



Department for
Transport

Transport Statistics Bulletin

Road Freight Statistics
2007

ROAD FREIGHT STATISTICS 2007

Department for Transport
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FOREWORD

ROAD FREIGHT STATISTICS 2007

This is the third edition of Road Freight Statistics. It brings together in one annual publication the main series on the activities of UK-registered heavy goods vehicles, both domestically and internationally, non-UK registered heavy goods vehicles in Great Britain, and summarises the activity of GB-registered vans. It supersedes the following previous publications:

The Transport of Goods by Road in Great Britain

This Statistics Bulletin reported on the results of the Continuing Survey of Road Goods Transport which provides information about the domestic activity of goods vehicles registered in Great Britain.

International Road Haulage Statistics

This appeared as an annual supplement in the first quarter edition of the quarterly Statistics Bulletin Roads Goods Bulletin Travelling to Mainland Europe. It provided statistics from the International Road Haulage Survey and, from 2004, the Survey of Road Goods Transport CSRGT (NI). These surveys cover work undertaken by UK-registered powered vehicles carrying goods on roll-on/roll-off ferries or through the Channel Tunnel.

The Bulletin *Roads Goods Vehicles Travelling to Mainland Europe* continues to be released quarterly as a web-only publication. Annual tables relating to UK-registered goods vehicles and foreign-registered goods vehicles are included in this publication (**Section 2**).

Survey of Company Van Activity

The Survey of Company-Owned Vans was introduced in order to improve the Department's knowledge about activity in this sector. Results for 2003 and 2004 were published in annual Statistics Bulletins. After consulting with users, and taking account of the need to minimise the burden on respondents, it was decided that the survey no longer needed to be carried out continuously. 2005 was therefore the last year of the survey in this form. In future data will be obtained by means of ad hoc surveys carried out at regular intervals.

The Review of Road Freight Statistics

A key component of National Statistics outputs is a programme of quality reviews carried out at least every five years to ensure that such statistics are fit for purpose and that their quality and value continue to improve. A quality review of the Department for Transport's road freight surveys was carried out in 2003. A copy of the report can be accessed at

http://www.statistics.gov.uk/nsbase/methods_quality/quality_review/downloads/NSQR30FinalReport.doc

Comments

We would welcome suggestions for changes to the *Road Freight Statistics* publication that would help to improve its usefulness. Please contact Stephen Reynolds, Zone 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. Tel. 020 7944 3093. Email stephen.reynolds@dft.gsi.gov.uk.

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Summary

The domestic activity of GB-registered goods vehicles

Freight moved by GB-registered heavy goods vehicles within Great Britain increased by 4 per cent between 2006 and 2007, from 156 billion tonne kilometres to 161 billion tonne kilometres.

The 8 per cent increase between 1997 and 2007 in total freight moved was less than the rise in Gross Domestic Product over the same period (32 per cent).

Articulated vehicles over 33 tonnes gross weight continue to account for an increasing share of all goods moved: 73 per cent of total tonne kilometres in 2007, compared with 65 per cent in 1997.

The amount of freight lifted in 2007 (1,869 million tonnes) was three per cent above 2006 (1,813 million tonnes), and was 14 per cent above that in 1997.

There has been a long term increase in overall average length of haul, from 68 kilometres in 1980 to 86 kilometres in 2007, peaking at 95 kilometres in 1999.

Just over half of all goods (52 per cent) were lifted on a trip of 50 kilometres or less in 2007.

The international activity of UK-registered goods vehicles and the activity of foreign-registered goods vehicles in Great Britain

The total number of road goods vehicles of all nationalities travelling to mainland Europe in 2007 was 2,940 thousand, five per cent more than in 2006 and 56 per cent more than in 1997. Powered vehicles accounted for 2,129 thousand of this total, an increase of five per cent since 2006 and 86 per cent since 1997. The remaining vehicles were unaccompanied trailers; 811 thousand travelled to mainland Europe in 2007, a three per cent increase over 2006 and a 10 per cent increase since 1997.

400 thousand of these powered vehicles were registered in the United Kingdom, two per cent less than in 2006 and 26 per cent fewer than in 1997. UK-registered vehicles accounted for 19 per cent of all powered vehicles in 2007, compared with 20 per cent in 2006 and 48 per cent in 1997.

The majority of powered vehicles use the Dover Straits, either by ferry or Channel Tunnel. Of UK-registered vehicles, 80 per cent used the Dover Straits in 2007 compared with 77 per cent in 1997.

In 2007, UK-registered vehicles carried 5.1 million tonnes of goods out of the UK, which is the same as in 2006, and is 33 per cent less than in 1997. 6.1 million tonnes of goods were carried into the UK, the same as in 2006, but 25 per cent less than in 1997.

In 2007, goods moved out of the UK by UK-registered vehicles (4.2 billion tonne-kms) was the same as in 2006 but 49 per cent lower than in 1997. Goods moved into the UK (4.5 billion tonne kms) were 4 per cent less than in 2006 and 46 per cent lower than in 1997.

Cabotage accounted for 1.8 billion tonne kilometres in the UK in 2006 with vehicles from the Netherlands, the Irish Republic and Belgium accounting for 68 per cent of this.

In 2006 59 per cent of outward bilateral goods lifted between the UK and EU countries was accounted for by UK-registered vehicles. For inwards goods lifted the figure was 39 per cent.

Goods vehicle licensing and operators

At the end of 2007 there were some 446 thousand goods vehicles over 3.5 tonnes registered in Great Britain, with 73 per cent being rigids.

The number of goods vehicle operators has fallen over the last 10 years from 115 thousand in 1996/97 to 100 thousand in 2006/07.

In 2005/06, 45 per cent of vehicle operators had just one vehicle and only 0.3 per cent had fleets with more than 100 vehicles. However, these large operators accounted for a higher proportion of the vehicle fleet, representing some 14 per cent of the total 2005/06 HGV vehicle population.

Environment and safety

In 2007 rigid goods vehicles travelled, on average 9.4 miles per gallon (mpg), whilst articulated vehicles travelled 8.0 mpg.

Greenhouse gas emissions from road freight transport rose by 2.5 per cent between 1996 and 2006. However, this is lower than the 5.8 per cent increase in the amount of goods moved and the 11.4 per cent increase in goods lifted over the same period.

Between 1997 and 2007 there was a 42 per cent reduction in the number of people killed or seriously injured in reported personal injury accidents involving at least one HGV.

Section 1

The domestic activity of GB-registered goods vehicles in Great Britain: 2007

Introduction

The results in this section have been produced from The Continuing Survey of Road Goods Transport (CSRGT). This survey provides information on the activity of GB-registered goods vehicles over 3.5 tonnes gross vehicle weight in Great Britain.

Heavy goods vehicles over 3.5 tonnes gross vehicle weight account for around 95 per cent of all freight moved by road. There were about 446 thousand of these vehicles in 2007.

The survey is based upon a sample of about 350 vehicles each week. The operator of the goods vehicle is asked to provide details of all trips undertaken in one week; the domestic parts of any trips which start or end in a foreign country are included. This annual report presents a detailed analysis of the survey in the form of a commentary on recent trends and a set of reference tables. Summary figures are published each year in the compendium *Transport Statistics Great Britain*¹. All statistics included in this report are for vehicles registered in GB only, i.e. excluding vehicles registered in Northern Ireland.

Detailed tables include analyses of activity by type and weight of vehicle, and by public and own account operation, length of haul, commodities carried, mode of appearance of load and inter-regional flows.

Methodology

Information about the survey methodology and sampling errors are available in section 6 of this publication.

The quality review carried out in 2003 made a number of recommendations about the Continuing Survey of Road Goods Transport. The main methodological recommendation was that, to improve the accuracy of survey estimates, the sample strata should be amended to reflect current trends in vehicle type, weight and legislative groups. These revised strata are described more fully the methodology section (**Section 6**). For practical and administrative reasons, changes were also made to the sample selection methodology. These changes have resulted in figures from 2004 onwards not being fully comparable with those for 2003 and earlier years. Detailed comparisons should therefore be made with caution.

Revisions

2006 data from the CSRGT have been extensively revalidated. Consequently the 2006 data presented here in the time series tables have been revised. Fully revised 2006 tables have now been published on the website (www.addresss.gov.uk). It is envisaged that 2004 and 2005 data will be revalidated in time for the publication of Road Freight Statistics 2008.

1. Department for Transport, *Transport Statistics Great Britain 2007*, TSO; Tables 4.4 to 4.6

Notes

The vehicle groupings used in the report attempt to reflect operational characteristics as follows:

Rigid vehicles

Up to 7.5 tonnes

7.5 to 17 tonnes 18 tonnes is the weight limit for two axle vehicles.

17 to 25 tonnes Prior to 1st January 1993 the weight limit for three axle vehicles was 24.39 tonnes. From 1st January 1993 this was raised to 26 tonnes if the vehicle is fitted with 'road friendly' suspension otherwise the limit is 25 tonnes.

Over 25 tonnes 32 tonnes is the weight limit for four axle vehicles.

Articulated vehicles

Up to 33 tonnes 36 tonnes is the weight limit for four axle vehicles.

Over 33 tonnes The gross vehicle weight limit for five axle vehicles is 40 tonnes. The limit for six axle vehicles fitted with 'road friendly' suspension was increased from 41 tonnes to 44 tonnes from February 2001.

All vehicles

Over 3.5 tonnes An Operator's Licence is required for those using vehicles with a gross weight of more than 3.5 tonnes.

Note: From 2004, the survey sample has been selected within new weight groups to reflect current trends in vehicle type, weight and legislative groups (see Methodology section). However, for comparability with earlier years, in this report, analyses have continued to be presented on the basis of the above weight groups.

Definitions used in this publication

Average length of haul	Tonne kilometres divided by tonnes lifted.
Average load	Tonne kilometres divided by loaded kilometres.
Great Britain	England, Scotland and Wales but excluding Northern Ireland.
Goods lifted	Measured in tonnes (see below).
Goods moved	Measured in tonne kilometres (see below).
Goods vehicle in this publication	Vehicles of more than 3.5 tonnes gross plated weight but excluding certain special categories such as recovery vehicles, mobile cranes etc., i.e. heavy vehicles which do not carry goods.
Gross vehicle weight	The maximum permissible weight of the vehicle and its load.
Hire or reward	Goods vehicle operators who carry goods for other people for hire or reward.
Own account	Goods vehicle operators who only carry goods in the course of their own trade or business.
Plated weight	The same as gross vehicle weight (see above): when goods vehicles are first registered an official plate is issued showing the maximum permissible gross vehicle weight.
Public haulage	The same as hire or reward (see above).
Tonnes lifted	The quantity derived by adding together the weight of all the loads carried.
Tonne kilometres	A measure of freight moved which takes account of the weight of the load and the distance through which it is hauled. For example, a load of 26 tonnes carried a distance of 100 kilometres represents 2,600 tonne kilometres.

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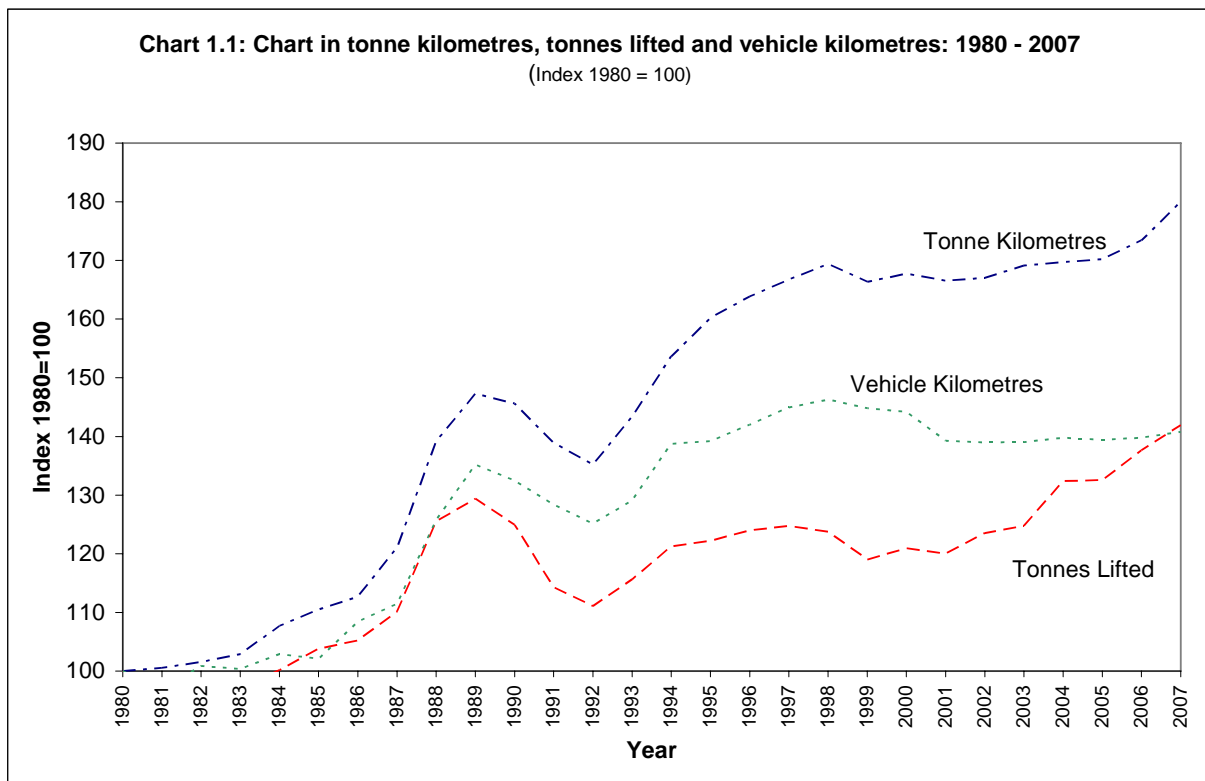
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Commentary

1.1 Trends in different measures of road freight

Heavy goods activity has increased in the past year with the goods moved increasing by 4 per cent to 161 billion tonne kilometres, goods lifted by 3 per cent to 1,869 million tonnes and vehicle kilometres by 1 per cent to 22.4 billion vehicle kilometres. The level of activity has increased considerably since 1980 with tonne kilometres increasing by 80 per cent, the amount of tonnes lifted per annum rising by 42 per cent and the amount of vehicle kilometres increasing by nearly the same amount (41 per cent). However, as can be seen in **Chart 1**, this rise in the level of activity has not been consistent. There was a sharp increase occurring between 1986 and 1989 when the tonne kilometres rose by 31 per cent. This peak was followed by a sharp decline until 1993 when the activity started to rise again.

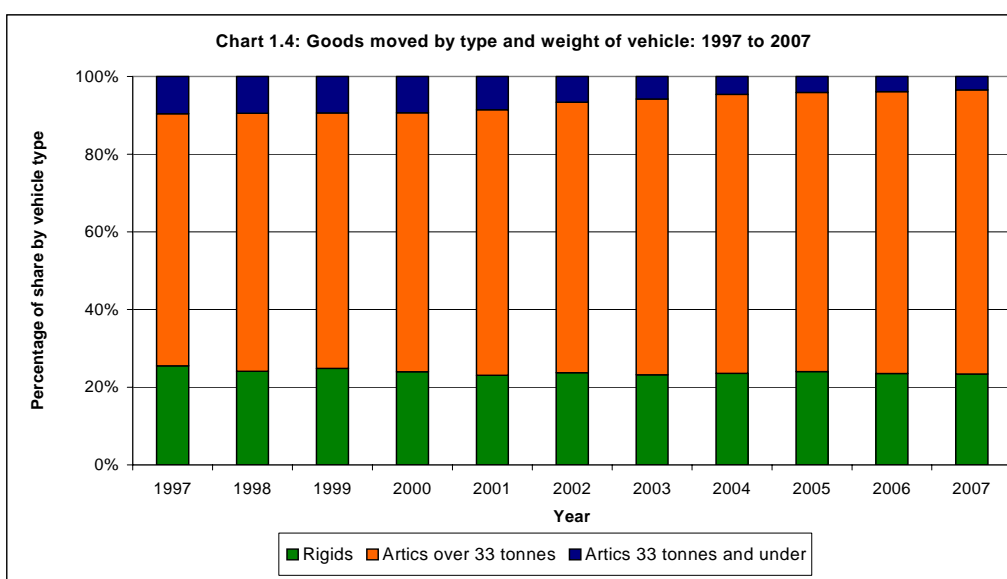
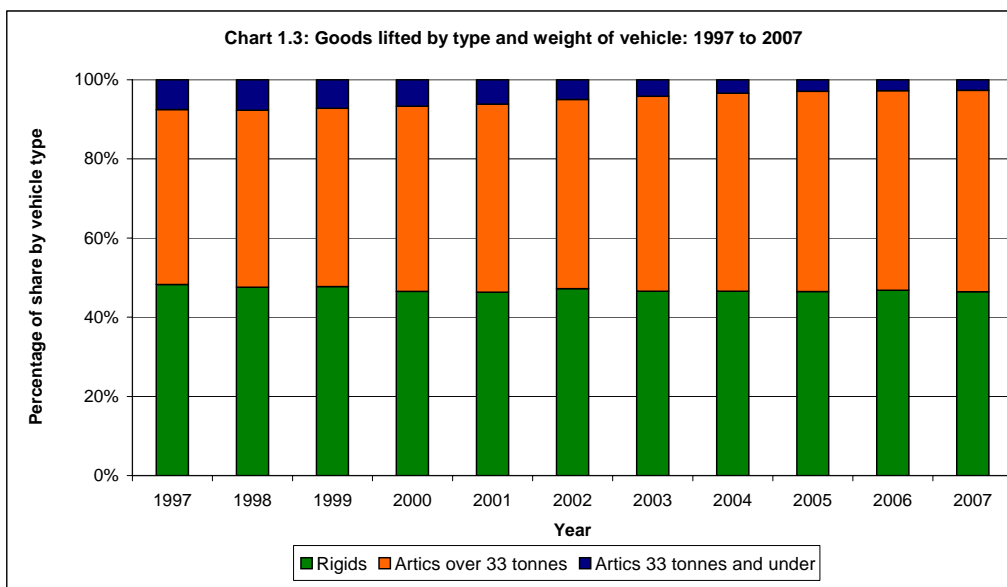
Vehicle kilometres is the only measure of heavy goods activity that is lower than it was 10 years ago having fallen by 3 per cent. (**Table 1.1**)



1.2 Activity by different types of vehicle

There has been a change in the type of vehicle accounting for this goods activity. In 1980 rigid vehicles accounted for 66 per cent of goods lifted but in 2007 this fell to 46 per cent. Although the amount of tonnes lifted by rigid vehicles was the same in 1980 as they were in 2007, for articulated vehicles the tonnage increased by 123 per cent. In 2007 the vast majority (95 per cent) of the activity by articulated vehicles was by artics over 33 tonnes. Over the past ten years, the tonnes lifted has increased for all vehicle types with artics increasing by 18 per cent, those over 33 tonnes by 31 per cent and rigids by 9 per cent. And in the last year artic tonnes lifted have risen by 4 per cent, those over 33 tonnes by 4 per cent and rigids by 2 per cent. (**Table 1.6**)

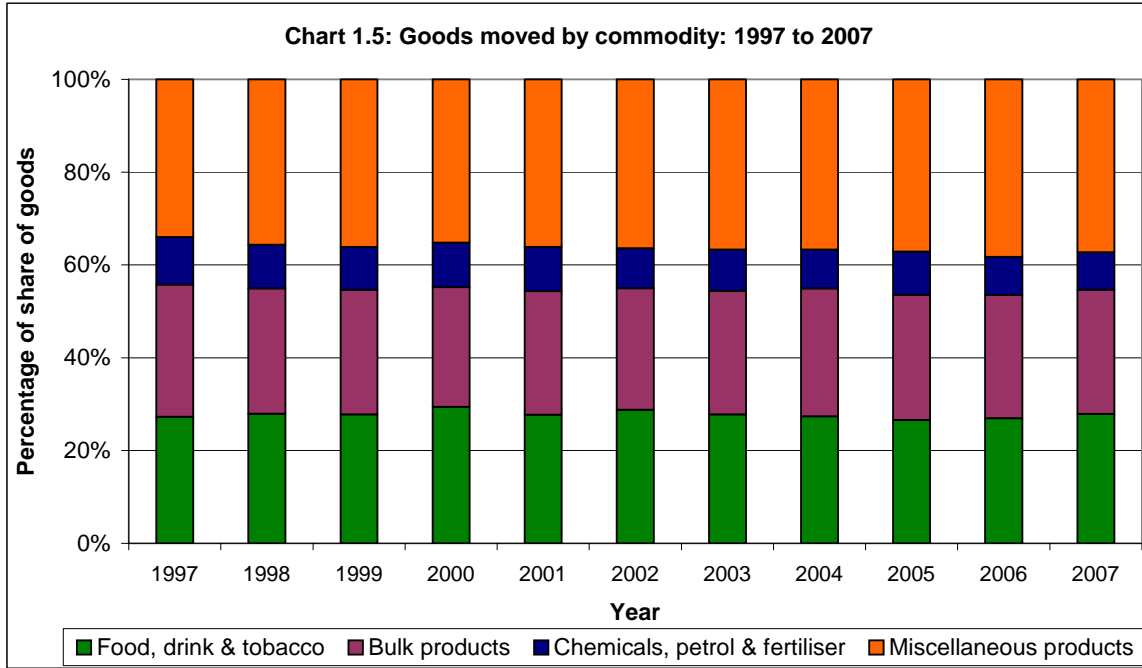
The pattern is similar for the goods moved with the rigid vehicle share declining from 41 per cent in 1980 to 26 per cent in 1997, and to 23 per cent in 2007. Since 1980 the amount of goods moved by rigids has increased by 2 per cent compared to the 135 per cent increase in articulated vehicles. In the past 10 years the amount of goods moved has risen by 11 per cent for artics, for artics over 33 tonnes by 22 per cent, but for rigid vehicles has fallen by 1 per cent. The change over the last year is more comparable across the three types with artics increasing by 4 per cent, those over 33 tonnes by 5 per cent and rigids by 2 per cent. (**Table 1.7**)



1.3 Commodities

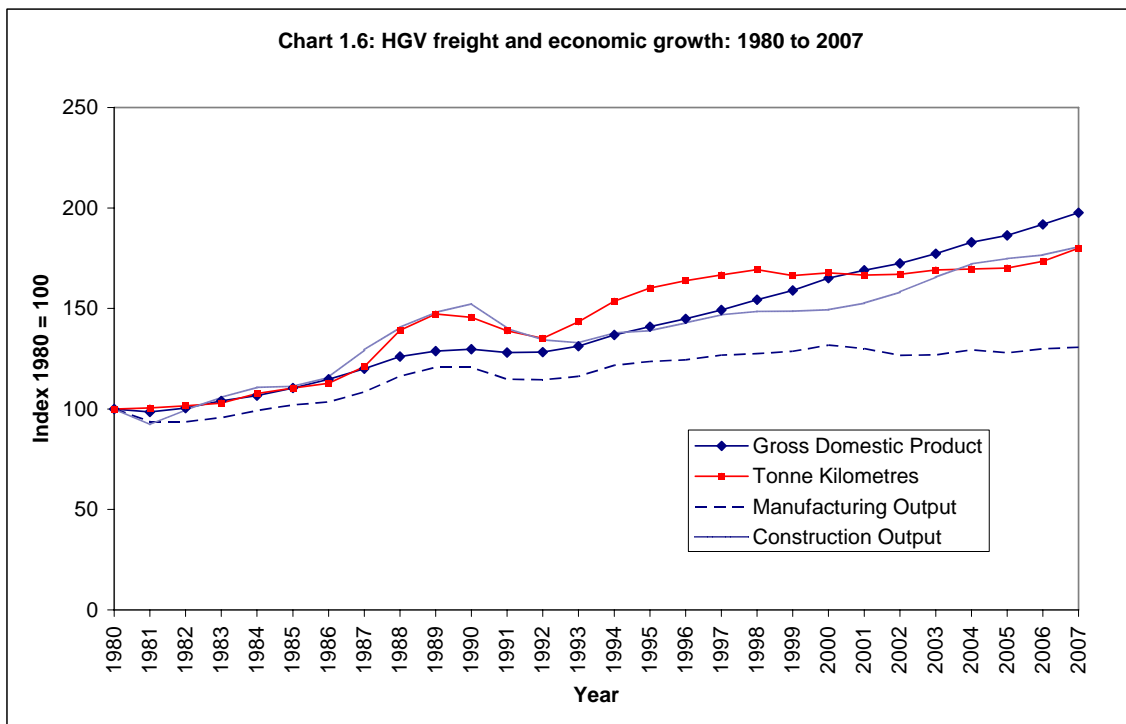
The commodity group with the largest share of the tonnes lifted is 'bulk products', which accounted for 38 per cent in 2007. This group is made up of goods such as wood, timber and cork, coal and coke, iron and steel products and building materials. This is followed by 'miscellaneous products' (35 per cent) which has increased by 114 per cent since 1980 and 26 per cent in the last 10 years. This commodity group includes machinery and transport equipment, other metal products and miscellaneous articles. All four commodity groups shown in **Table 1.2** had an increase in the amount of goods lifted in the last year.

On a goods moved basis, ‘miscellaneous products’ are the most important commodity grouping, accounting for 37 per cent of all road freight moved in 2007. This is an increase of 132 per cent since 1980 and 18 per cent since 1997. There have been increases since 1980 in all the main commodity groupings, although since 1997 the ‘chemicals, petrol and fertiliser’ grouping has actually declined. (Table 1.3)



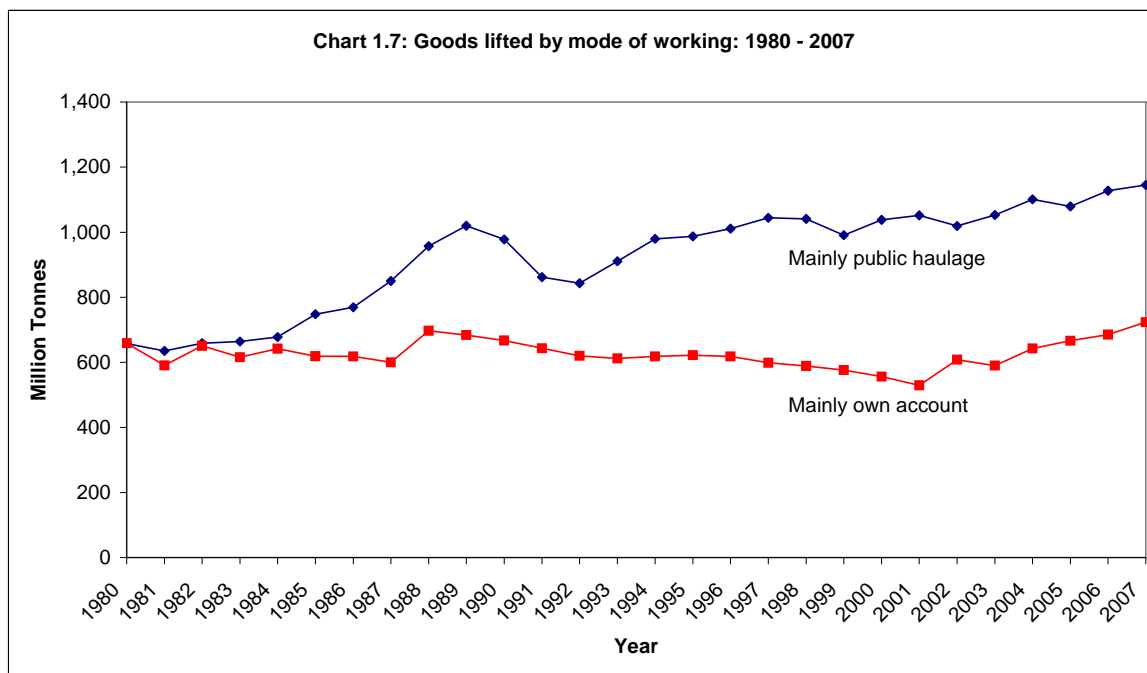
1.4 Trends in heavy goods freight traffic against broader economic activity

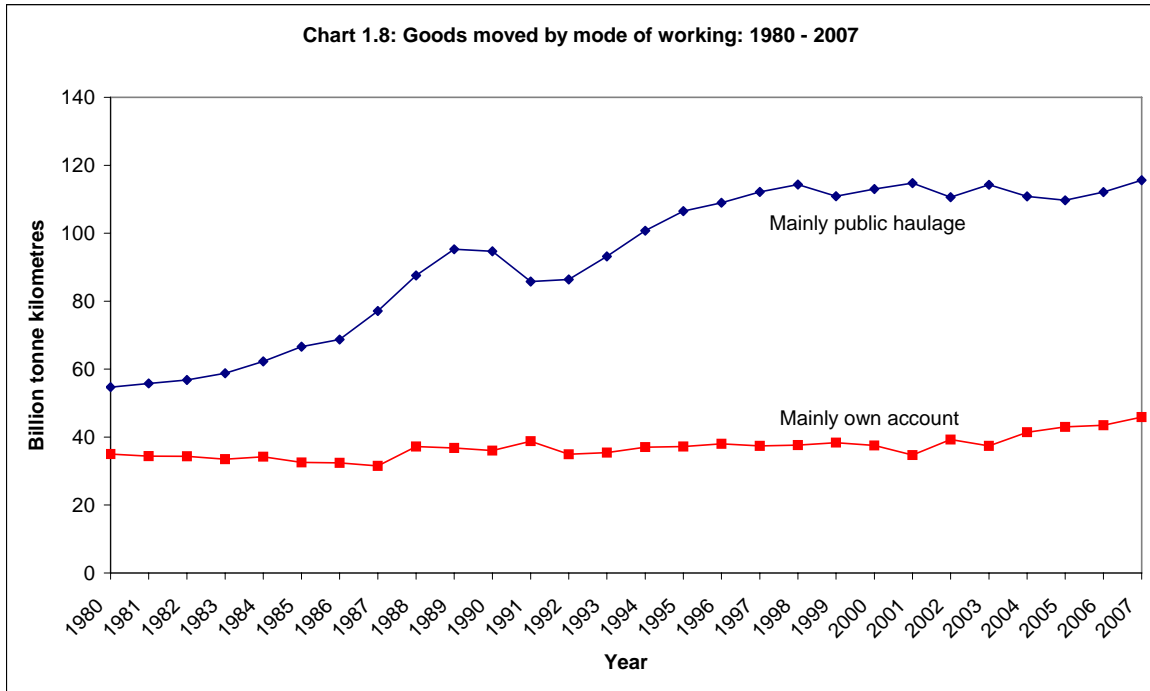
Chart 1.6 shows that the 80 per cent increase in the amount of freight moved since 1980 is below the gross domestic product growth over the same time (98 per cent). This compares to a construction sector output increase of 81 per cent and manufacturing sector output increase of 31 per cent. The amount of freight lifted increased by 42 per cent over the same period. In the past 10 years the GDP has increased by 32 per cent but the freight moved and freight lifted have increased at significantly slower rates (8 and 14 per cent respectively). This is below the construction sector output (23 per cent) but above manufacturing output (3 per cent). The change in the past year has been comparable across each of the sectors. (Table 1.4)



1.5 Changing pattern in mode of work (public haulage/own account)

Charts 1.7 and 1.8 show how the road freight activity in Great Britain is split between own account and public haulage operators. The share accounted for by public haulage has grown in both the goods lifted (up 11 percentage points to 61 per cent) and the goods moved (up 11 percentage points to 72 per cent) since 1980. The increase in the goods moved market share equates to an increase of tonnage moved from 55 billion tonnes to 116 billion tonnes (111 per cent rise). Even though the own account operators share has declined the amount of activity has still increased with the amount of tonnes lifted increasing by 21 per cent since 1997 and goods moved by 23 per cent. (Table 1.8)





The average length of haul for heavy goods vehicles has increased by 27 per cent since 1980 to 86 kilometres in 2007. This figure is the same as it was in 2006 but 5 kilometres less than it was in 1997. The average length of haul for articulated vehicles is considerably longer than rigids (124km compared to 44km). (**Table 1.5**)

Data Tables

Table 1.1: Tonne kilometres, tonnes lifted and vehicle kilometres: 1980 - 2007

Year				Index (1980=100)		
	Tonne km (billion)	Tonnes lifted (million)	Vehicle km (million)	Tonne km	Tonnes lifted	Vehicle km
1980	90	1,317	15,945	100	100	100
1981	90	1,225	15,413	101	93	97
1982	91	1,310	16,083	102	99	101
1983	92	1,280	16,000	103	97	100
1984	97	1,319	16,404	108	100	103
1985	99	1,367	16,283	110	104	102
1986	101	1,386	17,284	113	105	108
1987	109	1,450	17,771	121	110	111
1988	125	1,653	20,048	139	126	126
1989	132	1,704	21,554	147	129	135
1990	131	1,645	21,120	146	125	132
1991	125	1,505	20,465	139	114	128
1992	121	1,463	19,953	135	111	125
1993	129	1,523	20,584	143	116	129
1994	138	1,597	22,123	154	121	139
1995	144	1,609	22,190	160	122	139
1996	147	1,628	22,666	164	124	142
1997	150	1,643	23,111	167	125	145
1998	152	1,630	23,323	169	124	146
1999	149	1,567	23,091	166	119	145
2000	150	1,593	22,990	168	121	144
2001	149	1,581	22,207	167	120	139
2002	150	1,627	22,159	167	124	139
2003	152	1,643	22,167	169	125	139
2004	152	1,744	22,291	170	132	140
2005	153	1,746	22,233	170	133	139
2006 R	156	1,813	22,289	173	138	140
2007	161	1,869	22,445	180	142	141
<i>Percentage change between</i>						
<i>1980 - 2007</i>	<i>80</i>	<i>42</i>	<i>41</i>	<i>80</i>	<i>42</i>	<i>41</i>
<i>1997 - 2007</i>	<i>8</i>	<i>14</i>	<i>-3</i>	<i>8</i>	<i>14</i>	<i>-3</i>
<i>2006 - 2007</i>	<i>4</i>	<i>3</i>	<i>1</i>	<i>4</i>	<i>3</i>	<i>1</i>

Source: Continuing Survey of Road
Goods Transport, DfT
☎ 020-7944 3180
✉ roadfreight.stats@dft.gsi.gov.uk

Table 1.2: Goods lifted by commodity grouping¹: 1980 - 2007

						Million tonnes
Year	Food, drink & tobacco	Bulk products	Chemicals, petrol & fertiliser	Miscellaneous products	All commodities	
1980	257	629	126	306	1,317	
1981	265	570	114	276	1,225	
1982	265	570	122	352	1,310	
1983	264	573	121	322	1,280	
1984	275	571	131	343	1,319	
1985	268	610	134	357	1,367	
1986	279	602	125	381	1,386	
1987	280	625	132	415	1,450	
1988	302	728	150	473	1,653	
1989	289	788	136	491	1,704	
1990	299	697	141	508	1,645	
1991	291	610	131	473	1,505	
1992	290	616	118	440	1,463	
1993	300	616	126	479	1,523	
1994	302	658	129	509	1,597	
1995	308	626	132	542	1,609	
1996	326	609	139	555	1,628	
1997	342	645	136	520	1,643	
1998	346	633	123	529	1,630	
1999	333	600	119	515	1,567	
2000	346	604	134	510	1,593	
2001	321	592	133	534	1,581	
2002	339	622	111	554	1,627	
2003	333	627	123	559	1,643	
2004	351	694	121	577	1,744	
2005	339	681	138	588	1,746	
2006 R	360	690	124	639	1,813	
2007	373	711	128	656	1,869	
<i>Percentage change between</i>						
1980 - 2007	45	13	2	114	42	
1997 - 2007	9	10	-6	26	14	
2006 - 2007	4	3	4	3	3	

1. For the composition of each commodity grouping see Table 1.13a

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 3180
 ✉ roadfreight.stats@dft.gsi.gov.uk

Table 1.3: Goods moved by commodity grouping¹: 1980 - 2007

Billion tonne kilometres					
Year	Food, drink & tobacco	Bulk products	Chemicals, petrol & fertiliser	Miscellaneous products	All commodities
1980	22	31	11	26	90
1981	24	31	11	25	90
1982	22	31	10	27	91
1983	24	31	11	27	92
1984	26	32	12	27	97
1985	25	34	12	27	99
1986	26	34	12	30	101
1987	28	36	13	32	109
1988	30	42	14	38	125
1989	32	45	14	41	132
1990	33	41	15	43	131
1991	33	38	14	40	125
1992	33	37	13	39	121
1993	36	38	14	41	129
1994	37	40	15	47	138
1995	38	41	15	50	144
1996	39	40	15	52	147
1997	41	43	15	51	150
1998	42	41	14	54	152
1999	41	40	14	54	149
2000	44	39	14	53	150
2001	41	40	14	54	149
2002	43	39	13	55	150
2003	42	40	14	56	152
2004	42	42	13	56	152
2005	41	41	14	57	153
2006 R	42	41	13	60	156
2007	45	43	13	60	161
<i>Percentage change between</i>					
1980 - 2007	104	41	18	132	80
1997 - 2007	10	2	-15	18	8
2006 - 2007	7	5	2	1	4

1. For the composition of each commodity grouping see Table 1.13a

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 3180
 ✉ roadfreight.stats@dft.gsi.gov.uk

Table 1.4: Road haulage activity and economic growth: 1980 - 2007

							Index (1980=100)
<u>Year</u>	<u>GDP¹</u>	<u>Manufacturing Output</u>	<u>Construction Output</u>	<u>Freight Moved</u>	<u>Freight Lifted</u>	<u>Average Length of Haul</u>	
1980	100	100	100	100	100	100	
1981	99	94	92	101	93	108	
1982	100	94	100	102	99	102	
1983	104	96	106	103	97	106	
1984	107	99	111	108	100	108	
1985	110	102	111	110	104	106	
1986	115	103	116	113	105	107	
1987	120	108	129	121	110	110	
1988	126	116	141	139	126	111	
1989	129	121	148	147	129	114	
1990	130	121	152	146	125	117	
1991	128	115	140	139	114	122	
1992	128	115	134	135	111	122	
1993	131	116	133	143	116	124	
1994	137	122	138	154	121	127	
1995	141	124	139	160	122	131	
1996	145	124	143	164	124	133	
1997	149	127	147	167	125	134	
1998	154	128	149	169	124	137	
1999	159	129	149	166	119	140	
2000	165	132	149	168	121	139	
2001	169	130	153	167	120	139	
2002	172	127	158	167	124	135	
2003	177	127	166	169	125	136	
2004	183	129	172	170	132	128	
2005	186	128	175	170	133	128	
2006 R	192	130	177	173	138	126	
2007	198	131	181	180	142	127	
<i>Percentage change between</i>							
1980 - 2007	98	31	81	80	42	27	
1997 - 2007	32	3	23	8	14	-5	
2006 - 2007	3	1	2	4	3	1	

1. Gross domestic product at market prices.

Sources: GDP, Manufacturing Output and Construction Output - ONS

✉ gdp@ons.gsi.gov.uk

Other data: Continuing Survey of Road Goods Transport, DfT

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Table 1.5: Average length of haul: 1980 - 2007

Year	Kilometres								
	Rigid vehicles					Articulated vehicles			
	Over 3.5t to 7.5t	Over 7.5t to 17t	Over 17t to 25t	Over 25t	All rigids	Over 3.5t to 33t	Over 33t	All artics	All vehicles
1980	42	49	33	45	43	117	.	117	68
1981	49	49	37	46	45	126	133	126	74
1982	51	47	35	45	44	121	100	121	70
1983	51	50	33	42	44	122	154	124	72
1984	48	51	31	44	44	115	150	123	73
1985	41	49	31	42	42	109	142	122	72
1986	50	48	30	39	41	108	139	122	73
1987	47	50	29	38	40	112	141	127	75
1988	52	52	30	36	41	109	137	125	76
1989	54	55	30	36	42	112	140	130	78
1990	57	58	29	38	43	113	135	129	79
1991	60	61	30	39	45	113	140	133	83
1992	56	62	30	38	44	118	135	132	83
1993	55	59	31	37	44	115	140	135	84
1994	58	64	30	37	45	119	137	133	86
1995	57	65	34	36	45	115	142	137	89
1996	59	65	40	36	47	115	136	133	90
1997	63	66	39	38	48	116	134	131	91
1998	61	68	40	37	47	115	138	135	93
1999	60	76	50	37	50	124	138	136	95
2000	66	70	56	36	49	131	135	134	94
2001	57	69	67	35	47	132	136	136	94
2002	59	66	70	35	46	122	134	133	92
2003	61	65	68	36	46	128	133	133	92
2004	54	59	70	35	44	118	125	125	87
2005	55	65	71	37	45	121	124	124	87
2006 R	56	54	72	35	43	122	123	123	86
2007	56	50	73	36	44	113	124	124	86

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.6: Goods lifted by type and weight of vehicle: 1980 - 2007

Year	Million tonnes			
	All rigids	Artics over 33 tonnes	All artics	All vehicles
1980	867	8	450	1,317
1981	790	3	435	1,225
1982	874	2	436	1,310
1983	826	37	454	1,280
1984	825	117	494	1,319
1985	834	195	533	1,367
1986	834	246	552	1,386
1987	873	310	578	1,450
1988	981	405	672	1,653
1989	1,016	457	688	1,704
1990	947	506	698	1,645
1991	857	484	648	1,505
1992	817	505	646	1,463
1993	840	540	683	1,523
1994	852	604	746	1,597
1995	833	637	776	1,609
1996	811	679	817	1,628
1997	793	726	850	1,643
1998	776	729	854	1,630
1999	748	706	819	1,567
2000	741	746	852	1,593
2001	733	751	848	1,581
2002	768	778	859	1,627
2003	765	809	878	1,643
2004	812	872	932	1,744
2005	812	883	934	1,746
2006 R	849	914	964	1,813
2007	868	952	1,001	1,869
<i>Percentage change between</i>				
1980 - 2007	0	..	123	42
1997 - 2007	9	31	18	14
2006 - 2007	2	4	4	3

Source: Continuing Survey of Road Goods Transport, DfT
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 ✉ roadfreight.stats@dft.gsi.gov.uk

