

## 4 Freight:

### Notes and Definitions

#### Freight transport by mode: 4.1 – 4.3

*Road:* These figures include the activity of goods vehicles over 3.5 tonnes gross vehicle weight and light goods vehicles up to that weight. The estimates for heavy goods vehicles are derived from the Continuing Survey of Road Goods Transport (CSRGT) and, for light goods vehicles, from surveys carried out in 1976, 1987, 1992/93, and from 2003 to 2005 with data being interpolated for the intervening years. The light goods vehicle component of Table 4.2 has been allocated to the appropriate commodity group. In previous years it had been assumed that it should all be in the 'miscellaneous' category. Figures for 2005 onwards are therefore not strictly comparable with those previously published for earlier years.

*Rail:* Figures up to 1962 include free-hauled (Departmental *i.e.* goods carried by British Rail for its own purposes) traffic on revenue-earning trains (the inclusion of this traffic in 1962 would have increased the figure). Figures for rail from 1991 are for each financial year.

*Water:* Figures from 1972 onwards are not comparable with earlier years. From 1972, water includes all UK coastwise and one-port freight movements by sea, and inland waterway traffic. Earlier years include only GB coastwise traffic and internal traffic on waterways controlled by British Waterways.

*Pipeline:* Pipeline estimates are for oil pipelines only (excluding offshore pipelines); data differ from those in the International Comparisons section as the latter exclude pipelines less than 50 kilometres long. The increase between 1989 and 1990 is largely due to changes in coverage.

*Air:* Domestic air freight within the United Kingdom, while sometimes important in terms of speed of delivery, is insignificant in volume; in 2006, domestic air freight amounted to only 37 million tonne kilometres (see Table 2.4(f)).

#### Road freight transport by goods vehicles over 3.5 tonnes gross weight: 4.4-4.6

The data in these tables are derived from the Continuing Survey of Road Goods Transport.

Estimates are of domestic freight activity by GB-registered heavy goods vehicles over 3.5 tonnes gross vehicle weight. These vehicles pay the goods vehicle rates of Vehicle Excise Duty, are subject to goods vehicle 'plating' and annual testing, and require a goods operator's licence. They currently account for some 93 per cent of road freight activity, with the rest being carried by light goods vehicles up to 3.5 tonnes gross vehicle weight.

In Table 4.5, freight activity is measured in terms of the weight of goods (tonnes) handled, taking no account of the distance they are carried; this is termed 'goods lifted'. The measure in Table 4.4 is 'goods moved' (tonne kilometres) which does take account of distance. 'Goods moved', for each loaded journey, is the weight of the load multiplied by the distance it is carried. 'Goods moved' is therefore a better measure of the work done by heavy goods vehicles. In both tables activity is shown by 'mode of working', 'gross weight of vehicle' and 'commodity'.

In Tables 4.4 and 4.5 'Crude minerals' comprises *sand, gravel and clay* and *other crude minerals*. 'Building materials' comprises *cement* and *other building materials*.

The vehicle weight groups reflect some of the operating controls on goods vehicles. For rigid vehicles the maximum allowed gross vehicle weights are:

- ∞ 18 tonnes on 2 axles
- ∞ 26 tonnes on 3 axles
- ∞ 32 tonnes on 4 axles

For articulated vehicles the general limits are:

- ∞ 38 tonnes on 4 axles

- ∞ 40 tonnes on 5 axles
- ∞ 44 tonnes on 6 axles

'Mode of working' relates to whether goods are being carried on either a hire or reward or own account basis. The former relates to the carriage of goods owned by people other than the operator; the latter covers goods carried by operators in the course of their own trade or business.

The tonnes lifted and tonne kilometres estimates shown in these tables are not directly comparable to those of heavy goods vehicle kilometres derived from the traffic census in Table 7.2. Therefore, any analysis such as calculating average load (tonne kilometres/ vehicle kilometres) should use estimates published in *Road Freight Statistics 2007* which is available from DfT, available at:

<http://www.dft.gov.uk/pgr/statistics/datatab/espublications/freight/goodsbyroad/>

The estimates are derived from the Continuing Survey of Road Goods Transport (CSRGT) which in 2007 was based on an average weekly returned sample of some 320 heavy goods vehicles. The samples are drawn from the vehicle licence records held by the Driver and Vehicle Licensing Agency (DVLA). Questionnaires are sent to the registered keepers of the sampled vehicles asking for details of its activity during the survey week. The estimates are grossed to the vehicle population and, and at the overall national level have a three per cent margin of error (at 95 per cent confidence level). Further details and results are published in *Road Freight Statistics 2007*, and previously in *Transport of Goods by Road in Great Britain*.

### Methodological changes

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, including the CSRGT, 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](http://www.statistics.gov.uk/nsbase/methods_quality/quality_review/downloads/NSQR30FinalReport.doc)

The quality review made a number of recommendations about the CSRGT. 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 new strata are described more fully in the survey report. 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.

### International Roads Goods Transport: 4.7-4.9

These tables show the international activity of United Kingdom registered vehicles. The statistics for GB registered vehicles are derived from the International Road Haulage Survey (IRHS), which has been conducted by the Department for Transport (and its predecessors) since 1979 in order to comply with EC Regulation 1172/98 (which replaced EC Directive 78/546 and 89/462). The Regulation requires each member state to compile statistics of the international road haulage carried out by its own goods vehicles as well as national haulage (see Tables 4.4 and 4.5).

The IRHS is carried out by asking hauliers who undertake international work to report the details of recently completed international trips travelling to mainland Europe or the Irish Republic via roll-on/roll-off ferry services or through the Channel Tunnel. Details of the sampling scheme are available from DfT.

The sample is grossed up quarterly in stages: the results, by each ferry route, are grossed to total route traffic; figures are then re-grossed to the grand total of United Kingdom powered vehicles on all ferry routes and the Channel Tunnel, to allow for routes not sampled. The ferry totals are obtained from the associated quarterly 'Ro-Ro survey'. Vehicles registered to hauliers operating in Northern Ireland are covered by the CSRGT (NI). Since 2004, this survey has been expanded to cover international activity including that across the Irish land boundary. Details of this activity are shown in Table 4.9.

