of pilot studies, commencing in 2007, to investigate:
 - The possible inclusion of a 'swivel' passenger seat for all vehicles and/or fully accessible vehicles;
 - Possible inclusion of an induction loop in fully accessible vehicles;
 - Possible inclusion of an audible taximeter;
 - Effectiveness of in-vehicle security shields or transparent divisor;
 - Effectiveness of in-vehicle CCTV cameras;
 - Establishment of a 'Quality Mark' awarded for high levels of service.
3. A new code of good practice and mandatory skills development programme will be introduced for all new and existing SPSV drivers. Completion of the skills development programme will be required for all new drivers entering the industry from 2008 and all existing drivers from a later date. The tender for the development and accreditation of this programme will be available in 2007;
4. New driver identification will issue to all current SPSV driver licence holders in the early part of 2007. Each licence holder will receive a set of photo ID cards from the Commission. A personal 'smartcard' will enable the driver to have a portable photo ID containing a microchip that will enable members of the Commission enforcement team to verify the identity of the driver and their licence status. A larger ID for display on the vehicle dashboard will also be supplied. This will identify the driver and confirm to the passenger that they are licensed;
5. The Commission will publish user-friendly guides for passengers, drivers and operators of SPSVs in a range of languages and accessible formats;
6. Enforcement officers will be visible on the streets from the early part of 2007, both checking vehicles at taxi ranks and undertaking journeys to determine the standard of service and level of compliance;
7. Taxi licences are currently transferable. To assess the effect this practice is having on the quality of SPSV services the Commission intends to carry out a detailed examination of the manner in which licences are being transferred, sold, rented or leased. A review paper will be issued to licence holders on this matter during 2007;
8. The Commission proposes to revise existing guidelines for taxi ranks with a view to incorporating best practice in terms of accessibility for the provision and maintenance of taxi ranks. The Commission will undertake an audit of taxi ranks throughout the country in 2007;

9. Key operational standards for dispatch centres will be put in place by the Commission along with a voluntary Quality Assurance Scheme and Quality Mark scheme on a pilot basis.

Commission for Taxi Regulation

Financial Statements

For the year ended

31st December 2006

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COMMISSION FOR TAXI REGULATION

Report of the Comptroller and Auditor General for presentation to the Houses of the Oireachtas

I have audited the financial statements of the Commission for Taxi Regulation for the year ended 31 December 2006 under Section 29 of the Taxi Regulation Act 2003.

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 Balance Sheet and the related notes.

Respective Responsibilities of the Commission and the Comptroller and Auditor General

The Commission is responsible for preparing the financial statements in accordance with the Taxi Regulation Act 2003, and for ensuring the regularity of transactions. The Commission prepares the financial statements in accordance with Generally Accepted Accounting Practice in Ireland. The accounting responsibilities of the Members of the Commission are set out in the Statement of Commission's Responsibilities.

My responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

I report my opinion as to whether the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland. I also report whether in my opinion proper books of account have been kept. In addition, I state whether the financial statements are in agreement with the books of account.

I report any material instance where moneys have not been applied for the purposes intended or where the transactions do not conform to the authorities governing them.

I also report if I have not obtained all the information and explanations necessary for the purposes of my audit.

I review whether the Statement on Internal Financial Control reflects the Commission's compliance with the Code of Practice for the Governance of State Bodies and report any material instance where it does not do so, or if the statement is misleading or inconsistent with other information of which I am aware from my audit of the financial statements. I am not required to consider whether the Statement on Internal Financial Control covers all financial risks and controls, or to form an opinion on the effectiveness of the risk and control procedures.

I read other information contained in the Annual Report, and consider whether it is consistent with the audited financial statements. I consider the implications for my report if I become aware of any apparent misstatements or material inconsistencies with the financial statements.

Basis of Audit Opinion

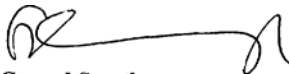
In the exercise of my function as Comptroller and Auditor General, I conducted my audit of the financial statements in accordance with International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board and by reference to the special considerations which attach to State bodies in relation to their management and operation. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures and regularity of the financial transactions included in the financial statements. It also includes an assessment of the significant estimates and judgments made in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Commission's circumstances, consistently applied and adequately disclosed.

I planned and performed my audit so as to obtain all the information and explanations that I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In my opinion, the financial statements give a true and fair view, in accordance with Generally Accepted Accounting Practice in Ireland, of the state of the Commission's affairs at 31 December 2006 and of its income and expenditure for the year then ended.

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



Gerard Smyth
For and on behalf of the
Comptroller and Auditor General
15 August 2007

Statement on the System of Internal Financial Controls

Responsibility for the System of Internal Financial Controls

On behalf of the Commission for Taxi Regulation, I acknowledge our responsibility for ensuring that an effective system of internal financial control is maintained and operated.

Since its date of establishment in September 2004, the Commission has taken steps to develop an appropriate system, that when fully established, will provide reasonable, but not an absolute, assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely manner. The year in question, 2006, saw a number of significant steps being taken to meet this overall objective. These steps included:

- The definition of management responsibilities and powers.
- The design and roll-out of formal procedures for monitoring the activities and safeguarding the assets of the organisation.
- The development of structures to facilitate accountability across all levels of the organisation.