Table 1.7: Goods moved by type and weight of vehicle: 1980 - 2007

Billion tonne kilometres				
Year	All rigids	Artics over 33 tonnes	All artics	All vehicles
1980	37	1	53	90
1981	35	-	55	90
1982	38	-	53	91
1983	36	6	56	92
1984	36	18	61	97
1985	35	28	65	99
1986	34	34	67	101
1987	35	44	73	109
1988	41	55	84	125
1989	42	64	90	132
1990	41	68	90	131
1991	39	68	86	125
1992	36	68	85	121
1993	37	76	92	129
1994	38	83	99	138
1995	38	90	106	144
1996	38	93	109	147
1997	38	97	111	150
1998	37	101	115	152
1999	37	98	112	149
2000	36	100	114	150
2001	34	102	115	149
2002	36	104	114	150
2003	35	108	116	152
2004	36	109	116	152
2005	37	110	116	153
2006 R	37	113	119	156
2007	38	118	124	161
<i>Percentage change between</i>				
1980 - 2007	2	..	135	80
1997 - 2007	-1	22	11	8
2006 - 2007	3	5	4	4

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.8: Goods lifted and goods moved by mode of working: 1980 - 2007

Year	Tonnes lifted (million)					Tonne kilometres (billion)				
	Mainly public haulage	% of total	Mainly own account	% of total	All modes	Mainly public haulage	% of total	Mainly own account	% of total	All modes
1980	658	50	659	50	1,317	54.7	61	35.0	39	89.7
1981	635	52	591	48	1,226	55.8	62	34.4	38	90.2
1982	659	50	651	50	1,310	56.8	62	34.3	38	91.1
1983	664	52	616	48	1,280	58.8	64	33.5	36	92.3
1984	678	51	642	49	1,320	62.3	65	34.2	35	96.5
1985	748	55	619	45	1,367	66.6	67	32.5	33	99.1
1986	769	55	618	45	1,387	68.7	68	32.4	32	101.1
1987	850	59	600	41	1,450	77.1	71	31.5	29	108.6
1988	957	58	697	42	1,654	87.6	70	37.2	30	124.8
1989	1,020	60	684	40	1,704	95.3	72	36.8	28	132.1
1990	978	59	667	41	1,645	94.7	72	36.0	28	130.7
1991	862	57	643	43	1,505	85.8	69	38.8	31	124.6
1992	843	58	620	42	1,463	86.4	71	34.9	29	121.3
1993	911	60	612	40	1,523	93.2	72	35.4	28	128.6
1994	980	61	618	39	1,597	100.8	73	37.0	27	137.8
1995	987	61	622	39	1,609	106.5	74	37.2	26	143.7
1996	1,011	62	618	38	1,628	109.0	74	38.0	26	147.0
1997	1,044	64	599	36	1,643	112.2	75	37.4	25	149.6
1998	1,041	64	589	36	1,630	114.3	75	37.6	25	151.9
1999	991	64	576	36	1,567	110.9	75	38.3	25	149.2
2000	1,038	65	556	35	1,593	113.0	75	37.5	25	150.5
2001	1,052	67	529	33	1,581	114.7	77	34.7	23	149.4
2002	1,019	63	608	37	1,627	110.6	74	39.2	26	149.8
2003	1,053	64	590	36	1,643	114.3	75	37.4	25	151.7
2004	1,101	63	643	37	1,744	110.8	73	41.4	27	152.2
2005	1,079	62	667	38	1,746	109.7	72	43.0	28	152.7
2006 R	1,127	62	685	38	1,813	112.1	72	43.5	28	155.6
2007	1,145	61	724	39	1,869	115.6	72	45.9	28	161.5
<i>Percentage change between</i>										
1980 - 2007	74		10		42	111		31		80
1997 - 2007	10		21		14	3		23		8
2006 - 2007	2		6		3	3		6		4

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.9: Goods lifted and goods moved by vehicle type and mode of working: 2002 - 2007

Year	Goods lifted (million tonnes)					Goods moved (billion tonne kilometres)					
	By vehicle type		By mode of working			By vehicle type		By mode of working			
	Rigid	Artic	Public haulage	Own account	Total	Rigid	Artic	Public haulage	Own account	Total	
2002	768	859	1,019	608	1,627	35.6	114.3	110.6	39.2	149.8	
2003	765	878	1,053	590	1,643	35.2	116.5	114.3	37.4	151.7	
2004	812	932	1,101	643	1,744	35.9	116.4	110.8	41.4	152.2	
2005	812	934	1,079	667	1,746	36.7	116.0	109.7	43.0	152.7	
2006 R	849	964	1,127	685	1,813	36.6	119.0	112.1	43.5	155.6	
2007	868	1,001	1,145	724	1,869	37.8	123.7	115.6	45.9	161.5	
Quarterly figures											
2002	1	191	213	253	150	404	8.8	28.3	27.3	9.8	37.1
	2	203	210	255	158	413	9.2	28.9	28.0	10.1	38.1
	3	199	221	266	154	419	9.1	29.7	28.9	9.9	38.7
	4	176	215	245	146	391	8.5	27.4	26.3	9.5	35.9
2003	1	199	222	273	147	420	8.8	29.4	29.1	9.1	38.2
	2	200	227	269	158	427	9.0	30.0	29.7	9.3	39.0
	3	195	218	270	143	413	9.0	29.2	29.1	9.1	38.2
	4	171	211	240	143	382	8.4	27.9	26.5	9.9	36.3
2004	1	204	222	268	158	426	8.7	29.2	27.5	10.3	37.9
	2	204	251	291	163	455	9.0	29.6	28.5	10.2	38.7
	3	207	227	270	164	434	9.5	28.5	27.5	10.4	38.0
	4	197	232	272	157	429	8.6	29.1	27.3	10.5	37.7
2005	1	186	226	257	155	412	8.9	28.3	26.8	10.4	37.2
	2	226	235	284	177	461	10.1	29.6	28.4	11.3	39.8
	3	207	235	272	170	442	9.3	29.8	28.3	10.8	39.1
	4	192	238	267	164	431	8.3	28.3	26.2	10.4	36.6
2006	1 R	199	233	265	168	432	8.7	28.5	26.3	10.9	37.2
	2 R	210	231	277	164	441	9.0	29.6	28.5	10.1	38.6
	3 R	229	256	295	190	485	9.2	30.8	28.5	11.5	40.0
	4 R	210	245	290	165	455	9.7	30.1	28.7	11.0	39.8
2007	1	201	240	267	174	441	9.8	29.5	28.2	11.1	39.3
	2	215	253	292	176	467	9.4	31.7	29.9	11.1	41.0
	3	232	247	288	190	479	9.5	30.3	27.8	11.9	39.8
	4	220	262	298	184	482	9.1	32.3	29.6	11.7	41.4

Source: Continuing Survey of Road Goods
Transport, DfT
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Table 1.10: Goods lifted by vehicle type and by mode of working: 1997 - 2007

	Million tonnes										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
By mode of working											
Mainly public haulage	1,044	1,041	991	1,038	1,052	1,019	1,053	1,101	1,079	1,127	1,145
<i>% of total</i>	63.5	63.9	63.2	65.1	66.5	62.6	64.1	63.1	61.8	62.2	61.3
Mainly own account	599	589	576	556	529	608	590	643	667	685	724
<i>% of total</i>	36.5	36.1	36.8	34.9	33.5	37.4	35.9	36.9	38.2	37.8	38.7
All modes	1,643	1,630	1,567	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869
By gross weight of vehicle (tonnes)											
All vehicles											
Over 3.5 to 25	419	382	346	325	294	283	265	277	257	256	245
Over 25	1,224	1,248	1,221	1,268	1,287	1,343	1,378	1,467	1,489	1,557	1,624
All vehicles	1,643	1,630	1,567	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869
Rigid vehicles											
Over 3.5 to 7.5	76	77	81	77	80	77	70	79	69	65	56
Over 7.5 to 17	218	191	173	152	123	111	89	81	66	65	53
Over 17 to 25	120	106	86	87	86	90	100	113	118	120	130
Over 25	380	401	408	424	443	491	506	539	559	598	629
All rigids	793	776	748	741	733	768	765	812	812	849	868
Articulated vehicles											
Over 3.5 to 33	124	125	113	107	97	81	69	60	51	50	50
Over 33	726	729	706	746	751	778	809	872	883	914	952
All artics	850	854	819	852	848	859	878	932	934	964	1,001
By length of haul (kilometres)											
Up to 100	1,157	1,132	1,073	1,093	1,083	1,129	1,132	1,223	1,228	1,286	1,320
Over 100	487	497	494	501	496	498	509	521	518	527	549
All distances	1,643	1,630	1,567	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.11: Goods moved by vehicle type and by mode of working: 1997 - 2007

	Billion tonne kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
By mode of working											
Mainly public haulage	112	114	111	113	115	111	114	111	110	112	116
<i>% of total</i>	75.0	75.3	74.3	75.1	76.8	73.8	75.3	72.8	71.9	72.1	71.6
Mainly own account	37	38	38	37	35	39	37	41	43	43	46
<i>% of total</i>	25.0	24.7	25.7	24.9	23.2	26.2	24.7	27.2	28.1	27.9	28.4
All modes	150	152	149	150	149	150	152	152	153	156	161
By gross weight of vehicle (tonnes)											
All vehicles											
Over 3.5 to 25	24	23	23	21	19	19	17	17	17	16	16
Over 25	125	129	126	129	130	131	134	135	136	139	146
All vehicles	150	152	149	150	149	150	152	152	153	156	161
Rigid vehicles											
Over 3.5 to 7.5	5	5	5	5	5	5	4	4	4	4	3
Over 7.5 to 17	14	13	13	11	9	7	6	5	4	4	3
Over 17 to 25	5	4	4	5	6	6	7	8	8	9	10
Over 25	14	15	15	15	16	17	18	19	20	21	22
All rigids	38	37	37	36	34	36	35	36	37	37	38
Articulated vehicles											
Over 3.5 to 33	14	14	14	14	13	10	9	7	6	6	6
Over 33	97	101	98	100	102	104	108	109	110	113	118
All artics	111	115	112	114	115	114	116	116	116	119	124
By length of haul (kilometres)											
Up to 100	40	39	37	38	37	39	39	42	43	44	46
Over 100	110	113	112	112	113	111	112	111	110	111	116
All distances	150	152	149	150	149	150	152	152	153	156	161

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.12: Vehicle kilometres by vehicle type: 1997 - 2007

	Billion kilometres										
Vehicle type and size (gvw tonnes)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Rigid vehicles											
Over 3.5 to 7.5	4.6	4.6	4.5	4.7	4.3	4.4	4.3	4.4	4.2	3.9	3.7
Over 7.5 to 17	5.0	4.8	4.6	3.9	3.4	2.9	2.4	2.1	1.8	1.7	1.3
Over 17 to 25	0.9	0.8	0.9	1.2	1.4	1.7	1.9	2.3	2.4	2.5	2.8
Over 25	1.8	1.9	2.0	2.1	2.2	2.4	2.6	2.7	3.0	3.1	3.3
All rigids	12.2	12.1	12.0	11.9	11.3	11.3	11.2	11.4	11.4	11.2	11.1
Articulated vehicles											
Over 3.5 to 33	2.4	2.4	2.3	2.3	2.1	1.7	1.6	1.4	1.2	1.1	1.0
Over 33	8.5	8.9	8.7	8.8	8.8	9.1	9.4	9.5	9.7	10.1	10.3
All artics	10.9	11.3	11.1	11.1	10.9	10.8	11.0	10.8	10.9	11.1	11.3
All vehicles											
Over 3.5 to 25	10.6	10.3	10.2	10.0	9.2	9.1	8.7	8.9	8.5	8.2	7.9
Over 25 to 35	4.1	4.2	4.3	4.3	4.2	4.1	4.1	4.1	4.3	4.3	4.4
Over 35	8.4	8.8	8.6	8.7	8.7	9.0	9.3	9.3	9.5	9.8	10.1
All vehicles	23.1	23.3	23.1	23.0	22.2	22.2	22.2	22.3	22.2	22.3	22.4

Source: Continuing Survey of Road Goods
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Table 1.13a: Goods lifted by commodity¹: 1997 - 2007

Commodity	Million tonnes										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Food, drink and tobacco											
Agricultural products	128	120	108	119	96	113	106	113	111	105	104
Beverages	51	47	38	47	51	51	48	59	45	57	57
Other foodstuffs	163	179	187	180	174	175	179	180	183	199	212
Subtotal	342	346	333	346	321	339	333	351	339	360	373
Bulk products											
Wood, timber and cork	26	27	28	26	28	28	32	42	36	30	29
Crude minerals ²	329	327	297	308	298	333	327	364	370	380	390
Ores	25	18	20	16	16	17	21	22	23	19	22
Crude materials	17	20	20	18	20	21	19	25	22	23	23
Coal and coke	37	26	28	22	21	17	22	14	21	17	24
Building materials ³	156	161	159	165	165	167	165	185	169	180	175
Iron and steel products	55	54	48	49	44	39	41	43	42	41	47
Subtotal	645	633	600	604	592	622	627	694	681	690	711
Chemicals, petrol & fertiliser											
Fertiliser	10	9	11	10	9	11	12	7	14	7	9
Petrol and petroleum products	73	61	61	75	74	59	64	67	70	69	71
Chemicals	53	53	47	49	50	41	47	46	53	48	48
Subtotal	136	123	119	134	133	111	123	121	138	124	128
Miscellaneous products											
Other metal products n.e.s	16	18	17	16	14	14	16	19	19	21	20
Machinery and transport equipment	71	73	67	69	70	68	66	70	76	79	83
Miscellaneous manufactures n.e.s	90	96	91	97	97	105	98	111	109	112	113
Miscellaneous articles n.e.s ⁴	343	342	340	328	353	367	379	378	384	426	440
Subtotal	520	529	515	510	534	554	559	577	588	639	656
All commodities	1,643	1,630	1,567	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869

1. See Appendix 1A for definitions of commodity.

2. Comprises 'sand, gravel and clay' and 'other crude minerals'.

3. Comprises 'cement' and 'other building materials'.

4. Including 'commodity not known'.

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.13b: Goods moved by commodity¹: 1997 - 2007

Commodity	Billion tonne kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Food, drink and tobacco											
Agricultural products	13.1	13.1	12.7	13.4	11.5	12.8	11.3	12.4	11.7	11.6	11.8
Beverages	6.3	6.1	5.3	6.4	6.1	7.0	6.5	6.5	6.0	6.6	6.8
Other foodstuffs	21.4	23.3	23.5	24.5	23.8	23.3	24.4	22.7	22.9	23.8	26.5
Subtotal	40.8	42.5	41.5	44.3	41.4	43.1	42.2	41.7	40.6	42.0	45.1
Bulk products											
Wood, timber and cork	3.5	3.6	3.8	3.7	3.9	3.8	4.1	4.5	4.7	4.1	3.3
Crude minerals ²	13.6	13.3	12.7	12.4	13.0	13.9	13.8	14.1	14.8	15.4	16.0
Ores	1.7	1.1	1.3	1.2	1.2	1.1	1.2	1.4	1.7	1.4	1.8
Crude materials	2.1	2.6	2.6	2.6	2.3	2.7	2.3	3.3	2.4	2.7	2.6
Coal and coke	2.7	2.0	2.2	1.5	2.1	1.5	1.5	1.2	1.5	1.3	1.6
Building materials ³	11.1	10.7	10.6	10.6	11.7	10.9	12.0	12.1	10.9	11.5	11.6
Iron and steel products	7.9	7.7	6.8	6.8	5.7	5.3	5.4	5.4	5.2	4.7	6.4
Subtotal	42.6	41.0	40.1	38.8	39.8	39.3	40.4	42.0	41.2	41.3	43.3
Chemicals, petrol & fertiliser											
Fertiliser	1.3	1.2	1.4	1.2	1.2	1.2	1.2	0.8	1.1	0.8	0.9
Petrol and petroleum products	5.8	5.2	5.0	6.4	5.8	5.2	5.5	5.7	5.5	5.7	5.1
Chemicals	8.2	7.9	7.4	6.8	7.2	6.5	6.8	6.3	7.6	6.2	7.0
Subtotal	15.3	14.3	13.8	14.4	14.2	12.9	13.5	12.8	14.3	12.7	13.0
Miscellaneous products											
Other metal products n.e.s	1.5	1.7	1.7	1.7	1.4	1.5	1.5	1.9	2.1	2.1	2.0
Machinery and transport equipment	8.4	9.1	8.7	9.1	8.9	8.5	8.7	8.9	9.3	9.4	9.5
Miscellaneous manufactures n.e.s	14.2	15.9	15.7	15.1	15.4	16.2	15.8	16.3	15.5	16.3	16.4
Miscellaneous articles n.e.s ⁴	26.8	27.5	27.9	27.1	28.2	28.4	29.5	28.8	29.8	31.7	32.2
Subtotal	50.9	54.2	53.9	52.9	53.9	54.6	55.6	55.8	56.7	59.6	60.1
All commodities	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	155.6	161.5

1. See Appendix 1A for definitions of commodity.

2. Comprises 'sand, gravel and clay' and 'other crude minerals'.

3. Comprises 'cement' and 'other building materials'.

4. Including 'commodity not known'.

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.13c: Average length of haul by commodity¹: 1997 - 2007

Commodity	Kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Food, drink and tobacco											
Agricultural products	103	109	118	113	120	113	107	110	105	111	113
Beverages	123	130	139	136	119	137	134	112	134	117	118
Other foodstuffs	131	130	125	136	137	133	136	126	125	120	125
Subtotal	119	123	124	128	129	127	127	119	120	117	121
Bulk products											
Wood, timber and cork	133	132	135	142	139	134	129	109	130	140	113
Crude minerals ²	41	41	43	40	44	42	42	39	80	41	41
Ores	70	62	65	77	76	66	59	64	76	71	83
Crude materials	126	131	129	144	116	131	124	133	113	121	115
Coal and coke	73	78	79	69	100	91	70	87	72	80	66
Building materials ³	71	67	67	64	71	65	73	65	122	64	66
Iron and steel products	143	142	142	139	129	136	131	126	123	115	135
Subtotal	66	65	67	64	67	63	64	60	60	60	61
Chemicals, petrol & fertiliser											
Fertiliser	126	134	128	121	131	106	104	124	78	127	101
Petrol and petroleum products	79	86	82	85	79	88	85	85	78	82	72
Chemicals	155	148	157	139	145	159	145	135	143	128	146
Subtotal	112	116	116	108	107	116	110	106	103	103	101
Miscellaneous products											
Other metal products n.e.s	95	97	98	104	98	106	92	99	110	98	102
Machinery and transport equipment	118	125	130	132	127	125	132	127	122	119	114
Miscellaneous manufactures n.e.s	157	165	172	156	159	154	162	147	142	145	146
Miscellaneous articles n.e.s ⁴	78	80	82	83	80	77	78	76	78	74	73
Subtotal	98	102	105	104	101	98	99	97	96	93	92
All commodities	91	93	95	94	94	92	92	87	87	86	86

1. See Appendix 1A for definitions of commodity.

2. Comprises 'sand, gravel and clay' and 'other crude minerals'.

3. Comprises 'cement' and 'other building materials'.

4. Including 'commodity not known'.

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.14a: Average annual tonnes lifted by vehicle type: 1997 - 2007

	Thousand Tonnes										
Vehicle type and size (gvw tonnes)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Rigid vehicles											
Over 3.5 to 7.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4
Over 7.5 to 17	2.0	1.8	1.7	1.7	1.5	1.5	1.4	1.3	1.3	1.4	1.2
Over 17 to 25	6.3	5.9	4.7	3.8	3.1	2.7	2.6	2.6	2.4	2.3	2.3
Over 25	12.4	12.1	11.4	10.9	10.3	10.2	9.5	9.7	9.0	9.0	9.0
All rigids	2.5	2.5	2.4	2.4	2.4	2.5	2.5	2.6	2.6	2.6	2.7
Articulated vehicles											
Over 3.5 to 33	4.3	4.5	4.3	4.1	3.9	3.7	3.5	3.3	3.2	3.4	3.4
Over 33	8.4	8.2	7.9	8.4	8.2	8.2	8.3	8.8	8.7	8.9	9.0
All artics	7.4	7.3	7.1	7.4	7.3	7.4	7.5	7.9	8.0	8.2	8.3
All vehicles											
Over 3.5 to 25	1.5	1.4	1.3	1.2	1.1	1.1	1.0	1.1	1.0	1.0	1.0
Over 25 to 35	8.8	8.9	8.6	8.4	8.2	8.4	8.0	8.2	8.0	8.1	8.2
Over 35	8.4	8.2	8.0	8.4	8.3	8.3	8.4	8.9	8.8	8.9	9.0
All vehicles	3.9	3.8	3.7	3.8	3.7	3.8	3.9	4.1	4.0	4.1	4.2

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.14b: Average tonne kilometres by vehicle type: 1997 - 2007

Vehicle type and size (gvw tonnes)	Thousand Tonne Kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Rigid vehicles											
Over 3.5 to 7.5	32	31	32	33	30	30	28	28	25	24	20
Over 7.5 to 17	130	121	129	116	103	99	88	79	81	73	60
Over 17 to 25	245	237	234	211	207	188	174	181	171	167	167
Over 25	466	441	426	394	365	361	345	342	330	313	322
All rigids	123	118	122	117	113	116	114	115	116	114	116
Articulated vehicles											
Over 3.5 to 33	500	522	526	535	513	451	447	392	390	418	389
Over 33	1,124	1,129	1,096	1,124	1,118	1,105	1,106	1,100	1,087	1,095	1,113
All artics	968	986	965	990	988	982	995	991	992	1,011	1,026
All vehicles											
Over 3.5 to 25	86	80	82	79	72	72	67	66	64	63	61
Over 25 to 35	502	499	491	470	433	400	377	363	355	346	350
Over 35	1,127	1,132	1,101	1,129	1,124	1,108	1,118	1,109	1,094	1,102	1,114
All vehicles	351	356	352	356	354	354	356	354	352	355	363

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.14c: Average annual vehicle kilometres by vehicle type: 1997 - 2007

Vehicle type and size (gvw tonnes)	Thousand Vehicle Kilometres										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Rigid vehicles											
Over 3.5 to 7.5	30	30	30	31	28	29	29	29	27	25	24
Over 7.5 to 17	45	44	45	43	40	39	36	34	35	34	30
Over 17 to 25	45	45	48	51	51	50	49	52	49	49	49
Over 25	59	57	56	53	51	50	49	48	48	46	47
All rigids	39	39	39	39	37	37	36	37	36	35	34
Articulated vehicles											
Over 3.5 to 33	83	85	88	89	84	79	79	73	73	73	71
Over 33	98	100	98	99	97	96	97	96	96	98	97
All artics	95	96	96	96	94	93	94	92	93	95	94
All vehicles											
Over 3.5 to 25	37	37	37	37	35	35	34	34	33	32	31
Over 25 to 35	72	71	71	69	64	60	58	55	55	53	53
Over 35	98	100	98	99	97	96	97	96	96	97	96
All vehicles	54	55	54	54	53	52	52	52	51	51	50

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.14d: Average annual length of haul by vehicle type: 1997 - 2007

	Kilometres										
Vehicle type and size (gvw tonnes)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Rigid vehicles											
Over 3.5 to 7.5	63	61	60	66	57	59	61	55	55	56	56
Over 7.5 to 17	66	68	76	70	69	66	65	59	65	54	50
Over 17 to 25	39	40	50	56	67	70	68	69	71	72	73
Over 25	38	37	37	36	35	35	36	35	37	35	36
All rigids	48	47	50	49	47	46	46	44	45	43	44
Articulated vehicles											
Over 3.5 to 33	116	115	124	131	132	122	128	120	121	122	113
Over 33	134	138	138	135	136	134	133	125	124	123	124
All artics	131	135	136	134	136	133	133	125	124	123	124
All vehicles											
Up to 25	58	59	66	66	65	66	65	62	65	64	64
Over 25	102	104	104	102	101	98	98	92	91	89	90
All vehicles	91	93	95	94	94	92	92	87	87	86	86

Source: Continuing Survey of Road Goods
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Table 1.15: Percentage empty running and lading factors¹ by vehicle type: 1997 - 2007

Vehicle type and size (gvw tonnes)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 R	2007
Percentage empty running											
Rigid vehicles											
Over 3.5 to 7.5	25.8	26.3	25.5	24.3	25.1	24.3	26.3	25.0	27.5	25.4	28.4
Over 7.5 to 17	26.2	25.1	24.3	25.2	24.2	24.9	24.2	25.7	23.6	24.8	24.0
Over 17 to 25	34.9	32.6	31.3	28.0	26.5	26.0	25.4	25.7	25.0	23.9	23.3
Over 25	40.6	38.8	37.9	37.7	36.7	37.5	35.7	35.4	35.3	34.5	34.4
All rigids	28.8	28.2	27.5	27.3	27.2	27.6	27.9	27.7	28.4	27.5	28.4
Articulated vehicles											
Over 3.5 to 33	25.4	25.0	24.1	22.3	20.1	22.3	21.0	21.0	23.6	22.9	22.8
Over 33	28.1	28.0	27.5	27.5	26.7	25.9	25.9	26.5	26.8	26.5	26.7
All artics	27.5	27.4	26.8	26.4	25.5	25.3	25.2	25.8	26.5	26.1	26.4
All vehicles	28.2	27.8	27.2	26.9	26.4	26.5	26.5	26.8	27.4	26.8	27.4
Lading factor											
Rigid vehicles											
Over 3.5 to 7.5	0.43	0.43	0.44	0.45	0.44	0.43	0.42	0.41	0.41	0.42	0.40
Over 7.5 to 17	0.46	0.44	0.45	0.44	0.41	0.42	0.40	0.40	0.39	0.38	0.37
Over 17 to 25	0.62	0.59	0.58	0.51	0.51	0.48	0.46	0.46	0.46	0.45	0.45
Over 25	0.75	0.73	0.71	0.70	0.67	0.68	0.65	0.66	0.64	0.64	0.64
All rigids	0.55	0.54	0.54	0.54	0.52	0.53	0.52	0.52	0.53	0.53	0.53
Articulated vehicles											
Over 3.5 to 33	0.48	0.48	0.47	0.47	0.46	0.45	0.43	0.41	0.43	0.45	0.43
Over 33	0.68	0.68	0.65	0.66	0.64	0.62	0.60	0.60	0.59	0.59	0.60
All artics	0.65	0.65	0.62	0.63	0.62	0.60	0.58	0.59	0.58	0.58	0.59
All vehicles	0.62	0.62	0.60	0.60	0.59	0.58	0.57	0.57	0.57	0.56	0.57

1. The ratio of the actual goods moved to the maximum tonne-kms achievable if the vehicles, whenever loaded, were loaded to their maximum carrying capacity.

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.16: Empty running by business type: 2007

Business Type	Total Vehicle Kms (Millions)	Percentage empty running		
		Vehicle type		
		Rigids	Artics	All vehicles
Hire or Reward	12,568	29.8	25.6	27.0
Own account	9,877	27.5	28.6	27.8
Agriculture, forestry and fishing	234	40.7	34.8	38.2
Energy and water supply	46	58.3	50.1	58.0
Manufacture, mining and quarrying	2,506	25.7	31.2	27.7
Construction	905	44.0	38.9	43.6
Wholesale & retail trade, repairs and hotels	4,313	25.5	26.3	25.8
Transport, storage and communication	388	27.8	15.7	23.0
Banking, finance and insurance, business services and leasing	393	29.1	33.6	29.6
Education, public admin & defence, extra-territorial organisations	27	61.8	32.7	60.9
Health, social work and other community services	1,064	17.1	46.3	19.8
All business types	22,445	28.4	26.4	27.4

Source: Continuing Survey of Road
Goods Transport, DfT

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Table 1.17: Goods lifted, goods moved and vehicle kilometres by vehicle type and mode of working: 2007

Vehicle type and size (gvw tonnes)	Millions								
	Tonnes lifted			Tonne kilometres			Total kilometres		
	Mainly public haulage	Mainly own account	Total	Mainly public haulage	Mainly own account	Total	Mainly public haulage	Mainly own account	Total
Rigid vehicles									
Over 3.5 to 7.5	10	45	56	951	2,150	3,101	1,014	2,686	3,700
Over 7.5 to 17	12	42	53	781	1,889	2,670	342	1,002	1,344
Over 17 to 25	44	86	130	4,799	4,717	9,515	1,281	1,507	2,788
Over 25	348	280	629	12,371	10,096	22,467	1,569	1,728	3,297
All rigids	414	454	868	18,901	18,851	37,752	4,205	6,924	11,128
Articulated vehicles									
Over 3.5 to 33	28	22	50	3,369	2,248	5,617	562	465	1,027
Over 33	704	248	952	93,325	24,787	118,111	7,802	2,488	10,290
All artics	731	270	1,001	96,694	27,035	123,729	8,363	2,953	11,317
All vehicles									
Over 3.5 to 25	68	177	245	6,697	8,979	15,676	2,673	5,251	7,924
Over 25 to 35	379	303	681	16,425	12,697	29,122	2,218	2,227	4,444
Over 35	698	244	943	92,473	24,210	116,683	7,678	2,399	10,077
All vehicles	1,145	724	1,869	115,595	45,886	161,481	12,568	9,877	22,445

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.18: Vehicle kilometres (loaded, empty, total) by vehicle type and mode of working: 2007

Vehicle type and size (gvw tonnes)	Million kilometres								
	Loaded			Empty			Total		
	Mainly public haulage	Mainly own account	Total	Mainly public haulage	Mainly own account	Total	Mainly public haulage	Mainly own account	Total
Rigid vehicles									
Over 3.5 to 7.5	764	1,886	2,649	250	801	1,051	1,014	2,686	3,700
Over 7.5 to 17	258	763	1,021	83	239	322	342	1,002	1,344
Over 17 to 25	978	1,160	2,138	302	348	650	1,281	1,507	2,788
Over 25	952	1,210	2,162	617	517	1,134	1,569	1,728	3,297
All rigids	2,952	5,018	7,971	1,252	1,905	3,158	4,205	6,924	11,128
Articulated vehicles									
Over 3.5 to 33	445	348	793	117	117	234	562	465	1,027
Over 33	5,778	1,761	7,539	2,023	728	2,751	7,802	2,488	10,290
All artics	6,223	2,108	8,332	2,140	845	2,985	8,363	2,953	11,317
All vehicles									
Over 3.5 to 25	2,032	3,851	5,883	640	1,400	2,041	2,673	5,251	7,924
Over 25 to 35	1,475	1,578	3,054	742	648	1,390	2,218	2,227	4,444
Over 35	5,668	1,697	7,365	2,009	702	2,712	7,678	2,399	10,077
All vehicles	9,176	7,127	16,302	3,392	2,750	6,143	12,568	9,877	22,445

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.19a: Average annual tonnes lifted by vehicle type and mode of working: 1997, 2006 and 2007

Vehicle type and size (gvw tonnes)	Tonnes Lifted - Average per vehicle per year								
	Mainly public haulage			Mainly own account			Total		
	1997	2006 R	2007	1997	2006 R	2007	1997	2006 R	2007
Rigid vehicles									
Over 3.5 to 7.5	532	441	413	498	444	378	504	444	384
Over 7.5 to 17	2,137	1,491	1,274	1,887	1,453	1,320	1,964	1,462	1,309
Over 17 to 25	8,198	2,372	2,321	5,001	2,373	2,362	6,265	2,373	2,348
Over 25	16,543	13,712	13,710	8,627	6,456	6,720	12,390	9,321	9,364
All rigids	4,674	5,253	5,299	1,768	1,901	1,970	2,548	2,769	2,813
Articulated vehicles									
Over 3.5 to 33	4,686	3,929	4,115	498	3,187	3,316	4,323	3,593	3,718
Over 33	8,285	9,384	9,354	1,887	8,915	9,311	8,410	9,259	9,343
All artics	7,596	8,867	8,925	5,001	7,808	8,116	7,390	8,561	8,692
All vehicles									
Over 3.5 to 25	2,171	1,319	1,270	1,247	968	930	1,477	1,046	1,005
Over 25 to 35	10,551	11,425	11,827	6,849	6,142	6,352	8,799	8,400	8,552
Over 35	8,314	9,441	9,389	8,995	9,012	9,392	8,446	9,329	9,390
All vehicles	6,156	7,068	7,156	2,334	2,641	2,746	3,855	4,326	4,412

Note: The averages cover all vehicles in the survey - including those reporting no work.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.19b: Average annual tonne kilometres by vehicle type and mode of working: 1997, 2006 and 2007

Vehicle type and size (gvw tonnes)	Tonne Kilometres - Average per vehicle per year								
	Mainly public haulage			Mainly own account			Total		
	1997	2006 R	2007	1997	2006 R	2007	1997	2006 R	2007
Rigid vehicles									
Over 3.5 to 7.5	57	38	38	26	22	18	32	25	21
Over 7.5 to 17	202	115	86	98	69	60	130	79	65
Over 17 to 25	338	259	254	185	120	130	245	171	172
Over 25	627	484	487	319	219	242	466	324	335
All rigids	241	241	242	79	77	82	123	119	122
Articulated vehicles									
Over 3.5 to 33	558	521	502	422	341	339	500	439	421
Over 33	1,191	1,228	1,240	849	909	931	1,124	1,143	1,159
All artics	1,070	1,161	1,180	669	799	813	968	1,056	1,074
All vehicles									
Over 3.5 to 25	160	131	125	61	48	47	86	67	64
Over 25 to 35	614	501	513	378	253	266	502	359	365
Over 35	1,192	1,235	1,243	854	910	930	1,127	1,150	1,162
All vehicles	661	703	722	146	167	174	351	371	381

Note: The averages cover all vehicles in the survey - including those reporting no work.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.19c: Average annual vehicle kilometres by vehicle type and mode of working: 1997, 2006 and 2007

Vehicle type and size (gvw tonnes)	Vehicle Kilometres (Thousands) - Average per vehicle per year								
	Mainly public haulage			Mainly own account			Total		
	1997	2006 R	2007	1997	2006 R	2007	1997	2006 R	2007
Rigid vehicles									
Over 3.5 to 7.5	49	38	41	26	24	22	30	27	25
Over 7.5 to 17	62	47	38	37	34	32	45	37	33
Over 17 to 25	58	64	68	36	42	41	45	50	50
Over 25	68	61	62	50	39	41	59	48	49
All rigids	59	52	54	32	31	30	39	36	36
Articulated vehicles									
Over 3.5 to 33	88	83	84	76	69	70	83	77	77
Over 33	101	105	104	88	94	93	98	102	101
All artics	98	103	102	83	89	89	95	99	98
All vehicles									
Over 3.5 to 25	57	49	50	31	29	28	37	34	33
Over 25 to 35	81	67	69	62	45	47	72	55	56
Over 35	101	105	103	88	93	92	98	102	100
All vehicles	79	78	79	38	38	37	54	53	53

Note: The averages cover all vehicles in the survey - including those reporting no work.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.20: Average annual kilometres (loaded, empty, total) by vehicle type: 2007

Vehicle type and size (gvw tonnes)	Thousand kilometres								
	Average per vehicle year								
	Loaded			Empty			Total		
	1997	2006 R	2007	1997	2006 R	2007	1997	2006 R	2007
Rigid vehicles									
Over 3.5 to 7.5	23	20	18	8	7	7	30	27	25
Over 7.5 to 17	33	28	25	12	9	8	45	37	33
Over 17 to 25	29	38	39	16	12	12	45	50	50
Over 25	35	31	32	24	16	17	59	48	49
All rigids	28	26	26	11	10	10	39	36	36
Articulated vehicles									
Over 3.5 to 33	62	59	59	21	18	18	83	77	77
Over 33	71	75	74	28	27	27	98	102	101
All artics	69	73	72	26	26	26	95	99	98
All vehicles									
Over 3.5 to 25	27	25	24	10	8	8	37	34	33
Over 25 to 35	49	38	38	23	17	17	72	55	56
Over 35	71	75	73	28	27	27	98	102	100
All vehicles	39	39	38	15	14	14	54	53	53

Note: The averages cover all vehicles in the survey - including those reporting no work.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.21: Percentage of vehicles working during survey week and reasons for not working: 2007

Vehicle type and size (gvw tonnes)	Percentage of sampled vehicles						
	Total	Working	Not working				Total
			Repair Holiday	No driver / No Work	Site work	Other	
Rigid vehicles							
Over 3.5 to 7.5	100	76	6	13	1	3	24
Over 7.5 to 17	100	78	7	11	1	2	22
Over 17 to 25	100	88	5	5	1	2	12
Over 25	100	88	4	5	1	2	12
All rigids	100	82	6	9	1	2	18
Articulated vehicles							
Over 3.5 to 30	100	83	3	9	4	2	17
Over 30 to 33	100	86	2	8	3	2	14
Over 33	100	88	4	4	2	2	12
All artics	100	87	4	5	2	2	13
All vehicles							
Over 3.5 to 25	100	79	6	11	1	3	21
Over 25 to 35	100	87	4	6	2	2	13
Over 35	100	88	4	4	2	2	12
All vehicles	100	84	5	7	1	2	16

Source: Continuing Survey of Road Goods
Transport, DfT

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Table 1.22: Vehicle kilometres, goods lifted, goods moved and degree of lading by day of week: 2007

a) Rigid vehicles										Millions
Day of week¹	Vehicle kilometres				% of total	Tonnes lifted	% of total	Tonne kms	% of total	Degree of lading²
	Loaded	Empty	Total	% of total						
Monday	1,510	584	2,094	19	157	18	7,264	19	0.54	
Tuesday	1,547	625	2,172	20	170	20	7,319	19	0.53	
Wednesday	1,586	633	2,219	20	176	20	7,483	20	0.53	
Thursday	1,590	634	2,224	20	173	20	7,609	20	0.54	
Friday	1,392	548	1,940	17	157	18	6,586	17	0.53	
Saturday	261	100	361	3	27	3	1,115	3	0.49	
Sunday	85	34	119	1	6	1	377	1	0.51	
Total	7,971	3,158	11,128	100	868	100	37,752	100	0.53	

b) Articulated vehicles										Millions
Day of week¹	Vehicle kilometres				% of total	Tonnes lifted	% of total	Tonne kms	% of total	Degree of lading²
	Loaded	Empty	Total	% of total						
Monday	1,539	543	2,082	18	181	18	23,095	19	0.59	
Tuesday	1,561	557	2,117	19	188	19	23,281	19	0.59	
Wednesday	1,599	563	2,162	19	193	19	23,982	19	0.59	
Thursday	1,602	560	2,162	19	189	19	23,962	19	0.59	
Friday	1,366	514	1,880	17	174	17	20,159	16	0.59	
Saturday	398	152	550	5	48	5	5,580	5	0.58	
Sunday	268	96	363	3	28	3	3,670	3	0.57	
Total	8,332	2,985	11,317	100	1,001	100	123,729	100	0.59	

1. Day upon which a journey started (some continue the next day).

2. The ratio of the actual goods moved to the maximum tonne-kms achievable if the vehicles, whenever loaded, were loaded to their maximum carrying capacity.