A substantial amount of traffic goes by unaccompanied trailers (as well as in the foreign powered vehicles) for which statistics are not obtained in this survey. In particular, trade across the North Sea is mainly carried on unaccompanied trailers. Freight carried in foreign vehicles is not included in the IRHS (or CSRGT) tables. Other EU countries, being subject to the same Regulation, obtain comparable statistics which are published by Eurostat.

The goods classification, *Nomenclature Statistiques de Transport* (NST), the classification of commodities for transport statistics used in the European Union, is a hierarchical structure which divides the 176 headings of the classification into 10 chapters and 52 main groups. At present it is only practicable to disaggregate the IRHS data by 'chapter' - apart from showing separately the two main components of chapter 9.

In Table 4.9, only 'bilateral' traffic is shown, that is traffic between the United Kingdom and another country in either United Kingdom vehicles or in those registered in that other country. The figures exclude 'cross trade', i.e. trade in vehicles registered other than in the country of loading or unloading.

### Freight Traffic: 4.10

This table summarises the performance of the freight business in terms of freight 'lifted' (measured in tonnes) and freight 'moved' (measured in tonne-kilometres). Freight 'moved' takes account of the distance the goods are carried.

Freight data exclude all parcels traffic by coaching trains (but see below) and all departmental traffic (i.e. goods carried by Network Rail for its own purposes) whether carried on revenue-earning trains or on special departmental trains.

Following the move of BR's bulk freight operations to the private sector there have been some changes in the way estimates of freight traffic have been compiled. In particular, the method of estimating tonne kilometres is different with the result that recent estimates are not consistent with those for earlier periods. Some revisions have been made to the series. The freight moved series now has a full commodity breakdown with the inclusion of parcels.

The freight lifted series has also been revised, in this case from 1999/00. Further details can be found in *National Rail Trends* published each quarter, by the Office of Rail Regulation (ORR).

### Roll-on/roll-off: 4.11 and 4.12

Statistics on the number of lorries and unaccompanied trailers travelling from Great Britain to mainland Europe and Ireland are compiled from quarterly returns provided by roll-on/roll-off ferry operators and Eurotunnel. (Unaccompanied trailers are not carried by Eurotunnel.) The results are broken down by country of vehicle registration, by country of disembarkation and by GB port group. Separate figures are given for powered vehicles and unaccompanied trailers. The statistics presented in Tables 4.11 and 4.12 refer to vehicle travelling to mainland Europe only and exclude those to Ireland.

Powered vehicles comprise 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 are trailers and semi-trailers not accompanied on the ferry by a powered unit. Up to 1978 inward traffic was also recorded, but because it was similar to outward traffic the data requirement was discontinued to save respondent effort.

The estimates for 2004 to 2007 have been revised. Information on these revisions can be found in the bulletin "*Road Goods Vehicles Travelling to Mainland Europe: 2007*". More detailed analyses are provided in the Department's quarterly publication *Road Goods Vehicles Travelling to Mainland Europe*, available on the Department's website:

<http://www.dft.gov.uk/pgr/statistics/datatabl/espublishations/freight/secroadseur/>

# Transport Statistics Great Britain 2008

## 4.1 Domestic freight transport: by mode: 1953-2007

For greater detail of the years 1997-2007 see Table 4.3

Year	Goods moved (billion tonne kilometres)					Goods lifted (million tonnes)				
	Road	Rail <sup>1</sup>	Water	Pipe-line	All modes	Road	Rail <sup>1</sup>	Water	Pipe-line	All modes
1953	32	37	20	0	89	889	294	52	2	1,237
1954	35	36	20	0	91	940	288	52	2	1,282
1955	38	35	20	0	93	1,013	279	50	2	1,344
1956	38	35	22	0	95	1,009	281	55	2	1,347
1957	37	34	21	0	92	985	279	55	2	1,321
1958	41	30	21	0	92	1,078	247	53	2	1,380
1959	46	29	21	0	96	1,164	238	53	3	1,458
1960	49	30	20	0	99	1,211	252	54	4	1,521
1961	53	29	22	1	105	1,260	242	56	6	1,564
1962	55	26	24	1	106	1,268	232	58	7	1,565
1963	57	25	25	1	108	1,407	239	60	15	1,721
1964	66	26	25	1	118	1,560	243	61	18	1,882
1965	69	25	25	1	120	1,590	232	62	26	1,910
1966	73	24	26	2	125	1,641	217	61	31	1,950
1967	75	21	25	2	123	1,651	204	57	32	1,944
1968	79	23	25	2	129	1,707	211	59	32	2,009
1969	83	23	24	3	133	1,658	211	59	36	1,964
1970	85	25	23	3	136	1,610	209	57	39	1,915
1971	86	22	22	4	134	1,582	198	52	49	1,881
1972	88	21	29 <sup>2</sup>	4	142	1,629	177	117 <sup>2</sup>	45	1,968
1973	90	23	31	5	149	1,660	196	122	50	2,028
1974	90	22	31	5	148	1,537	176	117	50	1,880
1975	92	21	28	6	147	1,511	175	108	52	1,846
1976	96	21	30	6	153	1,515	176	113	53	1,857
1977	98	20	41	9	168	1,429	171	122	75	1,797
1978	100	20	48	10	178	1,503	171	133	83	1,890
1979	103	20	56	10	189	1,499	169	140	85	1,893
1980	93	18	54	10	175	1,395	154	137	83	1,769
1981	94	18	53	9	174	1,299	154	129	75	1,657
1982	95	16	59	10	179	1,389	142	137	78	1,746
1983	96	17	60	10	183	1,358	145	143	82	1,728
1984	100	13	60	10	183	1,400	79	140	88	1,707
1985	103	15	58	11	187	1,452	122	142	89	1,805
1986	105	17	55	10	187	1,473	140	144	79	1,836
1987	113	17	54	11	195	1,542	141	142	83	1,908
1988	130	18	59	11	219	1,758	150	156	99	2,163
1989	138	17	58	10	223	1,812	146	155	93	2,206
1990	136	16	56	11 <sup>3</sup>	219	1,749	140	152	121 <sup>3</sup>	2,162
1991	130	15	58	11	214	1,600	136	144	105	1,985
1992	127	15	55	11	208	1,555	122	140	106	1,923
1993	135	14	51	12	211	1,615	103	134	125	1,977
1994	144	13	52	12	221	1,689	97	140	161	2,087
1995	150	13	53	11	227	1,701	101	143	168	2,113
1996	154	15	55	12	236	1,730	102	142	157	2,131
1997	157	17	48	11	234	1,740	105	142	148	2,135
1998	160	17 <sup>4</sup>	57	12	246	1,727	102	149	153	2,131
1999	158	18	59	12	246	1,664	97 <sup>4</sup>	144	155	2,060
2000	159	18	67	11	256	1,693	96	137	151	2,077
2001	159	19	59	12	248	1,682	94	131	151	2,058
2002	159	19	67	11	256	1,734	87	139	146	2,106
2003	162	19	61	11	252	1,753	89	133	141	2,116
2004	163 <sup>5</sup>	20	59	11	253	1,863 <sup>5</sup>	100 <sup>R,6</sup>	127	158	2,248
2005	163 <sup>5</sup>	22 <sup>7</sup>	61	11	257	1,868 <sup>5</sup>	105 <sup>R,7</sup>	133	168	2,275
2006	167 <sup>R,5</sup>	22 <sup>R</sup>	52	11	251	1,940 <sup>R,5</sup>	108	126	159	2,333
2007	173 <sup>5</sup>	21	51	10	255	2,001 <sup>5</sup>	102 <sup>8</sup>	126	146	2,376