The Commission has established processes, including formal business risk assessment, contingency planning, and mechanisms such as regulatory impact assessment and broad stakeholder consultation, to identify and evaluate business risks by:

- Identifying risks facing the Commission including the extent and categories which it regards as acceptable.
- Assessing the likelihood and impact of identified risks occurring and initiating a programme for managing those risks.
- Working closely with Government and various stakeholders to ensure that there is a clear understanding of the Commission's goals and support for the Commission's strategies to achieve these goals.

The Commission continues to review the staffing and system supports required to provide a robust system of internal financial controls to enable the roll-out of its key regulatory, licensing and enforcement activities as listed in its Action Plan for 2006-2007. Over the course of this period, processes are being put in place to support a framework of regular management information, administrative procedures including segregation of duties, and a system of delegation and accountability.

The work of internal audit is informed by analysis of the risks to which the Commission is exposed and annual internal audit plans are based on this analysis. Internal audit activities in 2006 reflected the stage of development of the Commission, and concentrated on assisting in the design and roll-out of financial controls and supporting administrative processes, but as importantly, on the roll-out of key activities such as vehicle licensing through the use of a contracted third party provider.

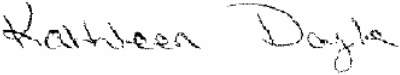
The Commission's monitoring, review and further enhancement of the system of internal financial controls is informed by the work of the internal auditor, the executive managers within the Commission who have responsibility for the development and maintenance of

the financial control framework and comments made by the Comptroller and Auditor General in his management letter.

Statement on the System of Internal Financial Controls cont'd

The Commission consists of only one member provided by Section 13(1) of the Taxi Regulation Act, 2003. This system was kept under review by the Commissioner throughout the year.

I confirm that in the year ended 31st December 2006, the Commission conducted a review of the effectiveness of the system of internal financial control.

Signed: 
Commissioner

Date: 02 August 2007

Statement of Accounting Policies

The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the financial statements.

A. Basis of Accounting

The financial statements are prepared under the accruals method of accounting, except as stated below, and under the historical cost convention in the form approved by the Minister for Transport, with the consent of the Minister for Finance.

Financial Reporting Standards recommended by the recognised accountancy bodies are adopted, as they become operative.

B. Income

Income arose from the issue and renewal of SPSV licences. Income shown in the financial statements represents the income on an accrual basis.

C. Taxation

The Commission is exempt from Corporation Tax under Section 41 of the Finance Act, 1991.

D. Tangible Assets and Depreciation

Tangible fixed assets are shown at cost less accumulated depreciation. Depreciation is charged in the income and expenditure account, on a straight-line basis, at the annual rates set out below, so as to write off the assets, adjusted for estimated residual value, over the expected useful life of each appropriate category.

- (i) Computer equipment and software 33%
- (ii) Fixtures and fittings 15%
- (iii) Communications equipment 15%

A full year's depreciation is provided for in the year of acquisition.

E. Capital Account

The Capital Account represents the unamortised value of income from the Department of Transport used for capital purposes.

F. Superannuation

The Commission will be operating a defined benefit pension scheme for its employees. The scheme structure is based on the Department of Finance unfunded model scheme for State Bodies. The Commission has received sanction for this scheme from the Department of Transport and the Department of Finance, and is in the process of having the scheme drafted. The Department of Transport is currently seeking Department of Finance sanction to operate the scheme on an administrative basis. Pension benefits payable under the scheme are funded by the Exchequer.

The Commission considers that its pension arrangements have the same financial effect from the Commission's point of view as a defined contribution scheme. It is of the view that the provisions of Financial Reporting Standard 17, Accounting for Retirement Benefits, which arise under defined benefit schemes are not appropriate

Statement of Accounting Policies

F. Superannuation cont'd

to its circumstances. Accordingly it accounts for its contribution as if the scheme was a defined contribution scheme.

G. Period of Accounts

The financial statements cover the period 1 January 2006 to 31 December 2006.

Income and Expenditure Account

For the year ended
31st December 2006

	Note	31 st December 2006	31 st December 2005
		€	€
Income	1	10,322,845	2,485,878
Transfer to Capital Account	7	(157,822)	(269,398)
		10,165,023	2,216,480
Salaries & Wages	2	1,180,698	421,287
Other operating costs	3	4,521,509	1,241,214
Total Expenditure		5,702,207	1,662,501
Surplus for the year		4,462,816	553,979
Surplus b/f at 1 st January 2006		792,095	238,116
Balance at 31st December 2006		5,254,911	792,095

The Commission had no gains or losses in the period other than those dealt with in the Income and Expenditure Account.

The Statement of Accounting Policies and Notes 1 to 9 form part of these financial statements.