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.23: Vehicle activity by length of haul and mode of working: 2007

	Length of haul (kilometres)							
	Up to 25	Over 25 to 50	Over 50 to 100	Over 100 to 150	Over 150 to 200	Over 200 to 300	Over 300	All lengths
Tonne kilometres (million)								
Mainly public haulage	4,346	7,625	15,227	14,842	16,236	29,252	28,067	115,595
Mainly own account	3,554	5,780	9,385	7,782	6,308	7,944	5,133	45,886
All modes	7,900	13,405	24,612	22,624	22,545	37,196	33,200	161,481
Percentage of total	5	8	15	14	14	23	21	100
Tonnes lifted (million)								
Mainly public haulage	324	207	212	119	93	120	70	1,145
Mainly own account	287	160	131	63	36	33	14	724
All modes	611	366	343	183	129	153	84	1,869
Percentage of total	33	20	18	10	7	8	5	100

Source: Continuing Survey of Road
Goods Transport, DfT

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Table 1.24: Goods moved by gross weight of vehicle and length of haul: 2007

Vehicle type and size (gvw tonnes)	Million tonne kilometres							
	Length of haul (kilometres)							All lengths
	Up to 25	Over 25 to 50	Over 50 to 100	Over 100 to 150	Over 150 to 200	Over 200 to 300	Over 300	
Rigid vehicles								
Over 3.5 to 7.5	286	427	804	580	310	372	321	3,101
Over 7.5 to 17	334	358	622	467	306	331	253	2,670
Over 17 to 25	577	903	1,610	1,550	1,479	2,007	1,390	9,515
Over 25	4,408	5,650	5,753	2,417	1,559	1,538	1,143	22,467
All rigids	5,604	7,338	8,789	5,014	3,654	4,247	3,107	37,752
Articulated vehicles								
Over 3.5 to 33	122	279	817	876	976	1,462	1,085	5,617
Over 33	2,173	5,788	15,006	16,734	17,915	31,488	29,008	118,111
All artics	2,296	6,067	15,823	17,610	18,891	32,949	30,093	123,729
All vehicles								
Over 3.5 to 25	1,219	1,729	3,163	2,687	2,155	2,734	1,989	15,676
Over 25 to 35	4,497	5,926	6,605	3,483	2,748	3,412	2,452	29,122
Over 35	2,185	5,749	14,844	16,454	17,642	31,051	28,759	116,683
All vehicles	7,900	13,405	24,612	22,624	22,545	37,196	33,200	161,481

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.25: Goods lifted by commodity and length of haul: 2007

Commodity	Length of haul (kilometres)							Million tonnes
	Up to 25	Over 25 to 50	Over 50 to 100	Over 100 to 150	Over 150 to 200	Over 200 to 300	Over 300	All lengths
	Food, drink & tobacco							
Agricultural products	18	18	27	15	9	10	7	104
Beverages	14	7	11	8	6	7	4	57
Other foodstuffs	24	35	50	34	27	30	13	212
Subtotal	57	59	87	56	42	48	25	373
Bulk products								
Wood, timber and cork	7	5	7	4	3	3	2	29
Sand, gravel and clay	56	32	20	5	1	2	1	117
Other crude minerals	128	78	49	10	3	3	2	274
Ores	6	3	6	3	2	1	-	22
Crude materials	5	3	5	3	2	3	2	23
Coal and Coke	10	5	4	2	1	1	1	24
Cements	60	10	7	4	2	3	2	88
Other building materials	27	18	15	9	6	7	4	87
Iron and steel products	10	5	8	6	6	7	5	47
Subtotal	311	159	120	45	26	30	20	711
Chemicals, petrol and fertiliser								
Fertiliser	2	1	3	2	1	1	-	9
Petrol and petroleum products	13	20	24	8	4	2	1	71
Chemicals	7	7	8	7	6	9	5	48
Subtotal	22	27	34	17	11	12	6	128
Miscellaneous products								
Other metal products n.e.s	5	4	4	2	2	2	1	20
Machinery and transport equip.	18	14	17	10	8	11	5	83
Misc manufactures	16	14	20	19	14	18	12	113
Misc articles	182	89	62	34	26	32	15	440
Subtotal	222	121	102	65	50	62	34	656
All commodities	611	366	343	183	129	153	84	1,869

Source: Continuing Survey of Road
Goods Transport, DfT

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Table 1.26: Goods moved by commodity and length of haul: 2007

Commodity	Million tonne kilometres							
	Length of haul (kilometres)							All lengths
	Up to 25	Over 25 to 50	Over 50 to 100	Over 100 to 150	Over 150 to 200	Over 200 to 300	Over 300	
Food, drink & tobacco								
Agricultural products	246	684	1,947	1,820	1,584	2,531	3,013	11,824
Beverages	166	262	797	995	956	1,805	1,769	6,750
Other foodstuffs	351	1,279	3,683	4,194	4,766	7,284	4,921	26,478
Subtotal	763	2,225	6,427	7,009	7,306	11,619	9,703	45,053
Bulk products								
Wood, timber and cork	91	173	492	434	481	716	950	3,338
Sand, gravel and clay	725	1,206	1,344	577	206	363	379	4,800
Other crude minerals	1,675	2,843	3,265	1,169	602	786	820	11,160
Ores	81	96	424	365	353	329	160	1,808
Crude materials	72	115	356	405	335	706	646	2,635
Coal and Coke	189	198	321	207	169	224	266	1,575
Cements	584	358	494	449	407	723	731	3,747
Other building materials	368	628	1,120	1,103	1,066	1,831	1,722	7,838
Iron and steel products	138	200	568	720	975	1,721	2,055	6,376
Subtotal	3,924	5,816	8,385	5,429	4,595	7,399	7,728	43,277
Chemicals, petrol and fertiliser								
Fertiliser	24	30	190	196	127	169	163	899
Petrol and petroleum products	175	761	1,705	994	719	532	218	5,103
Chemicals	81	245	557	879	1,034	2,223	1,989	7,008
Subtotal	280	1,036	2,452	2,070	1,879	2,924	2,370	13,011
Miscellaneous products								
Other metal products n.e.s	70	140	288	288	280	432	518	2,017
Machinery and transport equip.	243	510	1,214	1,232	1,440	2,662	2,196	9,497
Misc manufactures	224	540	1,447	2,325	2,456	4,408	5,010	16,411
Misc articles	2,396	3,137	4,399	4,270	4,587	7,751	5,675	32,215
Subtotal	2,933	4,327	7,348	8,116	8,764	15,253	13,399	60,141
All commodities	7,900	13,405	24,612	22,624	22,545	37,196	33,200	161,481

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.27: Goods lifted by commodity and vehicle type: 2007

Commodity	Vehicle type and size (gvw tonnes)									Million tonnes
	Rigids				Artics		All vehicles			All vehicles
	Over 3.5 to 7.5	Over 7.5 to 17	Over 17 to 25	Over 25	Over 3.5 to 33	Over 33	Over 3.5 to 25	Over 25 to 35	Over 35	
Food, drink & tobacco										
Agricultural products	2	1	3	16	1	82	6	17	81	104
Beverages	1	1	3	2	4	47	8	2	47	57
Other foodstuffs	3	8	11	12	11	166	22	27	162	212
Subtotal	6	10	17	30	16	295	36	47	290	373
Bulk products										
Wood, timber and cork	2	1	1	4	1	21	4	5	20	29
Sand, gravel and clay	1	1	3	80	1	30	5	81	30	117
Other crude minerals	4	4	11	196	1	58	19	196	59	274
Ores	-	-	1	5	1	15	1	5	15	22
Crude materials	1	1	1	6	-	13	3	6	13	23
Coal and Coke	-	1	-	4	0	19	1	4	19	24
Cements	-	2	2	63	0	20	5	63	20	88
Other building materials	3	4	9	33	2	36	16	35	36	87
Iron and steel products	1	1	3	2	-	40	4	2	40	47
Subtotal	13	15	32	392	6	253	60	397	254	711
Chemicals, petrol & fertiliser										
Fertiliser	-	-	0	2	0	6	1	2	6	9
Petrol and petroleum products	-	2	4	12	-	52	7	13	52	71
Chemicals	1	1	3	3	1	40	4	4	40	48
Subtotal	1	3	7	17	2	99	11	19	98	128
Miscellaneous products										
Other metal products n.e.s	3	1	3	4	1	8	7	5	8	20
Machinery and transport equip.	7	3	17	13	6	37	28	19	36	83
Misc manufactures	7	3	9	4	7	81	20	13	79	113
Misc articles	19	18	45	168	13	179	82	182	176	440
Subtotal	36	25	74	189	27	305	137	219	300	656
All commodities	56	53	130	629	50	952	245	681	943	1,869

Source: Continuing Survey of Road Goods
Transport, DfT
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Table 1.28: Goods moved by commodity and vehicle type: 2007

Commodity	Vehicle type and size (gvw tonnes)									Million tonne kilometres
	Rigids				Artics		All vehicles			All vehicles
	Over 3.5 to 7.5	Over 7.5 to 17	Over 17 to 25	Over 25	Over 3.5 to 33	Over 33	Over 3.5 to 25	Over 25 to 35	Over 35	
Food, drink & tobacco										
Agricultural products	107	54	221	1,451	69	9,922	385	1,561	9,878	11,824
Beverages	47	42	195	114	277	6,076	519	161	6,071	6,750
Other foodstuffs	256	494	1,188	891	1,154	22,496	1,944	2,588	21,945	26,478
Subtotal	410	589	1,603	2,457	1,500	38,494	2,848	4,310	37,894	45,053
Bulk products										
Wood, timber and cork	45	90	111	326	48	2,718	249	394	2,695	3,338
Sand, gravel and clay	30	17	45	2,304	9	2,396	92	2,312	2,396	4,800
Other crude minerals	79	104	271	6,019	20	4,667	455	6,014	4,691	11,160
Ores	5	4	63	186	51	1,498	72	214	1,521	1,808
Crude materials	54	42	107	300	41	2,092	206	358	2,071	2,635
Coal and Coke	7	53	-	208	0	1,307	60	208	1,307	1,575
Cements	8	23	49	1,016	0	2,651	79	1,016	2,651	3,747
Other building materials	126	164	388	1,653	255	5,252	678	1,909	5,251	7,838
Iron and steel products	80	54	309	214	24	5,695	443	245	5,687	6,376
Subtotal	433	550	1,345	12,225	448	28,276	2,335	12,671	28,270	43,277
Chemicals, petrol & fertiliser										
Fertiliser	3	5	0	122	0	742	24	129	746	899
Petrol and petroleum products	24	123	226	766	21	3,944	372	787	3,943	5,103
Chemicals	44	82	369	300	234	5,981	495	543	5,970	7,008
Subtotal	70	210	611	1,188	266	10,667	892	1,460	10,659	13,011
Miscellaneous products										
Other metal products n.e.s	137	56	215	310	101	1,198	413	423	1,181	2,017
Machinery and transport equip.	460	241	2,201	1,013	581	5,001	2,925	1,673	4,900	9,497
Misc manufactures	666	416	1,368	587	1,006	12,369	2,510	1,782	12,118	16,411
Misc articles	924	608	2,172	4,688	1,716	22,108	3,753	6,802	21,661	32,215
Subtotal	2,187	1,321	5,956	6,598	3,404	40,675	9,600	10,681	39,860	60,141
All commodities	3,101	2,670	9,515	22,467	5,617	118,111	15,676	29,122	116,683	161,481

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.29: Goods lifted and moved by commodity and mode of working: 2007

Commodity	Tonnes lifted			Tonne kilometres			Millions
	Mainly public haulage	Mainly own account	Total	Mainly public haulage	Mainly own account	Total	
Food, drink & tobacco							
Agricultural products	67	37	104	8,471	3,354	11,824	
Beverages	46	11	57	5,692	1,058	6,750	
Other foodstuffs	104	108	212	14,996	11,482	26,478	
Subtotal	217	156	373	29,159	15,893	45,053	
Bulk products							
Wood, timber and cork	19	11	29	2,595	742	3,338	
Sand, gravel and clay	90	27	117	3,944	856	4,800	
Other crude minerals	190	84	274	8,534	2,626	11,160	
Ores	11	11	22	1,142	666	1,808	
Crude materials	12	11	23	1,923	712	2,635	
Coal and Coke	23	1	24	1,514	61	1,575	
Cements	45	43	88	2,092	1,654	3,747	
Other building materials	49	39	87	6,197	1,640	7,838	
Iron and steel products	39	8	47	5,344	1,032	6,376	
Subtotal	476	235	711	33,286	9,990	43,277	
Chemicals, petrol & fertiliser							
Fertiliser	6	2	9	764	135	899	
Petrol and petroleum products	30	41	71	2,101	3,002	5,103	
Chemicals	38	10	48	5,844	1,165	7,008	
Subtotal	74	54	128	8,709	4,302	13,011	
Miscellaneous products							
Other metal products n.e.s	9	11	20	1,197	820	2,017	
Machinery and transport equip.	52	32	83	7,276	2,221	9,497	
Misc manufactures	85	28	113	12,793	3,618	16,411	
Misc articles	232	208	440	23,174	9,041	32,215	
Subtotal	377	279	656	44,440	15,701	60,141	
All commodities	1,145	724	1,869	115,595	45,886	161,481	

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.30: Goods lifted and moved by commodity and limits on load: 2007

Commodity	Tonnes lifted						Tonne kilometres						Millions
	Limited by weight	Limited by volume	Limited by both	% limited by weight, volume or both	Other ¹	Total	Limited by weight	Limited by volume	Limited by both	% limited by weight, volume or both	Other ¹	Total	
Food, drink & tobacco													
Agricultural products	16	25	40	78	23	104	1,880	3,219	4,466	81	2,259	11,824	
Beverages	6	14	18	68	18	57	924	1,623	2,374	73	1,830	6,750	
Other foodstuffs	13	77	37	60	85	212	2,032	10,567	4,909	66	8,970	26,478	
Subtotal	35	117	96	66	126	373	4,836	15,410	11,748	71	13,059	45,053	
Bulk products													
Wood, timber and cork	4	10	8	75	7	29	566	1,060	981	78	731	3,338	
Sand, gravel and clay	35	5	68	93	8	117	1,627	247	2,595	93	331	4,800	
Other crude minerals	61	14	177	92	22	274	2,912	504	6,832	92	913	11,160	
Ores	5	6	7	80	4	22	465	390	717	87	236	1,808	
Crude materials	2	7	5	61	9	23	293	764	811	71	767	2,635	
Coal and Coke	7	1	15	95	1	24	506	61	911	94	98	1,575	
Cements	16	12	50	88	10	88	879	435	2,109	91	323	3,747	
Other building materials	9	17	31	65	31	87	1,078	1,834	2,954	75	1,971	7,838	
Iron and steel products	6	14	11	66	16	47	1,084	1,866	1,650	72	1,777	6,376	
Subtotal	145	85	373	85	109	711	9,409	7,162	19,560	83	7,146	43,277	
Chemicals, petrol & fertiliser													
Fertiliser	1	1	5	79	2	9	111	106	511	81	172	899	
Petrol and petroleum products	11	7	29	66	24	71	717	551	2,246	69	1,589	5,103	
Chemicals	5	16	11	68	16	48	852	2,281	1,768	70	2,107	7,008	
Subtotal	18	24	45	68	41	128	1,681	2,937	4,525	70	3,868	13,011	
Miscellaneous products													
Other metal products n.e.s	1	7	3	55	9	20	49	800	313	58	856	2,017	
Machinery and transport equip.	4	29	11	53	39	83	377	3,523	1,606	58	3,991	9,497	
Misc manufactures	5	49	15	61	43	113	863	7,234	2,474	64	5,841	16,411	
Misc articles	41	109	116	61	173	440	1,684	11,419	5,766	59	13,346	32,215	
Subtotal	51	195	145	60	265	656	2,972	22,976	10,159	60	24,034	60,141	
All commodities	248	421	659	71	541	1,869	18,898	48,484	45,992	70	48,107	161,481	

1. Includes not limited and not recorded.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.31: Goods lifted, goods moved and loaded vehicle kilometres by mode of appearance: 2007

	Mode of appearance of load							Total
	Large freight container (incl. ISO)	Other freight container (incl. Stillages)	Palletised	Pre-Slung	Bulk	Rollcages	Other	
Tonnes lifted (millions)								
Mainly public haulage	55	16	272	2	541	33	225	1,145
Mainly own account	-	7	105	1	331	76	203	724
All modes	55	23	377	3	873	109	428	1,869
Percentage share	3	1	20	-	47	6	23	100
Tonne kilometres (millions)								
Mainly public haulage	7,339	1,963	41,077	206	29,811	4,400	30,799	115,595
Mainly own account	75	647	11,074	20	14,024	7,302	12,744	45,886
All modes	7,415	2,610	52,151	226	43,835	11,702	43,543	161,481
Percentage share	5	2	32	-	27	7	27	100
Loaded kilometres (millions)								
Mainly public haulage	571	225	3,485	12	1,356	583	2,944	9,176
Mainly own account	7	135	1,721	3	1,242	1,049	2,970	7,127
All modes	578	359	5,206	15	2,598	1,632	5,914	16,302
Percentage share	4	2	32	-	16	10	36	100

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.32: Goods lifted: by vehicle type and mode of appearance: 2007

Vehicle type and size (gvw tonnes)	Mode of appearance of load							Million tonnes
	Large freight container (incl. ISO)	Other freight container (incl. Stillages)	Palletised	Pre-Slung	Bulk	Rollcages	Other	Total
Rigid vehicles								
Over 3.5 to 7.5	-	1	10	-	9	5	31	56
Over 7.5 to 17	-	1	10	-	14	4	25	53
Over 17 to 25	-	2	32	-	29	10	56	130
Over 25	-	1	30	1	504	3	89	629
All rigids	-	5	83	2	556	21	200	868
Articulated vehicles								
Over 3.5 to 33	-	1	17	0	3	13	15	50
Over 33	55	17	278	1	314	75	213	952
All artics	55	18	294	1	317	88	228	1,001
All vehicles								
Over 3.5 to 25	-	4	55	-	52	19	114	245
Over 25 to 35	1	3	49	1	506	19	102	681
Over 35	54	16	273	1	315	72	211	943
All vehicles	55	23	377	3	873	109	428	1,869

Source: Continuing Survey of Road Goods Transport, DfT

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Table 1.33: Goods lifted by origin and destination region of goods: 2007

Origin	Destination												Million tonnes
	North East	North West	Yorkshire and the Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland	Northern Ireland	All Regions
North East	56	4	8	2	1	1	-	-	-	-	3	-	76
North West	5	163	14	10	13	3	1	3	3	8	10	-	233
Yorkshire and the Humber	10	20	142	18	8	5	2	2	2	2	3	-	216
East Midlands	2	17	21	103	19	18	4	10	4	3	1	0	203
West Midlands	1	12	6	19	119	8	3	9	7	8	2	-	194
East of England	1	4	4	14	7	128	16	20	4	2	1	-	200
London	-	1	1	2	2	14	56	15	1	-	-	0	92
South East	1	4	2	6	7	12	17	134	9	2	-	0	194
South West	-	2	1	3	7	4	2	12	141	6	1	0	179
Wales	-	7	2	1	7	1	1	2	8	68	1	0	98
Scotland	2	7	2	1	1	1	-	-	-	1	164	-	181
Northern Ireland	-	-	0	0	-	-	-	0	0	-	-	2	3
All regions	79	240	204	180	192	194	103	208	180	100	187	3	1,869

Note: These figures do not include activity carried out by vehicles registered in Northern Ireland. See Appendix 1B for a map showing the regions.

Source: Continuing Survey of Road Goods Transport, DfT
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Table 1.34: Goods moved by origin and destination region of goods: 2007

		Million tonne kilometres											
		Destination											
Origin	North East	North West	Yorkshire and the Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland	Northern Ireland	All Regions
North East	1,881	756	1,086	468	380	227	67	187	116	145	803	12	6,127
North West	1,014	7,284	1,926	1,899	1,764	1,068	481	866	839	1,053	2,685	31	20,909
Yorkshire and the Humber	1,372	2,801	6,317	2,207	1,663	1,357	525	756	728	706	1,220	5	19,656
East Midlands	608	2,121	1,915	5,764	1,632	2,363	783	1,781	1,078	663	689	0	19,397
West Midlands	362	1,754	1,111	1,456	5,817	1,810	621	1,813	1,178	1,119	759	40	17,840
East of England	224	1,310	1,199	2,094	1,605	6,930	1,072	2,328	1,330	554	437	-	19,082
London	59	208	329	339	332	888	1,451	971	281	95	96	2	5,050
South East	230	1,207	741	1,180	1,550	1,526	1,019	5,952	1,429	650	242	0	15,725
South West	78	654	358	643	1,178	1,026	540	1,657	7,446	775	406	11	14,772
Wales	177	747	454	330	1,000	340	217	556	1,030	2,895	340	1	8,085
Scotland	561	1,894	937	767	620	429	79	277	222	214	8,620	8	14,627
Northern Ireland	2	16	0	0	21	6	5	0	0	3	9	150	212
All regions	6,569	20,751	16,372	17,146	17,560	17,971	6,858	17,142	15,678	8,873	16,304	258	161,481

Note: These figures do not include activity carried out by vehicles registered in Northern Ireland. See Appendix 1B for a map showing the regions.

Source: Continuing Survey of Road Goods Transport, DfT

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Appendix 1A

Commodity Groupings Group	Commodity Classification Detail	NST Codes¹
Agricultural Products	Bulk cereals, potatoes, other fresh and frozen fruit and vegetables. Sugar (inc. beet). Live animals and animal foods.	01-03,06,08,11,17
Beverages	Alcoholic and non-alcoholic (except tea, coffee and milk).	12
Other foodstuffs	Meat, fish, dairy products, fruit cereals, other foods (inc. tea and coffee). Tobacco.	13,14,16,18
Wood, Timber and cork		05
Fertiliser	Natural and chemical	71,72
Sand, gravel and clay		61
Other crude minerals	Stone, chalk and other minerals	62,63,65
Ores	Ferrous and non-ferrous ores Iron and steel waste	41,45,46
Crude materials	Wool, cotton, man-made fibres and other textile materials. Hides, skins, rubber. Paper (inc. pulp and waste)	04,09,84
Coal and Coke	Includes lignite and peat	21-23
Petrol and petroleum products	Includes crude oil	31-34,83
Chemicals		81,82,89
Cements	Cement and lime	64
Other building Materials	Bricks, etc. concrete, glass, glassware and pottery	69,95
Iron and steel products	Pig iron, crude steel (sheets, bars etc.) Unwrought and non-ferrous alloys	51-56
Other metal products nes ²	Structural parts etc	94
Machinery and transport equipment	Vehicle, tractors, electrical and non - electrical machines	91-93
Miscellaneous manufactures	Leather, textiles and clothing nes; other manufactured articles nes	96,97
Miscellaneous articles nes	Arms and ammunition; commodities nes unknown commodities; packing containers, packaging only, pallets, parcels, household waste	70,73,88,98,99

1. Nomenclature Statistique de Transport - the classification of commodities for transport statistics used in the European Communities.

2. nes - Not elsewhere specified

Appendix 1B

Map of United Kingdom Regions



Section 2

**The international activity of
UK-registered goods vehicles: 2007**

**The activity of foreign-registered
goods vehicles in the UK: 2006**

Introduction

The statistics in this section are compiled from four sources:

a) *The Roll-on Roll-off (Ro-Ro) enquiry*. This survey is based on quarterly returns provided by roll-on/roll-off ferry operators, giving the number of powered vehicles and unaccompanied trailers carried on each route to mainland Europe. Disaggregation by the country of registration of powered vehicles is provided by most respondents, although some estimation of the country split is required.

Full results of this enquiry, covering both UK-registered and foreign-registered vehicles, are published in the Statistics Bulletin "[Road Goods Vehicles Travelling to Mainland Europe](#)" which is updated quarterly on the Department's website.

Only outward traffic is recorded on the Ro-Ro enquiry. Until 1978, inward traffic was also recorded, but, because it was similar to outward traffic, the data requirement was discontinued to save respondent effort. Ferry services to countries outside mainland Europe are excluded from the Ro-Ro statistics in this bulletin (**Sections 2.1 to 2.3** below, and **Tables 2.1a to 2.4b**).

b) *The International Road Haulage Survey (IRHS)*. The IRHS covers international work undertaken by GB-registered powered goods vehicles travelling on roll-on/roll-off ferries or the Channel Tunnel. Hauliers operating internationally are asked to provide details of all trips leaving the UK on specified days. The chosen days depend on haulier size (determined by the number of annual trips made) and vary in frequency from one day each month for big hauliers to 4 weeks' coverage every two years for the smallest hauliers, in all cases amounting to 1 day in 25. The results for 2007 are based upon a sample of 3,712 round trips and have been grossed up to the total number of GB-registered vehicles travelling on the ferries / Channel Tunnel.

c) *The CSRGT (NI)*. This is a separate survey of vehicles registered in Northern Ireland. Respondents are asked to provide details of all journeys undertaken within a survey week.

d) *Eurostat data*. Eurostat collects data from EU member states (together with Norway and Liechtenstein) under the Council Regulation (EC) number 1172/87 on statistical returns in respect of the carriage of goods by road. The latest data available from Eurostat at the time of preparation of this bulletin are for 2006. Consequently, all statistics on foreign vehicles relate to that year.

Further information and results from the IRHS are available from Matt Sowter (2/29 Great Minster House, 76 Marsham Street, London, SW1P 4DR, Tel +44(0)207 944 4261, email: roadfreight.stats@dft.gsi.gov.uk). Further information regarding the Roll-on/Roll-off enquiry is available from Margaret Talbot (same address as above, Tel +44(0)207 944 4131, email: maritime.stats@dft.gsi.gov.uk).

Revisions

The 2004 - 2006 Ro-Ro figures were revised in May 2008 and the revisions are reflected in this publication. The IRHS data are grossed up using Ro-Ro figures and so there have been consequent effects on the IRHS data in this section. A note on the revisions can be found in the Annex section of the following publication: <http://www.dft.gov.uk/162259/162469/221412/221522/222947/236002/ro-ro2007.pdf>

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Definitions

UK	United Kingdom	CY	Cyprus
DE	Germany	CZ	Czech Republic
FR	France	EE	Estonia
IT	Italy	LV	Latvia
NL	Netherlands	LT	Lithuania
BE	Belgium	LU	Luxembourg
IE	Republic of Ireland	MT	Malta
DK	Denmark	PL	Poland
GR	Greece	SK	Slovakia
PT	Portugal	SI	Slovenia
ES	Spain	BG	Bulgaria
AT	Austria	RO	Romania
SE	Sweden	EU	European Union
FI	Finland	NMS	Non-Member States

Powered goods vehicles travelling from Great Britain through the Channel Tunnel are included. Their country of disembarkation is France.

Powered vehicles: rigid vehicles, lorries with semi-trailers (articulated units) and lorries with drawbar trailers (Some vehicles under 3.5 tonnes gross vehicle weight are also included).

Unaccompanied trailers: trailers and semi-trailers not accompanied on the ferry by a powered unit.

North Sea: all ports on the East Coast north of, and including, the Thames estuary.

Dover Strait: Dover, Folkestone and Ramsgate; includes Channel Tunnel.

English Channel: all ports on the South Coast west of Folkestone.

Commentary

2.1 Trends in goods vehicle traffic (goods vehicles travelling to mainland Europe)

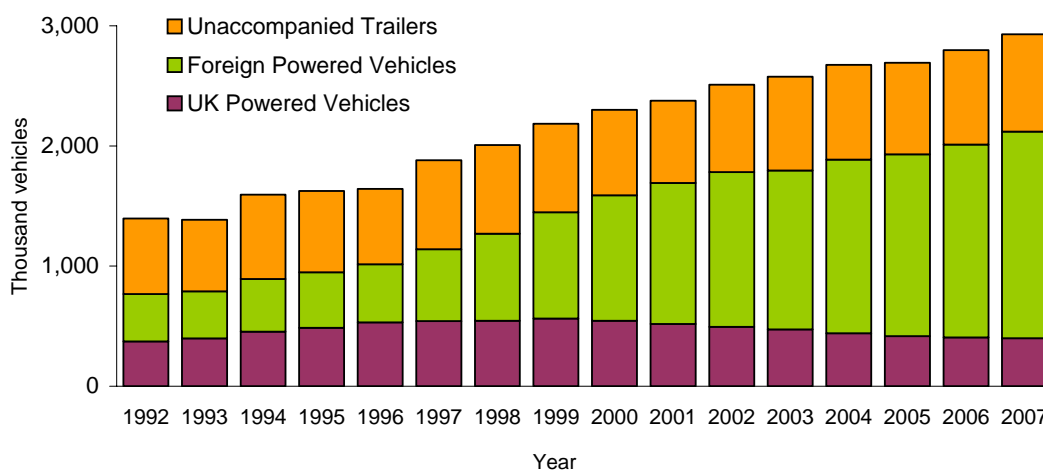
Chart 2.1; Tables 2.1a, 2.1b

The number of goods vehicles (powered vehicles and unaccompanied trailers) travelling to mainland Europe has grown steadily since 1992. The number of vehicles increased by 5 per cent between 2006 and 2007, from 2,808 thousand to 2,940 thousand. Compared with 1997, the number of vehicles increased by 56 per cent.

The number of UK-registered powered vehicles travelling fell by 2 per cent between 2006 and 2007, from 406 thousand to 400 thousand. The overall number of UK vehicles has fallen by 26 per cent since 1997; by contrast, the number of foreign vehicles has grown by 188 per cent over the same period. This means that the UK's market share of powered vehicles has fallen from 48 per cent in 1997 to 19 per cent in 2007.

The number of unaccompanied trailers grew at an average annual rate of 1 per cent between 1997 and 2007, from 740 thousand to 811 thousand.

Chart 2.1: All goods vehicles travelling to mainland Europe: 1992 - 2007

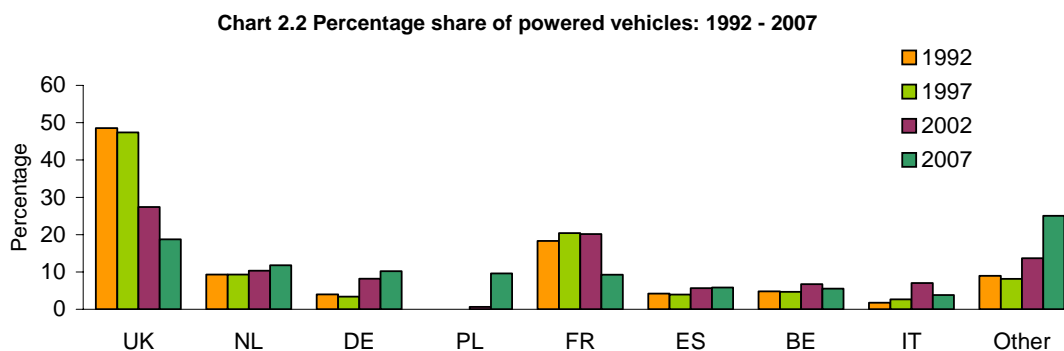


2.2 Country of registration (goods vehicles travelling to mainland Europe)

Chart 2.2; Tables 2.2a, 2.2b

In 2007, powered vehicles registered in the Netherlands were the most frequent visitors (12 per cent of all powered vehicles including those registered in the United Kingdom), followed by those registered in Germany and Poland (both 10 per cent).

The number of vehicles from the New Member States continues to rise with the majority of these being from Poland (205 thousand), Hungary (79 thousand) and the Czech Republic (70 thousand).



2.3 Port group and country of disembarkation (goods vehicles travelling to mainland Europe)¹

Charts 2.3a, 2.3b, 2.4 and 2.5; Tables 2.3a,b and 2.4a,b

Charts 2.3a and 2.3b show the increasing dominance of the Dover Strait ports (including the Channel Tunnel) in carrying powered vehicles. Of UK-registered vehicles, 80 per cent travelled via the Dover Strait in 2007; the corresponding figure for foreign vehicles was 89 per cent.

Chart 2.3a: UK powered vehicles by port group: 1992 - 2007

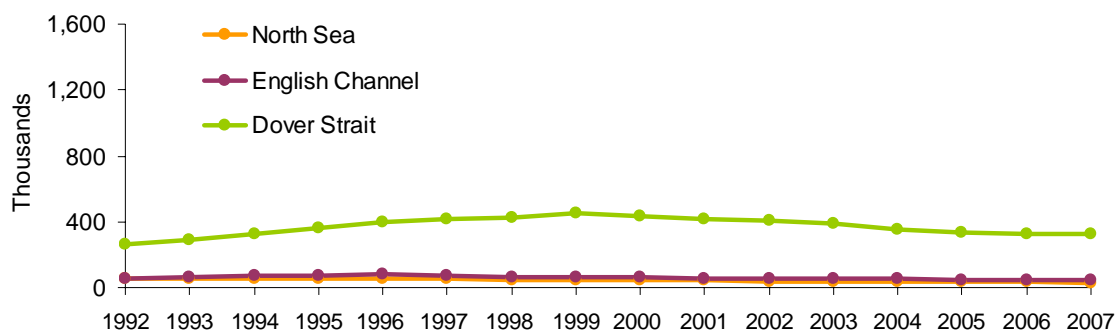
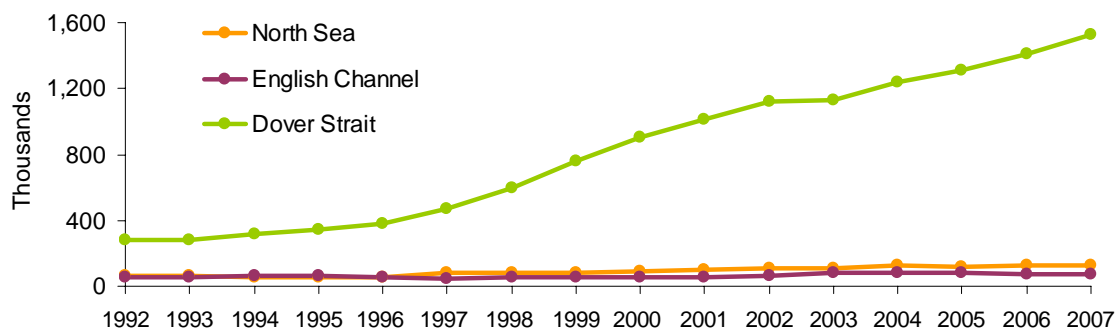


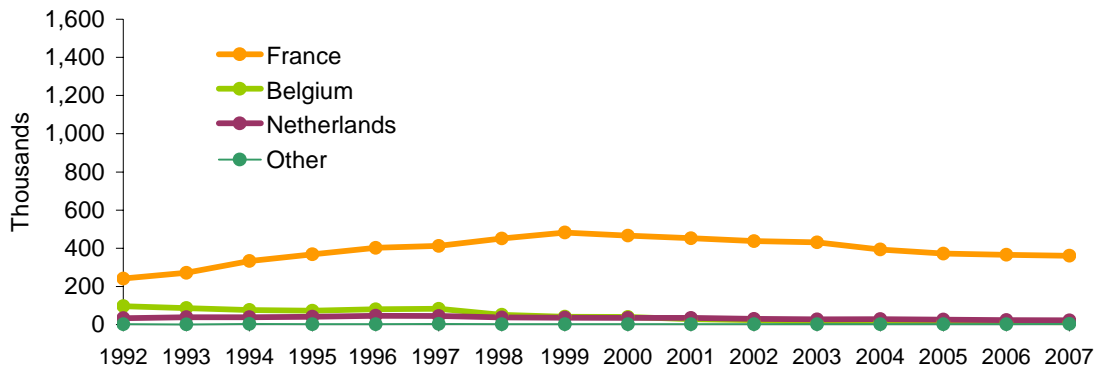
Chart 2.3b: Foreign powered vehicles by port group: 1992 - 2007



As shown in **Chart 2.4**, France was the most popular country for the disembarkation of UK vehicles, and its share of this market has grown steadily from 76 per cent in 1997 to 90 per cent in 2007. There has been a corresponding decline in the number of UK vehicles disembarking in Belgium, where the proportion fell from 15 per cent in 1997 to 3 per cent in 2007.

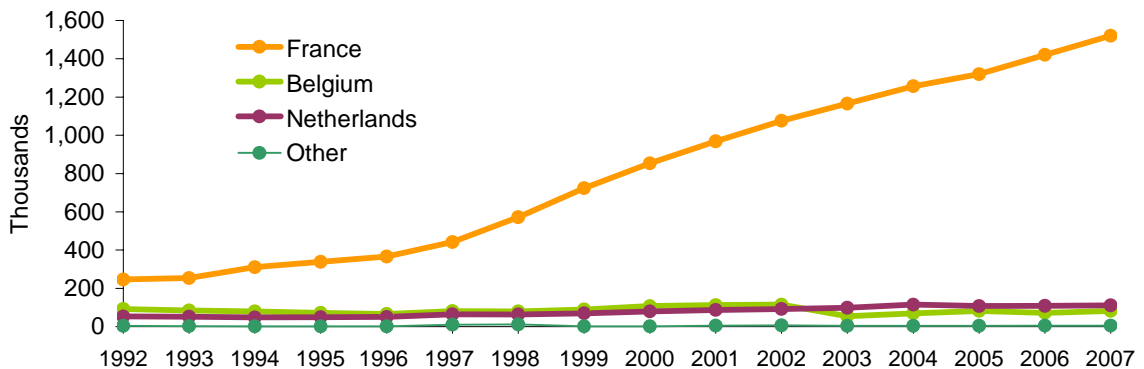
¹North Sea defined as 'all ports on the East Coast north of, and including, the Thames estuary'.
Dover Strait defined as 'Dover, Folkestone and Ramsgate; includes Channel Tunnel'.
English Channel defined as 'all ports on the South Coast west of Folkestone'.

Chart 2.4: UK powered vehicles by country of disembarkation: 1992 - 2007



The majority of foreign-registered powered vehicles also disembarked in France (**Chart 2.5**), the proportion having grown from 74 per cent in 1996 to 88 per cent in 2007.

Chart 2.5 Foreign powered vehicles by country of disembarkation: 1992 - 2007



2.4 Round-trips, goods lifted and goods moved (UK-registered vehicles)

The tables and charts dealing with goods carried by UK-registered vehicles exclude journeys between Northern Ireland and the Irish Republic.

Charts 2.6 and 2.7; Table 2.5

Table 2.5 shows that between 1997 and 2007 the number of international round trips undertaken by UK vehicles fell by 20 per cent, from 582 thousand to 465 thousand. (Note that these figures include trips that leave the UK via ferry routes to Eire or Northern Ireland; they are therefore higher than those mentioned in Section 2.1 above.)

Over this ten-year period, goods lifted (tonnes) by UK-registered goods vehicles travelling to or from the UK (excluding vehicles travelling wholly within the island of Ireland) decreased by 29 per cent to 11.2 million tonnes, whilst goods moved (tonne-kilometres) decreased by 47 per cent to 8.7 billion tonne-kilometres. The disparity

between these percentage changes is consistent with round-trip distances having become shorter over time (see section 2.8 below).

Between 2006 and 2007, goods lifted stayed level whilst goods moved decreased by 2 per cent.

In 1997, inwards and outwards tonnes lifted by UK vehicles was similar: 7.7 million tonnes outward and 8.1 million tonnes inward. However, since 1997, the gap between these two figures has grown, and in 2007 the figures were: 5.1 million tonnes outward and 6.1 million tonnes inward.

Chart 2.6: UK powered vehicles: goods lifted: 1992-2007

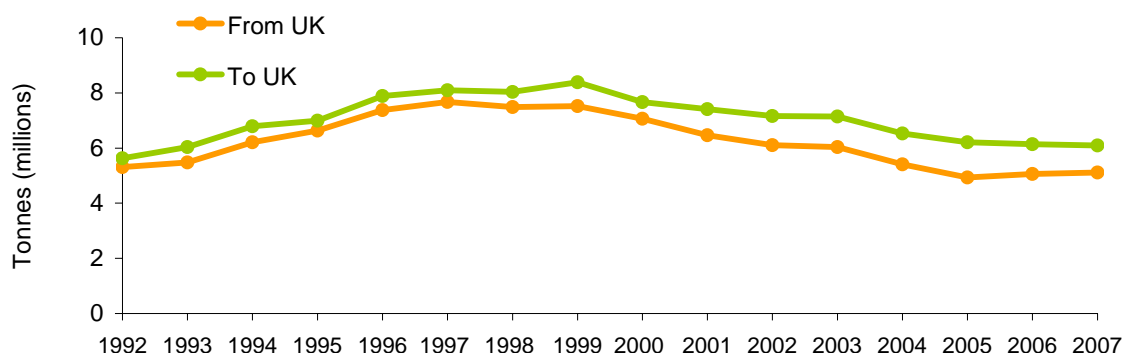
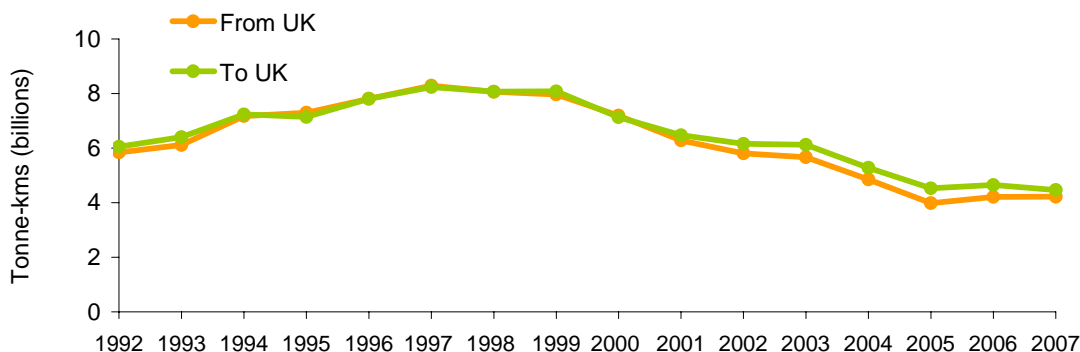


Chart 2.7: UK powered vehicles: goods moved: 1992-2007

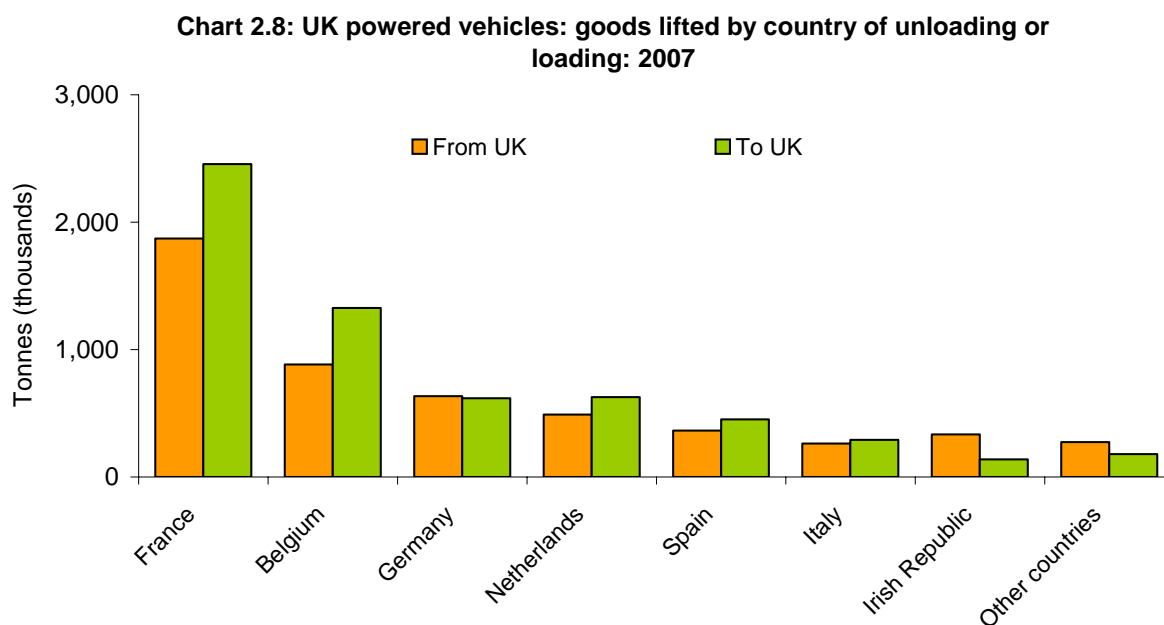


2.5 Country of loading and unloading (UK-registered vehicles)

Chart 2.8; Tables 2.6, 2.7a, 2.7b and 2.8a, 2.8b

In 2007, the majority of the tonnage leaving the UK in UK registered vehicles was unloaded in one of four countries: France (37 per cent), Belgium (17 per cent), Germany (12 per cent) or the Netherlands (10 per cent) – a total of 76 per cent. The same four countries represented the origin of 83 per cent of inward goods: France

(40 per cent), Belgium (22 per cent), the Netherlands (10 per cent) and Germany (10 per cent).