1 From 1991 figures for rail are for financial years 1991/92 etc.

2 Figures from 1972 onwards are not comparable with earlier years. From 1972, water includes all UK coastwise and one-port freight movements by sea, and inland waterway traffic. Earlier years include only GB coastwise traffic and internal traffic on BWB waterways.

3 The increase compared to the corresponding figure for 1989 is largely due to changes in coverage.

4 Figures for goods moved by rail are on a new basis from 1998.

Figures for goods lifted by rail have a break in the series from 1999.

5 See footnote 2 Table 4.4.

6 Break in the series, increase largely due to changes in coverage.

7 Break in the series, because figures from 2005 onwards include some of the tonnes lifted by GB railfreight

8 Break in the series, because coal data was not supplied by GB Railfreight prior to 2007-08.

Rail: ☎020-7944 8874

Road: ☎020-7944 3180

Water: ☎020-7944 3087

Pipeline: ☎020-7215 2718

The rail figures in this table are

outside the scope of National Statistics

Source - Rail - ORR

Pipeline - BERR

## 4.2 Domestic freight moved: by commodity: 2007

Billion tonne kilometres/percentage

Commodity group (NST <sup>3</sup> Chapter)	Road <sup>1</sup>		Rail <sup>2</sup>		Pipeline	
	Billion tonne-kms	Percentage	Billion tonne-kms	Percentage	Billion tonne-kms	Percentage
0 Agricultural products and live animals	12.5	7	..	..	0	0
1 Foodstuffs and animal fodder	39.2	23	..	..	0	0
2 Solid mineral fuels	1.6	1	7.7	36	0	0
3 Petroleum products	5.1	3	1.6	7	10.2	100
4 Ores and metal waste	1.8	1	..	..	0	0
5 Metal products	8.0	5	1.8	9	0	0
6 Crude and manufactured minerals and building materials	26.8	15	2.8	13	0	0
7 Fertilisers	1.5	1	..	..	0	0
8 Chemicals	8.4	5	..	..	0	0
9 Machinery, transport equipment, manufactured articles and miscellaneous articles	68.2	39	..	..	0	0
<b>All commodities</b>	<b>173.1</b>	<b>100</b>	<b>21.2</b>	<b>100</b>	<b>10.2</b>	<b>100</b>

1 All goods vehicles, including those up to 3.5 tonnes gross vehicle weight.

2 Figures for rail are for financial years e.g. 2007/08.

Rail categories do not all match those recorded by ORR,  
so the components do not sum to the total.