Kathleen Doyle

Kathleen Doyle

02 August 2007

Date

The Commission for Taxi Regulation

Notes to the Financial Statements

For the year ended 31st December 2006

	31.12.2006	31.12.2005
	€	€
<hr/>		
1. Income		
Department of Transport Grant	-	1,488,830
Licence Fees receivable	10,142,845	986,048
Other income	180,000	11,000
	10,322,845	2,485,878
<hr/>		
2. Salaries and Wages		
Staff costs comprise:		
Salaries and wages	710,630	339,412
Social Insurance costs	38,463	12,081
Temporary Staff	321,422	45,085
Employers superannuation	94,489	18,769
Employee's superannuation	-	2,768
Other staff costs	15,694	3,172
	1,180,698	421,287
<hr/>		
3. Other Operating Costs		
Audit fee	5,800	5,800
Travel and subsistence	62,156	19,780
Printing and stationery	204,336	48,860
Postage	411,903	-
Publications	111,066	-
Insurance	65,833	16,722
Consultancy Fees	93,355	367,618
Rent and Rates	192,667	191,694
Contact management costs	428,967	-
Advertising and public awareness	683,684	-
IT and computer costs	63,369	62,267
Vehicle and driver licencing costs	1,093,436	-
Consultation	38,743	254,011
Professional and legal fees	540,824	94,377
Telephone, internet, fax and web	87,883	20,656
Repairs and maintenance	188,642	51,535
Light and Heat	13,704	6,236
Miscellaneous	80,087	8,692
Advisory Council costs	13,009	10,891
Depreciation	142,045	82,075
	4,521,509	1,241,214

Balance Sheet

For the year ended 31st December 2006

	Note	31.12.06 €	31.12.05 €
Fixed Assets	4	<u>836,952</u>	<u>679,130</u>
Current Assets			
Bank		6,087,902	908,238
Debtors & Prepayments	5	<u>345,074</u>	<u>193,006</u>
		6,432,976	1,101,244
Current Liabilities			
Creditors & Accruals	6	<u>1,178,065</u>	<u>309,149</u>
Net Current Assets		5,254,911	792,095
Total Assets		<u>6,091,863</u>	<u>1,471,225</u>
Represented by :			
Income & Expenditure Account		5,254,911	792,095
Capital Account	7	836,952	679,130
		<u>6,091,863</u>	<u>1,471,225</u>

The Statement of Accounting Policies and Notes 1 to 9 form part of these financial statements.

Kathleen Doyle

Kathleen Doyle

02 August 2007

Date

Notes to the Financial Statements

For the year ended 31st December 2006

4. Tangible Fixed Assets	Leasehold Addition	Office Equipment	Computer Equipment	Total
	€	€	€	€
Cost				
As at 1 st January 2006	493,114	251,993	58,919	804,026
Addition for this period	72,457	102,898	124,512	299,867
As at 31 st December 2006	565,571	354,891	183,431	1,103,893
Accumulated Depreciation				
As at 1 st January 2006	40,571	52,400	31,925	124,896
Charge for the year	28,279	53,234	60,532	142,045
As at 31 st December 2006	68,850	105,634	92,457	266,941
Net Book Value				
As at 31 st December 2006	496,721	249,257	90,974	836,952
As at 31 st December 2005	452,543	199,593	26,994	679,130

31.12.200	31.12.20
6	05
€	€

5. Debtors and Prepayments

Fee income	289,256	25,801
Other debtors	43,465	-
<i>Prepayments:</i>		
Rent	-	154,979
Other prepayments	12,353	12,226
	345,074	193,006

6. Creditors and Accruals

Creditors	939,006	155,574
Other taxation	(2,425)	(1,637)
Other creditors	21,962	7,145
<i>Accruals:</i>		

Audit fee	5,800	5,800
Equipment	5,307	-
Professional Fees	6,610	1,500
Consultancy Fees	5,674	-
Staff Costs	59,004	120,965
Employers superannuation	113,258	18,769
Other	23,869	1,033

1,178,065

309,149

Notes to the Financial Statements

For the year ended 31st December 2006

6. Creditors and Accruals cont'd

The employers superannuation accrual of €113k is in relation to the liability on the proposed pension scheme. This is based on the employer contribution which will amount to 25% of salary for employees payable to the Department of Transport.

7. Capital Account

	31.12.2006	31.12.2005
	€	€
Transfer From Income and Expenditure Account		
Balance at the 1st January 2006	679,130	409,732
Funds allocated to acquire fixed assets	299,867	351,473
Amount amortised in line with asset depreciation	(142,045)	(82,075)
Transfer to Income and Expenditure	157,822	269,398
Balance at 31st December 2006	836,952	679,130

8. Commission Member Interests

The Commission adopted procedures in accordance with the guidelines issued by the Department of Finance in relation to the disclosure of interests by Commission Member and these procedures have been adhered to in the year. There were no transactions in the year in relation to the Commissions activities in which a Commission Member had any beneficial interest.

9. Lease Commitments

The Commission for Taxi Regulation has commitments in respect of a lease on office accommodation at 35 Fitzwilliam Square. This is held by way of a 19 year and 5 month lease which commenced in December 2005. Annual rent is €170,000 with five year rent reviews.