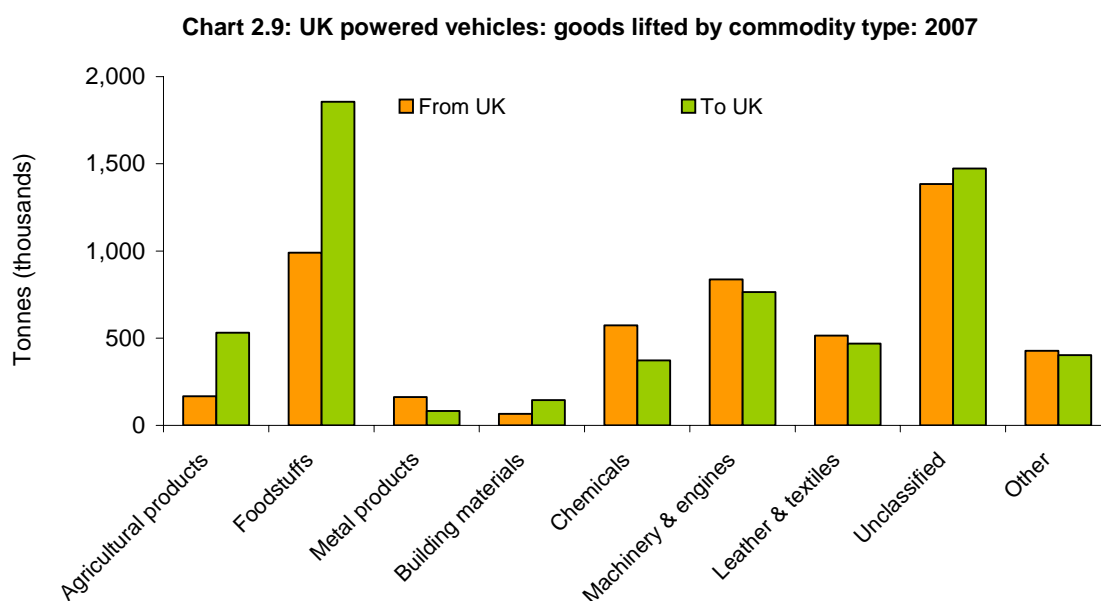


The period from 1997 to 2007 shows some significant changes in the tonnages travelling between the UK and particular countries (**Table 2.7a** and **Table 2.7b**). Belgium and France show notable increases, particularly as the origins of inward goods; and Germany and Italy show marked declines both as the origins and the destinations of goods.

2.6 Commodities carried on UK vehicles

Chart 2.9; Table 2.9

Excluding unclassified goods, the main categories of commodity by UK vehicles exported in 2007 were: Foodstuffs (19 per cent of all tonnage), Machinery & engines (16 per cent) and Chemicals (11 per cent); the main imports were Foodstuffs (30 per cent), Machinery & engines (13 per cent) and Agricultural products (9 per cent).



2.7 Types of UK vehicle undertaking international journeys

Table 2.10

In 2007, 16 per cent of international round-trips by heavy goods vehicles were undertaken by rigid vehicles, and they carried 8 per cent of outward tonnage and 5 per cent of inward tonnage (**Table 2.10**).

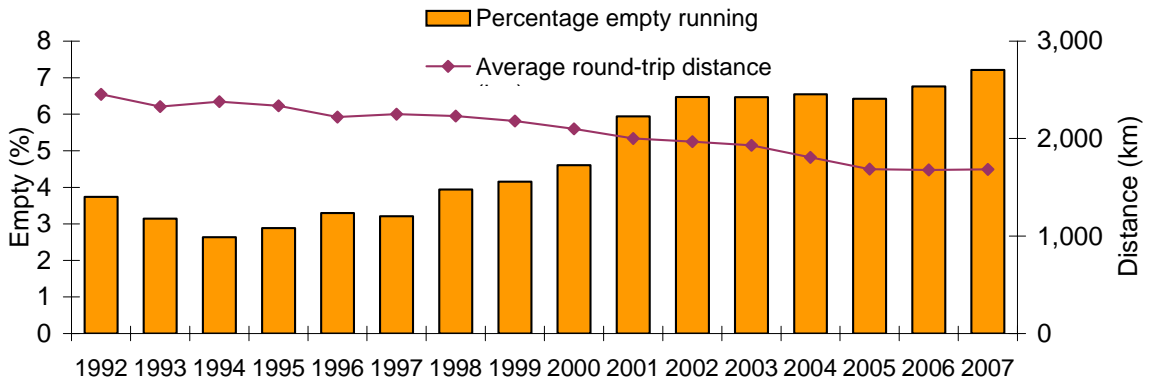
2.8 Journey characteristics of UK vehicles

Chart 2.10; Table 2.11

Table 2.11 shows the characteristics of international journeys. In 2007, the average number of consignments lifted per loaded outward journey was 1.39; the average weight of these consignments was 8.8 tonnes; and the average payload was 12.7 tonnes. Round-trips have become shorter over time, falling steadily from an average of 2,250 km in 1997 to 1,684 km in 2007. There has also been an increase in the proportion of empty running; for all journeys (outward and inward) this has risen from 3.2 per cent of vehicle-km in 1997 to 7.2 per cent in 2007.

Table 2.11 also shows that consignments travelling to the UK have been, on average, consistently heavier than those leaving the UK.

Chart 2.10: Round-trip distance and empty running by UK registered vehicles undertaking international road haulage: 1992-2006



2.9 International road haulage by foreign vehicles in the UK

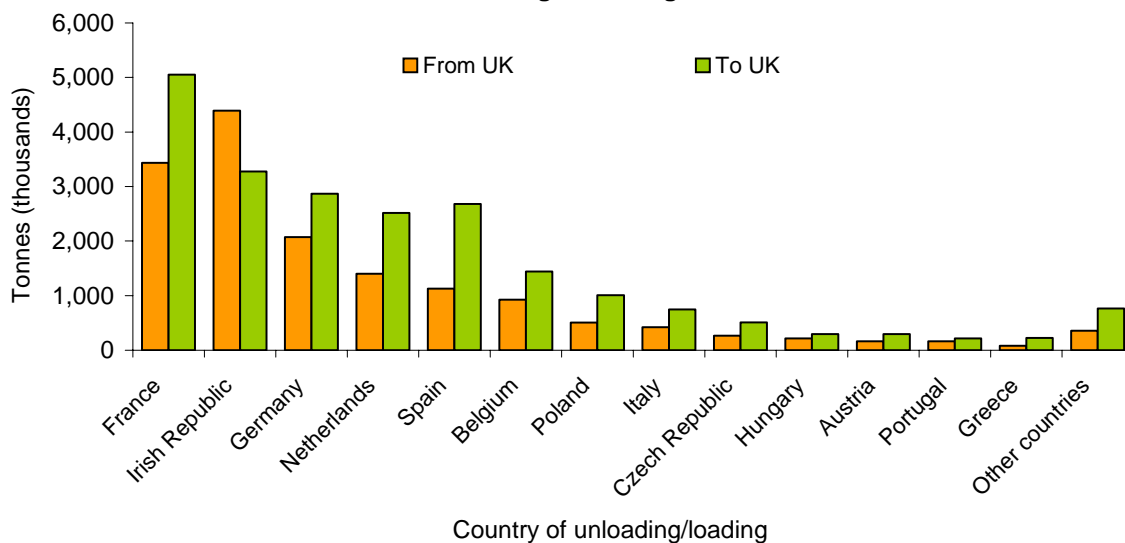
Chart 2.11; Table 2.12

Table 2.12 gives details of international journeys to and from the UK by foreign vehicles. The classification is by country of loading or unloading (See Section 2.10 below for an outline of activity by country of registration of the vehicle). As explained in the introduction above, all data shown for foreign vehicles relates to the year 2006.

The total tonnage carried by foreign vehicles into the UK in 2006 was 41 per cent higher than the tonnage carried out of the UK, the figures being 22.3 million tonnes inward and 15.8 million tonnes outward.

France and the Irish Republic were the main origin and destination countries, followed by Germany, the Netherlands, Spain, Belgium and Poland.

Chart 2.11: Foreign (EU) powered vehicles: goods lifted by country of unloading or loading: 2006



2.10 Foreign vehicle activity by country of registration

Chart 2.12; Tables 2.13 and 2.14

Tables 2.13 and **2.14** show the weight of goods carried by foreign vehicles in 2006 from and to the UK respectively. The breakdown of the figures is by country of unloading or loading and by country of registration. The column totals near the bottom of each table indicate the total tonnage carried by foreign vehicles from each EU country.

Not surprisingly, Irish vehicles carried the largest weight of goods into or out of the UK (8.0 million tonnes in total), mostly across the Irish Land Boundary between Eire and Northern Ireland. French (5.5 million tonnes) and Dutch (4.5 million tonnes) vehicles carried the next highest amount of goods; and Polish, German, Spanish, Belgian and Czech vehicles also carried significant quantities (**Chart 2.12**).

Chart 2.12: Foreign (EU) powered vehicles: goods lifted by country of registration: 2006



2.11 Cross-trade

Chart 2.13; Tables 2.13 and 2.14

The term 'cross-trade' refers to the carriage of goods between two different countries by a vehicle registered in a third country. **Tables 2.13** and **2.14** show the weight of goods carried by foreign vehicles from and to the UK respectively. The breakdown of the figures is by country of unloading/loading and by country of registration. The figures in the body of each table, other than those on the 'leading diagonals', represent cross-trade. Total cross-trade by country of registration is shown at the bottom of each table, and total cross-trade by country of unloading/loading is at the right-hand side of each table.

Of all goods leaving the UK in foreign vehicles in 2006, approximately 29 per cent (by weight) was not destined for the country where the vehicle is registered, i.e. 29 per cent was cross-trade. For goods arriving in the UK, the corresponding proportion was 26 per cent.

As **Chart 2.13** shows, vehicles registered in Poland and the Netherlands were engaged in the greatest tonnage of cross-trade to or from the UK, followed by German, Lithuanian, Hungarian and Belgian vehicles.

Chart 2.13: Foreign (EU) powered vehicles: cross-trade to/from UK by nationality of vehicle registration: 2006



2.12 Cabotage within the UK

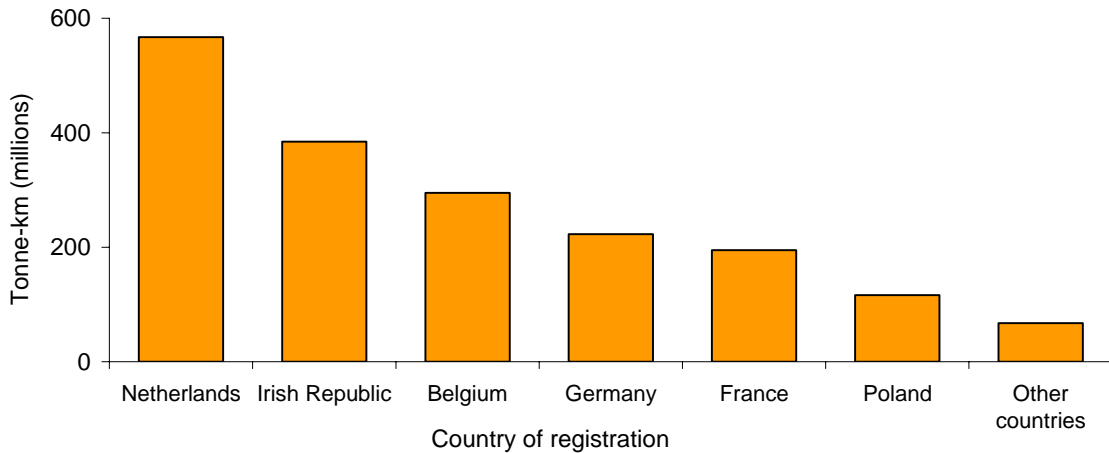
Chart 2.14; Table 2.15

The term 'cabotage' refers to road transport within one country by a vehicle registered in another country. **Table 2.15** shows details of journeys within the UK undertaken by vehicles from other EU countries in 2006. In terms of tonnes moved (tonne-km), the major contributors to cabotage were vehicles from the Netherlands, the Irish Republic and Belgium. These three countries accounted for 68 per cent of cabotage in the UK. Germany and France together accounted for a further 23 per cent.

More than half (52 per cent) of the journeys shown in **Table 2.15** were empty. This may seem anomalous; but an empty journey entirely within the UK arises where goods are delivered to one location in the UK by a foreign vehicle which then collects outward goods from a different UK location. The part of the round-trip between the unloading and the subsequent loading is an empty journey recorded on **Table 2.15**.

Empty journeys within the UK by foreign vehicles are, in general, shorter than loaded journeys; the average length of a loaded cabotage journey is 184 km; for empty journeys, the figure is 140 km.

Chart 2.14: Cabotage in the UK by country of registration of vehicle: Goods moved: 2006



2.13 The proportion of goods carried in UK-registered vehicles

Table 2.16

Table 2.16 shows goods carried between the UK and each EU country, in UK-registered vehicles or vehicles registered in the relevant EU country. Cross-trade (i.e. goods carried by vehicles registered in a third country) is excluded from this table. Note also that all data are for the year 2006, and that, unlike other tables in this chapter relating to UK-registered vehicles, traffic confined to the island of Ireland is *included*; for these two reasons, the figures for UK-registered vehicles in **Table 2.16** are different from those shown in other tables.

The table shows that, in 2006, 59 per cent of goods leaving the UK were carried in UK-registered vehicles rather than in vehicles registered in the country of unloading. For goods unloaded in the UK, the corresponding proportion was 39 per cent. However, if cross-trade is included (**Table 2.13** and **Table 2.14**), then these proportions fall to 51 per cent and 33 per cent respectively.

Where goods were loaded or unloaded in one of the ten countries that joined the EU in 2004, only a very small proportion was carried by UK-registered vehicles (3 per cent of outward goods, and 1 per cent of inward goods).

Data Tables

Table 2.1a: Road goods vehicles travelling to mainland Europe¹: 1983-2007 Annual

Thousands

Year	Powered vehicles by country of registration				Unaccompanied trailers	All vehicles
	UK	Foreign	Unknown	Total		
1983	186.3	186.1	4.7	377.1	331.3	708.4
1984	182.5	240.1	2.1	424.7	359.8	784.5
1985	180.4	268.4	1.1	449.8	419.0	868.9
1986	201.4	302.2	0.5	504.2	419.7	923.9
1987	236.8	305.7	0.4	542.9	496.7	1,039.6
1988	255.0	343.1	0.1	598.1	565.2	1,163.3
1989	295.3	392.9	1.9	690.1	595.2	1,285.3
1990	339.0	382.9	1.7	723.7	583.4	1,307.1
1991	360.2	362.9	2.4	725.5	601.2	1,326.7
1992	373.7	394.1	2.1	769.8	629.3	1,399.1
1993	398.0	392.3	5.9	796.2	593.5	1,389.6
1994	453.1	439.3	4.0	896.5	701.6	1,598.1
1995	486.0	461.2	3.0	950.2	677.4	1,627.6
1996	531.1	484.4	2.2	1,017.7	626.4	1,644.1
1997	543.2	597.6	5.7	1,146.4	740.0	1,886.4
1998	544.3	725.7	4.8	1,274.8	737.5	2,012.3
1999	562.7	884.6	6.3	1,453.7	737.8	2,191.4
2000	544.8	1,042.9	17.7	1,605.4	712.9	2,318.3
2001	517.6	1,173.9	20.5	1,711.9	686.4	2,398.3
2002	493.3	1,290.1	18.1	1,801.5	726.0	2,527.5
2003	473.9	1,321.6	19.1	1,814.7	780.4	2,595.1
2004 R	440.6	1,446.3	10.0	1,896.9	787.5	2,684.4
2005 R	417.8	1,512.6	10.4	1,940.8	762.8	2,703.6
2006 R	405.9	1,606.1	9.2	2,021.2	786.6	2,807.8
2007	399.7	1,718.8	10.9	2,129.5	810.8	2,940.2
<i>Percentage change between:</i>						
1997 - 2007	-26	188	*	86	10	56
2006 - 2007	-2	7	*	5	3	5
<i>Annualized growth rate (percent) 1997 to 2007</i>						
	-3	11	*	6	1	5

¹ Figures from 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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**Table 2.1b: Road goods vehicles travelling to mainland Europe¹:
1997-2007 Quarterly**

		Powered vehicles by country of registration				Unaccompanied trailers	All vehicles
Year	Quarter	UK	Foreign	Unknown	Total		
1997	Q1	141.4	130.9	0.4	272.7	171.0	443.7
	Q2	136.5	146.5	3.8	286.9	175.7	462.6
	Q3	132.8	155.0	0.7	288.5	197.8	486.3
	Q4	132.4	165.1	0.7	298.3	195.6	493.9
1998	Q1	134.9	164.3	1.1	300.3	182.1	482.3
	Q2	135.9	175.1	1.2	312.2	189.8	502.0
	Q3	138.3	188.2	1.5	328.1	184.2	512.2
	Q4	135.1	198.1	1.1	334.3	181.4	515.7
1999	Q1	140.3	198.9	1.0	340.2	176.4	516.6
	Q2	144.2	219.7	1.9	365.8	182.4	548.3
	Q3	138.0	220.2	1.6	359.8	185.5	545.3
	Q4	140.2	245.8	1.8	387.8	193.4	581.2
2000	Q1	139.6	246.6	3.5	389.8	174.9	564.6
	Q2	136.8	260.0	5.1	402.0	179.1	581.1
	Q3	135.3	257.6	4.6	397.4	182.3	579.7
	Q4	133.0	278.7	4.6	416.3	176.6	592.9
2001	Q1	128.7	275.7	5.4	409.7	174.7	584.4
	Q2	131.6	293.7	4.2	429.5	173.4	602.8
	Q3	132.4	291.1	4.3	427.8	170.5	598.3
	Q4	124.9	313.4	6.6	444.9	167.8	612.7
2002	Q1	121.6	313.0	5.7	440.3	178.5	618.7
	Q2	128.5	329.9	3.6	462.0	168.8	630.8
	Q3	123.4	313.2	4.7	441.3	176.0	617.3
	Q4	119.8	334.0	4.2	457.9	202.7	660.7
2003	Q1	121.8	329.6	4.7	456.2	185.2	641.4
	Q2	118.8	332.1	5.1	456.0	200.7	656.7
	Q3	118.3	321.4	4.5	444.3	200.7	645.0
	Q4	114.9	338.6	4.8	458.3	193.8	652.1
2004	Q1 R	109.9	337.4	2.3	449.6	188.2	637.7
	Q2 R	110.7	350.9	2.9	464.4	200.9	665.4
	Q3 R	108.1	363.4	2.5	474.0	199.0	673.0
	Q4 R	111.9	394.6	2.4	509.0	199.3	708.3
2005	Q1 R	105.5	363.1	2.6	471.2	186.6	657.8
	Q2 R	108.8	386.2	2.4	497.4	190.5	687.9
	Q3 R	101.8	375.3	2.5	479.7	190.7	670.4
	Q4 R	101.6	388.0	2.9	492.5	195.0	687.6
2006	Q1 R	100.3	390.8	2.5	493.5	189.2	682.8
	Q2 R	103.2	401.7	1.6	506.6	197.2	703.8
	Q3 R	102.7	397.0	2.8	502.5	203.9	706.4
	Q4 R	99.7	416.6	2.3	518.6	196.3	714.8
2007	Q1	101.3	420.9	2.4	524.6	199.8	724.4
	Q2	102.6	427.5	2.6	532.7	196.7	729.3
	Q3	100.9	426.3	3.3	530.5	203.5	734.0
	Q4	94.9	444.1	2.6	541.7	210.8	752.4

¹ Figures from Q1 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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**Table 2.2a: Powered goods vehicles travelling to mainland Europe by country of registration⁴:
1983-2007 Annual**

Year	Thousands															
	UK	DE ¹	FR	IT	NL	BE ²	LU	IE	DK	GR	PT	ES	AT	SE	FI	EU15 ³
1983	186.3	15.1	68.6	10.3	25.4	27.9		6.4	5.5	1.2	0.7	8.0	4.2	..	..	355.4
1984	182.5	17.8	95.5	10.7	33.9	36.5		7.4	5.1	0.5	1.0	10.6	4.8	..	..	401.5
1985	180.4	21.2	96.1	14.9	42.1	40.0		6.8	5.6	0.8	1.0	14.9	6.6	..	..	423.9
1986	201.4	26.6	105.3	16.4	58.6	31.8		9.5	4.8	0.6	1.4	19.3	8.1	..	..	475.7
1987	236.8	33.4	89.6	16.2	54.9	32.5		14.0	4.8	1.8	1.4	21.7	7.3	..	..	507.1
1988	255.0	32.3	107.0	17.6	68.2	35.1		14.8	5.5	2.1	1.1	25.0	7.1	..	..	563.8
1989	295.3	36.5	128.4	18.4	76.1	41.0		19.2	7.3	2.4	1.8	27.5	6.4	..	..	654.0
1990	339.0	33.8	131.2	15.2	71.0	37.4		21.0	8.4	2.2	2.8	27.2	6.0	..	..	689.2
1991	360.2	29.8	128.7	13.7	69.0	33.8		24.3	6.5	2.3	2.5	25.3	5.9	..	..	696.0
1992	373.7	30.8	141.2	13.5	71.9	37.2		24.7	6.9	2.2	3.4	32.4	7.1	..	..	737.9
1993	398.0	27.7	143.7	13.0	73.3	29.4		35.6	4.9	1.5	3.3	29.5	5.3	..	..	759.9
1994	453.1	28.1	163.2	22.7	76.3	37.1		32.4	5.0	1.3	3.7	35.2	7.6	..	..	858.3
1995	486.0	28.0	154.9	29.3	84.6	45.7		31.0	4.5	1.8	3.4	38.4	9.7	0.7	0.3	918.2
1996	531.1	30.4	181.7	28.9	87.2	41.0		30.1	4.6	2.1	3.1	39.4	8.6	0.9	0.2	989.2
1997	543.2	39.3	234.2	30.4	107.0	53.6		32.3	5.5	2.6	5.1	45.1	5.3	8.9	0.1	1,112.7
1998	544.3	52.4	272.4	35.3	125.4	72.7		38.8	7.3	1.9	6.7	56.3	10.1	10.3	0.6	1,234.6
1999	562.7	73.1	319.1	45.8	153.3	96.7		44.7	8.7	2.6	9.2	67.7	14.7	1.0	0.7	1,400.0
2000	544.8	111.5	338.8	67.8	185.1	114.1		48.5	9.5	2.9	10.7	81.8	17.1	1.4	0.9	1,534.8
2001	517.6	132.0	352.4	91.1	187.5	119.3		46.6	12.0	2.6	10.2	93.9	42.0	1.8	3.1	1,612.1
2002	493.3	148.2	363.1	127.8	186.3	121.4		44.6	16.9	2.8	11.0	102.2	45.8	1.8	2.0	1,667.3
2003	473.9	155.7	363.2	132.4	210.2	104.3		30.8	13.7	3.6	9.4	105.9	42.9	1.4	1.1	1,648.4
2004 R	440.6	233.2	224.3	99.2	263.8	121.7	3.7	59.5	25.8	10.7	26.5	134.2	39.0	1.5	0.2	1,684.0
2005 R	417.8	213.9	214.0	92.5	251.6	116.7	3.7	56.2	23.0	9.5	24.5	128.5	36.4	1.4	0.3	1,589.9
2006 R	405.9	211.6	204.8	87.8	244.0	107.8	3.9	56.6	22.6	8.3	25.9	129.2	30.9	1.8	0.6	1,541.6
2007	399.7	218.4	197.2	81.7	251.9	112.5	5.0	55.8	22.3	7.6	26.1	124.8	34.5	1.7	0.6	1,539.9
<i>Percentage change between:</i>																
1997 - 2007	-26	456	-16	169	135	119		73	306	*	412	177	545	*	*	38
2006 - 2007	-2	3	-4	-7	3	4	27	-2	-1	*	1	-3	12	*	*	0
<i>Annualized growth rate (percent) 1997 to 2007</i>																
	-3	19	-2	10	9	8		6	15	*	18	11	20	*	*	3

1 Figures from Q4 2005 not comparable with earlier years because of a change in coverage.

2 Includes Luxembourg from 1992.

3 Prior to 1995, relates to EU12 (i.e. excluding Austria, Sweden and Finland).

4 Figures from Q1 2004 revised in May 2008 based on new information. Country split prior to 2004 should be regarded with caution.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.2a (ctd): Powered goods vehicles travelling to mainland Europe by country of registration⁹: 1983-2007 Annual (continued)

Year														Thousands																
	CY	CZ	EE	HU	LV	LT	MT	PL	SK	SI	BG	RO	Total EU ⁶	Non EU ^{7,8}	Unknown	All Foreign Countries	All Countries													
1983	..	..	..	..	..	..	..	..	..	..	..	..	355.4	17.0	4.7	186.1	377.1	
1984	..	..	..	..	..	..	..	..	..	..	..	..	401.5	21.1	2.1	240.1	424.7	
1985	..	..	..	..	..	..	..	..	..	..	..	..	423.9	24.9	1.1	268.4	449.8	
1986	..	..	..	..	..	..	..	..	..	..	..	..	475.7	28.0	0.5	302.2	504.2	
1987	..	..	..	..	..	..	..	..	..	..	..	..	507.1	35.4	0.4	305.7	542.9	
1988	..	..	..	..	..	..	..	..	..	..	..	..	563.8	34.2	0.1	343.1	598.1	
1989	..	..	..	..	..	..	..	..	..	..	..	..	654.0	34.2	1.9	392.9	690.1	
1990	..	..	..	..	..	..	..	..	..	..	..	..	689.2	32.8	1.7	382.9	723.7	
1991	..	..	..	..	..	..	..	..	..	..	..	..	696.0	27.1	2.4	362.9	725.5	
1992	..	..	..	..	..	..	..	..	..	..	..	..	737.9	29.8	2.1	394.1	769.8	
1993	..	..	..	..	..	..	..	..	..	..	..	..	759.9	30.4	5.9	392.3	796.2	
1994	..	..	..	..	..	..	..	..	..	..	..	..	858.3	34.2	4.0	439.3	896.5	
1995	..	..	..	..	..	..	..	..	..	..	..	..	918.2	29.0	3.0	461.2	950.2	
1996	..	..	..	..	..	..	..	..	..	..	..	..	989.2	26.3	2.2	484.4	1,017.7	
1997	..	..	..	..	..	..	..	..	..	..	..	..	1,112.7	28.0	5.7	597.6	1,146.4	
1998	..	..	..	..	..	..	..	..	..	..	..	..	1,234.6	35.4	4.8	725.7	1,274.8	
1999	0.1	5.4	0.0	6.9	0.3	0.9	0.2	7.0	0.2	1.5	..	..	1,400.0	47.4	6.3	884.6	1,453.7											
2000	0.2	5.2	0.1	8.0	0.3	1.4	0.3	10.4	0.2	1.9	..	..	1,534.8	52.9	17.7	1,042.9	1,605.4											
2001	0.1	6.8	0.2	11.1	0.1	1.0	0.3	12.5	0.4	3.5	..	..	1,612.1	79.4	20.5	1,173.9	1,711.9											
2002	0.2	7.8	0.3	12.4	0.2	0.7	0.3	12.0	1.0	4.7	..	..	1,667.3	116.2	18.1	1,290.1	1,801.5											
2003	0.2	13.1	0.3	12.7	0.2	1.6	0.2	14.2	2.4	4.7	..	..	1,648.4	147.1	19.1	1,321.6	1,814.7											
2004 R	0.1	27.5	1.3	22.3	0.4	5.5	0.2	58.2	9.4	8.6	8.3	10.4	1,817.6	69.3	10.0	1,446.3	1,896.9													
2005 R	0.1	46.1	1.4	43.9	1.0	11.8	0.2	100.3	18.1	11.6	11.0	15.6	1,824.3	106.0	10.4	1,512.6	1,940.8													
2006 R	0.1	57.8	2.2	60.7	1.4	21.7	0.2	146.6	29.6	16.5	7.9	19.2	1,878.4	133.6	9.2	1,606.1	2,021.2													
2007	0.1	70.0	2.7	79.5	1.6	29.2	0.2	204.5	37.2	19.3	12.5	25.9	2,022.7	95.9	10.9	1,718.8	2,129.5													
<i>Percentage change between:</i>																														
<i>1997 - 2007</i>														82	242	93	188	86												
<i>2006 - 2007</i>														8	-28	19	7	5												
<i>Annualized growth rate (percent) 1997 to 2007</i>														6	13	7	11	6												

5 New Member States.

6 For 2004, 2005 and 2006 does not include Bulgaria and Romania

7 Prior to 2004 this includes New Member State countries. There is no individual breakdown available before 1999 for these countries.

8 In 2004, 2005 and 2006 this includes Bulgaria and Romania

9 Figures from Q1 2004 revised in May 2008 based on new information. Country split prior to 2004 should be regarded with caution.

Source: Roll-on Roll-off Enquiry, DfT

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The international activity of UK-registered goods vehicles: 2007 and the activity of foreign-registered goods vehicles in Great Britain: 2006

Table 2.2b: Powered goods vehicles travelling to mainland Europe by country of registration⁴: 1997-2007 Quarterly

		Thousands															
Year	Quarter	UK	DE ¹	FR	IT	NL	BE ²	LU	IE	DK	GR	PT	ES	AT	SE	FI	EU15 ³
1997	Q1	141.4	8.2	55.3	6.6	21.1	11.4		7.2	0.6	0.4	1.0	11.0	1.2	0.3	-	265.6
	Q2	136.5	9.7	59.1	7.4	24.1	12.2		7.3	0.8	0.5	1.2	11.3	1.1	4.6	-	275.7
	Q3	132.8	10.5	55.7	7.7	32.9	13.5		8.5	2.4	1.0	1.3	9.0	1.3	3.7	-	280.4
	Q4	132.4	11.0	64.1	8.7	28.9	14.9		9.4	1.7	0.7	1.6	13.8	1.8	0.2	-	289.3
1998	Q1	134.9	11.2	65.8	7.8	27.0	15.7		9.0	1.7	0.3	1.6	15.1	1.7	0.2	-	292.0
	Q2	135.9	12.7	62.9	9.0	32.1	18.4		9.3	1.9	0.5	1.7	15.0	2.6	0.3	-	302.3
	Q3	138.3	14.4	69.9	9.0	33.7	19.6		9.6	2.0	0.5	1.5	10.5	3.0	4.6	0.6	317.3
	Q4	135.1	14.1	73.9	9.5	32.6	18.9		11.0	1.7	0.5	1.9	15.6	2.8	5.2	-	322.9
1999	Q1	140.3	15.9	73.9	9.3	32.8	20.6		10.5	1.7	0.5	2.0	17.7	3.1	0.3	-	328.6
	Q2	144.2	16.9	81.7	11.2	38.0	22.2		10.5	2.1	0.5	2.4	17.9	3.1	0.2	0.6	351.6
	Q3	138.0	19.5	78.5	11.7	39.5	24.5		11.3	2.4	0.8	2.1	12.5	4.2	0.3	0.1	345.4
	Q4	140.2	20.8	84.9	13.6	43.0	27.9		12.5	2.4	0.7	2.7	19.6	4.3	0.2	-	372.8
2000	Q1	139.6	23.9	82.6	14.1	42.9	27.8		12.0	2.3	0.6	2.5	21.8	3.7	0.4	-	374.2
	Q2	136.8	27.1	85.5	16.6	45.5	28.8		12.0	2.3	0.7	3.0	22.1	3.5	0.3	0.1	384.4
	Q3	135.3	30.2	83.2	17.4	48.4	28.8		11.9	2.3	1.0	2.4	14.8	3.5	0.3	-	379.4
	Q4	133.0	30.2	87.5	19.6	48.3	28.8		12.7	2.4	0.7	2.8	23.2	6.3	0.4	0.8	396.8
2001	Q1	128.7	31.1	87.0	18.8	43.8	27.6		11.4	2.5	0.5	3.0	25.1	9.1	0.4	0.7	389.5
	Q2	131.6	31.5	89.2	21.8	47.8	30.9		11.3	2.9	0.6	2.2	25.4	9.9	0.4	1.5	407.0
	Q3	132.4	34.7	85.3	23.8	48.5	29.1		11.9	3.2	0.7	2.1	17.5	11.0	0.5	0.9	401.6
	Q4	124.9	34.7	90.9	26.7	47.4	31.7		12.0	3.4	0.8	3.0	25.9	12.0	0.5	-	414.0
2002	Q1	121.6	34.6	90.5	28.7	44.0	31.0		12.0	3.3	0.6	3.1	27.9	11.4	0.5	1.0	410.3
	Q2	128.5	36.8	91.6	32.7	48.2	32.1		10.8	5.8	0.6	2.6	28.0	11.8	0.5	-	430.2
	Q3	123.4	39.1	87.4	32.4	46.2	28.9		10.7	3.8	0.8	2.4	19.2	11.6	0.4	0.9	407.4
	Q4	119.8	37.8	93.5	33.9	47.8	29.4		11.1	4.0	0.7	2.8	27.1	11.1	0.4	-	419.5
2003	Q1	121.8	38.3	91.5	33.4	47.7	27.5		9.6	3.8	0.4	2.7	29.4	11.0	0.3	1.0	418.4
	Q2	118.8	37.8	90.2	33.9	53.0	26.2		7.9	3.8	0.9	2.6	28.3	11.0	0.4	-	414.7
	Q3	118.3	40.5	88.6	31.9	54.2	24.2		6.8	3.3	1.2	1.9	20.3	10.1	0.4	-	401.9
	Q4	114.9	39.2	92.8	33.2	55.3	26.4		6.5	2.9	1.1	2.2	27.8	10.8	0.3	-	413.4
2004	Q1 R	109.9	54.6	56.5	24.0	59.5	28.7	0.9	14.4	6.0	2.5	6.5	37.1	9.3	0.3	0.1	410.3
	Q2 R	110.7	56.5	55.1	25.4	63.9	29.3	1.0	14.7	6.4	2.6	6.7	35.3	9.6	0.3	0.1	417.4
	Q3 R	108.1	60.3	53.3	24.7	69.3	30.6	1.0	14.7	6.9	2.8	6.7	26.0	10.0	0.4	0.1	414.8
	Q4 R	111.9	61.9	59.4	25.1	71.1	33.1	0.8	15.7	6.5	2.9	6.7	35.8	10.1	0.5	0.1	441.5
2005	Q1 R	105.5	50.8	54.9	20.7	61.7	29.4	1.0	13.3	5.5	2.1	5.8	36.1	9.5	0.3	0.1	396.9
	Q2 R	108.8	53.4	54.0	22.3	67.6	30.2	0.9	13.7	6.0	2.1	5.8	34.2	9.1	0.4	0.1	408.7
	Q3 R	101.8	55.4	51.6	24.9	62.4	28.8	0.9	14.3	5.8	2.6	6.3	24.9	9.2	0.3	0.1	389.5
	Q4 R	101.6	54.2	53.5	24.5	60.0	28.3	0.9	14.8	5.7	2.6	6.6	33.2	8.6	0.4	0.1	395.0
2006	Q1 R	100.3	52.7	53.3	22.6	58.8	27.6	0.9	14.3	5.4	2.3	7.0	37.3	8.1	0.4	0.1	391.2
	Q2 R	103.2	52.5	51.0	23.0	62.8	27.8	0.9	14.4	5.8	2.1	6.9	34.7	7.9	0.5	0.1	393.6
	Q3 R	102.7	54.5	49.3	21.7	61.0	26.2	0.9	14.2	5.7	2.1	6.1	25.5	7.8	0.5	0.1	378.4
	Q4 R	99.7	51.9	51.2	20.5	61.4	26.2	1.2	13.7	5.7	1.7	5.9	31.6	7.2	0.4	0.1	378.4
2007	Q1	101.3	52.5	49.4	19.1	62.0	28.3	1.1	13.4	5.4	1.2	6.7	35.9	9.2	0.4	0.1	386.2
	Q2	102.6	53.8	49.4	21.5	63.1	28.4	1.2	14.3	6.1	1.7	6.8	32.6	8.9	0.4	0.2	391.0
	Q3	100.9	57.6	46.6	20.8	63.3	28.2	1.4	14.4	5.7	2.7	5.6	24.1	8.4	0.5	0.2	380.4
	Q4	94.9	54.5	51.8	20.4	63.5	27.7	1.3	13.7	5.1	2.0	7.0	32.1	7.9	0.4	0.2	382.4

1 Figures from Q4 2005 not comparable with earlier years because of a change in coverage.

2 Includes Luxembourg from 1992.

3 Prior to 1995, relates to EU12 (i.e. excluding Austria, Sweden and Finland).

4 Figures from Q1 2004 revised in May 2008 based on new information. Country split prior to 2004 should be regarded with caution.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.2b (ctd): Powered goods vehicles travelling to mainland Europe by country of registration⁹: 2004-2007 Quarterly (continued)

																Thousands		
Year	Quarter	CY	CZ	EE	HU	LV	LT	MT	PL	SK	SI	BG	RO	Total EU ⁶	Non EU ^{7,8}	Unknown	All Foreign Countries	All Countries
2004	Q1 R	-	5.4	-	3.8	-	0.8	-	10.9	1.6	1.7	1.1	2.0	435.0	12.3	2.3	337.4	449.6
	Q2 R	-	6.0	-	4.5	-	1.0	-	13.2	2.0	1.9	1.2	2.3	446.5	15.0	2.9	350.9	464.4
	Q3 R	-	7.5	-	5.8	-	1.6	-	16.0	2.5	2.2	3.3	3.0	451.0	20.5	2.5	363.4	474.0
	Q4 R	-	8.7	-	8.2	-	2.1	-	18.2	3.2	2.7	2.7	3.1	485.1	21.5	2.4	394.6	509.0
2005	Q1 R	-	9.1	-	9.0	-	2.2	-	21.6	3.6	2.5	2.7	3.2	445.3	23.3	2.6	363.1	471.2
	Q2 R	-	11.5	-	11.1	-	2.8	-	25.9	4.7	3.0	2.6	3.9	468.4	26.6	2.4	386.2	497.4
	Q3 R	-	11.7	-	11.7	-	3.1	-	26.1	4.7	2.8	2.9	3.9	450.3	26.9	2.5	375.3	479.7
	Q4 R	-	13.8	-	12.1	-	3.7	-	26.7	5.2	3.2	2.8	4.7	460.4	29.2	2.9	388.0	492.5
2006	Q1 R	-	13.0	-	13.2	-	4.1	-	30.5	6.0	3.5	1.8	4.4	462.4	28.6	2.5	390.8	493.5
	Q2 R	-	13.9	0.5	14.3	-	5.1	-	34.8	7.1	4.0	1.8	4.4	473.6	31.3	1.6	401.7	506.6
	Q3 R	-	14.7	0.6	15.3	-	5.7	-	38.0	7.8	4.2	2.0	5.0	465.3	34.5	2.8	397.0	502.5
	Q4 R	-	16.1	0.7	17.9	-	6.8	-	43.3	8.8	4.8	2.4	5.4	477.1	39.1	2.3	416.6	518.6
2007	Q1	-	15.9	0.6	18.3	-	6.1	-	43.2	9.2	4.6	2.3	5.1	491.9	30.3	2.4	420.9	524.6
	Q2	-	17.3	0.7	19.3	-	7.0	-	48.2	9.2	4.7	2.9	5.7	506.4	23.7	2.6	427.5	532.7
	Q3	-	18.1	0.6	20.7	-	7.7	-	55.0	9.5	4.8	3.2	6.8	507.3	19.9	3.3	426.3	530.5
	Q4	-	18.7	0.8	21.1	0.5	8.4	-	58.0	9.4	5.1	4.1	8.3	517.1	22.0	2.6	444.1	541.7

5 New Member States.

Source: Roll-on Roll-off Enquiry, DfT

6 For 2004, 2005 and 2006 does not include Bulgaria and Romania

7 Prior to 2004 this includes New Member State countries. There is no individual breakdown available before 1999 for these countries.

8 In 2004, 2005 and 2006 this includes Bulgaria and Romania

9 Figures from Q1 2004 revised in May 2008 based on new information. Country split prior to 2004 should be regarded with caution.

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Table 2.3a: United Kingdom-registered powered vehicles travelling to mainland Europe by country of disembarkation and port group³: 1983-2007 Annual

Year	Country of disembarkation ¹						Port Group ²			Thousands
	France	Belgium	Nether-lands	Denmark & Germany	Other	All Countries	North Sea	Dover Strait	English Channel	Total
1983	90.9	74.5	17.0	2.3	1.6	186.3	27.5	132.9	26.0	186.3
1984	90.7	73.8	15.3	0.9	1.8	182.5	22.6	137.0	22.9	182.5
1985	93.5	68.2	16.7	0.4	1.7	180.4	25.5	131.2	23.7	180.4
1986	109.5	71.1	17.7	1.5	1.7	201.4	27.4	147.4	26.6	201.4
1987	131.8	81.4	21.3	0.8	1.5	236.8	34.0	171.6	31.2	236.8
1988	153.9	71.1	27.7	0.9	1.4	255.0	45.9	165.0	44.1	255.0
1989	178.5	85.4	29.0	0.9	1.5	295.3	46.4	203.4	45.5	295.3
1990	205.4	97.8	32.9	1.2	1.7	339.0	53.0	237.8	48.2	339.0
1991	228.5	96.4	33.2	0.7	1.3	360.2	50.9	258.4	50.9	360.2
1992	241.0	96.6	34.0	0.6	1.5	373.7	50.7	266.4	56.6	373.7
1993	271.3	86.2	38.8	0.4	1.2	398.0	54.0	285.1	59.0	398.0
1994	332.9	77.2	39.3	0.2	3.5	453.1	51.8	324.7	76.7	453.1
1995	368.0	73.5	41.7	0.3	2.5	486.0	53.6	358.9	73.6	486.0
1996	401.9	80.2	45.9	0.3	2.8	531.1	56.5	394.1	80.5	531.1
1997	411.8	82.6	45.4	0.5	2.9	543.2	57.2	417.5	68.5	543.2
1998	451.5	52.0	37.9	0.3	2.6	544.3	48.5	429.2	66.5	544.3
1999	482.5	41.3	36.5	0.3	2.1	562.7	48.0	449.8	64.9	562.7
2000	466.7	40.1	35.7	0.4	1.9	544.8	46.8	438.2	59.7	544.8
2001	451.9	29.0	34.6	0.3	1.7	517.6	44.4	417.6	55.6	517.6
2002	437.9	23.6	29.8	0.2	1.9	493.3	37.9	404.0	51.4	493.3
2003	430.7	13.7	27.3	0.1	2.1	473.9	35.1	386.9	51.9	473.9
2004 R	393.9	15.6	28.6	0.2	2.3	440.6	37.3	351.3	52.0	440.6
2005 R	372.5	16.6	26.0	0.2	2.5	417.8	34.8	334.5	48.4	417.8
2006 R	365.3	14.1	23.7	0.2	2.7	405.9	33.3	328.3	44.3	405.9
2007	360.3	12.5	23.1	0.3	3.5	399.7	31.5	321.1	47.1	399.7
<i>Percentage change between:</i>										
1997 - 2007	-13	-85	-49	*	20	-26	-45	-23	-31	-26
2006 - 2007	-1	-12	-2	*	32	-2	-5	-2	6	-2
<i>Annualized growth rate (percent) 1997 to 2007</i>										
	-1	-17	-7	*	2	-3	-6	-3	-4	-3

1 For Channel Tunnel traffic, France is the country of disembarkation.

2 North Sea: all ports on east coast north of and including the Thames estuary.

Dover Strait: Dover, Folkestone, Ramsgate and the Channel Tunnel

English Channel: all ports on south coast, west of Folkestone.