3 Standard EC classification for transport. See Notes.

Rail: ☎020-7944 8874

Road: ☎020-7944 3180

Water: ☎020-7944 3087

Pipeline: ☎020-7215 2718

The rail figures in this table are  
outside the scope of National Statistics

Source - Rail - ORR

Pipeline - BERR

# Transport Statistics Great Britain 2008

## 4.3 Domestic freight transport: by mode: 1997-2007

(a) Goods moved	Billion tonne kilometres/percentage										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>Petroleum products</b>											
Road <sup>1</sup>	5.8	5.2	5.0	6.4	5.8	5.2	5.5	5.7	5.5	5.6 <sup>R</sup>	5.1
Rail <sup>2</sup>	..	1.6	1.5	1.4	1.2	1.2	1.2	1.2	1.2	1.5 <sup>7</sup>	1.6
Water <sup>3</sup>	38.3	45.2	48.6	52.7	43.5	51.7	46.9	46.9	47.2	37.8	36.4
ow: coastwise	33.8	36.4	33.3	26.0	23.1	24.2	23.3	26.6	30.3	22.7	25.0
Pipeline	11.2	11.7	11.6	11.4	11.5	10.9	10.5	10.7	10.8	10.8	10.2
All modes	55.3 <sup>4</sup>	63.7	66.7	71.9	62.0	69.0	64.1	64.5	64.7	55.8	53.3
<b>Coal and coke</b>											
Road <sup>1</sup>	2.7	2.0	2.2	1.5	2.1	1.5	1.5	1.2	1.5	1.3 <sup>R</sup>	1.6
Rail <sup>2</sup>	4.4	4.5	4.8	4.8	6.2	5.7	5.8	6.7	8.3	8.6 <sup>7</sup>	7.7
Water <sup>3</sup>	0.6	0.5	0.5	0.2	0.5	0.3	0.5	0.3	0.4	0.5	0.5
All modes	7.7	7.0	7.5	6.5	8.8	7.5	7.9 <sup>R</sup>	8.5	10.2	10.4	9.8
<b>Other traffic</b>											
Road <sup>1</sup>	148.9	153.1	150.5	151.5	150.6	152.7	154.7	155.6	156.4	159.7 <sup>R</sup>	166.4
Rail <sup>2</sup>	12.5	11.2	11.9	11.9	12.0	11.7	11.9	12.5	12.2	11.8 <sup>7</sup>	11.9
Water <sup>3</sup>	9.2	11.2	9.6	14.6	14.8	15.2	13.5	12.3	13.3	13.5	13.9
All modes	170.6	175.5	172.0	178.0	177.4	179.6	180.0	180.4	181.9	185.0	192.2
<b>All traffic</b>											
Road <sup>1</sup>	157.4	160.3	157.7	159.4	158.5	159.4	161.7	162.5 <sup>5</sup>	163.4 <sup>5</sup>	166.7 <sup>R,5</sup>	173.1 <sup>5</sup>
Rail <sup>2</sup>	16.9	17.3	18.2	18.1	19.4	18.5	18.9	20.4	21.7	21.9 <sup>7</sup>	21.2
Water <sup>3</sup>	48.1	56.9	58.7	67.4	58.8	67.2	60.9	59.45	60.8698	51.8	50.8
Pipeline	11.2	11.7	11.6	11.4	11.5	10.9	10.5	10.7	10.8	10.8	10.2
All modes	233.6	246.2	246.2	256.3	248.2	256.0	252.0	253.0	256.8	251.3	255.3
<b>Percentage of all traffic</b>											
Road <sup>1</sup>	67	65	64	62	64	62	64	64	64	66 <sup>R</sup>	68
Rail <sup>2</sup>	7	7	7	7	8	7	7	8	8	9	8
Water <sup>3</sup>	21	23	24	26	24	26	24	23	24	21	20
Pipeline	5	5	5	4	5	4	4	4	4	4	4
All modes	100	100	100	100	100	100	100	100	100	100	100
<b>(b) Goods lifted</b>											
Million tonnes/percentage											
<b>Petroleum products</b>											
Road <sup>1</sup>	73	61	61	75	74	59	64	67	70	69 <sup>R</sup>	71
Rail <sup>2</sup>	..	..	..	..	..	..	..	..	..	..	..
Water <sup>3</sup>	69	76	72	72	60	67	64	62.99	66	57	56
ow: coastwise	52	55	52	40	34	36	35	37.79	42	34	35
Pipeline	148	153	155	151	151	146	141	158	168	159	146
All modes <sup>4</sup>	290	290	288	298	285	272	269	288	304	285	274
<b>Coal and coke</b>											
Road <sup>1</sup>	37	26	28	22	21	17	22	14	21	17 <sup>R</sup>	24
Rail <sup>2</sup>	50	45	36 <sup>8</sup>	35	40	34	35	43 <sup>7</sup>	48 <sup>7,8</sup>	49 <sup>7</sup>	43 <sup>9</sup>
Water <sup>3</sup>	4	3	3	3	3	2	2	1	2	2	2
All modes	91	70	75	60	64	53	59	67	72	68	69
<b>Other traffic</b>											
Road <sup>1</sup>	1,630	1,640	1,575	1,596	1,587	1,658	1,667	1,782	1,777	1,854 <sup>R</sup>	1,906
Rail <sup>2</sup>	55	57	61 <sup>8</sup>	60	55	53	54	57 <sup>7</sup>	58 <sup>7,8</sup>	59 <sup>7</sup>	59 <sup>9</sup>
Water <sup>3</sup>	69	70	70	62	68	70	67	63	65	66	68
All modes	1,754	1,767	1,706	1,718	1,710	1,781	1,788	1,902	1,901	1,980	2,032
<b>All traffic</b>											
Road <sup>1</sup>	1,740	1,727	1,664	1,693	1,682	1,734	1,753	1,863 <sup>5</sup>	1,868 <sup>5</sup>	1,940 <sup>R,5</sup>	2,001 <sup>5</sup>
Rail <sup>2</sup>	105	102	97 <sup>8</sup>	96	94	87	89	100 <sup>6</sup>	105 <sup>7,8</sup>	108 <sup>7</sup>	102 <sup>9</sup>
Water <sup>3</sup>	142	149	144	137	131	139	133	127	133	126	126
Pipeline	148	153	155	151	151	146	141	158	168	159	146
All modes	2,135	2,131	2,060	2,077	2,058	2,106	2,116	2,249	2,275	2,333	2,376
<b>Percentage of all traffic</b>											
Road <sup>1</sup>	81	81	81	82	82	82	83	83	82	83 <sup>R</sup>	84
Rail <sup>2</sup>	5	5	5	5	5	4	4	4	5	5	4
Water <sup>3</sup>	7	7	7	7	6	7	6	6	6	5	5
Pipeline	7	7	8	7	7	7	7	7	7	7	6
All modes	100	100	100	100	100	100	100	100	100	100	100

1 All goods vehicles, including those up to 3.5 tonnes gross vehicle weight.

See Notes and Definitions.

2 Figures for rail are for financial years eg 1997/98 etc

3 Figures for water are for UK traffic.

4 Excludes rail.

5 See footnote 2 Table 4.4.

6 See footnote 6 Table 4.1

7 There have been revisions to data since the last TSGB publication

8 There is a break in the series between 2003-04 and 2004-05, due to a change in the method of data collection

9 There is a break in the series between 2006-07 and 2007-08 because coal data was not supplied by GB Railfreight prior to 2007-08.