3 Figures from Q1 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.3b: United Kingdom-registered powered vehicles travelling to mainland Europe by country of disembarkation and port group³: 1997-2007 Quarterly

		Country of disembarkation ¹						Port Group ²			Thousands
Year	Quarter	France	Belgium	Netherlands	Denmark & Germany	Other	All Countries	North Sea	Dover Strait	English Channel	Total
1997	Q1	102.1	28.0	10.7	0.1	0.4	141.4	13.4	112.7	15.3	141.4
	Q2	103.7	20.7	11.3	0.1	0.7	136.5	14.4	102.9	19.2	136.5
	Q3	102.8	16.5	12.7	0.1	0.6	132.8	15.6	100.8	16.4	132.8
	Q4	103.1	17.3	10.7	0.1	1.1	132.4	13.8	101.1	17.6	132.4
1998	Q1	111.0	13.9	9.3	0.1	0.6	134.9	12.1	105.2	17.6	134.9
	Q2	110.6	14.8	9.8	0.1	0.7	135.9	12.3	103.8	19.8	135.9
	Q3	114.1	13.8	9.9	0.1	0.5	138.3	12.7	108.8	16.9	138.3
	Q4	115.8	9.6	8.8	0.1	0.9	135.1	11.4	106.3	17.4	135.1
1999	Q1	119.2	11.3	9.2	-	0.6	140.3	12.2	111.6	16.5	140.3
	Q2	123.0	11.0	9.6	0.1	0.5	144.2	13.0	112.3	18.9	144.2
	Q3	118.7	9.7	9.1	0.1	0.4	138.0	11.7	111.4	14.8	138.0
	Q4	121.7	9.3	8.6	0.1	0.6	140.2	11.1	114.3	14.8	140.2
2000	Q1	118.3	11.8	9.2	0.1	0.3	139.6	12.3	112.7	14.7	139.6
	Q2	117.6	9.7	8.7	0.1	0.7	136.8	11.5	110.7	14.6	136.8
	Q3	116.1	9.5	9.1	0.1	0.5	135.3	11.8	108.0	15.4	135.3
	Q4	114.7	9.2	8.6	0.1	0.5	133.0	11.2	106.9	14.9	133.0
2001	Q1	112.2	7.5	8.7	0.1	0.2	128.7	10.9	103.1	14.7	128.7
	Q2	114.9	7.4	8.6	0.1	0.6	131.6	11.1	106.4	14.1	131.6
	Q3	115.5	7.0	9.4	0.1	0.5	132.4	11.9	106.8	13.7	132.4
	Q4	109.3	7.2	7.9	0.1	0.4	124.9	10.6	101.3	13.1	124.9
2002	Q1	107.2	6.5	7.6	0.1	0.2	121.6	9.9	99.2	12.5	121.6
	Q2	113.2	6.5	8.0	0.1	0.7	128.5	10.3	104.3	13.9	128.5
	Q3	109.9	5.5	7.6	-	0.4	123.4	9.5	101.1	12.9	123.4
	Q4	107.6	5.1	6.5	0.1	0.5	119.8	8.2	99.4	12.1	119.8
2003	Q1	110.5	4.2	6.8	-	0.3	121.8	9.0	100.7	12.1	121.8
	Q2	106.9	4.1	7.1	-	0.7	118.8	9.3	96.7	12.9	118.8
	Q3	108.2	2.6	6.9	-	0.6	118.3	8.7	96.1	13.6	118.3
	Q4	105.1	2.8	6.4	-	0.6	114.9	8.1	93.5	13.4	114.9
2004	Q1 R	99.4	3.7	6.5	0.0	0.3	109.9	8.8	87.9	13.2	109.9
	Q2 R	99.3	3.7	6.8	0.0	0.8	110.7	9.1	87.9	13.7	110.7
	Q3 R	96.0	3.7	7.8	0.0	0.6	108.1	9.9	85.4	12.8	108.1
	Q4 R	99.3	4.5	7.5	0.0	0.7	111.9	9.5	90.2	12.3	111.9
2005	Q1 R	93.0	5.3	6.9	0.0	0.3	105.5	9.2	83.6	12.6	105.5
	Q2 R	97.0	4.3	6.7	0.0	0.8	108.8	9.0	87.0	12.9	108.8
	Q3 R	91.1	3.4	6.6	0.1	0.6	101.8	8.7	81.2	12.0	101.8
	Q4 R	91.4	3.6	5.8	0.0	0.6	101.6	7.9	82.8	10.9	101.6
2006	Q1 R	90.8	3.6	5.7	0.0	0.2	100.3	7.7	82.3	10.2	100.3
	Q2 R	92.4	3.8	6.0	0.1	0.9	103.2	8.6	84.3	10.4	103.2
	Q3 R	92.5	3.3	6.1	0.1	0.8	102.7	8.6	82.5	11.6	102.7
	Q4 R	89.5	3.4	5.9	0.1	0.7	99.7	8.4	79.2	12.1	99.7
2007	Q1	91.4	3.4	5.8	0.0	0.6	101.3	8.3	81.2	11.8	101.3
	Q2	91.9	3.7	5.8	0.1	1.1	102.6	8.4	82.3	11.8	102.6
	Q3	90.7	3.1	6.1	0.1	0.9	100.9	8.0	81.0	11.9	100.9
	Q4	86.2	2.3	5.5	0.1	0.8	94.9	6.7	76.6	11.6	94.9

1 For Channel Tunnel traffic, France is the country of disembarkation.

2 North Sea: all ports on east coast north of and including the Thames estuary.

Dover Strait: Dover, Folkestone, Ramsgate and the Channel Tunnel

English Channel: all ports on south coast, west of Folkestone.

3 Figures from Q1 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.4a: Foreign-registered powered vehicles travelling to mainland Europe by country of disembarkation and port group³: 1983-2007 Annual

Year	Country of disembarkation ¹						Port Group ²			Thousands
	France	Belgium	Netherlands	Denmark & Germany	Other	All Countries	North Sea	Dover Strait	English Channel	Total
	1983	93.1	70.2	18.3	3.5	0.9	186.1	25.8	132.3	28.0	186.1
1984	121.4	89.5	24.6	3.2	1.4	240.1	33.6	172.9	33.6	240.1
1985	136.7	95.0	31.2	4.5	1.0	268.4	42.2	192.7	33.4	268.4
1986	160.9	103.0	33.8	3.5	1.2	302.2	42.8	223.2	36.2	302.2
1987	162.6	101.8	37.1	3.0	1.2	305.7	45.7	226.0	34.0	305.7
1988	187.7	98.1	52.8	3.1	1.4	343.1	66.7	234.9	41.4	343.1
1989	215.7	116.2	56.8	2.5	1.7	392.9	67.9	282.4	42.6	392.9
1990	216.5	105.4	55.4	3.9	1.7	382.9	68.1	270.6	44.2	382.9
1991	219.3	88.3	52.0	2.4	0.9	362.9	63.2	258.4	41.4	362.9
1992	245.7	91.8	53.3	2.3	1.0	394.1	63.9	278.9	51.2	394.1
1993	253.2	84.8	52.1	1.3	0.9	392.3	61.1	279.5	51.7	392.3
1994	310.6	79.5	47.6	0.7	0.8	439.3	55.5	316.2	67.6	439.3
1995	338.6	72.6	48.6	0.5	0.9	461.2	55.8	346.5	58.8	461.2
1996	365.7	66.2	50.8	0.6	1.1	484.4	56.2	377.4	50.9	484.4
1997	442.1	81.4	64.6	0.8	8.7	597.6	79.2	473.2	45.2	597.6
1998	572.2	79.1	62.7	0.6	11.1	725.7	79.8	593.2	52.7	725.7
1999	724.0	89.9	69.4	0.5	0.8	884.6	77.7	755.5	51.5	884.6
2000	854.1	107.9	79.3	0.6	1.1	1,042.9	89.0	901.7	52.2	1,042.9
2001	969.0	112.2	87.6	2.0	3.2	1,173.9	101.2	1,014.1	58.7	1,173.9
2002	1,076.1	115.3	92.5	4.2	2.0	1,290.1	104.9	1,120.8	64.4	1,290.1
2003	1,165.6	54.2	98.4	2.0	1.4	1,321.6	108.3	1,133.3	80.0	1,321.6
2004 R	1,257.0	69.8	115.2	3.4	0.9	1,446.3	127.6	1,237.7	81.0	1,446.3
2005 R	1,319.2	81.6	107.8	3.2	0.8	1,512.6	121.7	1,310.5	80.4	1,512.6
2006 R	1,421.3	71.7	108.5	3.4	1.2	1,606.1	122.1	1,410.4	73.6	1,606.1
2007	1,520.3	82.6	111.1	3.1	1.7	1,718.8	122.6	1,524.3	71.9	1,718.8
<i>Percentage change between:</i>										
1997 - 2007	244	1	72	*	*	188	55	222	59	188
2006 - 2007	7	15	2	*	*	7	0	8	-2	7
<i>Annualized growth rate (percent) 1997 to 2007</i>										
	13	0	6	*	*	11	4	12	5	11

1 For Channel Tunnel traffic, France is the country of disembarkation.

2 North Sea: all ports on east coast north of and including the Thames estuary.

Dover Strait: Dover, Folkestone, Ramsgate and the Channel Tunnel

English Channel: all ports on south coast, west of Folkestone.

3 Figures from 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.4b: Foreign-registered powered vehicles travelling to mainland Europe by country of disembarkation and port group³: 1997-2007 Quarterly

		Country of disembarkation ¹						Port Group ²			Thousands
Year	Quarter	France	Belgium	Nether-lands	Denmark & Germany	Other	All Countries	North Sea	Dover Strait	English Channel	Total
1997	Q1	99.1	18.8	12.6	0.1	0.2	130.9	14.1	106.7	10.1	130.9
	Q2	105.3	21.6	14.9	0.2	4.5	146.5	21.0	113.9	11.7	146.5
	Q3	109.6	19.7	21.8	0.2	3.7	155.0	27.0	117.4	10.6	155.0
	Q4	128.1	21.3	15.3	0.2	0.3	165.1	17.1	135.2	12.8	165.1
1998	Q1	132.1	17.5	14.4	0.1	0.2	164.3	16.0	135.8	12.5	164.3
	Q2	137.7	21.0	16.1	0.1	0.2	175.1	17.8	142.7	14.6	175.1
	Q3	144.9	21.4	16.5	0.2	5.2	188.2	23.4	152.9	11.9	188.2
	Q4	157.5	19.2	15.8	0.2	5.5	198.1	22.6	161.8	13.7	198.1
1999	Q1	161.6	21.2	15.9	0.1	0.1	198.9	17.6	168.9	12.4	198.9
	Q2	178.5	22.2	18.2	0.2	0.6	219.7	20.8	184.2	14.7	219.7
	Q3	179.2	22.7	18.0	0.2	0.1	220.2	20.1	189.2	10.9	220.2
	Q4	204.7	23.8	17.2	0.1	-	245.8	19.2	213.2	13.4	245.8
2000	Q1	199.7	27.5	19.1	0.1	0.2	246.6	21.3	212.1	13.3	246.6
	Q2	214.5	25.6	19.7	0.2	0.1	260.0	22.0	226.0	12.0	260.0
	Q3	209.0	27.5	20.8	0.2	0.1	257.6	23.2	222.5	11.8	257.6
	Q4	230.9	27.3	19.6	0.1	0.8	278.7	22.6	241.1	15.0	278.7
2001	Q1	230.3	25.5	18.9	0.2	0.7	275.7	21.7	238.7	15.3	275.7
	Q2	239.9	29.1	22.6	0.6	1.5	293.7	26.8	252.8	14.1	293.7
	Q3	238.1	27.8	23.8	0.5	0.9	291.1	27.5	250.7	12.9	291.1
	Q4	260.7	29.8	22.2	0.7	-	313.4	25.1	271.9	16.3	313.4
2002	Q1	262.8	27.8	21.0	0.5	0.9	313.0	24.1	272.6	16.3	313.0
	Q2	271.6	31.3	24.4	2.6	0.1	329.9	28.7	285.9	15.3	329.9
	Q3	259.1	29.4	23.3	0.6	0.9	313.2	26.2	272.1	14.9	313.2
	Q4	282.6	26.8	23.9	0.6	0.1	334.0	25.9	290.3	17.8	334.0
2003	Q1	289.8	14.4	23.9	0.6	1.0	329.6	26.9	284.2	18.5	329.6
	Q2	290.9	14.9	25.5	0.7	0.1	332.1	27.9	283.0	21.1	332.1
	Q3	285.2	10.3	25.1	0.7	0.1	321.4	27.5	274.8	19.0	321.4
	Q4	299.8	14.6	24.0	0.0	0.2	338.6	26.0	291.3	21.3	338.6
2004	Q1 R	298.8	13.9	23.8	0.7	0.1	337.4	26.5	291.1	19.8	337.4
	Q2 R	309.1	14.6	25.8	0.9	0.6	350.9	29.2	301.5	20.2	350.9
	Q3 R	312.9	15.9	33.3	1.1	0.1	363.4	36.7	307.5	19.2	363.4
	Q4 R	336.2	25.3	32.2	0.7	0.2	394.6	35.2	337.7	21.7	394.6
2005	Q1 R	313.9	22.8	25.5	0.8	0.1	363.1	29.1	314.0	19.9	363.1
	Q2 R	336.2	20.7	28.4	0.6	0.3	386.2	31.8	332.0	22.3	386.2
	Q3 R	328.3	18.2	27.6	0.9	0.2	375.3	31.1	324.3	19.9	375.3
	Q4 R	340.7	19.9	26.3	0.9	0.3	388.0	29.6	340.1	18.3	388.0
2006	Q1 R	344.9	19.3	25.5	0.9	0.1	390.8	28.9	343.7	18.2	390.8
	Q2 R	354.4	19.0	27.2	0.8	0.4	401.7	30.6	353.2	18.0	401.7
	Q3 R	351.3	16.5	28.1	0.8	0.4	397.0	31.5	347.8	17.8	397.0
	Q4 R	370.7	17.0	27.7	0.9	0.4	416.6	31.1	365.7	19.8	416.6
2007	Q1	371.9	21.9	25.9	0.9	0.3	420.9	29.3	373.8	17.8	420.9
	Q2	377.1	21.1	27.7	0.9	0.6	427.5	31.2	377.5	18.8	427.5
	Q3	375.6	20.4	29.3	0.6	0.5	426.3	31.4	378.1	16.8	426.3
	Q4	395.7	19.2	28.2	0.7	0.4	444.1	30.7	394.9	18.5	444.1

1 For Channel Tunnel traffic, France is the country of disembarkation.

2 North Sea: all ports on east coast north of and including the Thames estuary.

Dover Strait: Dover, Folkestone, Ramsgate and the Channel Tunnel

English Channel: all ports on south coast, west of Folkestone.

3 Figures from Q1 2004 revised in May 2008 based on new information.

Source: Roll-on Roll-off Enquiry, DfT

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Table 2.5: Trends in international road haulage by UK-registered vehicles: 1992 - 2007¹

	Journeys - thousands			Consignments - thousands			Tonnes - millions			Tonne-kms - billions		
	From UK	To UK	Total	From UK	To UK	Total	From UK	To UK	Total	From UK	To UK	Total
1992	398	401	799	535	499	1,034	5.3	5.6	10.9	5.8	6.1	11.9
1993	414	414	828	580	540	1,120	5.5	6.0	11.5	6.1	6.4	12.5
1994	470	470	940	659	591	1,251	6.2	6.8	13.0	7.2	7.2	14.4
1995	505	504	1,009	732	639	1,371	6.6	7.0	13.6	7.3	7.1	14.4
1996	557	557	1,114	840	736	1,576	7.4	7.9	15.3	7.8	7.8	15.6
1997	582	581	1,163	875	777	1,651	7.7	8.1	15.8	8.3	8.2	16.5
1998	595	594	1,189	859	775	1,635	7.5	8.0	15.5	8.1	8.1	16.1
1999	611	612	1,223	923	825	1,749	7.5	8.4	15.9	8.0	8.1	16.0
2000	602	601	1,203	895	793	1,689	7.1	7.7	14.7	7.2	7.1	14.3
2001	580	577	1,157	826	742	1,568	6.5	7.4	13.9	6.3	6.5	12.8
2002	558	556	1,115	790	712	1,502	6.1	7.2	13.3	5.8	6.2	12.0
2003	537	534	1,071	731	692	1,423	6.0	7.1	13.2	5.7	6.1	11.8
2004	R 499	494	993	627	586	1,212	5.4	6.5	11.9	4.8	5.3	10.1
2005	R 483	481	964	601	576	1,177	4.9	6.2	11.1	4.0	4.5	8.5
2006	R 472	471	944	580	539	1,119	5.1	6.1	11.2	4.2	4.6	8.9
2007	465	466	931	579	538	1,116	5.1	6.1	11.2	4.2	4.5	8.7

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.6: International road haulage by UK-registered vehicles: goods carried by country of loading or unloading: 2007¹

Country of unloading/loading	Outward from the UK				Inward to the UK			
	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent
Austria	9	-	14	-	12	-	17	-
Belgium	884	17	416	10	1,327	22	645	14
Cyprus	5	-	16	-	3	-	9	-
Czech Republic	4	-	5	-	4	-	5	-
Denmark	13	-	10	-	4	-	5	-
Estonia	0	0	0	0	0	0	0	0
Finland	-	-	-	-	-	-	-	-
France	1,871	37	1,276	30	2,456	40	1,369	31
Germany	636	12	582	14	620	10	547	12
Greece	13	-	37	1	3	-	9	-
Hungary	2	-	5	-	1	-	1	-
Irish Republic	335	7	133	3	138	2	49	1
Italy	263	5	415	10	292	5	449	10
Latvia	0	0	0	0	0	0	0	0
Lithuania	12	-	0	0	0	0	0	0
Luxembourg	55	1	32	1	50	1	29	1
Malta	0	0	0	0	0	0	0	0
Netherlands	492	10	289	7	628	10	363	8
Poland	5	-	10	-	-	-	1	-
Portugal	8	-	18	-	7	-	16	-
Slovakia	3	-	6	-	0	0	0	0
Slovenia	-	-	-	-	-	-	-	-
Spain	364	7	670	16	453	7	829	19
Sweden	22	-	33	1	3	-	5	-
European Union	4,997	98	3,967	94	6,000	98	4,347	97
Other countries	122	2	254	6	94	2	117	3
Total	5,119	100	4,222	100	6,094	100	4,464	100

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT
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Table 2.7a: International road haulage by UK-registered vehicles: goods lifted by country of unloading: 1992 - 2007^R

Tonnes - thousands

Goods loaded in the UK ¹																
Country of unloading	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 R	2005 R	2006 R	2007
Austria	93	67	94	105	123	162	128	87	66	27	26	35	13	10	17	9
Belgium	386	433	507	627	754	812	841	853	926	827	686	747	778	814	787	884
Denmark	17	27	21	33	40	31	21	52	34	25	18	13	12	3	1	13
Finland	1	1	1	4	2	1	-	1	-	-	1	-	1	-	-	-
France	1,328	1,435	1,543	1,800	1,876	1,872	1,980	2,095	1,979	1,952	2,066	1,916	1,688	1,744	1,742	1,871
Germany	1,181	1,181	1,243	1,294	1,546	1,666	1,509	1,548	1,396	1,191	1,032	1,055	759	614	607	636
Greece	40	34	57	51	63	62	48	69	50	55	61	63	27	39	10	13
Ireland	109	95	146	127	224	168	128	160	132	266	259	203	199	275	363	335
Italy	878	925	1,050	1,097	896	975	958	852	897	802	619	588	515	300	287	263
Luxembourg	8	17	22	29	42	29	40	40	53	45	49	38	95	98	63	55
Netherlands	434	432	486	503	603	646	587	594	629	536	576	657	655	544	548	492
Portugal	77	79	79	93	122	96	89	80	61	29	26	23	29	19	16	8
Spain	485	452	590	509	636	670	754	675	535	439	381	393	379	322	363	364
Sweden	13	7	10	4	15	19	10	14	14	8	6	8	5	4	42	22
EU15 (excl UK)	5,049	5,186	5,850	6,277	6,941	7,209	7,093	7,120	6,772	6,202	5,805	5,739	5,152	4,786	4,847	4,966
Norway	5	6	2	1	1	5	-	1	-	2	4	-	1	-	1	1
Switzerland	174	181	210	210	225	233	214	214	162	124	215	225	121	76	68	59
Other Countries	79	107	150	141	204	224	179	185	129	134	78	70	127	69	147	94
Total	5,308	5,480	6,211	6,630	7,371	7,670	7,486	7,521	7,064	6,463	6,101	6,035	5,401	4,931	5,064	5,119

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.7b: International road haulage by UK-registered vehicles: goods lifted by country of loading: 1992 - 2007^R

Tonnes - thousands																
Goods unloaded in the UK ¹																
Country of loading	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 R	2005 R	2006 R	2007
Austria	88	55	86	89	109	167	88	71	35	18	17	24	7	18	13	12
Belgium	574	686	718	846	996	979	994	1,248	1,154	1,139	1,051	1,280	1,250	1,479	1,414	1,327
Denmark	22	32	23	27	43	33	16	46	22	34	20	15	8	6	9	4
Finland	2	1	-	-	2	1	-	-	-	-	1	-	-	-	1	-
France	1,419	1,500	1,637	1,870	1,944	2,089	2,246	2,431	2,233	2,458	2,498	2,348	2,096	2,240	2,075	2,456
Germany	1,116	1,142	1,291	1,271	1,574	1,576	1,556	1,605	1,461	1,267	1,193	1,118	934	648	724	620
Greece	22	14	31	18	39	25	25	25	13	9	24	6	4	10	-	3
Ireland	77	64	91	88	171	90	59	69	53	92	93	80	90	95	107	138
Italy	913	1,071	1,217	1,198	1,076	1,122	1,098	1,018	1,042	913	793	771	569	378	308	292
Luxembourg	10	14	24	30	50	46	45	37	57	38	52	37	110	116	52	50
Netherlands	564	633	670	647	751	821	790	785	809	789	773	789	824	756	843	628
Portugal	54	47	64	58	78	71	56	43	45	20	17	29	22	10	8	7
Spain	536	552	663	598	728	713	765	689	517	424	379	431	439	370	482	453
Sweden	10	6	9	4	7	10	9	11	14	6	3	4	3	3	7	3
EU15 (excl UK)	5,407	5,818	6,524	6,744	7,566	7,744	7,746	8,078	7,455	7,208	6,914	6,933	6,356	6,128	6,042	5,994
Norway	2	4	2	1	1	1	-	1	-	1	-	-	-	-	5	-
Switzerland	142	151	176	157	193	203	170	199	118	104	187	164	122	50	63	87
Other Countries	73	59	85	91	121	151	113	109	91	91	57	49	48	30	26	14
Total	5,624	6,032	6,788	6,993	7,882	8,098	8,030	8,387	7,665	7,405	7,159	7,147	6,526	6,209	6,137	6,094

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.8a: International road haulage by UK-registered vehicles: goods moved by country of unloading: 1992 - 2007^R

Tonne-kms - millions

Goods loaded in the UK ¹																
Country of unloading	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 R	2005 R	2006 R	2007
Austria	145	104	159	170	197	271	207	137	109	43	45	52	22	15	26	14
Belgium	197	249	287	321	377	440	432	441	472	395	347	366	373	392	393	416
Denmark	21	30	26	42	48	41	27	58	38	28	22	14	16	3	2	10
Finland	3	1	2	8	3	3	-	2	-	-	3	-	3	-	1	-
France	1,097	1,181	1,328	1,500	1,491	1,475	1,565	1,654	1,537	1,466	1,559	1,394	1,174	1,135	1,111	1,276
Germany	1,081	1,115	1,228	1,254	1,433	1,577	1,448	1,464	1,318	1,130	967	1,007	678	530	542	582
Greece	111	98	164	147	187	183	139	207	159	182	204	194	88	123	32	37
Ireland	40	44	63	51	104	62	40	56	57	103	94	75	76	105	139	133
Italy	1,419	1,549	1,722	1,775	1,428	1,569	1,521	1,373	1,451	1,268	1,017	961	813	459	429	415
Luxembourg	5	12	13	18	24	21	28	27	33	28	32	22	56	58	37	32
Netherlands	263	248	297	307	354	392	380	388	385	298	301	351	338	269	304	289
Portugal	169	171	182	209	274	218	200	179	132	63	59	51	63	44	36	18
Spain	869	812	1,081	917	1,141	1,225	1,400	1,266	997	807	700	734	700	598	671	670
Sweden	19	10	14	8	23	28	12	19	18	10	7	9	9	2	76	33
EU15 (excl UK)	5,441	5,624	6,567	6,725	7,085	7,506	7,401	7,273	6,707	5,820	5,356	5,230	4,409	3,733	3,797	3,926
Norway	5	9	3	2	2	6	1	2	-	3	4	-	1	-	2	1
Switzerland	204	209	241	243	250	265	249	240	199	148	257	271	150	94	85	70
Other Countries	196	276	367	326	473	514	408	453	284	308	190	169	287	155	330	224
Total	5,846	6,118	7,178	7,296	7,810	8,291	8,060	7,968	7,190	6,280	5,808	5,670	4,848	3,983	4,214	4,222

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.8b: International road haulage by UK-registered vehicles: goods moved by country of loading: 1992 - 2007

Tonne-kms - millions

Goods unloaded in the UK¹

Country of loading	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
													R	R	R	
Austria	138	85	140	139	169	271	143	109	54	28	26	36	11	27	20	17
Belgium	306	373	382	432	481	508	502	631	565	535	515	625	590	716	692	645
Denmark	29	36	24	33	53	40	20	50	23	36	25	16	8	7	12	5
Finland	3	1	-	-	3	2	-	-	-	-	2	-	1	-	3	-
France	1,155	1,143	1,278	1,410	1,384	1,559	1,645	1,744	1,537	1,611	1,607	1,507	1,253	1,262	1,188	1,369
Germany	1,052	1,085	1,230	1,187	1,405	1,484	1,467	1,490	1,355	1,175	1,087	1,047	845	571	634	547
Greece	62	38	83	47	115	65	67	72	37	30	74	18	11	29	-	9
Ireland	33	33	35	36	79	38	19	21	22	35	31	34	30	26	36	49
Italy	1,461	1,769	1,932	1,878	1,682	1,782	1,718	1,597	1,651	1,445	1,285	1,237	892	576	464	449
Luxembourg	6	9	14	18	35	28	28	21	34	23	34	22	66	70	31	29
Netherlands	330	362	373	367	441	462	466	476	471	425	418	417	449	410	483	363
Portugal	116	99	132	126	165	150	116	94	89	41	35	63	45	19	16	16
Spain	1,013	1,039	1,205	1,080	1,299	1,276	1,419	1,276	930	747	677	775	830	675	920	829
Sweden	13	7	10	5	11	13	11	15	21	8	5	7	3	1	13	5
EU15 (excl UK)	5,718	6,077	6,839	6,759	7,324	7,679	7,622	7,596	6,789	6,140	5,820	5,805	5,033	4,390	4,512	4,331
Norway	2	2	3	3	1	-	-	2	-	2	1	-	-	-	9	-
Switzerland	157	169	196	171	202	221	188	216	133	123	207	198	146	55	76	101
Other Countries	178	152	198	206	278	336	262	264	207	210	134	124	102	81	52	32
Total	6,055	6,399	7,235	7,139	7,804	8,236	8,072	8,078	7,129	6,476	6,161	6,127	5,281	4,526	4,649	4,464

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.9: International road haulage by UK-registered vehicles goods carried by commodity group: 2007¹

Country	Outward from the UK				Inward to the UK			
	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent
Agricultural products	166	3	108	3	531	9	457	10
Foodstuffs	990	19	941	22	1,855	30	1,184	27
Solid fuels	24	-	12	-	21	-	15	-
Petroleum products	36	1	20	-	23	-	18	-
Metal ore & waste	20	-	11	-	22	-	12	-
Metal products	162	3	148	4	82	1	48	1
Building materials	66	1	58	1	144	2	174	4
Fertilisers	3	-	2	-	3	-	1	-
Chemicals	573	11	452	11	372	6	256	6
Miscellaneous	345	7	200	5	334	5	322	7
Machinery & engines	836	16	718	17	765	13	609	14
Leather & textiles	514	10	450	11	469	8	357	8
Unclassified	1,384	27	1,101	26	1,473	24	1,009	23
Total	5,119	100	4,222	100	6,094	100	4,464	100

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.10: International road haulage by UK-registered vehicles by type of vehicle: 2007¹

Vehicle type and gross weight (tonnes)	Outward from the UK				Inward to the UK			
	Journeys (thousands)	Consignments (thousands)	Tonnes (thousands)	Tonne-kms (millions)	Journeys (thousands)	Consignments (thousands)	Tonnes (thousands)	Tonne-kms (millions)
Rigid vehicles								
Over 3.5 to 7.5	18	21	30	27	18	12	17	15
Over 7.5 to 14	2	4	6	8	2	3	3	5
Over 14 to 17	7	8	23	23	7	6	18	17
Over 17 to 25	15	21	62	58	15	15	37	33
Over 25	32	48	274	171	32	36	249	147
All rigids	74	102	395	288	74	72	323	218
Articulated vehicles								
Over 3.5 to 33	22	28	159	135	23	22	145	105
Over 33 to 38	59	79	567	437	61	69	633	469
Over 38 to 41	133	148	1,563	1,391	134	165	2,077	1,639
Over 41	177	221	2,434	1,971	174	209	2,915	2,032
All artics	391	476	4,724	3,934	392	465	5,770	4,246
All vehicles	465	579	5,119	4,222	466	538	6,094	4,464

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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Table 2.11: Journey characteristics of international road haulage by UK-registered vehicles: 1992 - 2007¹

Outward from the UK

	<u>Number of journeys (thousands)</u>			<u>Average round-trip distance (km)</u>	<u>Vehicle-km (millions)</u>			<u>% empty running</u>	<u>Consignments per loaded journey^R</u>	<u>Tonnes per consignment^R</u>	<u>Average payload (tonnes)²</u>
	<u>Loaded</u>	<u>Empty</u>	<u>Total</u>		<u>Total</u>	<u>ow: Empty</u>					
1992	376.3	21.2	397.5	2,450	422	14	3.3	1.42	9.9	14.3	
1993	388.4	25.8	414.1	2,330	450	16	3.6	1.49	9.4	14.1	
1994	447.3	22.9	470.2	2,378	527	14	2.6	1.47	9.4	14.0	
1995	482.8	22.1	504.9	2,334	551	14	2.6	1.52	9.1	13.6	
1996	529.8	27.1	556.9	2,220	584	16	2.7	1.58	8.8	13.8	
1997	553.4	28.1	581.5	2,250	617	17	2.7	1.58	8.8	13.8	
1998	558.9	35.8	594.8	2,230	621	21	3.4	1.54	8.7	13.4	
1999	571.5	39.8	611.3	2,180	627	23	3.6	1.62	8.1	13.2	
2000	563.9	37.7	601.6	2,100	590	23	3.9	1.59	7.9	12.7	
2001	522.5	57.6	580.1	1,993	543	31	5.8	1.58	7.8	12.3	
2002	496.2	62.3	558.5	1,961	512	31	6.0	1.59	7.7	12.1	
2003	477.6	59.6	537.2	1,922	485	30	6.2	1.53	8.3	12.5	
2004	R 458.6	40.8	499.5	1,795	493	33	6.7	1.37	8.6	12.6	
2005	R 444.3	38.8	483.1	1,681	478	33	6.9	1.35	8.2	12.0	
2006	R 426.7	45.5	472.2	1,673	469	32	6.8	1.36	8.7	12.7	
2007	416.7	48.4	465.1	1,684	459	32	6.9	1.39	8.8	12.7	

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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² Average payload is calculated as total tonne-kms divided by total loaded vehicle-kms.

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Table 2.11(ctd): Journey characteristics of international road haulage by UK-registered vehicles: 1992 - 2007¹**Inward to the UK**

	<u>Number of journeys (thousands)</u>			<u>Average round-trip distance (km)</u>	<u>Vehicle-km (millions)</u>			<u>% empty running</u>	<u>Consignments per loaded journey^R</u>	<u>Tonnes per consignment^R</u>	<u>Average payload (tonnes)²</u>
	<u>Loaded</u>	<u>Empty</u>	<u>Total</u>		<u>Total</u>	<u>ow: Empty</u>					
1992	378.5	22.6	401.1	2,455	423	18	4.2	1.32	11.3	15.0	
1993	397.5	16.7	414.2	2,329	434	11	2.6	1.36	11.2	15.2	
1994	451.0	18.8	469.8	2,379	493	13	2.7	1.31	11.5	15.1	
1995	479.5	24.7	504.2	2,336	512	16	3.2	1.33	10.9	14.4	
1996	524.7	32.6	557.3	2,220	551	22	3.9	1.40	10.7	14.7	
1997	549.0	32.1	581.1	2,251	582	22	3.7	1.41	10.4	14.7	
1998	557.1	37.2	594.2	2,232	589	26	4.5	1.39	10.4	14.4	
1999	573.8	37.7	611.5	2,180	587	28	4.7	1.44	10.2	14.4	
2000	562.0	39.1	601.2	2,101	555	29	5.3	1.41	9.7	13.6	
2001	534.4	42.5	576.9	2,001	513	31	6.1	1.39	10.0	13.5	
2002	511.3	44.7	556.1	1,968	487	34	7.0	1.39	10.1	13.6	
2003	495.2	38.5	533.8	1,931	461	31	6.7	1.40	10.3	14.2	
2004	R 427.7	66.3	494.0	1,808	489	31	6.4	1.37	11.1	14.3	
2005	R 408.5	72.7	481.2	1,685	477	28	5.9	1.41	10.8	13.7	
2006	R 403.1	68.3	471.4	1,678	470	32	6.7	1.34	11.4	14.5	
2007	394.0	72.0	465.9	1,685	461	35	7.5	1.37	11.3	14.2	

¹ Excludes vehicles travelling between Northern Ireland and the Republic of Ireland only, i.e. where the whole journey is confined to the island of Ireland.

Source: International Road Haulage Survey, DfT

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² Average payload is calculated as total tonne-kms divided by total loaded vehicle-kms.

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Table 2.12: International road haulage to/from the United Kingdom by foreign-registered vehicles: goods carried by country of loading or unloading:

Country of unloading/loading	Outward from the UK				Inward to the UK			
	Journeys (thousands)		Tonnes (thousands)	Tonne-kms (millions)	Journeys (thousands)		Tonnes (thousands)	Tonne-kms (millions)
	Total	ow Empty			Total	ow Empty		
Austria	10	0	164	237	16	-	292	397
Belgium	128	67	924	464	89	3	1,441	763
Cyprus	-	0	1	3	-	-	2	5
Czech Republic	18	-	265	474	34	0	509	878
Denmark	9	2	92	125	13	0	206	254
Estonia	1	0	11	25	1	0	13	26
Finland	1	-	1	3	1	0	13	16
France	301	103	3,432	2,239	291	9	5,053	3,167
Germany	158	18	2,073	2,019	182	4	2,870	2,795
Greece	7	2	81	170	11	0	226	469
Hungary	13	-	216	457	19	-	293	641
Irish Republic	443	186	4,393	722	437	176	3,277	703
Italy	24	-	422	713	42	-	745	1,276
Latvia	1	0	26	64	1	0	20	38
Lithuania	5	-	79	188	6	-	103	215
Luxembourg	3	2	23	15	6	-	95	77
Malta	0	0	0	0	0	0	0	0
Netherlands	211	73	1,400	1,013	174	7	2,516	1,727
Poland	43	4	506	922	73	1	1,006	1,753
Portugal	10	-	162	349	15	0	217	486
Slovakia	5	0	84	182	8	-	130	277
Slovenia	2	-	26	47	11	0	165	311
Spain	73	2	1,131	2,016	146	2	2,678	5,310
Sweden	1	0	11	12	2	0	18	25
European Union	1,466	459	15,526	12,459	1,579	204	21,888	21,610
Other countries	16	0	225	525	22	0	375	858
Total	1,482	460	15,751	12,985	1,601	205	22,263	22,468

¹ The data for 2006 are the most recent available and relate to foreign vehicles registered in the EU-25 Countries, Bulgaria, Liechtenstein, Norway and Romania. 2006 data for Italy were incomplete and no data were supplied by Malta for 2006.

Source: Eurostat

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Table 2.13: Goods loaded in the UK by foreign vehicles undertaking international journeys by country of unloading and EU country of vehicle registration: 2006¹

Country of unloading	Country of vehicle registration																				All vehicles (EU excl. UK)	ow: cross-trade ²			
	AT	BE	CY	CZ	DE	DK	EE	ES	FI	FR	GR	HU	IE	IT	LT	LU	LV	NL	PL	PT			SE	SI	SK
AT	98	0	0	8	8	0	0	0	0	0	14	0	0	3	0	0	2	8	0	0	13	10	164	66	
BE	29	438	0	61	78	1	0	0	0	19	0	25	17	0	27	24	9	93	88	0	0	9	8	924	486
CY	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
CZ	0	0	0	228	0	0	0	0	0	0	4	0	0	0	0	0	0	20	0	0	0	13	265	38	
DE	89	65	0	67	1,116	0	5	0	0	10	0	95	31	0	108	7	6	163	281	0	-	5	26	2,073	958
DK	0	0	0	0	4	70	0	0	0	0	0	0	0	0	6	0	1	11	0	0	0	0	92	22	
EE	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	
ES	8	2	0	18	3	0	0	839	0	0	0	26	3	0	20	4	0	63	38	60	0	0	48	1,131	293
FI	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
FR	25	104	0	85	95	0	15	114	0	2,096	0	149	25	0	69	43	0	140	380	3	0	9	80	3,432	1,336
GR	0	0	0	0	0	0	0	0	0	0	60	0	13	0	0	0	0	8	0	0	0	0	0	81	21
HU	0	0	0	5	13	0	0	0	0	0	0	134	1	0	0	0	0	0	0	0	0	0	62	216	81
IE	30	-	0	0	4	0	0	0	0	0	0	0	4,344	0	0	0	12	3	0	0	0	0	4,393	49	
IT	47	10	0	19	10	0	0	0	0	4	0	21	12	0	54	1	0	41	122	0	0	44	37	422	422
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	18	0	0	0	0	79	18	
LU	6	1	0	0	3	0	0	0	0	0	0	1	0	0	1	11	0	0	0	0	0	0	23	12	
LV	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	5	0	11	0	0	0	0	26	22	
NL	22	53	0	31	43	2	0	0	0	5	0	12	39	0	17	10	0	1,014	141	0	5	1	6	1,400	386
PL	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	501	0	0	0	0	506	6	
PT	0	0	0	0	0	0	0	13	0	0	0	0	0	0	3	0	0	0	0	140	0	0	6	162	22
SE	0	2	0	0	0	7	0	0	-	0	0	0	0	0	0	0	0	0	0	0	2	0	0	11	9
SI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0
SK	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	60	84	25
Other countries	3	1	0	6	21	0	0	7	0	0	0	14	0	0	0	0	0	0	0	0	0	0	225	222	
All countries	356	676	1	556	1,398	79	31	972	1	2,134	61	497	4,486	0	396	107	20	1,542	1,667	203	7	118	363	15,751	4,493
ow: cross-trade ²	257	238	0	329	282	9	20	133	-	38	1	363	142	0	335	96	15	527	1,166	63	5	92	304	4,414	

¹ The data for 2006 are the most recent available and relate to foreign vehicles registered in the EU-25 Countries, Bulgaria, Liechtenstein, Norway and Romania. 2006 data for Italy were incomplete and no data were supplied by Malta for 2006.

² Cross-trade is defined as 'the carriage of goods between two different countries by a vehicle registered in a third country'.

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Table 2.14: Goods unloaded in the UK by foreign vehicles undertaking international journeys by country of loading and EU country of vehicle registration: 2006¹

Country of loading	Country of vehicle registration																					All vehicles (EU excl. UK)	ow: cross-trade ²		
	AT	BE	CY	CZ	DE	DK	EE	ES	FI	FR	GR	HU	IE	IT	LT	LU	LV	NL	PL	PT	SE			SI	SK
AT	219	0	0	10	18	0	0	0	0	0	25	0	0	4	2	0	0	9	0	0	5	0	292	73	
BE	4	860	0	40	131	0	0	0	0	67	0	12	9	0	33	43	5	146	87	0	0	3	0	1,441	581
CY	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
CZ	4	0	0	481	0	0	0	0	0	0	10	0	0	0	0	0	0	6	0	0	2	6	509	28	
DE	73	79	0	56	1,765	1	13	0	0	27	3	52	53	0	118	23	11	156	406	0	0	1	18	2,870	1,105
DK	0	0	0	0	29	154	0	0	0	0	0	0	6	0	4	2	0	7	0	4	0	0	0	206	52
EE	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
ES	0	2	0	23	35	0	0	2,212	0	0	43	18	0	14	4	0	104	90	93	2	0	38	2,678	466	
FI	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	13	5
FR	17	251	0	66	94	0	15	161	0	3,266	0	110	99	0	90	58	10	208	497	20	0	3	87	5,053	1,787
GR	0	0	0	0	30	0	0	0	0	0	191	0	0	0	0	0	0	5	0	0	0	0	0	226	35
HU	0	0	0	4	0	0	0	0	0	0	0	244	2	0	0	0	6	0	0	0	3	35	293	49	
IE	26	1	0	0	1	0	0	0	0	3	0	0	3,232	0	3	0	0	5	5	0	0	0	0	3,277	45
IT	102	9	0	41	81	0	0	0	0	26	5	46	14	0	60	4	8	73	169	0	0	36	71	745	745
LT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	0	0	0	0	0	0	0	0	103	0
LU	0	2	0	0	22	0	1	0	0	3	0	0	1	0	0	51	0	1	0	0	0	8	5	95	44
LV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	20	8
NL	4	66	0	34	42	4	0	0	0	8	0	1	50	0	18	8	0	2,202	79	0	0	0	0	2,516	314
PL	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	3	990	0	0	0	0	0	1,006	16
PT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	213	0	0	0	0	217	4
SE	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	0	0	18	10	
SI	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	164	0	165	2
SK	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	93	130	37	
Other countries	16	0	0	10	30	0	0	0	0	5	0	6	3	0	12	3	0	8	15	0	0	13	16	375	359
All countries	465	1,270	2	793	2,283	159	43	2,373	8	3,406	200	552	3,486	0	481	198	50	2,930	2,362	330	10	237	368	22,263	5,764
ow: cross-trade ²	246	409	0	312	519	5	30	161	0	139	9	308	254	0	378	147	38	729	1,372	117	2	74	276	5,522	

¹ The data for 2006 are the most recent available and relate to foreign vehicles registered in the EU-25 Countries, Bulgaria, Liechtenstein, Norway and Romania. 2006 data for Italy were incomplete and no data were supplied by Malta for 2006.