Rail: ☎020-7944 8874

Road: ☎020-7944 3180

Water: ☎020-7944 3087

Pipeline: ☎020-7215 2718

The rail figures in this table are outside the scope of National Statistics

Source - Rail - ORR

Pipeline - BERR

4.4 Freight transport by road: goods moved by goods vehicles over 3.5 tonnes:<sup>1</sup> 1997-2007

	Billion Tonne Kilometres										
(a) By mode of working	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	2006 <sup>R2</sup>	2007 <sup>2</sup>
Mainly public haulage	112.2	114.3	110.9	113.0	114.7	110.6	114.3	110.8	109.7	112.1	115.6
Mainly own account	37.4	37.6	38.3	37.5	34.7	39.2	37.4	41.4	43.0	43.5	45.9
All modes	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	155.6	161.5
<b>(b) By gross weight of vehicle</b>											
Rigid vehicles:											
Over 3.5 tonnes up to 17 tonnes	19.2	17.8	17.9	15.8	13.1	11.9	10.1	9.1	8.1	7.2	5.8
Over 17 tonnes up to 25 tonnes	4.7	4.2	4.3	4.8	5.7	6.3	6.8	7.9	8.3	8.6	9.5
Over 25 tonnes	14.3	14.7	15.3	15.4	15.6	17.3	18.3	18.9	20.3	20.8	22.5
All rigids	38.1	36.6	37.5	36.0	34.5	35.6	35.2	35.9	36.7	36.6	37.8
Articulated vehicles:											
Over 3.5 tonnes up to 33 tonnes	14.3	14.4	14.0	14.0	12.8	9.9	8.8	7.0	6.3	6.1	5.6
Over 33 tonnes	97.1	100.9	97.7	100.4	102.1	104.4	107.7	109.4	109.7	112.9	118.1
All artics	111.4	115.3	111.7	114.4	114.9	114.3	116.5	116.4	116.0	119.0	123.7
All vehicles:											
Over 3.5 tonnes up to 25 tonnes	24.3	22.5	22.7	21.3	19.3	18.7	17.3	17.3	16.7	16.3	15.7
Over 25 tonnes	125.2	129.4	126.5	129.2	130.1	131.1	134.4	134.9	136.0	139.3	145.8
All weights	149.6	151.9	149.2	150.5	149.4	149.8	151.7	152.2	152.7	155.6	161.5
<b>(c) By commodity</b>											
Food, drink and tobacco	40.8	42.5	41.5	44.3	41.4	43.1	42.2	41.7	40.6	42.0	45.1
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
Fertiliser	1.3	1.2	1.4	1.2	1.2	1.2	1.2	0.8	1.1	0.8	0.9
Crude minerals	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
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
Building materials	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
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. (incl. commodity not known)	26.8	27.5	27.9	27.1	28.2	28.4	29.5	28.8	29.8	31.7	32.2
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 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

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2 Figures for 2004 onwards are not fully comparable with those for 2003 and earlier years.

Detailed comparisons should therefore be made with caution. See Notes and Definitions.

# Transport Statistics Great Britain 2008

## 4.5 Freight transport by road: goods lifted by goods vehicles over 3.5 tonnes:<sup>1</sup> 1997-2007

	Million tonnes										
(a) By mode of working	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	2006 <sup>R,2</sup>	2007 <sup>2</sup>
Mainly public haulage	1,044	1,041	991	1,038	1,052	1,019	1,053	1,101	1,079	1,127	1,145
Mainly own account	599	589	576	556	529	608	590	643	667	685	724
<b>All modes</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>	<b>1,813</b>	<b>1,869</b>
<b>(b) By gross weight of vehicle</b>											
<b>Rigid vehicles:</b>											
Over 3.5 tonnes up to 17 tonnes	294	268	254	229	203	188	159	160	135	130	109
Over 17 tonnes up to 25 tonnes	120	106	86	87	86	90	100	113	118	120	130
Over 25 tonnes	380	401	408	424	443	491	506	539	559	598	629
<b>All rigids</b>	<b>793</b>	<b>776</b>	<b>748</b>	<b>741</b>	<b>733</b>	<b>768</b>	<b>765</b>	<b>812</b>	<b>812</b>	<b>849</b>	<b>868</b>
<b>Articulated vehicles:</b>											
Over 3.5 tonnes up to 33 tonnes	124	125	113	107	97	81	69	60	51	50	50
Over 33 tonnes	726	729	706	746	751	778	809	872	883	914	952
<b>All artics</b>	<b>850</b>	<b>854</b>	<b>819</b>	<b>852</b>	<b>848</b>	<b>859</b>	<b>878</b>	<b>932</b>	<b>934</b>	<b>964</b>	<b>1,001</b>
<b>All vehicles:</b>											
Over 3.5 tonnes up to 25 tonnes	419	382	346	325	294	283	265	277	257	256	245
Over 25 tonnes	1,224	1,248	1,221	1,268	1,287	1,343	1,378	1,467	1,489	1,557	1,624
<b>All weights</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>	<b>1,813</b>	<b>1,869</b>
<b>(c) By commodity</b>											
Food, drink and tobacco	342	346	333	346	321	339	333	351	339	360	373
Wood, timber and cork	26	27	28	26	28	28	32	42	36	30	29
Fertiliser	10	9	11	10	9	11	12	7	14	7	9
Crude minerals	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
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
Building materials	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
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. (incl. commodity not known)	343	342	340	328	353	367	379	378	384	426	440
<b>All commodities</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>	<b>1,813</b>	<b>1,869</b>

1 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

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2 Figures for 2004 onwards are not fully comparable with those for 2003 and earlier years.

Detailed comparisons should therefore be made with caution. See Notes and Definitions.

4.6 Freight transport by road: length of haul by goods vehicles over 3.5 tonnes:<sup>1</sup> 1997-2007

	Million tonnes										
(a) Goods lifted	1997	1998	1999	2000	2001	2002	2003	2004 <sup>2</sup>	2005 <sup>2</sup>	2006 <sup>R,2</sup>	2007 <sup>2</sup>
Not over 100 kilometres	1,157	1,132	1,073	1,093	1,083	1,129	1,132	1,223	1,228	1,286	1,320
Over 100 kilometres	487	497	494	501	496	498	509	521	518	527	549
<b>All distances</b>	<b>1,643</b>	<b>1,630</b>	<b>1,567</b>	<b>1,593</b>	<b>1,581</b>	<b>1,627</b>	<b>1,643</b>	<b>1,744</b>	<b>1,746</b>	<b>1,813</b>	<b>1,869</b>
(b) Goods moved	Billion tonne - kilometres										
Not over 100 kilometres	39.7	38.6	36.9	38.1	36.8	38.8	39.4	41.7	42.9	44.4	45.9
Over 100 kilometres	109.9	113.3	112.3	112.4	112.6	111.0	112.0	110.6	109.8	111.1	115.6
<b>All distances</b>	<b>149.6</b>	<b>151.9</b>	<b>149.2</b>	<b>150.5</b>	<b>149.4</b>	<b>149.8</b>	<b>151.7</b>	<b>152.2</b>	<b>152.7</b>	<b>155.6</b>	<b>161.5</b>
(c) Average length of haul by gross weight of vehicle	Kilometres										
<b>Rigid vehicles:</b>											
Over 3.5 tonnes up to 17 tonnes	65	66	68	69	65	63	63	57	60	55	53
Over 17 tonnes up to 25 tonnes	39	40	50	56	67	70	68	70	71	72	73
Over 25 tonnes	38	37	37	36	35	35	36	35	37	35	36
<b>All rigids</b>	<b>48</b>	<b>47</b>	<b>50</b>	<b>49</b>	<b>47</b>	<b>46</b>	<b>46</b>	<b>44</b>	<b>45</b>	<b>43</b>	<b>44</b>
<b>Articulated vehicles:</b>											
Over 3.5 tonnes up to 33 tonnes	116	115	124	131	132	122	128	118	121	122	113
Over 33 tonnes	134	138	138	135	136	134	133	125	124	123	124
<b>All artics</b>	<b>131</b>	<b>135</b>	<b>136</b>	<b>134</b>	<b>136</b>	<b>133</b>	<b>133</b>	<b>125</b>	<b>124</b>	<b>123</b>	<b>124</b>
<b>All vehicles</b>	<b>91</b>	<b>93</b>	<b>95</b>	<b>94</b>	<b>94</b>	<b>92</b>	<b>92</b>	<b>87</b>	<b>87</b>	<b>86</b>	<b>86</b>