² Cross-trade is defined as 'the carriage of goods between two different countries by a vehicle registered in a third country'.

Table 2.15: Cabotage² within the UK by country of registration of vehicle: 2006¹

Country of Registration	Journeys (thousands)		Vehicle-kms (millions)		Tonnes (thousands)	Tonne-kms (millions)
	Total	ow Empty	Total	ow Empty		
Austria	13	10	2	2	46	9
Belgium	60	0	16	0	1133	295
Cyprus	0	0	0	0	0	0
Czech Republic	22	22	3	3	1	-
Denmark	11	3	2	1	55	7
Estonia	1	1	-	-	0	0
Finland	-	-	-	-	0	0
France	139	98	25	13	778	195
Germany	136	61	28	9	1308	223
Greece	-	-	-	-	0	0
Hungary	4	3	1	1	7	3
Irish Republic	274	134	34	11	2409	384
Italy	0	0	0	0	0	0
Latvia	-	-	-	-	0	0
Lithuania	16	14	2	2	26	8
Luxembourg	9	3	2	1	65	16
Malta	0	0	0	0	0	0
Netherlands	240	88	52	16	2777	567
Poland	83	61	19	10	357	116
Portugal	8	8	2	2	0	0
Slovakia	7	7	1	1	0	0
Slovenia	4	4	1	1	3	1
Spain	33	30	6	5	48	9
Sweden	-	-	-	-	0	0
All EU countries (excl UK)	1,062	547	195	77	9,015	1,833

1 The data for 2006 are the most recent available and relate to foreign vehicles registered in the EU-25 Countries, Bulgaria, Liechtenstein, Norway and Romania. 2006 data for Italy were incomplete and no data were supplied by Malta for 2006.

Source: Eurostat

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2 Cabotage is defined as 'road transport within one country by a vehicle registered in another country'.

Table 2.16: Bilateral traffic between the UK and EU countries, in vehicles registered in the UK or in the corresponding EU country: 2006¹

Country of loading/unloading	Thousand tonnes / percentage					
	Goods loaded in the United Kingdom			Goods unloaded in the United Kingdom		
	In UK vehicles ^R	In vehicles registered in the country of unloading	UK hauliers' share (percentage)	In UK vehicles ^R	In vehicles registered in the country of loading	UK hauliers' share (percentage)
Austria	25	98	20	18	219	8
Belgium	1,026	438	70	1,884	860	69
Denmark	2	70	3	13	154	8
Finland	-	1	37	1	8	14
France	2,239	2,096	52	2,697	3,266	45
Germany	887	1,116	44	992	1,765	36
Greece	17	60	22	0	191	0
Irish Republic	10,569	4,344	71	2,838	3,232	47
Italy	435	0	-	481	0	-
Luxembourg	78	11	88	56	51	52
Netherlands	679	1,014	40	1,132	2,202	34
Portugal	18	140	11	8	213	4
Spain	437	839	34	580	2,212	21
Sweden	71	2	98	12	8	61
EU15 (excl. United Kingdom)	16,483	10,228	62	10,714	14,382	43
Cyprus	8	1	91	5	2	72
Czech Republic	4	228	2	3	481	1
Estonia	0	11	0	0	13	0
Hungary	3	134	2	1	244	-
Latvia	-	5	8	0	12	0
Lithuania	0	61	0	0	103	0
Malta	3	0	-	6	0	-
Poland	17	501	3	12	990	1
Slovakia	0	60	0	0	93	0
Slovenia	0	26	0	0	164	0
NMS10 ³	36	1,027	3	27	2,101	1
European Union	16,519	11,255	59	10,741	16,483	39

¹ Excluding 'cross trade', i.e. trade in vehicles registered elsewhere than in the country of loading or unloading. These figures are published in Tables 2.13 and 2.14.

Source: Eurostat

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² All figures are for 2006, as these are the most recent available for foreign vehicles. 2006 data for Italy were incomplete and no data were supplied by Malta for 2006.

³ New Member State countries that joined the EU on 1 May 2004.

Section 3

The Van Sector

Commentary

Since 1997, excluding two-wheeled motor vehicles, the type of vehicle that has shown the greatest proportional increase in traffic is the light van. Van traffic has grown by 40 per cent to 68.2 billion vehicle kilometres and now accounts for 13 per cent of traffic on British roads (**Table 3.1**).

Table 3.1: Van Road Traffic: Great Britain: 1997 - 2007

Year	Billion vehicle kilometres		
	Vans	All motor traffic	Percentage share
1997	48.6	450.3	10.8
1998	50.8	458.5	11.1
1999	51.6	467.0	11.0
2000	52.3	467.1	11.2
2001	53.7	474.4	11.3
2002	55.0	486.5	11.3
2003	57.9	490.4	11.8
2004	60.8	498.6	12.2
2005	62.6	499.4	12.5
2006	65.2	507.5	12.8
2007	68.2	513.0	13.3

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The number of vans licensed per annum has also increased and between 1998 and 2007 the van population grew by 40 per cent to just under 3.2 million. The percentage share of licensed vehicles has risen by one percentage point over this period to 9 per cent (**Table 3.2**).

Table 3.2: Number of licensed vans: Great Britain: 1998 - 2007

Year	Thousands		
	Vans	All motor vehicles	Percentage share
1998	2,278	27,538	8.3
1999	2,342	28,368	8.3
2000	2,383	28,898	8.2
2001	2,461	29,747	8.3
2002	2,542	30,557	8.3
2003	2,653	31,207	8.5
2004	2,822	32,259	8.7
2005	2,943	32,897	8.9
2006	3,060	33,369	9.2
2007	3,187	33,957	9.4

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The Department for Transport has conducted a number of surveys of van activity in Great Britain. Surveys were conducted in 1987, 1993 and 1998/99.

In 2003, separate surveys of both company-owned and of privately-owned vans were carried out. The Department commissioned MORI to carry out the survey of privately owned vans between October 2002 and September 2003 with the results being published in January 2004. Those results are available here:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/privatevans/>

Estimates of total van activity (company and private) for 2003 were published in the bulletin *Survey of Van Activity 2003* which is available at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/surveyvan/>

The Survey of Company-owned Vans started in April 2003. Results for years 2003 and 2004 were reported in previous bulletins. 2005 was the final year in which the survey was carried out on a continuous basis.

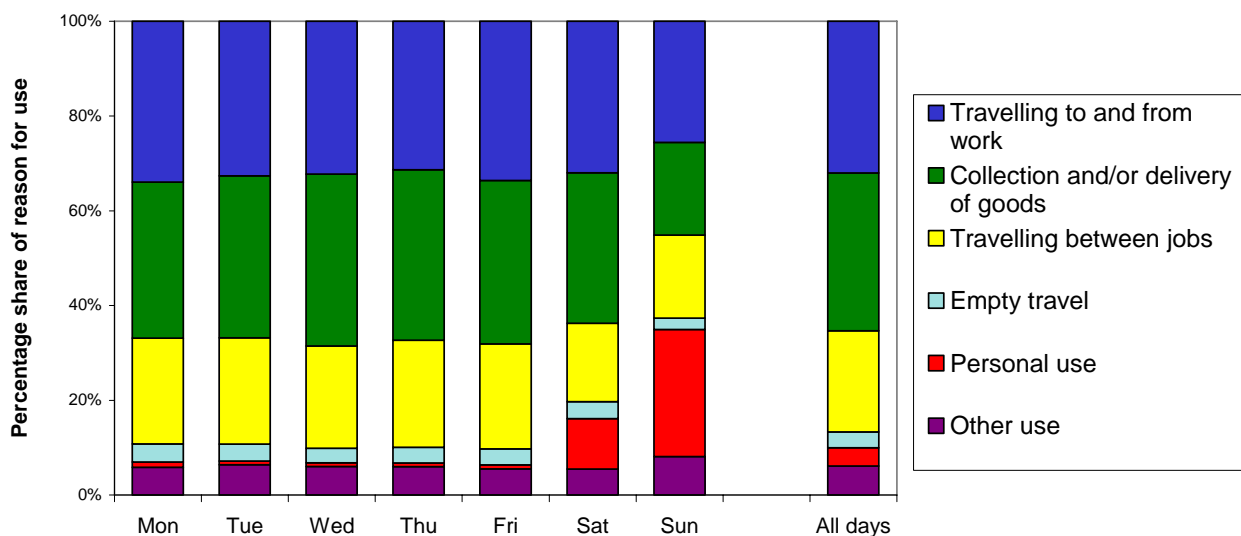
In the Road Freight Statistics 2006 publication there are the company-owned survey results which are based on the sample for the full period of the survey, April 2003 to December 2005.

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/goodsbyroad/roadfreightstatistics2006>

The main results from the company-owned van survey are below:

- 34 per cent of van kilometres were due to the collection and/or delivery of goods and 32 per cent was due to travelling to and from work. The chart below shows the reason for travel by day of the week.

Company-owned vans: Vehicle kilometres by day of travel and reason for use: Annual Average 2003 - 2005



- The peak periods for travel during the week were between 7am and 9am and between 4pm and 6pm.

- The construction industry accounted for a third (31 per cent) of company vehicle kilometres and the wholesale and retail trade a fifth (20 per cent). In line with this, 45 per cent of goods carried were tools, machinery and equipment.
- 84 per cent of distance travelled was for journeys that started and ended in the same government office region.
- Company van activity accounted for 11 billion tonne kilometres; about 7 per cent of all freight activity on GB roads by GB-registered vehicles.

The survey forms used for the van surveys can be found in the Methodology section.

Section 4

Goods vehicle licensing: 2007

Introduction

This section contains information on the number of HGV vehicles, operators and drivers.

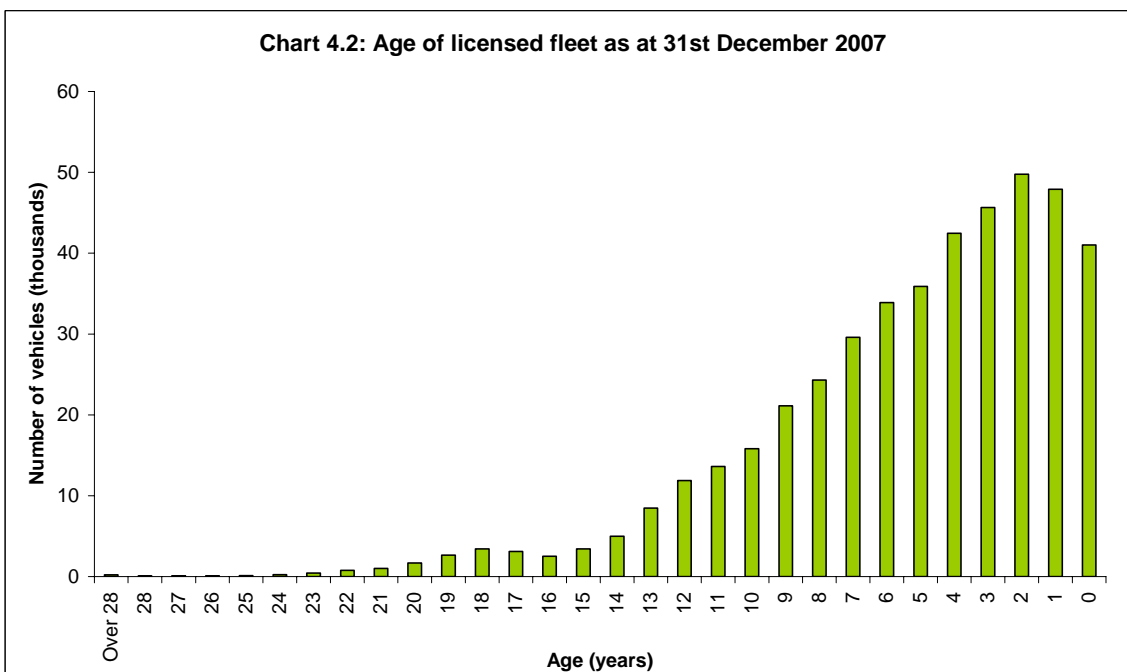
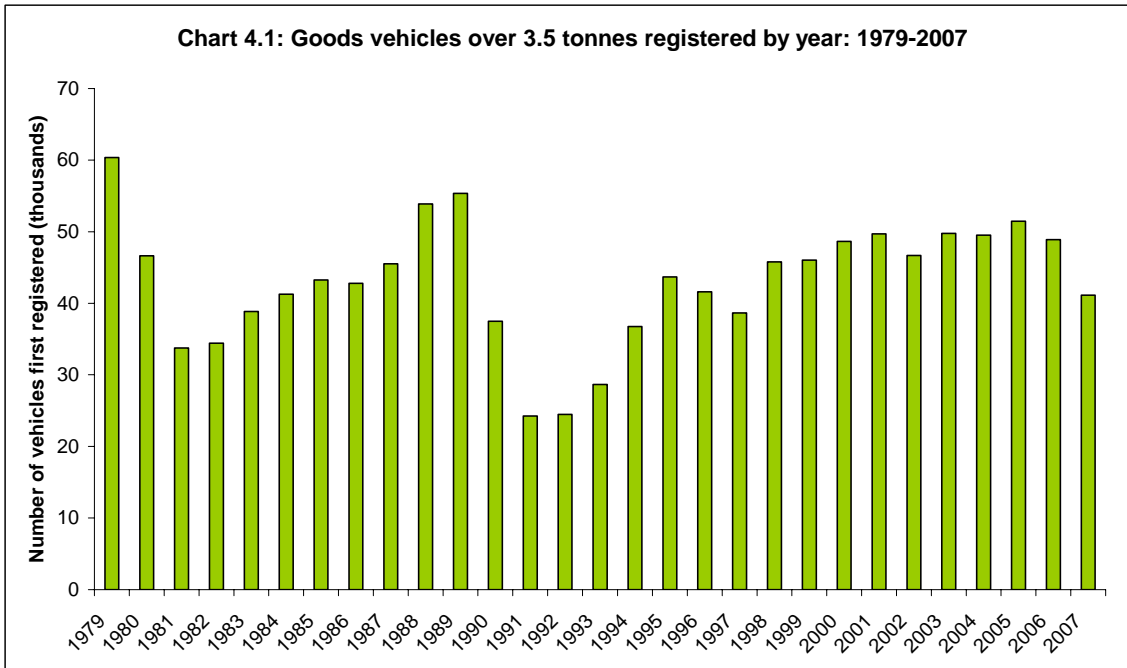
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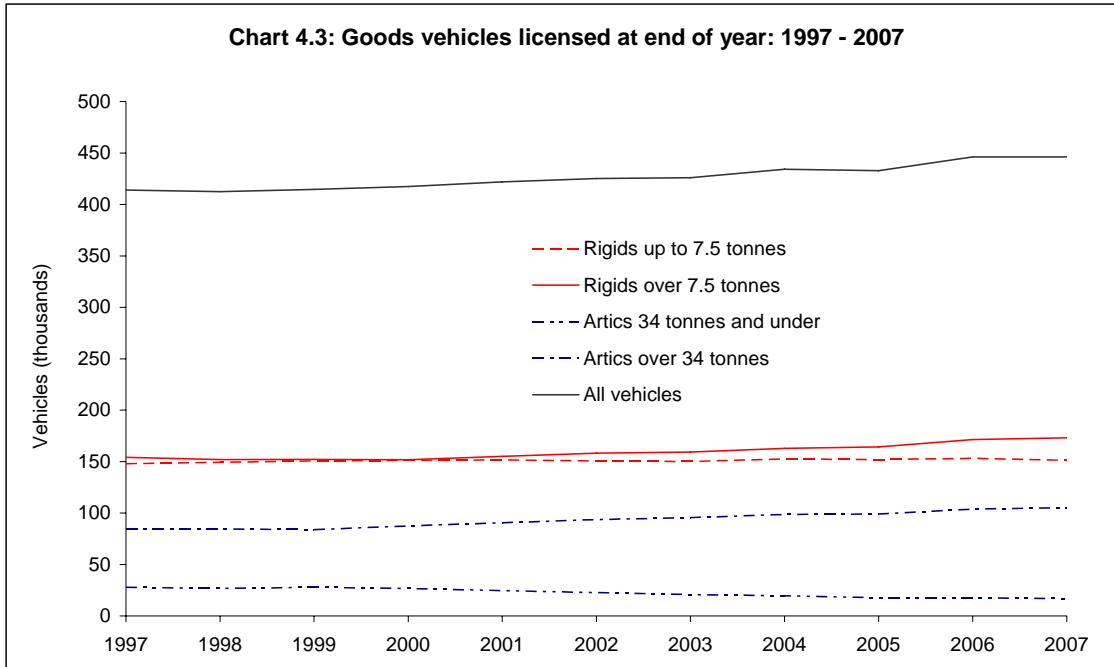
Commentary

4.1 HGV vehicle population

At the end of 2007 there were around 446 thousand goods vehicles over 3.5 tonnes registered in Great Britain, of which 9 per cent were first registered in 2007. In 2007 there were 41 thousand new vehicles over 3.5 tonnes registered compared to 49 thousand in 2006. This figure is the lowest since 1997. The modal age group for goods vehicles still registered in 2007 was 2 years old (11 per cent of vehicles). (**Chart 4.2**)

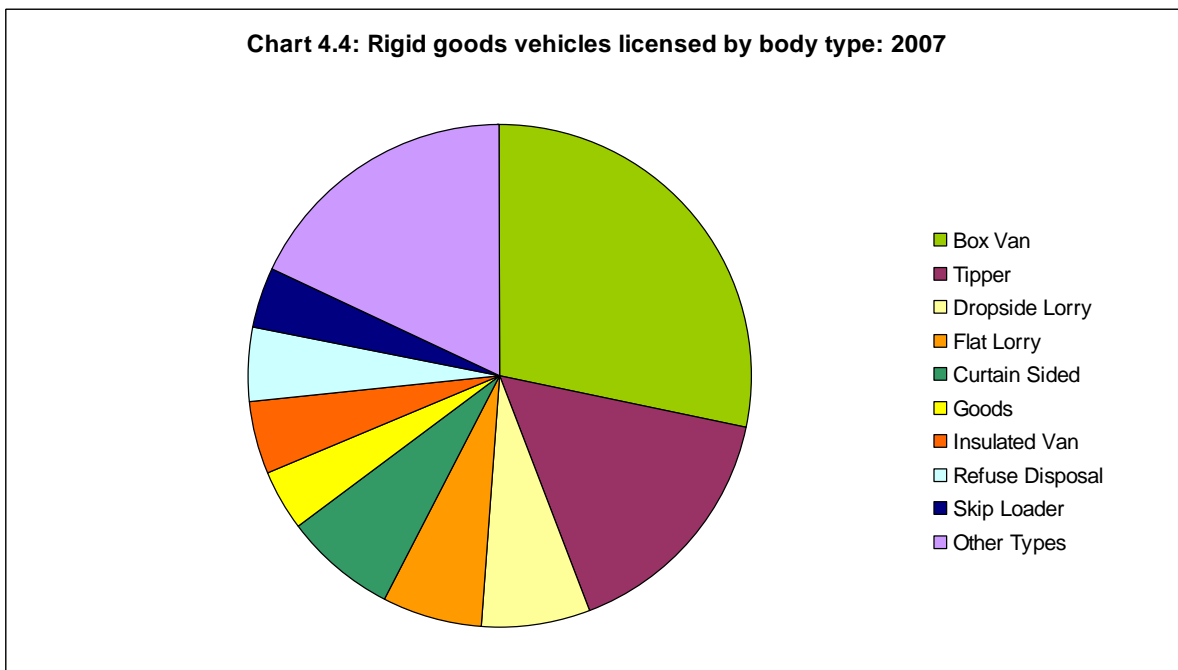


The total number of goods vehicles licensed at the end of the year has increased by 8 per cent between 1997 and 2007 from 414 thousand to 446 thousand. The split of rigid and articulated vehicles has remained static over the same period with rigids accounting for 73 per cent of the total. **(Chart 4.3)**

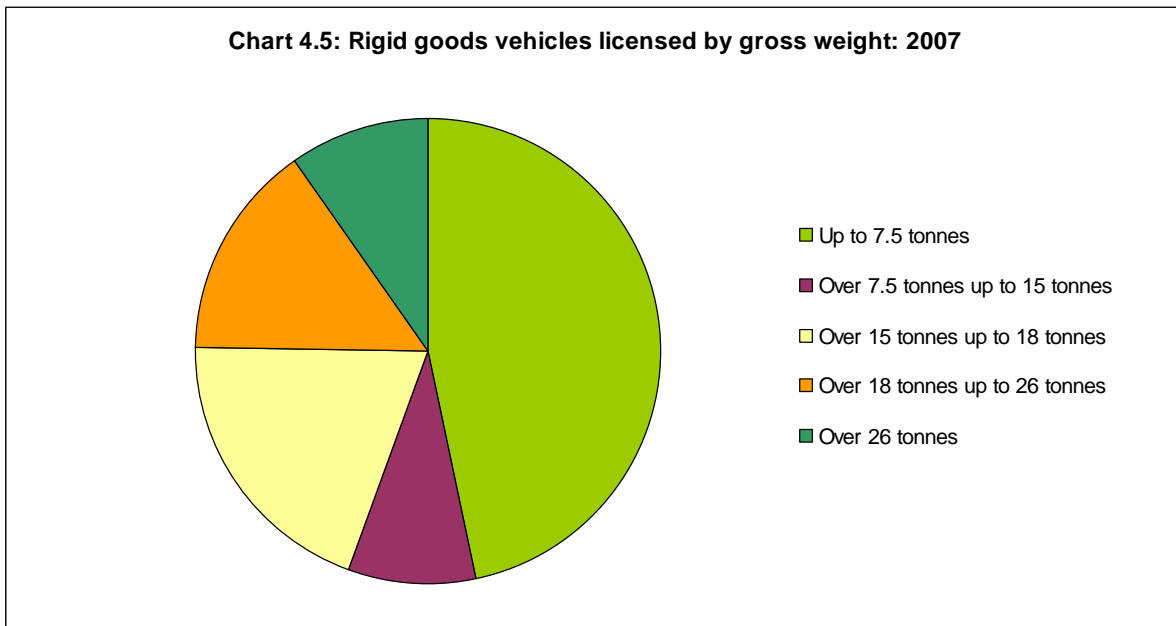


4.2 Rigid goods vehicles licensed

Box vans accounted for 28 per cent of rigid goods vehicles registered in 2007 **(Chart 4.4)**. Tipper vans accounted for a further 16 per cent, dropside and curtain-sided lorries for 7 per cent each and flat lorries for 6 per cent.

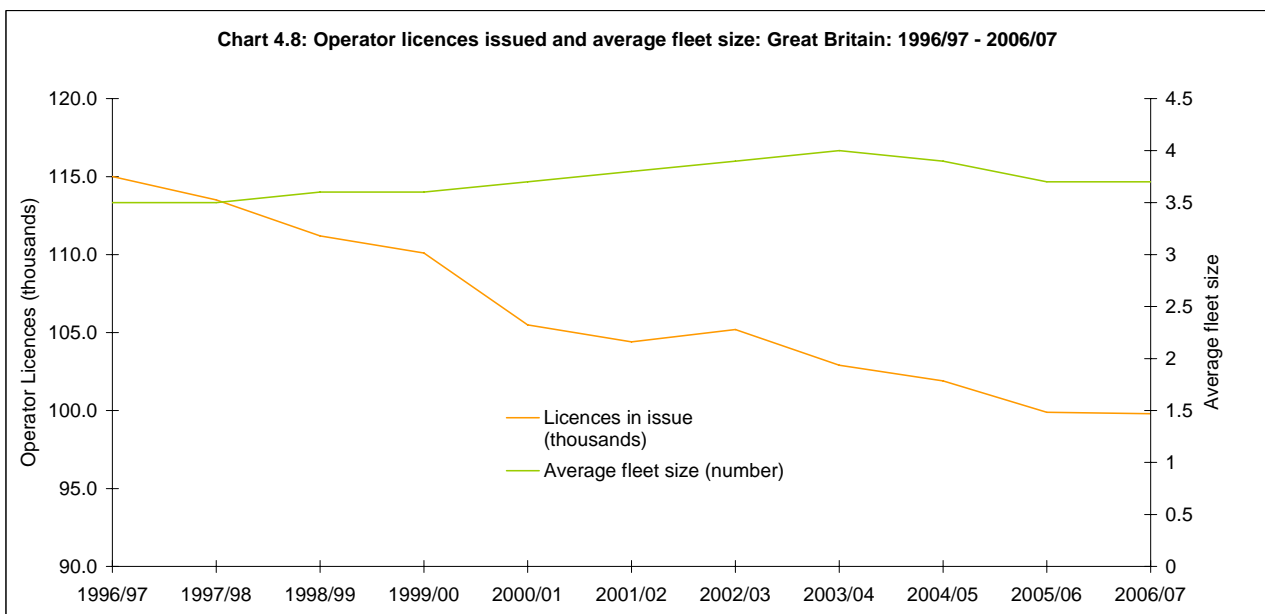


Rigid goods vehicles up to 7.5 tonnes gross weight accounted for almost half (47 per cent) of all rigid vehicles registered in 2007. The next largest grouping was rigid vehicles with a weight above 15 and up to 18 tonnes (20 per cent). (Chart 4.5)



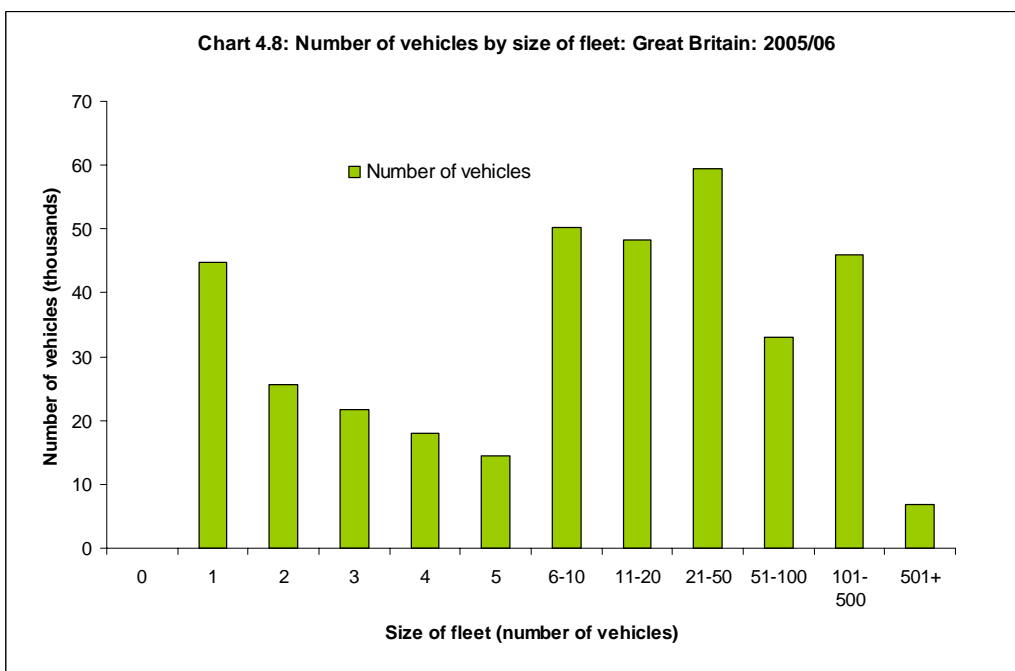
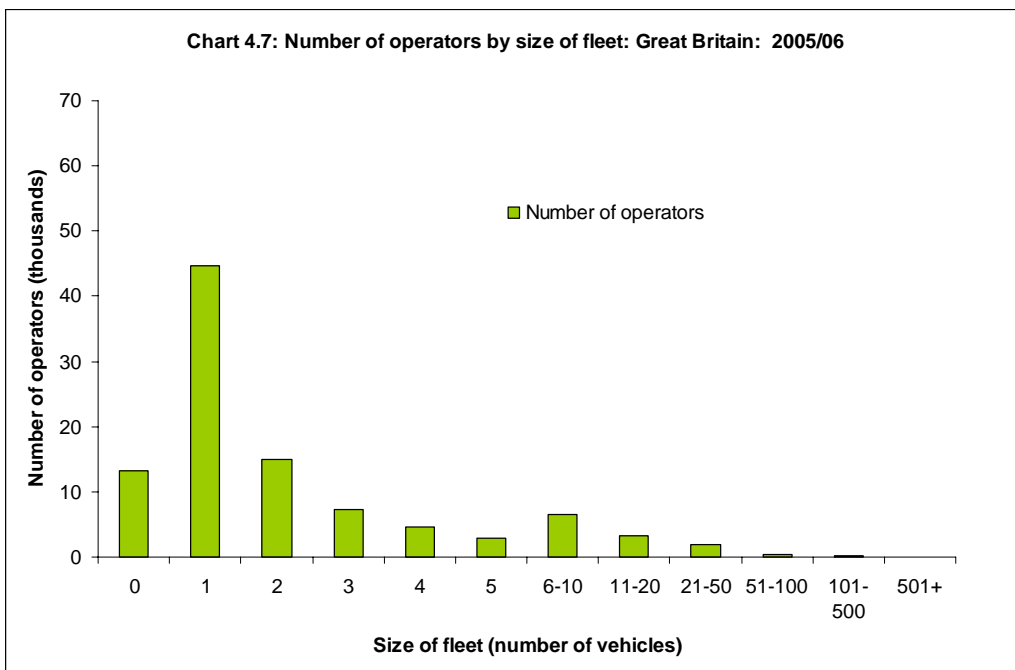
4.3 Number of operators

The number of goods vehicle operators has fallen over the last ten years, from 115 thousand in 1996/97 to 100 thousand in 2006/07. The average size of operators' fleets increased steadily from 1996/97 to 2003/04 (from 3.5 to 4.0 vehicles). Since 2003/04 average fleet size has decreased and stood at 3.7 vehicles per fleet in 2006/07. (Chart 4.6)



4.4 Characteristics of Road Haulage Operators

In 2005/06, 45 per cent of operators (44,700) had just one vehicle. The number of operators with large fleets was small, for example in 2005/06 only 275 operators (0.3 per cent) had fleets with more than 100 vehicles. However, these large operators accounted for a higher proportion of the HGV vehicle fleet, representing some 14 per cent of the total 2005/06 vehicle population.



4.5 Road freight enterprises, employment and finance

Table 4.10 shows the number of enterprises, employment and economic indicators for the road freight industry. There were 34 thousand enterprises in the road freight industry in 2006 which was 2 per cent lower than in 2005 and 13 per cent less than in 1996.

The turnover of the road freight industry rose by 7 per cent between 2005 and 2006 to £25 billion. Road freight turnover has experienced an increase of 34 per cent since 1996.

The Gross Value Added of the road freight industry also increased in these time periods. It rose by 4 per cent between 2005 and 2006 to £10.3 billion, and by 29 per cent between 1996 and 2006.

The total number in employment in this industry fell by 4 per cent between 2005 and 2006 to 297 thousand. This number in employment is 10 per cent less than in 1998. However, **Table 4.11** shows those employed specifically as heavy goods vehicle drivers within any industry fell by under one per cent between 2006 and 2007 and has risen by 5 per cent since 2001. This increase is the same as overall employment figures.

Data Tables

Table 4.1: Goods vehicles over 3.5 tonnes registered by year, and those still licensed in 2007

Thousands		
Year	Number of vehicles first registered	Licensed as at 31st December 2007
Pre 1979	unknown	0.2
1979	60.3	0.1
1980	46.6	0.1
1981	33.8	0.1
1982	34.4	0.1
1983	38.8	0.2
1984	41.3	0.4
1985	43.3	0.8
1986	42.8	1.0
1987	45.5	1.7
1988	53.9	2.6
1989	55.3	3.4
1990	37.5	3.1
1991	24.3	2.5
1992	24.5	3.4
1993	28.7	5.0
1994	36.7	8.5
1995	43.7	11.9
1996	41.6	13.6
1997	38.7	15.8
1998	45.8	21.1
1999	46.0	24.3
2000	48.6	29.6
2001	49.7	33.9
2002	46.7	35.9
2003	49.8	42.5
2004	49.5	45.6
2005	51.5	49.8
2006	48.9	47.9
2007	41.1	41.0
All years		446.3

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Table 4.2: Goods vehicles licensed at end of year: 1997 - 2007

							Thousands
	Year	Up to 7.5 tonnes	Over 7.5 tonnes up to 15 tonnes	Over 15 tonnes up to 18 tonnes	Over 18 tonnes up to 26 tonnes	Over 26 tonnes	Total
Rigid vehicles	1997	147.9	35.6	70.5	29.4	18.7	302.0
	1998	149.4	34.1	68.1	30.9	18.9	301.3
	1999	150.7	33.8	66.6	32.7	19.1	302.9
	2000	151.3	32.9	64.7	34.7	19.6	303.2
	2001	151.6	31.9	64.8	37.0	21.5	306.8
	2002	150.6	31.0	64.6	38.9	23.7	308.8
	2003	150.1	30.0	63.8	40.7	25.0	309.5
	2004	152.7	29.4	63.9	42.8	26.9	315.7
	2005	151.9	28.6	63.2	44.3	28.2	316.3
	2006	153.1	29.1	64.5	47.3	30.6	324.6
2007	151.2	28.9	63.9	48.4	32.0	324.3	
		Up to 26 tonnes	Over 26 tonnes up to 34 tonnes	Over 34 tonnes up to 38 tonnes	Over 38 tonnes up to 40 tonnes	Over 40 tonnes	Total
Articulated vehicles	1997	4.4	23.5	82.1	0.0	1.9	111.9
	1998	4.4	22.3	81.1	0.4	3.0	111.1
	1999	4.9	22.9	58.7	6.1	19.1	111.6
	2000	4.6	22.0	48.2	9.5	29.8	114.2
	2001	4.2	20.3	37.9	11.7	41.1	115.2
	2002	3.9	18.8	31.2	11.6	50.8	116.3
	2003	3.3	17.5	27.0	10.4	58.3	116.4
	2004	3.2	16.5	23.4	9.4	66.0	118.3
	2005	2.9	14.8	21.1	8.1	69.8	116.6
	2006	2.9	14.8	20.4	7.7	75.7	121.6
2007	2.7	14.0	18.9	6.9	79.4	122.0	

Note: excludes vehicles where the weight is not known.

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Table 4.3: Rigid goods vehicles licensed by gross weight and body type, 2007

Body Type	Thousands					
	Up to 7.5 tonnes	Over 7.5 tonnes up to 15 tonnes	Over 15 tonnes up to 18 tonnes	Over 18 tonnes up to 26 tonnes	Over 26 tonnes	Total
Box Van	60.9	9.7	17.4	3.8	0.2	92.0
Tipper	20.7	1.5	5.2	6.2	17.2	50.9
Dropside Lorry	12.2	2.0	5.4	3.0	0.2	22.8
Flat Lorry	7.8	1.8	4.0	5.4	1.2	20.3
Curtain Sided	9.9	1.7	8.3	4.2	0.2	24.3
Goods	4.9	1.3	2.3	2.3	1.6	12.5
Insulated Van	6.7	2.7	3.9	2.0	0.0	15.4
Refuse Disposal	0.8	0.7	1.9	10.0	1.8	15.2
Skip Loader	1.2	0.6	6.5	1.2	3.1	12.5
Panel Van	7.4	0.1	0.2	0.0	0.0	7.7
Tanker	0.4	0.5	2.5	3.0	1.2	7.7
Concrete Mixer	0.0	0.2	0.6	2.9	1.2	4.8
Street Cleansing	2.2	2.4	0.3	0.1	0.0	5.1
Tractor	0.3	0.1	0.5	1.1	2.5	4.4
Car Transporter	1.2	0.3	1.4	1.1	0.2	4.2
Livestock Carrier	3.3	0.3	0.2	0.2	0.0	4.1
Van	1.6	0.1	0.1	0.0	0.0	1.9
Luton Van	1.7	0.2	0.1	0.0	0.0	2.0
Special Purpose	0.6	0.4	0.5	0.2	0.2	1.9
Skeletal Vehicle	0.8	0.3	0.5	0.3	0.3	2.1
Truck	0.8	0.2	0.2	0.1	0.1	1.3
Specially Fitted Van	0.6	0.2	0.2	0.2	0.0	1.3
Tower Wagon	1.4	0.1	0.0	0.0	0.0	1.5
Others / Not Known	3.5	1.3	1.9	1.0	0.7	8.4
Total	151.2	28.9	63.9	48.4	32.0	324.3

Note: excludes vehicles where the weight is not known.

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Table 4.4: Rigid goods vehicles licensed as at 31st December 2007 by year of first registration and body type

													Thousands
Body Type	1996 and before	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	All Years
Box Van	15.8	4.5	6.6	6.8	8.2	9.3	5.9	6.4	7.6	8.4	6.8	5.7	92.0
Tipper	8.7	2.0	2.4	2.9	3.4	4.1	4.1	4.6	4.2	4.6	5.7	4.3	50.9
Dropside Lorry	3.9	1.0	1.3	1.5	1.6	1.8	1.8	1.9	2.0	2.1	2.0	1.9	22.8
Flat Lorry	5.4	1.1	1.4	1.3	1.5	1.3	1.3	1.3	1.3	1.3	1.6	1.4	20.3
Curtain Sided	0.1	-	0.1	0.1	0.1	0.4	3.2	3.8	4.2	4.6	4.1	3.7	24.3
Goods	3.6	0.8	0.8	0.8	1.3	1.2	1.5	1.1	0.9	0.2	0.1	0.1	12.5
Insulated Van	1.4	0.4	0.7	0.9	1.1	1.0	1.3	1.6	1.9	1.8	2.0	1.2	15.4
Refuse Disposal	0.7	0.3	0.4	0.6	1.0	1.2	1.4	1.9	1.9	2.0	2.0	1.8	15.2
Skip Loader	1.8	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.1	1.2	1.3	1.4	12.5
Panel Van	0.8	0.2	0.3	0.3	0.4	0.7	0.6	0.8	0.9	1.0	0.7	0.9	7.7
Tanker	1.3	0.3	0.5	0.5	0.5	0.6	0.7	0.7	0.5	0.6	0.8	0.7	7.7
Concrete Mixer	0.5	0.2	0.2	0.3	0.3	0.3	0.5	0.4	0.5	0.5	0.6	0.6	4.8
Street Cleansing	0.3	0.1	0.1	0.2	0.2	0.3	0.5	0.7	0.6	0.6	0.7	0.7	5.1
Tractor	0.6	0.3	0.4	0.4	0.2	-	-	0.4	0.6	0.7	0.5	0.3	4.4
Car Transporter	0.4	0.1	0.2	0.2	0.3	0.4	0.4	0.5	0.4	0.5	0.5	0.4	4.2
Livestock Carrier	2.2	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	4.1
Van	0.5	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.9
Luton Van	0.7	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	2.0
Special Purpose	0.3	0.1	0.1	0.2	0.3	0.1	0.2	0.2	0.1	0.1	0.1	0.1	1.9
Skeletal Vehicle	0.2	-	-	-	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.2	2.1
Truck	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	0.2	0.1	0.1	1.3
Specially Fitted Van	0.2	-	-	-	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	1.3
Tower Wagon	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.2	1.5
Others / Not Known	3.0	0.5	0.5	0.5	0.4	0.4	0.5	0.5	0.6	0.6	0.5	0.5	8.4
Total	52.8	13.3	17.4	18.7	22.2	25.0	25.9	29.0	30.1	32.1	31.1	26.7	324.4

Note: total is not the same as Table 4.3 as that does not include vehicles where the weight is not known

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Table 4.5: Goods vehicles licensed as at 31st December 2007 by year of first registration and propulsion type

													Thousands
Body Type	1996 and before	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	All Years
Petrol	0.3	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	-	1.5
Diesel	58.6	15.8	21.0	24.2	29.4	33.7	35.7	42.3	45.5	49.7	47.8	41.0	444.7
Gas	-	-	-	-	-	-	-	-	-	-	-	-	0.1
Petrol / Gas	-	-	-	-	-	-	-	-	-	-	-	0.0	-
Total	58.9	15.8	21.1	24.3	29.6	33.9	35.9	42.5	45.6	49.8	47.9	41.0	446.3

Note: Electric vehicles are tax exempt and therefore do not appear in the population tables in Section 4.

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Table 4.6: Goods vehicles licensed: by taxation group and axle configuration: 2007

Thousands

Taxation class(es)	Rigid vehicles				Articulated vehicles										All goods vehicles
	2 axle	3 axle	4 axle	All Rigid	2 axle tractor				3 axle tractor				All articulated		
					2-axle trailer	3-axle trailer	Any trailer	All 2-axle tractor	2-axle trailer	3-axle trailer	Any tractor	All 3-axle tractor			
General goods															
HGV	240.1	43.3	30.8	314.3	6.7	18.9	10.9	36.5	2.1	80.6	2.7	85.4	121.8	436.1	
Trailer HGV	4.4	4.8	0.5	9.6	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	9.6	
Small Island	0.2	0.2	0.1	0.5	0.0	0.0	-	-	0.0	0.0	0.1	0.1	0.1	0.6	
Total	244.7	48.3	31.3	324.4	6.7	18.9	10.9	36.5	2.1	80.6	2.8	85.4	122.0	446.3	

Note: excludes goods vehicles where the axle configuration is unknown

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Table 4.7a: Rigid goods vehicles licensed at end of year: 1997 - 2007: by year of first registration

											Thousands
Year of first registration	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Rigid vehicles											
Pre-1980	3.0	2.2	1.6	1.2	0.9	0.7	0.5	0.4	0.3	0.3	0.3
1980	1.2	0.9	0.7	0.5	0.3	0.2	0.2	0.2	0.1	0.1	0.1
1981	1.5	1.1	0.8	0.6	0.4	0.3	0.2	0.2	0.1	0.1	0.1
1982	2.6	1.8	1.3	0.9	0.7	0.5	0.3	0.2	0.2	0.2	0.1
1983	4.6	3.4	2.4	1.8	1.2	0.9	0.6	0.5	0.3	0.3	0.2
1984	6.9	5.1	3.9	2.8	2.0	1.4	1.0	0.7	0.5	0.5	0.4
1985	10.6	8.2	6.3	4.7	3.5	2.5	1.8	1.4	1.0	0.9	0.7
1986	13.0	10.3	8.1	6.1	4.6	3.4	2.4	1.9	1.4	1.2	0.9
1987	18.3	15.0	12.2	9.5	7.5	5.7	4.2	3.2	2.3	2.0	1.6
1988	26.2	22.2	18.5	15.0	11.9	9.0	6.8	5.1	3.8	3.2	2.5
1989	30.0	26.1	22.4	18.3	14.9	11.6	8.7	6.6	5.0	4.2	3.2
1990	23.7	20.8	18.3	15.5	12.7	10.0	7.8	5.9	4.5	3.7	2.9
1991	16.4	14.7	13.1	11.3	9.6	7.7	6.2	4.8	3.7	3.1	2.4
1992	16.6	15.2	14.3	12.7	11.1	9.4	7.6	6.2	4.9	4.0	3.2
1993	19.3	17.4	16.5	15.1	13.7	11.8	10.0	8.3	6.7	5.7	4.5
1994	24.6	23.2	21.9	20.5	19.1	17.2	15.1	13.1	10.9	9.4	7.6
1995	29.0	27.8	27.0	24.8	23.4	21.6	19.3	17.0	14.4	12.6	10.4
1996	28.5	27.5	26.6	25.7	23.8	22.4	20.4	18.3	15.9	13.9	11.8
1997	26.1	26.4	25.1	24.6	23.9	22.5	21.0	19.3	17.2	15.4	13.3
1998		32.0	31.4	30.0	28.8	27.8	25.8	24.2	21.9	19.7	17.4
1999			30.5	29.9	28.7	27.9	26.8	25.2	23.0	21.0	18.7
2000				32.1	31.6	30.6	28.7	28.4	25.6	24.1	22.2
2001					32.8	32.5	31.2	30.4	28.6	26.6	25.0
2002						31.4	30.6	30.2	28.6	27.6	25.9
2003							32.2	31.8	31.1	29.7	29.0
2004								32.2	31.5	31.1	30.1
2005									32.9	32.5	32.1
2006										31.4	31.1
2007											26.7
All years	302.1	301.4	302.9	303.3	306.8	308.9	309.6	315.8	316.3	324.7	324.4

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Table 4.7b: Articulated goods vehicles licensed at end of year: 1997 - 2007: by year of first registration

Thousands

Year of first registration	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Articulated vehicles											
Pre-1980	0.2	0.1	0.1	-	0.0	0.0	0.0	0.0	0.0	-	-
1980	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
1981	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
1982	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	-	-
1983	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	-	-
1984	1.1	0.7	0.4	0.2	0.1	0.1	0.1	0.0	0.0	-	-
1985	1.8	1.1	0.7	0.4	0.2	0.2	0.1	0.1	0.1	0.1	-
1986	2.4	1.5	1.0	0.6	0.3	0.2	0.1	0.1	0.1	0.1	0.1
1987	4.1	2.8	1.9	1.2	0.7	0.4	0.2	0.2	0.1	0.1	0.1
1988	7.0	4.9	3.4	2.2	1.3	0.8	0.5	0.3	0.2	0.2	0.2
1989	8.7	6.4	4.8	3.1	2.1	1.3	0.7	0.4	0.3	0.3	0.2
1990	6.2	4.8	3.7	2.5	1.6	1.0	0.7	0.4	0.3	0.3	0.2
1991	5.1	4.1	3.2	2.3	1.6	1.0	0.6	0.4	0.2	0.2	0.2
1992	6.4	5.2	4.4	3.3	2.3	1.6	1.0	0.6	0.4	0.3	0.3
1993	9.0	7.7	6.8	5.5	4.2	3.0	2.0	1.3	0.8	0.7	0.5
1994	12.9	11.1	9.6	8.0	6.5	5.0	3.4	2.3	1.5	1.3	0.9
1995	16.4	14.4	13.0	11.3	9.5	7.7	5.7	4.0	2.6	2.1	1.5
1996	15.6	14.7	12.5	11.4	9.6	8.3	6.5	4.9	3.4	2.7	1.9
1997	14.4	14.2	13.0	11.7	10.5	9.4	7.8	6.2	4.4	3.5	2.5
1998		16.8	15.9	15.6	13.4	12.2	10.0	8.0	6.0	4.9	3.7
1999			17.1	16.8	16.3	14.7	13.3	11.1	8.3	7.0	5.6
2000				17.9	17.3	17.1	15.0	14.0	11.0	9.3	7.4
2001					17.3	17.0	16.4	14.7	12.5	10.8	8.9
2002						15.3	15.0	15.0	12.7	11.4	10.0
2003							17.2	17.1	16.7	14.5	13.5
2004								17.2	17.0	16.7	15.5
2005									18.2	18.0	17.7
2006										17.0	16.8
											14.3
All years	111.9	111.1	111.6	114.2	115.2	116.3	116.4	118.3	116.6	121.6	122.0

Table 4.7c: All goods vehicles licensed at end of year: 1997 - 2007: by year of first registration

Thousands											
Year of first registration	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Rigid and articulated vehicles											
Pre-1980	3.1	2.3	1.7	1.2	0.9	0.7	0.5	0.4	0.4	0.3	0.3
1980	1.3	0.9	0.7	0.5	0.3	0.2	0.2	0.2	0.1	0.1	0.1
1981	1.5	1.1	0.8	0.6	0.4	0.3	0.2	0.2	0.1	0.1	0.1
1982	2.8	2.0	1.4	0.9	0.7	0.5	0.3	0.2	0.2	0.2	0.1
1983	5.0	3.6	2.6	1.8	1.3	0.9	0.7	0.5	0.4	0.3	0.2
1984	8.1	5.8	4.3	3.1	2.1	1.5	1.1	0.8	0.6	0.6	0.4
1985	12.5	9.3	7.0	5.1	3.7	2.6	1.9	1.4	1.1	1.0	0.8
1986	15.5	11.9	9.1	6.7	4.9	3.6	2.6	2.0	1.5	1.3	1.0
1987	22.4	17.8	14.1	10.7	8.2	6.1	4.5	3.3	2.4	2.1	1.7
1988	33.1	27.1	21.9	17.2	13.3	9.8	7.3	5.4	4.0	3.4	2.6
1989	38.6	32.5	27.2	21.5	16.9	12.9	9.4	7.1	5.3	4.5	3.4
1990	29.9	25.6	22.0	18.0	14.3	11.0	8.4	6.3	4.7	4.0	3.1
1991	21.4	18.8	16.4	13.6	11.2	8.8	6.8	5.2	3.9	3.3	2.5
1992	23.0	20.5	18.7	16.0	13.4	11.0	8.6	6.8	5.2	4.4	3.4
1993	28.2	25.2	23.3	20.6	17.9	14.8	12.0	9.6	7.6	6.5	5.0
1994	37.6	34.3	31.6	28.5	25.6	22.2	18.6	15.4	12.4	10.7	8.5
1995	45.4	42.1	40.0	36.0	32.9	29.3	25.0	21.0	17.0	14.7	11.9
1996	44.1	42.3	39.1	37.1	33.4	30.7	26.9	23.2	19.2	16.6	13.6
1997	40.5	40.6	38.1	36.3	34.3	31.9	28.8	25.5	21.6	18.9	15.8
1998		48.8	47.3	45.6	42.2	40.0	35.8	32.2	27.9	24.6	21.1
1999			47.6	46.7	45.0	42.6	40.2	36.2	31.3	28.0	24.3
2000				50.0	48.9	47.7	43.7	42.5	36.5	33.4	29.6
2001					50.1	49.5	47.6	45.1	41.0	37.4	33.9
2002						46.7	45.6	45.2	41.2	38.9	35.9
2003							49.4	49.0	47.8	44.3	42.5
2004								49.4	48.5	47.8	45.6
2005									51.1	50.5	49.8
2006										48.4	47.9
											41.0
All years	414.0	412.4	414.6	417.5	422.0	425.2	425.9	434.1	432.9	446.2	446.3

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**Table 4.8: Operator licences and fleet size : Great Britain:
1996/97 - 2006/07**

<u>Year</u>	<u>Licences in issue (thousands)</u>	<u>Average fleet size (number)</u>
1996/97	115.0	3.5
1997/98	113.5	3.5
1998/99	111.2	3.6
1999/00	110.1	3.6
2000/01	105.5	3.7
2001/02	104.4	3.8
2002/03	105.2	3.9
2003/04	102.9	4.0
2004/05	101.9	3.9
2005/06	99.9	3.7
2006/07	99.8	3.7

Source : Traffic Commissioners' Report 2006-07

Table 4.9: Operator fleet size: Great Britain: 2005/06

<u>Size of goods vehicle fleet (number)</u>	<u>Thousands</u>	
	<u>Number of operators</u>	<u>Number of vehicles</u>
0 ¹	13.2	0.0
1	44.7	44.7
2	15.0	25.6
3	7.2	21.7
4	4.5	18.0
5	2.9	14.4
6-10	6.5	50.3
11-20	3.2	48.2
21-50	1.9	59.5
51-100	0.5	32.9
101-500	0.3	46.0
501+	0.0	6.9
Total	99.9	368.2

1. A zero fleet size occurs where an operator has a licence but does not specify any vehicles on it, for example if vehicles are only required for short periods and are therefore hired in.

Source : Vehicle and
Operators Service
Agency

Table 4.10: Road haulage enterprises, employment and finance¹: United Kingdom: 1996 - 2006

Year	Number of enterprises ²	Total turnover (£million)	Approximate GVA (£million) ³	Total employment ⁴
1996	39.2	18,571	8,018	..
1997	38.5	18,435	8,507	..
1998	38.1	18,507	8,176	330
1999	37.6	20,362	9,241	335
2000	36.7	21,137	9,384	324
2001	36.0	21,656	9,322	320
2002	35.7	21,351	8,954	307
2003	35.0	21,651	9,266	311
2004	34.7	20,397	8,444	298
2005	34.7	23,249	9,974	308
2006	34.1	24,969	10,343	297

1. This table is based on business units whose economic activity is classified as 'freight transport by road' (Standard Industrial Classification code 60.24). Figures in this table are not comparable with those in Tables 4.8 and 4.9 as these include all businesses that have an Operator Licence.

2. An enterprise is the smallest combination of legal units which have a certain degree of autonomy within an enterprise

3. Gross Value Added at basic prices

4. Full and part-time employment plus working proprietors employed on a set day in December.

Source: Annual Business Inquiry, ONS.
Section I: SIC 60.24
http://www.statistics.gov.uk/abi/section_i.asp

Table 4.11: Number of Heavy Goods Vehicle drivers¹: United Kingdom: 2001-2007

Year	Total in Employment ^{2,3}	Employees			Self employed			Thousands
		Full Time	Part Time	Total	Full Time	Part Time	Total	
2001	306	273	*	281	23	*	24	
2002	326	295	*	302	23	*	23	
2003	320	283	*	290	26	*	29	
2004	326	294	*	301	25	*	25	
2005	329	289	*	298	30	*	30	
2006	324	286	*	295	26	*	28	
2007	321	286	12	298	22	*	23	

1. This table is based on employment figures in the Standard Occupational Classification 'Heavy Goods Vehicle Drivers' and so is not comparable with previous tables

2. Includes unpaid family workers and persons on government-supported training and employment programmes.

3. Includes those who did not state whether they worked full or part time.

* Sample size too small for reliable estimate.

Source: ONS - Labour Force Survey
Labour Market Statistics Helpline ☎01633 456901

Section 5

Environment and safety

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Commentary

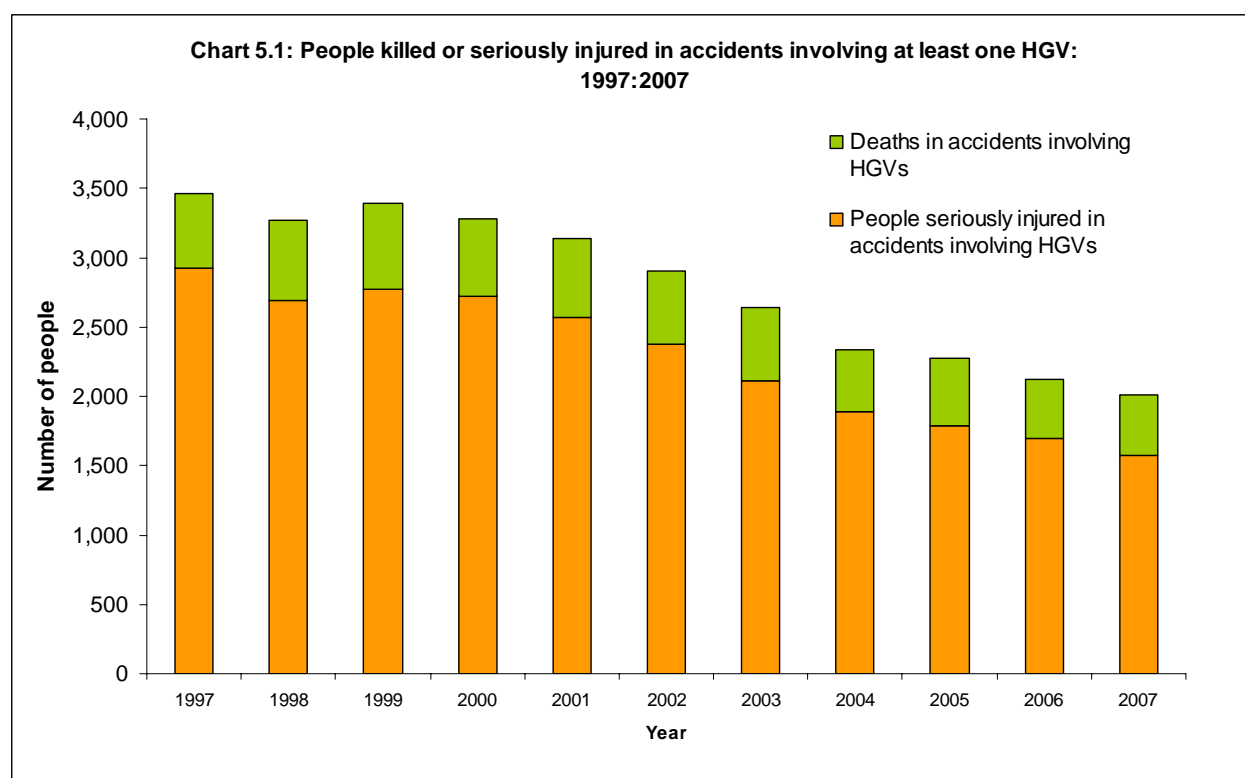
5.1 Environment

Table 5.1 shows the fuel consumption for the various types of road freight vehicle. In 2007 rigid vehicles travelled on average 9.4 miles per gallon (mpg) whilst articulated vehicles travelled 8.0 mpg. Both of these figures are slightly lower than the 2006 figures (9.7 mpg and 8.1 mpg respectively). Compared to ten years ago, rigid vehicles travel 0.6 miles less per gallon whereas artic vehicles travel 0.3 miles further per gallon of fuel.

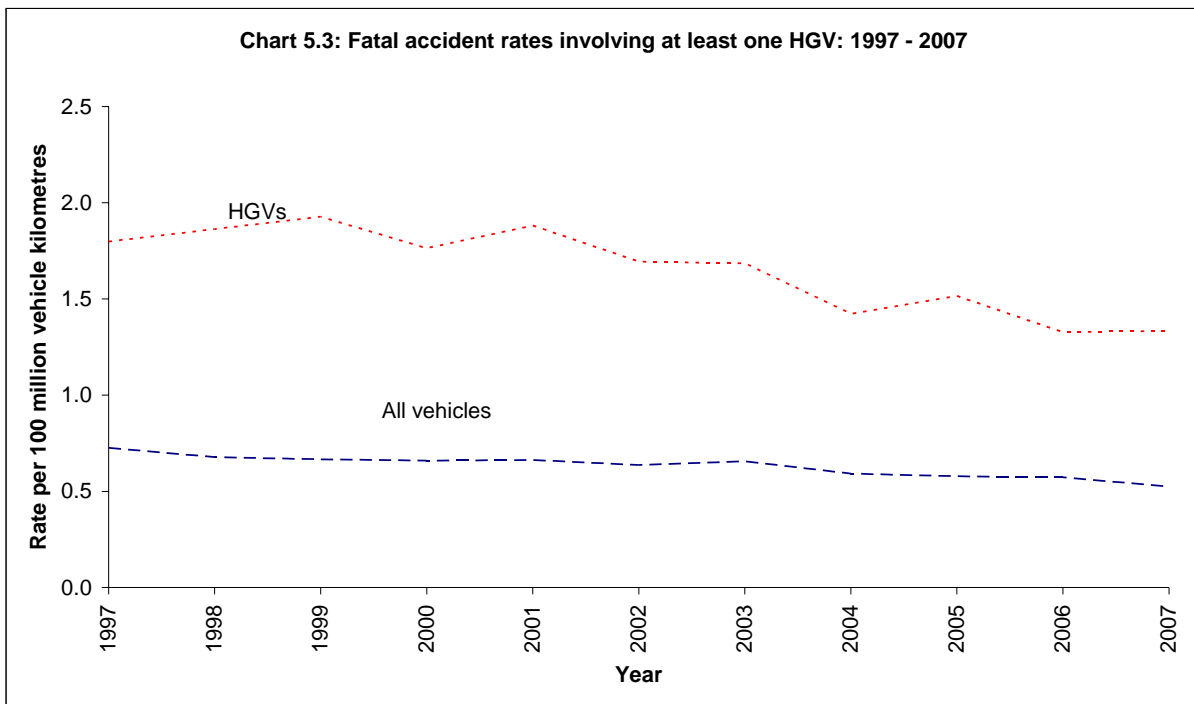
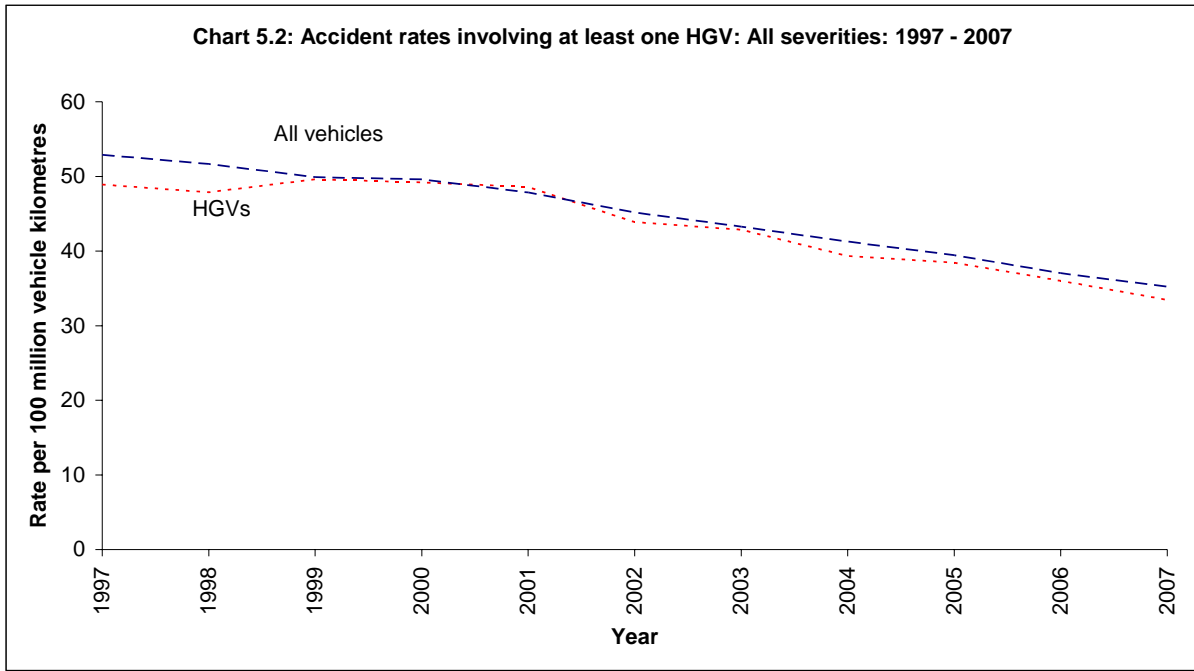
Table 5.2 shows that greenhouse gas emissions from road freight transport rose by 2.5 per cent between 1996 and 2006. However, this is lower than the 5.8 per cent increase in the amount of goods moved and the 11.4 per cent increase in goods lifted over the same period. The emissions in 2006 were 7.4 per cent lower than their peak in 2003.

5.2 Safety on the road

Over the period 1997 to 2007 there was a 42 per cent reduction, to 2,009, in the number of people killed or seriously injured in reported personal injury road accidents involving at least one HGV. The number of fatalities fell by 19 per cent over the same period to 435. (**Chart 5.1**)



Between 1997 and 2007 accident rates for 'all severities of accident involving at least one HGV' fell from 48.9 per 100 million vehicle kilometres to 33.5. This is in line with trends observed for all vehicles where, over the same period, the rate fell from 52.9 to 35.2 per 100 million vehicle kilometres travelled. For the same period the 'fatal accident rate involving at least one HGV' fell from 1.8 per 100 million vehicle kilometres to 1.3 per 100 million vehicle kilometres.



76 per cent of casualties resulting from ‘accidents involving at least one HGV’ occurred on motorways or A roads (**Table 5.5**). This figure rises to 81 per cent for fatalities. For all road casualties the figures are 51 per cent (all casualties) and 61 per cent (fatalities).

5.3 Safety in the workplace

Table 5.6 shows that the majority of reported fatal injuries in 2007 in the road freight industry were due to being hit by a falling or moving object or being hit by a moving vehicle (10 out of 17). The pattern is different for major reported injuries though with slips or trips and falls from height accounting for half of them.

Data Tables

Table 5.1: Fuel consumption by HGV vehicle type in Great Britain: 1989 - 2007

	Rigids						Miles per gallon		
	Over 3.5t to 7.5t	Over 7.5t to 14t	Over 14t to 17t	Over 17t to 25t	Over 25	All rigids	Artics		
							Over 3.5t to 33t	Over 33	All artics
1989	13.3	10.5	8.9	6.6	6.4	8.1	7.2	6.5	6.8
1990	12.6	10.5	9.2	6.4	6.2	8.0	7.2	6.6	6.8
1991	12.2	10.6	8.9	6.7	6.2	8.1	7.3	6.6	7.0
1992	12.4	10.4	8.8	6.7	6.0	7.9	7.3	6.7	6.9
1993 R	12.7	10.7	9.4	7.1	6.6	9.7	7.8	7.0	7.2
1994 R	13.2	10.9	9.3	7.1	6.5	9.9	8.0	7.1	7.4
1995 R	12.7	11.1	9.4	7.3	6.7	9.8	7.9	7.4	7.5
1996 R	13.1	11.0	9.5	7.2	6.8	9.9	8.2	7.5	7.6
1997 R	12.8	11.3	9.8	7.3	6.8	10.0	8.3	7.5	7.7
1998 R	13.2	12.0	10.2	7.9	7.0	10.4	8.4	7.9	8.0
1999 R	13.0	11.1	10.5	8.2	7.0	10.3	8.8	7.8	8.0
2000 R	13.4	11.6	9.6	8.6	6.7	10.1	8.8	7.8	8.0
2001 R	12.3	11.0	9.8	9.0	6.6	9.7	8.6	7.6	7.8
2002 R	13.2	11.3	9.7	8.9	6.8	9.8	8.6	7.7	7.8
2003 R	12.6	10.9	9.7	9.1	6.6	9.5	8.6	7.6	7.8
2004 R	13.3	11.0	10.0	9.6	6.6	9.8	9.0	7.9	8.0
2005 R	13.7	11.6	10.1	10.0	6.9	10.0	9.3	8.0	8.2
2006 R	13.7	10.8	9.6	10.0	6.7	9.7	9.0	8.0	8.1
2007 R	13.7	11.4	9.1	9.5	6.7	9.4	8.9	7.9	8.0

¹ As a result of quality improvements and methodological changes, HGV fuel consumption figures for 1993 onwards have been revised. Data for 1992 and earlier years are not comparable with the revised series.

Source: Continuing Survey of Road Goods Transport, DfT

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✉ roadfreight.stats@dft.gsi.gov.uk

Table 5.2: Greenhouse gas emissions from road freight transport: United Kingdom¹: 1996 - 2006

Year	Total greenhouse gases	Weight in thousand tonnes of carbon dioxide equivalent				
		Total greenhouse gases made up of ^{2,3}				
		Carbon dioxide	Methane	Nitrous oxide	Hydro-flouro carbons	Perflourocarbons
1996	18,621	18,400	39.7	178.1	2.9	-
1997	19,125	18,896	38.4	186.3	4.3	-
1998	19,506	19,264	37.9	198.4	6.2	0.1
1999	19,881	19,635	36.3	201.5	8.3	0.1
2000	19,998	19,747	35.1	204.5	11.2	0.1
2001	20,614	20,309	34.5	228.7	41.7	0.1
2002	19,753	19,458	30.5	220.2	43.9	0.0
2003	20,616	20,310	29.4	225.6	51.2	0.0
2004	20,015	19,708	27.5	223.3	56.4	0.0
2005	19,006	18,700	25.5	220.0	60.9	0.0
2006	19,089	18,781	24.6	219.6	63.6	0.0

1 Data presented here are based on a UK residents basis, as opposed to fuel purchases in the UK. This means they are based on people residing in the UK and UK-registered businesses

2 For definitions of the greenhouse gases see Annex 1 of UK Environmental Accounts 2008:

http://www.statistics.gov.uk/downloads/theme_environment/EA_J

3 Data for the road freight industry and other industries (1990-2006) are available here: <http://www.statistics.gov.uk/statbase/Expodata/Spreadsheets/D5695.xls>

Source: AEA Energy & Environment, ONS

✉ environment.accounts@ons.gsi.gov.uk

Table 5.3: Number of accidents and casualties involving at least one HGV, and HGV traffic GB: 1979-2007

Year	Casualties resulting from accidents involving HGVs							HGV Traffic ¹
	Accidents	Fatalities	Serious injuries	KSI	Slight injuries	All casualties	Fatalities/KSI percentage	
1979	16,471	1,063	5,878	6,941	15,403	22,344	15.3	20
1980	14,117	859	5,119	5,978	13,283	19,261	14.4	20
1981	13,283	851	4,919	5,770	12,626	18,396	14.7	19
1982	13,307	875	4,816	5,691	12,427	18,118	15.4	18
1983	12,328	811	4,244	5,055	11,635	16,690	16.0	19
1984	12,950	876	4,476	5,352	12,385	17,737	16.4	20
1985	13,073	811	4,331	5,142	12,955	18,097	15.8	20
1986	13,435	908	4,396	5,304	13,153	18,457	17.1	20
1987	13,642	910	4,380	5,290	13,778	19,068	17.2	22
1988	14,775	900	4,655	5,555	14,882	20,437	16.2	24
1989	16,107	989	4,780	5,769	16,846	22,615	17.1	25
1990	15,063	885	4,268	5,153	15,776	20,929	17.2	25
1991	13,622	782	3,645	4,427	14,971	19,398	17.7	25
1992	13,020	742	3,387	4,129	14,349	18,478	18.0	24
1993	13,174	699	3,198	3,897	14,759	18,656	17.9	24
1994	13,184	620	3,284	3,904	15,250	19,154	15.9	25
1995	12,618	597	3,031	3,628	14,362	17,990	16.5	25
1996	12,433	580	2,883	3,463	14,273	17,736	16.7	26
1997	13,132	535	2,924	3,459	15,416	18,875	15.5	27
1998	13,278	576	2,692	3,268	15,430	18,698	17.6	28
1999	13,951	620	2,771	3,391	16,409	19,800	18.3	28
2000	13,894	560	2,719	3,279	16,514	19,793	17.1	28
2001	13,631	575	2,564	3,139	16,020	19,159	18.3	28
2002	12,427	532	2,374	2,906	14,506	17,412	18.3	28
2003	12,205	528	2,111	2,639	14,513	17,152	20.0	28
2004	11,542	449	1,884	2,333	13,813	16,146	19.2	29
2005	11,162	486	1,785	2,271	13,475	15,746	21.4	29
2006	10,466	419	1,700	2,119	12,420	14,539	19.8	29
2007	9,829	435	1,574	2,009	11,699	13,708	21.7	29

1 Billion vehicle kilometres

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Note: The above figures include accidents involving foreign-registered HGVs

✉ roadacc.stats@dft.gsi.gov.uk

Table 5.4: Accident rates for HGVs: All severities and fatalities

Year	Rate per 100 million vehicle kilometres			
	All severities		Fatal	
	HGVs	All vehicles	HGVs	All vehicles
1997	48.9	52.9	1.8	0.7
1998	47.9	51.7	1.9	0.7
1999	49.6	49.9	1.9	0.7
2000	49.2	49.6	1.8	0.7
2001	48.6	47.8	1.9	0.7
2002	43.9	45.2	1.7	0.6
2003	42.8	43.2	1.7	0.7
2004	39.3	41.2	1.4	0.6
2005	38.4	39.4	1.5	0.6
2006	36.0	37.0	1.3	0.6
2007	33.5	35.2	1.3	0.5

Note: The above figures include accidents involving foreign-registered HGVs

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✉ roadacc.stats@dft.gsi.gov.uk

Table 5.5: Casualties in accidents involving HGVs, by road class: GB 2007

Road type	Number of casualties	
	HGV	All
Motorways		
Killed	75	183
KSI	344	1,253
All severities	3,131	12,817
A roads		
Killed	277	1,611
KSI	1,172	14,530
All severities	7,253	113,372
B roads		
Killed	32	454
KSI	177	4,244
All severities	1,146	32,008
Other roads		
Killed	51	698
KSI	316	10,693
All severities	2,178	89,583
All		
Killed	435	2,946
KSI	2,009	30,720
All severities	13,708	247,780

Note: The above figures include accidents involving foreign-registered HGVs

☎ 020-7944 6595

✉ roadacc.stats@dft.gsi.gov.uk

Table 5.6: Number of reported injuries in the road freight industry¹ by severity²: Great Britain: 2001/02 - 2006/07

Kind of accident	Fatal					
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Contact with moving machinery	0	1	1	0	1	1
Hit by moving, falling object	5	2	4	3	3	5
Hit by moving vehicle	1	7	8	3	2	5
Hit something fixed or stationary	1	2	1	0	0	2
Handling	0	0	0	0	0	0
Slip or trip	0	0	0	0	0	1
Falls from height	2	2	1	4	2	1
Other	1	1	0	1	3	2
Total	10	15	15	11	11	17

Kind of accident	Major³					
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Contact with moving machinery	11	7	9	17	17	21
Hit by moving, falling object	82	103	158	238	223	219
Hit by moving vehicle	36	55	77	107	120	101
Hit something fixed or stationary	28	33	50	85	82	96
Handling	58	90	151	263	281	283
Slip or trip	161	204	268	422	444	497
Falls from height	152	160	246	314	307	307
Other	39	51	57	80	84	76
Total	567	703	1,016	1,526	1,558	1,600

Kind of accident	Over 3 days⁴					
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Contact with moving machinery	23	22	22	53	56	59
Hit by moving, falling object	308	407	600	876	972	955
Hit by moving vehicle	83	110	179	293	278	285
Hit something fixed or stationary	117	166	268	424	512	501
Handling	838	1,226	1,858	3,231	3,740	3,667
Slip or trip	515	616	942	1,317	1,523	1,482
Falls from height	200	194	270	399	407	416
Other	151	153	192	249	326	252
Total	2,235	2,894	4,331	6,842	7,814	7,617

1 As defined by Standard Industrial Classification (SIC) 60249 'freight transport by road'

Source: Health and Safety Executive

✉ Statistics.Request.Team@hse.gsi.gov.uk

2 Each record can only appear in one of the classifications.

3 'Major' injury definition found here:

http://www.opsi.gov.uk/si/si1995/Uksi_19953163_en_3.htm#sdiv1

4 'Over 3 days' defined as an injury which is not major or fatal but results in more than 3 days absence from work.

Section 6

Road freight surveys methodology

6A - CSRGT Methodology

Survey characteristics and response rates

Table 6A1 shows the survey response rate. Changes in survey sample procedures introduced in 2004 have meant that the numbers of forms posted and used have reduced.

The sample of vehicles used in the survey is selected from vehicle records maintained by the Driver and Vehicle Licensing Agency (DVLA). Prior to 2004, the sample was selected on a weekly basis from a sampling frame of vehicles that was updated weekly. From 2004, for practical and administrative reasons, the weekly sample has been selected from a sampling frame that is updated quarterly. A consequence of this is that the sampling frame becomes more out-of-date through the quarter, as vehicles are sold, scrapped, become unlicensed, etc. The returned weekly sample from 2004 onwards therefore also includes a higher proportion of forms for these vehicles, and therefore a smaller proportion of usable forms compared with 2003 and earlier years.

Table 6A1: Survey response rates: 1997, 2001 - 2007

	Number of vehicles							
	1997	2001	2002	2003	2004	2005	2006	2007
Forms posted	17,376	19,154	18,917	19,369	17,290	18,394	17,127	18,398
Forms returned	16,796	18,249	18,046	18,633	16,273	17,302	16,032	16,432
of which : Used	15,734	16,572	16,332	16,781	13,726	14,878	13,821	14,602
Not used	1,062	1,677	1,714	1,852	2,547	2,424	2,211	2,610
Used forms as a % of posted forms	91	87	86	87	79	81	81	79
Reasons for non use of returned forms (%) :								
Vehicle sold	15	21	25	25	29	27	29	23
Vehicle scrapped	11	7	6	5	7	7	8	9
Vehicle stolen	1	1	1	1	-	-	-	-
Vehicle not licensed	25	24	18	15	21	22	23	25
Form not delivered	15	11	12	12	9	12	12	10
Refusal	1	1	-	1	1	-	-	1
Excused	32	35	38	42	28	28	24	27
Vehicle on multi-hire	..	..	..	..	3	3	4	5
Other Reason	..	..	..	..	1	-	-	-
All reasons	100	100	100	100	100	100	100	100

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 4261
 ✉ roadfreight.stats@dft.gsi.gov.uk

The population of vehicles is given in Table 6A2. The totals for all modes are the average of the end-quarter population figures during 2007 and are not sample estimates. The breakdown by type of work is derived from the survey results and is therefore subject to sampling error.

Estimates of the total activity of the vehicle population are derived by applying a grossing factor to the work done by each sampled vehicle. The mean of the previous end quarter and current end quarter figures are used to gross up results for each quarter. The grossing factors are calculated using the population of heavy goods vehicles, from DVLA licensing records, for each quarter of 2007.

To ensure comparability with estimates for 2003, a further adjustment has been made to the grossing procedure from 2004 to allow for the change in sample selection methodology described above. For each strata within which a sample is selected, the grossing factor is calculated as N/n , where N is the vehicle population (including unlicensed and scrapped vehicles) and n is the returned sample of forms used for analysis. The change in sample selection methodology has no effect on the calculation of the grossing factor. However, because it results in a greater proportion of unlicensed or scrapped vehicles in the returned sample it is applied to a smaller proportion of usable forms than in the previous year. Since 2004, it is therefore necessary to adjust the grossing factors to allow for this. The adjustment is calculated as:

Number of expected usable forms in 2004 based on the proportion of usable forms in the 2003 sample, divided by the achieved number of usable forms in 2004.

This produces a factor of 1.0314 which is applied to the grossing factors.

Table 6A2: Vehicle population by mode of working: 2007

Vehicle type and size (gvw tonnes)	Mainly public haulage	Mainly own account	All modes
Rigids			
Up to 7.5	26,171	127,472	153,643
Over 7.5 to 15	5,109	22,548	27,657
Over 15 to 18	21,892	41,292	63,184
Over 18 to 26	13,856	33,349	47,205
Over 26	14,982	17,845	32,827
All rigids	82,010	242,507	324,517
Artics			
Up to 26	1,416	1,727	3,143
Over 26 to 34	7,548	6,463	14,011
Over 34 to 38	12,111	10,521	22,632
Over 38 to 40	6,592	1,960	8,553
Over 40	57,884	14,388	72,272
All artics	85,552	35,060	120,611
All vehicles	167,562	277,566	445,128

Note: The vehicle population shown here is based on the CSRGT sample and is not comparable with that shown in Tables 4.1 to 4.7.

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 4261
 ✉ roadfreight.stats@dft.gsi.gov.uk

Table 6A3: Vehicle population by type and weight: 2007

		Thousands	
Vehicle type and size (gvw tonnes)	All modes	Vehicle type and size (gvw tonnes)	All modes
Rigids		Rigids	
Up to 7.5	154	Up to 7.5	154
Over 7.5 to 15	28	Up to 7.5 to 14	18
Over 15 to 18	63	Over 14 to 17	26
Over 18 to 26	47	Over 17 to 25	57
Over 26	33	Over 25	70
All rigids	325	All rigids	325
Artics		Artics	
Up to 26	3	Up to 30	10
Over 26 to 34	14	Over 30 to 33	4
Over 34 to 38	23	Over 33	106
Over 38 to 40	9		
Over 40	72		
All artics	121	All artics	121
All vehicles	445	All vehicles	445

Note: The vehicle population shown here is based on the CSRGT sample and is not comparable with that shown in Tables 4.1 to 4.7.

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 4261
 ✉ roadfreight.stats@dft.gsi.gov.uk

Sample design and sampling errors

Introduction

The CSRGT surveys goods vehicles and collects data about one week's activity from each vehicle in the sample. The sample is spread evenly over the year so that the sample is 'self weighting' in respect of seasonal effects, holidays, etc.

The sample is drawn from vehicle records held by the DVLA. The vehicles covered by the survey are goods vehicles over 3.5 tonnes gross vehicle weight. The normal maximum weight limit for goods vehicles is 40 tonnes gross (44 tonnes for vehicles with 'road friendly' suspension, increased from 41 tonnes on 1 February 2001), though some exceptions are made for haulage of abnormal loads. This wide range in size and carrying capacity means that important estimates, such as tonne kilometres moved, can vary considerably from vehicle to vehicle. In order to make the best use of the sample size available, the questionnaires are not simply sent to a random selection of the whole vehicle population. Instead, random samples are selected from each of the various vehicle groups. This is known as stratified sampling.

Stratified Sampling

The vehicle population has natural groupings arising from the administrative rules governing the construction and use of goods vehicles. These vehicle groups, based on the ten gross weight bands and shown in Table 6A4, are characterised by different types of freight activity. The Great Britain sample is allocated to each of the ten groups based on the strategy of:

- i. optimising the estimates of total freight activity by sampling in proportion to how much each group contributes to the overall variability in activity;
- ii. because the above results in quite large sample errors for the lighter rigid groups, there is some reallocation with the aim of bringing those errors within plus or minus 10 per cent.

The sample sizes so derived for each vehicle group are then divided equally over each region to ensure adequate coverage for each area.

The national sample sizes and sample errors for 2007 are shown in Table 6A4.

Before 2004, the sample was stratified by eight vehicle weight groups and, geographically, by twelve DfT Traffic Areas. Details are available in earlier reports.

Table 6A4: Sample size and sampling errors: 2007

Weight groups (gvw-tonnes)	Sample size (number)	Confidence limits (95% significance)¹		
		Tonnes +/-%	Tonne kms + %	Kilometres +-%
Rigids				
Up to 7.5	2,405	5%	6%	4%
Over 7.5 to 15	326	11%	13%	9%
Over 15 to 18	1,258	6%	7%	4%
Over 18 to 26	1,294	7%	6%	4%
Over 26	1,019	5%	5%	4%
All rigids	6,302	3%	3%	2%
Artics				
Up to 26	257	13%	13%	10%
Over 26 to 34	987	6%	5%	4%
Over 34 to 38	1,615	4%	4%	3%
Over 38 to 40	700	7%	6%	4%
Over 40	2,338	3%	3%	4%
All artics	5,897	3%	2%	1%
All vehicles	12,199	2%	2%	1%

1. This is a percentage range around the estimate of average activity per vehicle in which the 'true' value lies.

Source: Continuing Survey of Road Goods Transport, DfT
 ☎ 020-7944 3180
 ✉ roadfreight.stats@dft.gsi.gov.uk

The sample sizes used to calculate sampling error are for the number of forms returned for vehicles that had worked during the survey week. In previous years, the sample sizes also included forms returned for vehicles which had not worked.

CSRGT SURVEY QUESTIONNAIRES

Continuing Survey of Road Goods Transport - Rigid vehicle survey questionnaire

Section 2: Vehicle Activity

7. Please record the odometer reading at the start of the **first** survey day and the end of the **last** survey day
 Start End miles/km*

8. If the vehicle was not used at all on the public roads during the seven day period of the survey, was this because of:

Not Taxed No work
 Repair Site work
 Holiday MOT/Service
 No driver Other reason

*Delete as appropriate

9. Please give an estimate of the mileage this vehicle undertakes in the UK each year
 miles/km*

10. How many litres of fuel were purchased or taken from your own supplies for this vehicle during the survey week?
 Please give the total regardless of the mileage done during the survey week.
 gallons/litres*

*Delete as appropriate

Section 3: Business Details

11. Name and telephone number of the person to be contacted if questions arise about this form (please print)
 Name
 Tel No

12. Does your firm nationally have a total employment of less than 10 people
 Yes No

13. Please state name of town where this vehicle is based (if different from address on page 1)

14. Was this vehicle mainly being operated during the survey period (See note 3)
 On own account For Hire/Reward

What is the nature of your business?