1 Rigid vehicles or articulated vehicles (tractive unit and trailer) with gross vehicle weight over 3.5 tonnes.

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2 Figures for 2004 onwards are not fully comparable with those for 2003 and earlier years.

Detailed comparisons should therefore be made with caution. See Notes and Definitions

**4.7 International road haulage by United Kingdom registered powered vehicles over  
3.5 tonnes gross vehicle weight: goods carried: by country of loading or unloading:<sup>1</sup> 2007**

Country	Outward journey				Inward journey			
	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
Denmark	13	-	10	-	4	-	5	-
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	-
Irish Republic	335	7	133	3	138	2	49	1
Italy	263	5	415	10	292	5	449	10
Luxembourg	55	1	32	1	50	1	29	1
Netherlands	492	10	289	7	628	10	363	8
Portugal	8	-	18	-	7	-	16	-
Spain	364	7	670	16	453	7	829	19
Sweden	22	-	33	1	3	-	5	-
<b>EU15 (excl. United Kingdom)</b>	<b>4,966</b>	<b>97</b>	<b>3,926</b>	<b>93</b>	<b>5,994</b>	<b>98</b>	<b>4,331</b>	<b>97</b>
Bulgaria	0	0	0	0	0	0	0	0
Cyprus	5	-	16	-	3	-	9	-
Czech Republic	4	-	5	-	4	-	5	-
Estonia	0	0	0	0	0	0	0	0
Hungary	2	-	5	-	1	-	1	-
Latvia	0	0	0	0	0	0	0	0
Lithuania	12	-	0	0	0	0	0	0
Malta	0	0	0	0	0	0	0	0
Poland	5	-	10	-	-	-	1	-
Romania	1	-	3	-	1	-	3	-
Slovakia	3	-	6	-	0	0	0	0
Slovenia	-	-	-	-	-	-	-	-
<b>New Member States<sup>2</sup></b>	<b>32</b>	<b>1</b>	<b>45</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>20</b>	<b>-</b>
<b>European Union</b>	<b>4,998</b>	<b>98</b>	<b>3,970</b>	<b>94</b>	<b>6,002</b>	<b>98</b>	<b>4,350</b>	<b>97</b>
Switzerland	59	1	70	2	87	1	101	2
Norway	1	-	1	-	0	0	0	0
Other countries	61	1	179	4	5	-	13	-
<b>All countries</b>	<b>5,119</b>	<b>100</b>	<b>4,222</b>	<b>100</b>	<b>6,094</b>	<b>100</b>	<b>4,464</b>	<b>100</b>

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.

2 New Member State countries that joined the EU since 1 May 2004.

#### 4.8 International road haulage by United Kingdom registered powered vehicles over 3.5 tonnes gross weight by type of transport and commodity:<sup>1</sup> 2007

<b>(a) Outward journey</b>								
Commodity group (NST <sup>2</sup> Chapter)	Total traffic				ow: Hire or reward			
	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent	Tonnes (thousand)	Per cent	Tonne-kms (million)	Per cent
0 Agricultural products and live animals	166	3	108	3	164	3	106	3
1 Foodstuffs and animal fodder	990	19	941	22	947	19	907	22
2 Solid mineral fuels	24	-	12	-	24	-	12	-
3 Petroleum products	36	1	20	-	36	1	20	-
4 Ores and metal waste	20	-	11	-	20	-	11	-
5 Metal products	162	3	148	4	162	3	148	4
6 Crude and manufactured minerals and building materials	66	1	58	1	66	1	58	1
7 Fertilisers	3	-	2	-	3	-	2	-
8 Chemicals	573	11	452	11	570	11	450	11
9 Miscellaneous	1,695	33	1,369	32	1,637	33	1,312	32
ow:								
Machinery & engines	836	16	718	17	804	16	675	16
Leather & textiles	514	10	450	11	500	10	442	11
All unclassified	1,384	27	1,101	26	1,378	28	1,097	27
All commodities	5,119	100	4,222	100	5,006	100	4,123	100

  

<b>(b) Inward journey</b>								
0 Agricultural products and live animals	531	9	457	10	510	9	442	10
1 Foodstuffs and animal fodder	1,855	30	1,184	27	1,814	30	1,163	27
2 Solid mineral fuels	21	-	15	-	21	-	15	-
3 Petroleum products	23	-	18	-	23	-	18	-
4 Ores and metal waste	22	-	12	-	22	-	12	-
5 Metal products	82	1	48	1	82	1	48	1
6 Crude and manufactured minerals and building materials	144	2	174	4	144	2	174	4
7 Fertilisers	3	-	1	-	3	-	1	-
8 Chemicals	372	6	256	6	372	6	256	6
9 Miscellaneous	1,568	26	1,289	29	1,538	26	1,246	28
ow:								
Machinery & engines	765	13	609	14	743	12	576	13
Leather & textiles	469	8	357	8	461	8	348	8
All unclassified	1,473	24	1,009	23	1,467	24	1,005	23
All commodities	6,094	100	4,464	100	5,995	100	4,381	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.