Section 4: Change of possession

If the vehicle has been scrapped or stolen, please give the date this happened
 Date scrapped/stolen

If the vehicle was sold before the survey week, please give the date sold and the new owner's details
 Date sold

If the vehicle is on hire to someone else during the survey week, please give their name and address

Section 5: Certification

I hereby declare that the information given in this return is complete and accurate to the best of my knowledge
 Signed..... Date.....

BEFORE RETURNING THIS FORM PLEASE ENSURE JOURNEY DETAILS ARE COMPLETED ON PAGE 2

For official use

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Odo St	Odo Fin	Not Used	Ann Mile	Fuel	Region	P/O			
SIC	Prop Code	Whi Plan	Tax	B Type Code	TAO	Regn Yr	Body Type	Tipper	Survey Week

This information is required under Section 1 of the Statistics of Trade Act 1947

Name and address of registered keeper

Survey week from to

Registration mark of vehicle

If this vehicle is no longer in your possession, please complete sections 4 and 5 on the back page and return the form immediately in the envelope provided (See note 1).

Section 1: Vehicle Details

1. Please tick the box that best describes the **axle configuration**

Rigid only

	<input type="checkbox"/>	120
	<input type="checkbox"/>	130
	<input type="checkbox"/>	130
	<input type="checkbox"/>	140
Other Rigid	<input type="checkbox"/>	199

Rigid and drawbar trailer

	<input type="checkbox"/>	221
	<input type="checkbox"/>	222
	<input type="checkbox"/>	223
	<input type="checkbox"/>	232
	<input type="checkbox"/>	233
Other Rigid & Trailer	<input type="checkbox"/>	299

2. (see Note 2)

Gross vehicle weight kg

Carrying capacity kg

3. If the vehicle is also licensed to draw a trailer please give the following information about the trailer

Gross trailer weight kg

If the trailer is used on any of the journeys recorded on page 2 please mark the journey with a tick in the drawbar trailer (DB) column

4. Please state the number of retractable axles that the vehicle has

5. Please state the number of super single tyres that the drawbar trailer has

6. Is the vehicle fitted with any of the following (tick all that apply)

Vehicle tracking system (e.g. GPS)
 Fleet management system
 On board computer system

NOW PLEASE TURN TO THE BACK PAGE

For official use

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Ret Axle	SST	GPS	GWV	C Cap	Trailer weight

Continuing Survey of Road Goods Transport - Articulated vehicle survey questionnaire

Section 2: Vehicle Activity

10. Please record the odometer reading at the start of the first survey day and the end of the last day

Start End miles/km*

11. If the tractive unit was not used at all on the public roads during the seven day period of the survey, was this because of:

Not taxed No work
 Repair Site work
 Holiday MOT/Service
 No driver Other reason

*Delete as appropriate

12. Please give an estimate of the mileage this vehicle undertakes in the UK each year

miles/km*

13. How many litres of fuel were purchased or taken from your own supplies for this vehicle during the survey week ?

Please give the total regardless of the mileage done during the survey week.

gallons/litres*

*Delete as appropriate

Section 3: Business Details

14. Name and telephone number of the person to be contacted if questions arise about this form (please print)

Name
 Tel. No

15. Does your firm nationally have a total employment of less than 10 people

Yes No

16. Please state name of town where this vehicle is based (if different address on page 1)

17. Was this vehicle mainly being operated during the survey period (See Note 3)

On own account For Hire/Reward

What is the nature of your business ?

Section 4: Change of possession

If the vehicle has been scrapped or stolen, please give the date this happened

Date scrapped/stolen

If the vehicle was sold before the survey week, please give the date sold and the new owner's details

Date sold

If the vehicle is on hire to someone else during the survey week, please give their name and address

Section 5: Certification

I hereby declare that the information given in this return is complete and accurate to the best of my knowledge

Signed.....Date.....

BEFORE RETURNING THIS FORM PLEASE ENSURE JOURNEY DETAILS ARE COMPLETED ON PAGE 2

For official use

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Odo St	Odo Fin	Not Used	Ann Mile	Fuel	Region	P/O			
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
SIC	Prop Code	Whi Plan	Tax	B Type Code	TAG	Regn Yr	Body Type	Tipper	Survey Week

This information is required under Section 1 of the Statistics of Trade Act 1947

Name and address of registered keeper

Survey week from to

Registration mark of vehicle

If this vehicle is no longer in your possession, please complete sections 4 and 5 ONLY on the back page and return the form immediately in the envelope provided (See Note 1).

Section 1: Vehicle Details

1. Trailer type (please tick as appropriate)

Flat/drop sided Solid bulk tanker
 Box/non specialised Livestock carrier
 Temperature controlled Car transporter
 Curtain sided Tipper
 Liquid tanker Other

4. Is this vehicle ever used to carry abnormal loads under a Special Types General Order ?

Yes
 No

5. If 'Yes', when under an STGO, what is the gross train weight ?

kg

2. (See Note 2)

Gross vehicle weight kg

Carrying capacity kg

6. Please state the number of retractable axles that the vehicle has

Tractive Unit
 Trailer*

*If more than one trailer is used, describe the one used most often

3. Please tick the box that best describes the axle configuration

	<input type="checkbox"/>	321
	<input type="checkbox"/>	322
	<input type="checkbox"/>	323
	<input type="checkbox"/>	332
	<input type="checkbox"/>	333
Other Articulated vehicle	<input type="checkbox"/>	399

7. Please state the number of super single tyres that this trailer has fitted

8. Is this trailer a double decker ? (please tick as appropriate)

Yes
 No

9. Is the vehicle fitted with any of the following (tick all that apply)

Vehicle tracking system (e.g. GPS)
 Fleet management system
 On board computer system

NOW PLEASE TURN TO THE BACK PAGE

For official use

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
T Type	GVW	C Cap	Axle Con	STGO	STGO Weight				
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Ret Axle	Ret trail ax	SST	DD	GPS					

Guidance Notes

CONTINUING SURVEY OF ROAD GOODS TRANSPORT (GB)

Please use these notes as a guide when completing the questionnaire

1. If the vehicle is no longer in your possession, you need only complete Sections 4 and 5 on the back page and return the form in the envelope provided.

a) If the vehicle has been scrapped or stolen, please write the date when this happened.

b) If the vehicle was sold, please give the date sold and the name and address of the new owner.

c) If the vehicle is on hire to one person during the survey week, please write the name and address of the person hiring the vehicle and return the form to us. If the vehicle is on multi-hire (i.e. to two or more customers) during the survey week, please return the form advising us of this.

Pages 1 and 3: Sections 1 to 5

Please complete all questions. The information is required even if the vehicle is not used during the survey week to provide a complete picture of goods vehicle activity.

Section 1: Vehicle Details

2. 'Gross vehicle weight' is the maximum permitted weight of the vehicle (or vehicle and trailer) plus its load.

'Carrying capacity' is the maximum permitted weight of the load.

Section 3: Business Details

3. 'Nature of Business'. If you are operating the vehicle to transport your own goods (i.e. on 'Own Account') please describe the nature of your business. If you are operating 'for Hire/Reward', write 'Haulage'.

Journey Records – Page 2

Please use this page to record the journeys made by the vehicle during the week. You might consider it easier for the driver(s) to complete the questionnaire throughout the week.

A **journey** is defined as a movement of a vehicle from a specified origin to a specified destination. It may be laden or empty. A vehicle may make one or more stops in the course of a laden journey to either pick up or unload goods.

Use the top section for journeys with 1 to 4 stops. Use the bottom section for journeys where the load is increasing/decreasing on collection/delivery rounds with 5 or more stops.

Please account for all seven days. If the vehicle is not in use on any day, please give the reason.

If there is an overnight stop without change of load, enter details of the whole journey on the day the journey started.

Include journeys to and from Northern Ireland.

For international journeys (incl. those to Eire) show the mileage to or from the UK port, giving the name of the port. Exclude the mileage outside the UK.

Journeys made on each day with four or fewer stops:

One-stop journeys: Enter each journey on a separate line unless the vehicle returns empty to the origin. In such cases the empty mileage can be entered on the same line. Show all empty journeys. **See Example 1**

Journeys with 2 to 4 stops: Enter each part of the journey on a separate line and bracket these together to identify them from one stop journeys and mark them increasing or reducing load.

See Example 2

Journeys made on each day with increasing or decreasing loads with 5 or more stops:

This section should be completed for collection/delivery rounds only. Record all empty mileage made during the

round. If the vehicle returns empty at the end of the round, e.g. on a 'base to base' journey, include this empty mileage too. However, if the vehicle travels empty between two separate journeys, record the empty journey in the section above.

Estimate the total weight of the goods delivered and/or collected on each journey. **See Example**

3

For vehicles, such as refuse collectors, which make a large number of stops (over 25) during one 'base to base' trip, write in 'multiple' in the number of stops for delivery and/or number of stops for collection column.

Journey Details

4. *Origin and Destination*: If the whole journey is within the same town, write the name in both the Origin and Destination. For rural locations (e.g. quarries, farms) write the name and description as well as the nearest village. In all cases please give the county: this helps in locating towns which have identical names.

5. *Intermodal journeys*: For journeys where the goods are being transferred from one mode of transport to another, please record one of the following:

Docks – RO/RO: when the lorry travels on a ferry.

Docks – U/T: when the vehicle collects or delivers a trailer that travels unaccompanied on the ferry.

Docks – container: when a container is collected or delivered at the docks with neither the lorry nor trailer going on the ferry.

Docks – goods: when non-containerised goods are collected/delivered at the docks with neither the lorry nor trailer going on the ferry.

Rail – Channel Tunnel: when the lorry and its load travel through the Channel Tunnel.

Rail – container: when a container is collected or delivered at a railhead.

Rail – swap body: when a swap body is collected or delivered at a railhead.

Rail – goods: when goods are collected or delivered at a rail terminal involving loading and unloading.

Airport – container: when a container is collected or delivered at an airport for further transportation.

Airport – goods: when goods are collected/delivered at an airport for further transportation.

6. *Type of goods*: Please describe the goods carried:

If food, please give details (e.g. tinned carrots, frozen beef, bread).

If mixed goods give the main commodity, otherwise write 'sundries'.

If empty containers, pallets, wire cages or other packaging was carried, write 'empties'.

7. *Dangerous goods*: Please record if the goods are classified as dangerous by adding to the description of the type of goods one of the following codes:

DG10 – Explosives

DG20 – Gases

DG30 – Flammable liquid

DG41 – Flammable solids

DG42 – Substances liable to spontaneous combustion

DG43 – Substances which catch fire in contact with water

DG51 – Oxidising substances

DG52 – Organic peroxides

DG61 – Poisonous (toxic) substances

DG62 – Infectious materials

DG70 – Radioactive materials

DG80 – Corrosive materials

DG90 – Other

8. *Weights of goods*: The weight of goods should include any packaging or containers.

Journeys carrying 'empties' are counted as loaded and therefore weights should be given.

9. *Mode of appearance (MOA)*: Please describe how the goods are carried by choosing one of the following (please write in the abbreviation):

LB – Liquid Bulk

SoB – Solid Bulk

LFC – Large Freight Containers incl. ISO Containers

OFC – Other Freight Containers including Stillages

PL – Palletised goods

PS – Pre Slung Goods

NP – No Packaging, e.g. Livestock, cars, plant

RC – Roll Cages

OT – Other Cargo Types incl. Swap Bodies

10. *Number of artic trailer axles*: Record here the number of axles on artic trailer if different from the trailer described in question 3.

11. *Drawbar trailer*: Record here with a tick ✓ if a drawbar trailer was used on the journey.

6B - Van Surveys Methodology

Sampling and survey design

The survey samples company-owned vans and collects data about three days' activity from each vehicle in the sample. There are approximately the same number of vehicles allocated to each day of the week in each survey week. The sample is spread evenly over the year.

The sample is drawn from vehicle records at the Driver and Vehicle Licensing Agency (DVLA). The vehicles covered by the survey are vehicles registered as company-owned, not exceeding 3.5 tonnes gross vehicle weight in the light goods taxation class with van body types according to DVLA records. The sample was stratified by van body type and Government Office Region. This ensures adequate regional coverage. The stratum groups are given in Tables 6B4 and 6B5. Table 6B5 also provides the sample size by stratum.

Survey characteristics and response rates

Table 6B1 shows the survey response rate. Over the survey period 19,783 questionnaires were posted, an average of 140 forms per week. Of the forms posted, 86 per cent (16,975) were returned and 67 per cent (13,337) of those sent out were finally used to compile information about vehicle activity. The response rate was 84 per cent, this excludes questionnaires posted which could never have been completed; that is undelivered forms and scrapped, sold, stolen, unlicensed vehicles and excused. During the survey period 63 per cent of vans were being used. Reasons for non-usage are given in Table 6B2.

Table 6B1: Survey response rates: 2003 - 2005

	Number of vehicles			
	April to December 2003	2004	2005	Total
Forms posted	5,213	7,267	7,303	19,783
Unreturned¹	618	1,097	1,094	2,809
of which:				
Form not delivered	56	80	75	211
Forms returned	4,595	6,171	6,209	16,975
of which:				
Scrapped	38	46	44	128
Sold	171	83	54	308
Stolen	6	7	3	16
Unlicensed	55	47	71	173
Refused	18	8	26	52
Excused²	781	1,144	1,054	2,979
Forms completed	3,526	4,832	4,979	13,337
Forms completed/forms posted	68%	66%	68%	67%
Response rate³	85%	82%	83%	84%

1. Includes vehicles 'On hire', returned by hire company but unreturned by hirer.

2. Includes excused vehicles due to invalid vehicle type.

3. Response rate = Forms completed/(Forms posted - Scrapped - Sold - Stolen - Unlicensed - Form not delivered - Excused)

Source: Survey of Company-Owned Vans, DfT
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✉ roadfreight.stats@dft.gsi.gov.uk

Table 6B2: Company van usage during the survey period by type of business and reason for non-use of van: 2003 - 2005

Type of business	Total	Van being used	Percentage being used	No work	Other¹
Agriculture, forestry and fishing	550	321	58	137	92
Energy and water supply	369	262	71	29	78
Manufacture, mining and quarrying	1,774	1,134	64	333	307
Construction	4,187	2,757	66	555	875
Wholesale & retail trade, repairs and hotels	2,652	1,655	62	536	461
Transport, storage communication	1,495	1,011	68	203	281
Banking, finance and insurance, business services and leasing	981	449	46	303	229
Health, social work and other community services	565	331	59	115	119
Education, public admin & extra-territorial organisations	674	450	67	96	128
Unspecified	64	39	61	0	24
Total	13,311	8,410	63	2,307	2,594

1. Includes holiday, MOT/service, no driver, repairs, site work and other as reason for non-use.

Source: Survey of Company-Owned Vans, DfT
 ☎ 020-7944 4261
 ✉ roadfreight.stats@dft.gsi.gov.uk

Vehicle kilometres

Vehicle kilometres for each vehicle are calculated using a combination of the vehicle's recorded journey distances for the three day survey period and estimates provided by respondents of the total distance travelled by the vehicle in the prior twelve months. These figures are then used to produce grossed vehicle kilometre estimates (see vehicle population and grossing section below).

Method

1. For each vehicle which is in use on at least one survey day during the survey period, estimate the average distance travelled on each active survey day, given the vehicle's annual distance.

The estimation applies the distribution of total vehicle kilometres from the department's road traffic estimates (RTE), adjusted for privately owned vans vehicle kilometres, to each vehicle's annual estimate.

Thus, for each survey day, estimates of vehicle kilometres are obtained, denote these by X_A , Y_A and Z_A for the first, second and third survey days respectively.

2. Adjust to account for inactivity of vehicles during the survey period. This is achieved by applying factors according to fleet size (small or large), business type (type 1, type 2 and type 3) and day of travel (weekday, Saturday and Sunday). There are 18 factors (based on 8 parameters) denoted by a_{ijk} where $i = 1,2$ (1=small, 2=large); $j = 1,2,3$ (1=business type 1, 2 = business type 2, 3 = business type 3); $k = 1,2,3$ (1 = weekday, 2 = Saturday, 3 = Sunday).

The activity factors are derived from the annual sample. The activity factor is the reciprocal of p_{ijk} , the proportion of active vehicles in the group - 18 groups for fleet size, business type and day of travel.

So,

$$\text{Activity factor} = a_{ijk} = 1/p_{ijk},$$

where $i=1,2$; $j=1,2,3$; $k=1,2,3$.

The 2004 activity factors are given in Table 6B3.

3. Calculate the total daily distance from the trip record for the three day survey period, denote these by X_B , Y_B and Z_B .
4. Multiply each vehicle's trip distance by
 - $a_{ijk} X_A / X_B$ for the first day,
 - $a_{ijk} Y_A / Y_B$ for the second day,
 - $a_{ijk} Z_A / Z_B$ for the third day,
 where i, j, k are determined by the vehicle type.
5. Treat the adjusted trip distances as the final ungrossed distances. Apply the grossing factors using standard grossing methodology.

Table 6B3: Proportion of active vehicles and activity factors: 2005

Proportion of active vehicles			
Large Fleet			
	Weekday	Saturday	Sunday
BusType 1	44%	15%	6%
BusType 2	71%	23%	10%
BusType 3	72%	24%	10%
Small Fleet			
	Weekday	Saturday	Sunday
BusType 1	45%	15%	6%
BusType 2	60%	20%	9%
BusType 3	60%	20%	9%
Activity Factors			
Large Fleet			
	Weekday	Saturday	Sunday
BusType 1	2.27	6.81	15.66
BusType 2	1.42	4.26	9.79
BusType 3	1.39	4.18	9.61
Small Fleet			
	Weekday	Saturday	Sunday
BusType 1	2.23	6.71	15.43
BusType 2	1.66	4.99	11.47
BusType 3	1.67	5.00	11.50

Source: Survey of Company-Owned
Vans, DfT

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The business type groups are as follows:

Business type 1: Banking, finance and insurance, business services and leasing

Business type 2: Health, social work and other community services; Wholesale & retail trade, repairs and hotels; Agriculture, forestry and fishing; Construction; Manufacture, mining and quarrying; Transport, storage and communication.

Business type 3: Education, public admin & defence, extra-territorial organisations; Energy and water supply.

Vehicle population and grossing

The population of vehicles is given in Table 6B4. The figures are the average of the quarterly population figures during 2005 and are not sample estimates. Figures for earlier years are given in previous reports.

Estimates of the total activity of the vehicle population are derived by applying a quarterly grossing factor to the work done by each sampled vehicle. The grossing factors are calculated using the population of company-owned vans from the Driver and Vehicle Licensing Agency's (DVLA) licensing records. For each quarter the population used is the mean of the previous end and current quarter population figures.

Table 6B5 provides information on the grossing factors, excluding day weights. The mean of the grossing factors applied in each quarter is given. In order to provide the total activity in the quarter a factor of *days in quarter/number of diary days* is applied to the work done by each sampled vehicle. Throughout the survey there are three diary days.

The survey commenced in April 2003. In order to produce an estimate for calendar year 2003 an estimate for quarter 1 was required. This was produced using estimates of vehicle kilometres from the Department's road traffic estimates. LGV kilometres in quarter 1 2003 accounted for 23 per cent of all LGV kilometres in 2003. This percentage was assumed to apply to company-owned vans, resulting in a weighting of 1.3 being applied to the total kilometres for the 3 quarters surveyed.

The estimates in this current Bulletin have been produced by taking simple arithmetic averages of the separate estimates produced for each of the three years of the survey.

Treatment of trips

For journeys with greater than four stops where the reason for use is collection and or delivery or travelling between jobs, respondents were asked to summarise their journey rather than give complete details for each leg of the journey. Details of how this was recorded is described in the survey questionnaire. For purposes of analysis these multi stop journeys are treated as single trips. Table 6B7 compares the number of trips when multi stop journeys are considered as a single trip, or as many trips consisting of each leg of the multi stop journey. In Table 6B7 trip type A treats multi stop journeys as a single trip and trip type B multi stop journeys as many trips. The effect upon the average length of trip is shown.

Tonne kilometres by commodity

No information has been collected about the amount of tonnes lifted by vans since the Department's Survey of Light Commercial Vehicles was carried out in 1992/93. Information collected as part of the Survey of Company-owned Vans has therefore been used to produce estimates of tonnes lifted and hence tonnes moved (tonne kilometres).

The method used to estimate tonnes lifted is to multiply van capacity for each trip by an estimate, provided by the respondent, of how full the van was, by volume, at the start of each trip. (For multi-stop journeys, with five or more legs, respondents are asked how full the van was for the majority of the journey). This method involves

taking account of the type of commodity carried and making some simplifying assumptions. The results produced must therefore be treated with some caution.

Table 6B4: Company van population¹: 2005

	North East	Yorkshire and the Humber	East Midlands	East of England	South East	London	South West	West Midlands	North West	Scotland	Wales	All regions
Panel, light goods and light van	25,275	56,147	64,770	65,001	119,438	55,762	62,023	115,379	107,064	60,087	27,427	758,372
Box van, Luton van, specially fitted and insulated van	4,918	15,071	16,182	15,203	21,952	12,273	11,623	28,521	22,298	10,118	5,314	163,473
Car derived van	11,773	24,298	38,569	31,941	62,038	21,234	32,385	54,027	40,828	23,895	12,861	353,848
Pick-up	3,383	9,456	8,761	13,484	15,391	5,874	12,034	12,420	12,432	9,318	5,240	107,792
Van and van with side windows	1,385	3,001	6,809	3,743	6,697	4,336	3,970	7,127	4,889	4,050	2,224	48,230
Total	46,734	107,973	135,091	129,372	225,515	99,478	122,035	217,473	187,512	107,467	53,066	1,431,714

1. Average of population figures at the end of each quarter of 2005.

Source: DVLA

Table 6B5: Sample size and grossing factors: 2003 - 2005

	North East	Yorkshire and the Humber	East Midlands	East of England	South East	London	South West	West Midlands	North West	Scotland	Wales	All regions
Sample size												
Panel, light goods and light van	224	491	596	650	1,020	461	615	1,037	773	489	235	6,591
Box van, Luton van, specially fitted and insulated van	50	129	157	140	250	134	154	331	163	109	56	1,673
Car derived van	85	173	240	220	357	143	226	400	207	133	86	2,270
Pick-up	36	108	92	133	142	55	127	137	88	99	52	1,069
Van and van with side windows	52	71	47	83	80	63	52	87	58	43	20	656
Total	447	1,034	1,317	1,313	2,037	917	1,263	2,116	1,441	960	492	13,337
Quarterly grossing factors¹												
Panel, light goods and light van	1,095	1,136	1,139	1,055	1,171	1,267	1,046	1,156	1,382	1,219	1,181	
Box van, Luton van, specially fitted and insulated van	1,155	1,326	1,191	1,286	1,066	1,038	875	1,034	1,536	1,185	1,373	
Car derived van	1,640	1,596	1,833	1,617	1,787	1,692	1,681	1,595	2,301	1,944	1,723	
Pick-up	1,029	898	982	1,082	1,100	1,484	1,009	930	1,388	991	1,010	
Van and van with side windows	338	265	324	252	280	389	330	370	278	400	458	

1. The survey is grossed on a quarterly basis. These grossing factors are the mean of the grossing factors over the quarters.

Source: Survey of Company-Owned Vans, DfT

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Table 6B6: Company-owned vans by year of registration and van type in sample: 2005 ¹

Year of registration	Panel, light goods and light van	Box van, luton van, specially fitted van and insulated van	Car derived van	Pick-up	Van and van with side windows	All vehicles
pre 1986	1	1	1	2	1	6
1986	2		1	1	1	5
1987	1	3	3	1	2	10
1988	4	3	1	1	1	10
1989	6	3		5	3	17
1990	9	4	3	2	3	21
1991	10	4	5	6	2	27
1992	15	7	5	9	4	40
1993	11	8	2	7	3	31
1994	45	14	16	8	6	89
1995	63	10	23	21	17	134
1996	88	33	26	18	25	190
1997	110	32	47	14	31	234
1998	153	37	56	19	54	319
1999	226	61	73	25	62	447
2000	254	81	59	36	65	495
2001	310	80	93	44	93	620
2002	348	89	105	54	79	675
2003	413	93	144	62	101	813
2004	358	68	77	63	101	667
2005	67	7	28	12	15	129
All years	2,494	638	768	410	669	4,979

1. See previous years van activity publications for ages of vehicles in 2003 and 2004 samples.

Source: Survey of Company-Owned Vans, DfT

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Table 6B7: Company-owned vans, comparison of the number of trips when multi stop journeys are treated as single or many trips per annum by reason for journey: Annual Average 2003 - 2005

Reason	Vehicle kilometres (millions)	Trips ¹ (millions)		Average length of trip (kilometres)		Total vans unweighted
		A	B	Great Britain		
				A	B	
Business Use						
Travelling to work from home	5,387	164	165	33	33	3,777
Travelling to home from work	5,627	168	168	33	33	3,828
Delivery of goods	6,143	101	1,017	61	6	2,358
Collection of goods	1,162	37	124	31	9	997
Collection & delivery of goods	4,157	45	833	92	5	1,214
Travelling between jobs ²	7,335	151	459	49	16	2,934
Empty travel	1,156	34	34	34	34	941
Other business use ³	1,652	57	57	29	29	961
Personal Use⁴	1,326	62	62	21	21	451
Unspecified other use	449	15	18	31	25	223
Total⁵	34,599	790	3,187	44	11	8,427

1. A gives multi stop journeys as a single trip and B multi stop journeys as many trips.

2. The 2004 "Travelling between jobs" multi-stop (A) figure for "average length of trip" has been revised from 30km to 51km and the corresponding "number of trips" multi-stop (A) figure has been revised from 267 million to 156 million.

3. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

4. Consists of shopping, social and all other personal use.

5. Includes unspecified reason for journey.

Source: Survey of Company-Owned Vans, DfT
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Confidence Limits

The confidence limits given in Tables 6B8 and 6B9 are based on variables which are trip related. Thus, the confidence limits are based on vehicles used in the survey period, that is 3,014 vehicles. Tables 6B10 and 6B11 are based on variables related to the vehicle, thus are based on the complete sample of 4,832 vehicles.

Table 6B8: Annual distance by reason for use: 2003 - 2005

	Sample size (number of vehicles)	Confidence limits (95% significance) ¹ %+/-
Business Use		
Travelling to work from home	3,771	3%
Travelling to home from work	3,822	3%
Delivery of goods	2,355	6%
Collection of goods	994	13%
Collection & delivery of goods	1,212	7%
Travelling between jobs	2,926	4%
Empty travel	940	8%
Other business use ²	957	8%
Personal Use³	450	13%
Other reason	223	13%
All reasons	8,411	2%

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in

2. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

3. Consists of shopping, social and all other personal use.

Source: Survey of Company-Owned Vans, DfT

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Table 6B9: Annual distance by day of travel: 2003 - 2005

	Sample size (number of vehicles)	Confidence limits (95% significance) ¹ %+/-
Monday	3,077	3%
Tuesday	3,418	3%
Wednesday	3,505	3%
Thursday	3,433	3%
Friday	3,244	3%
Saturday	1,165	4%
Sunday	547	6%
All days	8,411	2%

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling.

Source: Survey of Company-Owned Vans, DfT
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Table 6B10: Annual distance by van type: 2003 - 2005

	Sample size (number of vehicles)	Confidence limits (95% significance) ¹ %+/-
Panel, light goods and light van	6,591	3%
Box van, Luton van, specially fitted and insulated van	1,673	8%
Car derived van	2,270	6%
Pick-up	1,069	9%
Van and van with side windows	1,734	7%
All vehicles	13,337	3%

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling.

Source: Survey of Company-Owned Vans, DfT
 ☎ 020-7944 4261
 ✉ roadfreight.stats@dft.gsi.gov.uk

**Table 6B11: Annual distance by Government Office
Region of registration: 2003 - 2005**

	Sample size (number of vehicles)	Confidence limits (95% significance) ¹ %+/-
North East	447	10%
North West	1,441	9%
Yorkshire and the Humber	1,034	9%
East Midlands	1,317	8%
West Midlands	2,116	6%
East of England	1,313	8%
London	917	10%
South East	2,037	6%
South West	1,263	8%
Wales	492	13%
Scotland	960	9%
All regions	13,337	3%

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling.

Source: Survey of Company-
Owned Vans, DfT
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✉ roadfreight.stats@dft.gsi.gov.uk

Commodity classification

Group	Commodity Classification Detail	NST codes¹
Live animals	Live animals	8
Other farming	Animal fodder, foodstuff & waste	17
Other agricultural products	Cereals, potatoes, fresh fruit & veg	1, 2, 3, 6, 11
Beverages	Beverages exc. tea and coffee	12
Other foodstuffs	Stimulants and spices, perishable foodstuffs and other non perishable foodstuffs	13, 14, 16, 18
Wood and cork	Wood and cork	5
Building materials	Sand, gravel, clay and slag, cement and lime, plasters and other manufactured building materials	61, 64, 65, 69
Textiles	Leather, textiles and clothing	4, 96
Coal, coke and other fuel	Coal, lignite and peat, coke, crude petroleum, fuel derivatives, gaseous hydrocarbons, liquid and non fuel derivatives and coal chemicals	21, 22, 23, 31, 32, 33, 34, 83
Crude materials	Raw animal and veg. material, salt, iron pyrites, sulphur, other stone earths and minerals and pulp paper	9, 62, 63, 84
Chemicals and fertilisers	Basic chemicals, aluminium oxide and hydroxide, other chemical products, natural fertilisers and chemical fertilisers	71, 72, 81, 82, 89
Tools, equipment and other materials	Tools/equipment/other materials	57
Agricultural related machinery and equipment	Tractors, agricultural machinery	92
Transport equipment	Transport equipment	91
Other machinery and equipment	Other machinery apparatus/appliance	93
Furniture	Furniture new and furniture old	975, 995
Manufacture of metals	Iron ore, non ferrous ores & waste, Iron & steel waste & blast furnace dust, pig iron, ferro-alloys, semi finished rolled steel product, iron & steel bars, rods, rail & tramways, steel sheets, plates, hoop & strip, tubes, pipes, iron & steel castings, non ferrous metals, manufactures of metal	41, 45, 46, 51, 52, 53, 54, 55, 56, 94
Other miscellaneous manufacture	Glass, glassware & ceramic products, semi-finished products and manufactures of rubber, paper and paperboard unworked, paper and paperboard manufactures, wood and cork manufactures excluding furniture, other manufactured articles nes, other manufactured goods not classified according to kind	95, 971, 972, 973, 976, 979, 999
Paper, mail & parcels	Mail pouches/other mail items, parcels, paper matter (magazines, newspaper and waste paper)	85, 88, 974
Household shopping		15
Miscellaneous nes	Packaging only, household waste, other waste, arms & ammunition, packaging containers used, removal equipment, gold coins, medals, construction materials and equipment, used	70, 73, 74, 98, 991, 992, 993, 994

1. Nomenclature Statistique de Transport - the classification of commodities for transport statistics used in the EC

COMPANY-OWNED VANS SURVEY QUESTIONNAIRE

Department for Transport

«Name»
«Address1»
«Address2»
«Address3»
«Address4»
«Address5»
«Postcode»

Commercial in Confidence

Road Freight Statistics
Zone 1/18 Temple Quay House
2 The Square, Temple Quay
Bristol BS1 6EB

Tel: Bristol (0117) 372 8982/8336
Fax: Bristol (0117) 372 8699
Email: van.survey@dft.gov.uk

Survey week number: «SurveyWeekNumber»
Vehicle Registration Mark: «RegMark»

Survey Days: «Commencing»

Dear Sir or Madam

Van survey

The above vehicle, registered in your name, has been randomly selected from DVLA records for this survey. Please take a few minutes to read this letter.

Why we need this survey

Van traffic is growing faster than for any other type of vehicle. We therefore need information from this survey to gain a picture of where and why vans travel and what they carry. The results, which will be published on the website <http://www.transtat.dft.gov.uk/>, will help the Department to take account of the needs of van users, monitor its transport policies and plan road building and traffic management.

What you need to do

As the owner or operator of a van used for business purposes, you are legally required to provide the information requested under Section 1 of the Statistics of Trade Act 1947. No information given to us under this survey will be published in such a way as to enable any individual, vehicle or business to be identified.

If the vehicle is still in your possession, please follow the instructions given in the form, complete all relevant sections, and **return this form in the envelope supplied within seven days of the last survey day**. You will see that the questionnaire includes a diary for you to record of all the trips made by your van on the three survey days. The dates for which you need to complete your diary are shown after **Survey Days** at the top of this page.

If the vehicle is no longer in your possession, ie it has been sold, scrapped or stolen, please complete the required details below and return the form in the envelope supplied.

If you have any questions about the form or the survey, please contact staff at the telephone number and address at the top of the page. Thank you for your co-operation.

Yours faithfully



Antonia Roberts
Chief Statistician

Please complete questions 1 to 14 even if the vehicle was not used on any of the survey days. Your survey days are given at the top of the previous page

If the vehicle was sold, scrapped or stolen before the first survey day please complete as appropriate:

Date sold Or date scrapped Or date stolen

If you sold the vehicle, please give the name & address of the new owner

Which of these best describe the new owner? Please tick one

- A private individual
A company or organisation
Don't know

For official use only:

Body type code «BodyType»

Year of registration «RegYear»

Geog area of keeper «Keeper GeogArea»

1 Please provide details of the person to contact if we need to clarify any of the information you have given.

Name:

Telephone number:

2 Please provide details of business/organisation (if different to that on front page)

Name of business/organisation:
Address:

3 What does the business/organisation you work for mainly make or do?

4 How many people does your business/organisation employ in Great Britain? (Include executive directors, self-employed and proprietors and count part-time staff as if they were full time). Please tick one box

- Fewer than 10
10 or more
Don't know

5 Is the vehicle part of a fleet of 25 or more vans?
Please tick one box

- Yes
No
Don't know

6 How many vehicles does your business/ organisation own? (Please give approximate number if not known)

Cars Vans HGVs Other vehicles
(Please describe below)

Other vehicles owned:

7 What type of van is the vehicle with the registration mark given on the front of this form? Please tick one box

- Box van
Car derived van
Insulated/refrigerated van
Light goods van
Light van
Luton van
Panel van
Pick-up van
Specially fitted van
Van
Van with side windows
Other, please describe:

8 How many seats are in the back of the vehicle, ie behind the driver?

9 Please estimate the total distance travelled by the vehicle in the last twelve months

Miles/kms*

*please delete as appropriate

Will the vehicle be on hire **from you** (including contract hire/leasing) to just one other person/company for all the survey days? Please tick one box

Yes
No

If yes, for how long is the van on hire to this person/company? Please tick one box

Less than one week
More than 1 week up to 1 month
More than 1 month up to 6 months
More than 6 months up to 1 year
More than 1 year

11 If you answered yes to question 10, and the hirer is a company (specified as 'Ltd', 'PLC' or 'Limited'), please give the name and address of the hirer

12 Will the vehicle be on multi-hire (ie to two or more customers) **from you** during the survey days? Please tick one box

Yes
No

If the vehicle will be on hire from you for all of the survey days, ie you answered yes to question 10 or 12, you do not need to complete the rest of the questionnaire. Please return it in the envelope provided.

It may be easier to complete the following questions and diary if the questionnaire is taken with the driver in their van at the start of the first survey day and is completed on each survey day as the van is used.

13 Please record the mileometer reading at the start of the first survey day and at the end of the last survey day

Start of first survey day

Miles/kms*

*Please delete as appropriate

End of last survey day

Miles/kms*

*Please delete as appropriate

14 If no trips were made on public roads during all of the survey days, which of the following reasons best describes why the vehicle was not used? Please tick one box

The vehicle was off the road for repair
The driver was on holiday
There was no driver available
There was no work for the vehicle to do
The vehicle was being used on site
The vehicle was not taxed
The vehicle was off the road for an MOT or service
Other, please describe:

If no trips were made on all of the survey days, you do not need to complete the rest of this questionnaire. Please return it in the envelope provided

We would like details of all journeys made by the vehicle in Great Britain on each of the survey

The survey breaks journeys up into two types:

(a) those with four or fewer legs, and (b) those with five or more legs.

Please record the legs of all journeys with four or fewer legs, as individual trips, below (return legs of single trips also required)

All journeys with five or more legs should be recorded overleaf.

Examples of individual trips are shown in the diary below to help you to complete it.

Survey Day and date	Where did the trip start?		Start time of trip (24 hour clock)	Number of people in vehicle including the driver	Main reason for trip
	Nearest village/town and county	Type of origin			
Mon 2 Sept	Heworth, North Yorkshire	11	07.45	2	3
Mon 2 Sept	High Kilburn, North Yorkshire	6	16.00	2	8

Please continue on the enclosed continuation sheet if necessary

Notes for completion-please read before you start completing the diary above. Please write each trip on

Survey day and date:

If there is an overnight stop without change of load, enter the whole journey under the first day of the journey.

Where did the trip start and end: nearest village/town and county:

If the trip is within one town, write the same name for where the trip started and finished. For rural locations (eg quarries, farms) write the name of the location and also the name of the nearest village. In all cases please also give the county: this helps in locating towns which have identical names.

Type of origin and destination:

Describe the types of places where you started and ended the trip. Select one from the following for each start and end point:

- | | | |
|---------------------------------|---------------------------|--|
| 1 Agriculture | 6 Residential | 11 Storage and warehousing |
| 2 Forestry, open land and water | 7 Transport and utilities | 12 Community services, e.g. school, hospital, doctor |
| 3 Minerals and landfill | 8 Industry | 13 Vacant land |
| 4 Outdoor recreation | 9 Offices | 14 Construction site |
| 5 Defence | 10 Retailing | |

Reason for non-use

If the vehicle was not used on a particular day, please specify the reason for this, using the reasons given in Question 14.

days. Please read all notes and explanations before completing this diary.**Notes on individual trips:**

- (a) Each leg of a journey undertaken on a survey day, from one starting point to stopping point, counts as one trip.
 (b) If a van departs from base in the morning, travels to two different sites during the day and returns to base in the evening, this counts as three trips (base to first site, first site to second site, second site back to base)
 (c) If a van stops to deliver/pick up equipment or goods this would count as the end point of a trip.

Subsidiary reason for trip	Estimate how full vehicle was at start of trip	Where did the trip end?		End time of trip (24 hour clock)	Describe any goods and/or equipment carried	Distance travelled please indicate miles or kms
		Nearest village/town and county	Type of destination			
6	2	High Kilburn, North Yorkshire	6	08.40	Carpets and fitting equipment	26 miles
6	1	Heworth, North Yorkshire	11	17.10	Fitting equipment	26 miles

a separate line, as shown in the example completed in the diary above**Main and subsidiary reason for trip:**

There may be more than one reason why a trip is made. Please select the reasons from those below, putting the relevant number for the main reason for the trip and for any additional, subsidiary reason. In the example above, the main reason for the first trip is delivery of goods (carpets) and the subsidiary reason carrying of persons (colleague who helps with deliveries and fitting).

- | | |
|---|--|
| 1. Travelling to work from home | 8. Empty mileage of delivery vehicles, including return trip after delivery of goods |
| 2. Travelling to home from work | 9. Travelling to/from garage for servicing /repair of vehicles |
| 3. Delivery of goods/equipment | 10. Shopping |
| 4. Collection of goods/equipment | 11. Social |
| 5. Collection AND delivery of goods/equipment | 12. Other business use |
| 6. Carrying of persons | 13. Other personal use |
| 7. Travelling between jobs, eg servicing and repairs trips, meter reading | 14. Other, please describe |

Estimate how full vehicle was at start of trip:

If goods or equipment are being carried in the back of your vehicle, please estimate how full the vehicle was by volume at the start of the trip, selecting the relevant number for the following:

- | | |
|------------------------------------|--|
| 1. Empty and up to a quarter full | 3. Between half and three quarter full |
| 2. Between a quarter and half full | 4. More than three quarters full |

ease record all multi-stop journeys on this page. Please read all notes and explanations before

All multi-stop journeys, ie journeys with five or more legs, should be recorded here.
 The legs of all journeys with four or fewer legs should be recorded, as individual trips, on the previous page.

An example is shown in the diary below to help you to complete it.

Survey Day and date	Where did the multi-stop journey start?		Start time of multi-stop journey (24 hour clock)	Number of people in vehicle for majority of multi-stop journey, including the driver	Main reason for multi-stop journey
	Nearest village/town and county	Type of origin			
Wednesday 4 Sept	Trowbridge, Wiltshire	9	08.55	1	4

Please continue on the enclosed continuation sheet if necessary

Notes for completion - please read before you start completing the diary above. Please write each multi-

Survey day and date:

If there is an overnight stop without change of load, enter the whole journey under the first day of the journey.

Where did the multi-stop journey start and end: nearest village/town and county:

If the multi-stop journey is within one town, write the same name for where the journey started and finished. For rural locations (eg quarries, farms) write the name of the location and also the name of the nearest village. In all cases please also give the county: this helps in locating towns which have identical names.

Type of origin and destination:

Describe the types of places where you started and ended the multi-stop journey. Select one from the following for each start and end point:

- | | | |
|---------------------------------|---------------------------|---|
| 1 Agriculture | 6 Residential | 11 Storage and warehousing |
| 2 Forestry, open land and water | 7 Transport and utilities | 12 Community services e.g. school, hospital, doctor |
| 3 Minerals and landfill | 8 Industry | 13 Vacant land |
| 4 Outdoor recreation | 9 Offices | 14 Construction site |
| 5 Defence | 10 Retailing | |

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

National Assembly for Wales - Cynulliad Cenedlaethol Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ
Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:
Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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Walking and Accessibility Programme Manager
Surface Transport Strategy
Transport for London
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The TSUG is contributing to the production of the *Transport Yearbook 2008*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Transport Statistics Publications (as at August 2008)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

TSO

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PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

TSO Shops – London, Belfast and Edinburgh

TSO@Blackwell and other Accredited Agents

Annual Reports

Transport Statistics Great Britain: 2007 Edition (ISBN: 978-0-11-552907-8)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Road Casualties in Great Britain: 2006 (ISBN: 978-0-11-552905-4)
Maritime Statistics: 2006 (ISBN: 978-0-11-552906-1)

See also TSO's virtual bookshop at: -
<http://www.tsoshop.co.uk>

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics
National Rail Travel Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Conditions in England (formerly NRMCS)
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Road Traffic and Congestion in Great Britain
☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)20 7944 4131
Road Casualties in Great Britain: Quarterly Provisional Estimates
☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -
<http://www.dft.gov.uk/pgr/statistics>

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (0)20 7944 4846.