2 Standard EC classification for transport. See Notes.

**4.9 Bilateral<sup>1</sup> traffic, between the United Kingdom and European Union countries, in vehicles registered in the United Kingdom and the corresponding European Union country: 2006<sup>2,3</sup>**

Country of loading/unloading	Thousand tonnes/percentage					
	Goods loaded in the United Kingdom			Goods unloaded in the United Kingdom		
	In UK vehicles <sup>R</sup>	In vehicles registered in the country of unloading	UK hauliers' share (percentage)	In UK vehicles <sup>R</sup>	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	..	..	481	..	..
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
<b>EU15<sup>3</sup> (excl. United Kingdom)</b>	<b>16,483</b>	<b>10,228</b>	<b>62</b>	<b>10,714</b>	<b>14,382</b>	<b>43</b>
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	..	..	6	..	..
Poland	17	501	3	12	990	1
Slovakia	0	60	0	0	93	0
Slovenia	0	26	0	0	164	0
<b>New Member States<sup>3,4</sup></b>	<b>36</b>	<b>1,027</b>	<b>3</b>	<b>27</b>	<b>2,101</b>	<b>1</b>
<b>European Union<sup>3</sup></b>	<b>16,519</b>	<b>11,255</b>	<b>59</b>	<b>10,741</b>	<b>16,483</b>	<b>39</b>

1 Excluding 'cross trade', i.e. trade in vehicles registered elsewhere than in the country of loading or unloading.

2 All figures are for 2006, as these are the most recent available for foreign vehicles.

2007 data for UK vehicles is shown on table 4.7.

3 2006 data for Italy were incomplete and no data were supplied by Malta.

4 New Member State countries that joined the EU since 1 May 2004.

## 4.10 National railways freight: 1997/98-2007/08

(a) Freight moved by commodity											Billion tonne-kilometres
	1997/98	1998/99 <sup>1</sup>	1999/00	2000/01	2001/02	2002/03 <sup>2</sup>	2003/04 <sup>2</sup>	2004/05 <sup>2</sup>	2005/06 <sup>2</sup>	2006/07 <sup>2</sup>	2007/08
Coal	4.4	4.5	4.8	4.8	6.2	5.7	5.8	6.7	8.3	8.6	7.7
Metals	..	2.1	2.2	2.1	2.4	2.6	2.4	2.6	2.2	2.0	1.8
Construction	..	2.1	2.0	2.4	2.8	2.5	2.7	2.9	2.9	2.7	2.8
Oil and petroleum	..	1.6	1.5	1.4	1.2	1.2	1.2	1.2	1.2	1.5	1.6
Other traffic	12.5	7.1	7.6	7.4	6.7	6.6	6.8	7.0	7.1	7.1	7.2
<b>All traffic</b>	<b>16.9</b>	<b>17.3</b>	<b>18.2</b>	<b>18.1</b>	<b>19.4</b>	<b>18.5</b>	<b>18.9</b>	<b>20.3</b>	<b>21.7</b>	<b>21.9</b>	<b>21.2</b>

  

(b) Freight lifted by commodity											Million tonnes
	1997/98	1998/99	1999/00 <sup>3</sup>	2000/01	2001/02	2002/03	2003/04	2004/05 <sup>4,5</sup>	2005/06 <sup>4,6</sup>	2006/07 <sup>4</sup>	2007/08 <sup>7</sup>
Coal	50.3	45.3	35.9	35.3	39.5	34.0	35.2	43.3	47.6	48.7	43.3
Metals	..	..	..	..	..	..	..	..	..	..	..
Construction	..	..	..	..	..	..	..	..	..	..	..
Oil and petroleum	..	..	..	..	..	..	..	..	..	..	..
Other traffic	55.1	56.8	60.6	60.3	54.5	53.0	53.7	56.8	57.7	59.5	59.1
<b>All traffic</b>	<b>105.4</b>	<b>102.1</b>	<b>96.5</b>	<b>95.6</b>	<b>93.9</b>	<b>87.0</b>	<b>88.9</b>	<b>100.1</b>	<b>105.3</b>	<b>108.21</b>	<b>102.403</b>

1 Revised series on new basis from 1998/99, see Notes and Definitions.

2 Goods moved data from 2002/03 onwards have been revised since the last TSGB publication

3 Break in series from 1999/2000, see Notes and Definitions.

4 Goods lifted data from 2004/05 onwards have been revised since the last TSGB publication.

5 Break in series with most of the increase due to changes in data collection method.

6 Break in the series from 2005/06 as some GB Railfreight tonnes lifted now included.

7 Break in series from 2007/08 as GB Railfreight coal data now included.

☎020-7944 8874

The figures in this table are outside the scope of National Statistics

Source - ORR

# Transport Statistics Great Britain 2008

## 4.11 Roll-on/roll-off ferry and Channel Tunnel traffic; road goods vehicles outward to mainland Europe: by country of registration: 1997-2007

	Thousands										
	1997	1998	1999	2000	2001	2002	2003	2004 <sup>R</sup>	2005 <sup>R</sup>	2006 <sup>R</sup>	2007
<b>Powered vehicles:</b>											
United Kingdom	543.2	544.3	562.7	544.8	517.6	493.3	473.9	440.6	417.8	405.9	399.7
Austria	5.3	10.1	14.7	17.1	42.0	45.8	42.9	39.0	36.4	30.9	34.5
Belgium	53.6	72.7	96.7	114.1	119.3	121.4	104.3	121.7	116.7	107.8	112.5
Luxembourg								3.7	3.7	3.9	5.0
Denmark	5.5	7.3	8.7	9.5	12.0	16.9	13.7	25.8	23.0	22.6	22.3
Finland	0.1	0.6	0.7	0.9	3.1	2.0	1.1	0.2	0.3	0.6	0.6
Germany	39.3	52.4	73.1	111.5	132.0	148.2	155.7	233.2	213.9	211.6	218.4
France	234.2	272.4	319.1	338.8	352.4	363.1	363.2	224.3	214.0	204.8	197.2
Greece	2.6	1.9	2.6	2.9	2.6	2.8	3.6	10.7	9.5	8.3	7.6
Irish Republic	32.3	38.8	44.7	48.5	46.6	44.6	30.8	59.5	56.2	56.6	55.8
Italy	30.4	35.3	45.8	67.8	91.1	127.8	132.4	99.2	92.5	87.8	81.7
Netherlands	107.0	125.4	153.3	185.1	187.5	186.3	210.2	263.8	251.6	244.0	251.9
Spain	45.1	56.3	67.7	81.8	93.9	102.2	105.9	134.2	128.5	129.2	124.8
Sweden	8.9	10.3	1.0	1.4	1.8	1.8	1.4	1.5	1.4	1.8	1.7
Portugal	5.1	6.7	9.2	10.7	10.2	11.0	9.4	26.5	24.5	25.9	26.1
<b>EU15</b>											
(excluding United Kingdom)	569.5	690.2	837.3	990.0	1,094.5	1,173.9	1,174.6	1,243.4	1,172.2	1,135.7	1,140.2
Cyprus	..	..	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1
Czech Republic	..	..	5.4	5.2	6.8	7.8	13.1	27.5	46.1	57.8	70.0
Estonia	..	..	0.0	0.1	0.2	0.3	0.3	1.3	1.4	2.2	2.7
Hungary	..	..	6.9	8.0	11.1	12.4	12.7	22.3	43.9	60.7	79.5
Latvia	..	..	0.3	0.3	0.1	0.2	0.2	0.4	1.0	1.4	1.6
Lithuania	..	..	0.9	1.4	1.0	0.7	1.6	5.5	11.8	21.7	29.2
Malta	..	..	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2
Poland	..	..	7.0	10.4	12.5	12.0	14.2	58.2	100.3	146.6	204.5
Slovakia	..	..	0.2	0.2	0.4	1.0	2.4	9.4	18.1	29.6	37.2
Slovenia	..	..	1.5	1.9	3.5	4.7	4.7	8.6	11.6	16.5	19.3
Romania	..	..	..	..	..	..	8.3	10.4	15.6	19.2	25.9
Bulgaria	..	..	..	..	..	..	8.6	8.3	11.0	7.9	12.5
<b>NMS<sup>1,2</sup></b>	..	..	22.5	28.0	36.2	39.5	49.5	152.3	261.0	363.9	482.8
<b>Other countries in Europe and elsewhere</b>	28.0	35.4	{	{	{	{	{	{	{	{	{
			24.9	24.9	43.2	76.7	97.6	50.6	79.5	106.5	95.9
<b>Unknown</b>	5.7	4.8	6.3	17.7	20.5	18.1	19.1	10.0	10.4	9.2	10.9
<b>All countries</b>	1,146.4	1,274.8	1,453.7	1,605.4	1,711.9	1,801.5	1,814.7	1,896.9	1,940.8	2,021.2	2,129.5
<b>Unaccompanied trailers</b>	740.0	737.5	737.8	712.9	686.4	726.0	780.4	787.5	762.8	786.6	810.8
<b>Powered vehicles and unaccompanied trailers</b>	1,886.4	2,012.3	2,191.4	2,318.3	2,398.3	2,527.5	2,595.1	2,684.4	2,703.6	2,807.8	2,940.2

1 Data for 2004 - 2007 includes 12 New Member State countries as at 1st January 2007

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(Includes Romania and Bulgaria)

2 Data for 1997 - 2003 includes the 10 states that joined the EU in 2004 (omits Romania and Bulgaria).

#### 4.12 Roll-on/roll-off ferry and Channel Tunnel traffic: road goods vehicles outward to mainland Europe:<sup>1</sup> 1997-2007

(a) By country of disembarkation <sup>2</sup>											Thousands
	1997	1998	1999	2000	2001	2002	2003	2004 <sup>R</sup>	2005 <sup>R</sup>	2006 <sup>R</sup>	2007
<b>Powered vehicles:</b>											
Belgium	169	132	132	152	144	144	76	88	100	87	100
France	854	1,024	1,210	1,330	1,435	1,520	1,601	1,651	1,693	1,789	1,883
Netherlands	110	103	107	119	125	128	129	149	139	136	138
Others	13	15	4	4	8	9	7	8	8	10	9
<b>All countries</b>	<b>1,146</b>	<b>1,275</b>	<b>1,454</b>	<b>1,605</b>	<b>1,712</b>	<b>1,802</b>	<b>1,815</b>	<b>1,897</b>	<b>1,941</b>	<b>2,021</b>	<b>2,129</b>
<b>Unaccompanied trailers:</b>											
Belgium	276	267	289	263	251	263	266	240	240	247	227
France	101	86	64	57	57	47	54	54	50	41	46
Netherlands	263	281	279	281	275	312	344	366	350	369	378
Others	100	104	107	112	103	105	116	127	123	130	160
<b>All countries</b>	<b>740</b>	<b>738</b>	<b>738</b>	<b>713</b>	<b>686</b>	<b>726</b>	<b>780</b>	<b>787</b>	<b>763</b>	<b>787</b>	<b>811</b>
<b>All vehicles</b>	<b>1,886</b>	<b>2,012</b>	<b>2,191</b>	<b>2,318</b>	<b>2,398</b>	<b>2,527</b>	<b>2,595</b>	<b>2,684</b>	<b>2,704</b>	<b>2,808</b>	<b>2,940</b>
(b) By Great Britain port area <sup>3,4,5</sup>											Thousands
<b>Powered vehicles:</b>											
North Sea	142	132	129	144	152	155	157	174	166	161	162
Strait of Dover	891	1,018	1,207	1,350	1,446	1,531	1,525	1,589	1,646	1,740	1,846
English Channel	114	124	117	112	114	116	132	133	129	121	121
<b>All ports</b>	<b>1,146</b>	<b>1,275</b>	<b>1,454</b>	<b>1,605</b>	<b>1,712</b>	<b>1,802</b>	<b>1,815</b>	<b>1,897</b>	<b>1,941</b>	<b>2,021</b>	<b>2,129</b>
<b>Unaccompanied trailers:</b>											
North Sea	575	601	641	634	610	667	730	732	702	733	751
Strait of Dover	109	91	53	44	43	30	22	27	32	33	35
English Channel	56	46	44	36	33	29	28	28	28	21	25
<b>All ports</b>	<b>740</b>	<b>738</b>	<b>738</b>	<b>713</b>	<b>686</b>	<b>726</b>	<b>780</b>	<b>787</b>	<b>763</b>	<b>787</b>	<b>811</b>
<b>All vehicles</b>	<b>1,886</b>	<b>2,012</b>	<b>2,191</b>	<b>2,318</b>	<b>2,398</b>	<b>2,527</b>	<b>2,595</b>	<b>2,684</b>	<b>2,704</b>	<b>2,808</b>	<b>2,940</b>

1 For details of revisions to the figures for the years 2004 to 2007 see DfT Statistical Bulletin 'Roads Goods Vehicles travelling to Mainland Europe: 2007'

☎020-7944 4131

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

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

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

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