



Department for
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Development**
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Northern Ireland Transport Statistics 2012-13



Introductory Notes

The annual Transport Statistics 2012-13 publication has been prepared by Central Statistics and Research Branch, Department for Regional Development.

As this is a compendium publication, the name of the department or organisation responsible for providing each series of statistics is shown under the appropriate table. The editor and production team acknowledge the assistance received from colleagues in government departments and agencies, non-departmental public bodies and external organisations and would like to thank them for their contributions to this publication.

Except where otherwise stated all tables relate to Northern Ireland.

The following symbols are used throughout:

:	not available
-	not applicable or negligible
*	sample size too small for reliable estimates
p	provisional data
r	revised data
2012-13	denotes the financial year ending 31 March 2013.

Figures provided by statistical methods are rounded to the nearest final digit. There may be a slight discrepancy between the total shown and the sum of the constituent items.

This publication is available, on request, in alternative formats.

Enquiries concerning this publication may be directed to:

Mr John McCann
Central Statistics and Research Branch
Department for Regional Development
Clarence Court
10-18 Adelaide Street
Belfast BT2 8GB

Tel: 028 9054 0981
E-mail: CSRB@drdni.gov.uk
Textphone: 028 9054 0642
Fax: 028 9054 0782
Website: <http://www.drdni.gov.uk/index/statistics.htm>

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Overall Summary

Chapter 1 Vehicle Registrations

- There were 1,060,328 vehicles licensed in Northern Ireland at 31 December 2012. This is an increase of 1% from last year (1,053,338 vehicles licensed at 31 December 2011) and an increase of 4% since 2008.
- Of the 885,976 Private Light Goods (PLG) vehicles licensed at 31 December 2012, the most popular make was Ford (12% of all PLGs), followed by Volkswagen (11%) and Vauxhall (11%).
- In 2012, the number of PLG vehicles per capita (aged 17+) in Northern Ireland was 625, similar to the number in 2008 (623). Over the same time period, there has been a 1% decrease in Great Britain. In 2012, Northern Ireland had more PLG vehicles per 1,000 population aged 17+ (625) than Great Britain (618). However, Northern Ireland started from a historically lower base and it is only in recent years that Northern Ireland has caught up with Great Britain.

Chapter 2 Driver and Vehicle Testing

- The pass rate for car 'Learner' driving tests here has risen from 52% in 2011-12 to 56% in 2012-13 and continues a steady upward trend in recent years. There has been an increase of 10 percentage points in the car 'L' driving test pass rate since 2008-09 (46%).
- The pass rate for touch screen theory tests for private car drivers has dropped slightly from 61% in 2011-12 to 59% in 2012-13 continuing the recent downward trend in pass rates. There has been a decrease of 7 percentage points in car touch screen theory test pass rates since 2008-09 (66%).
- Historically, for the practical driving test, the men's pass rate is higher than the women's. This year continues the trend with 61% of men passing the practical car driving test in 2012-13 compared to 51% of women. In contrast, for touch screen theory tests, the women's pass rate is higher than the men's. In 2012-13, 61% of women compared to 57% of men passed the car touch screen theory test.

Chapter 3 Road Network

- During 2012-13, maintenance (structural, routine and winter) accounted for 38% of the £397 million spend on our roads. New construction and improvement accounted for 18% of the money spent, while public lighting accounted for 5%. There was a decrease of 1% in expenditure on the roads when compared to 2011-12.

Chapter 4 Freight

- Recent data are not yet available however 51.5 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles in 2010, a decrease of 10% from the previous year.

Chapter 5 Road Safety

- The number of road deaths occurring as a result of reported road traffic collisions has decreased by 19% from 59 in 2011 to 48 in 2012. Road deaths occurring as a result of reported road traffic collisions have decreased by 55% since 2008 (107 deaths).

Chapter 6 Public Transport

- During 2012-13, there were 40.7 million passenger journeys on Ulsterbus, around the same as last year (40.6 million) and an 8% decrease from 2008-09 (44.0 million). For Metro services, 26.2 million passenger journeys were taken in 2012-13, an increase of 1% from 2011-12 (25.9 million) and a decrease of 1% since 2008-09 (26.5 million).
- There were 11.5 million rail passenger journeys made in 2012-13, an increase of 7% from 2011-12 (10.7 million) and an increase of 13% since 2008-09 (10.2 million).

Chapter 7 Air Transport

- In 2012, Belfast International Airport was the 12th busiest commercial airport in the UK with 4.3 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.2 million terminal passengers in 2012, 1% of all UK terminal passengers.
- Malaga in Spain was the most popular international route from Belfast International Airport with 154,982 passengers flying there and back during 2012, Faro in Portugal was the second most popular international route with 154,848 passengers and Alicante in Spain the third most popular with 137,908 passengers.

Chapter 8 General Transport Statistics

- In 2012, 2.05 million sea passengers travelled between Northern Ireland and Great Britain ports (including the Isle of Man), a decrease of 4% from the previous year (2.13 million) and an 8% decrease since 2008 (2.22 million).

User Information

This section contains some information about the background to the publication and the quality of the data used in the Transport Statistics publication including guidance to assist with interpretation.

Background Information

Background and Uses of the Publication

The first annual NI Transport Statistics Publication (1989) was produced at the start of the 1990s. It brought together in one publication a variety of useful transport information published by a number of different sources and was modelled on corresponding transport publications in the UK. Similar information has been collected each year and currently includes vehicle registrations, driver and vehicle testing, road network, freight, road safety, public transport, air transport and other transport statistics. The report is published each year at the end of September.

Uses - Policy Development and Briefing

The information in the publication is used for input into and monitoring a number of strategies and policies. For example, the number of private and light goods vehicles per 1,000 population aged 17 and over is included in the monitoring report of the Regional Development Strategy (to monitor the strategic planning guideline 'To change the regional travel culture and contribute to healthier lifestyles'). In the Review of the Regional Transportation Strategy, a number of pieces of data from the annual publication were used including road safety figures (killed and seriously injured per 100,000 population), air passengers and air freight data. Information from the Annual such as car ownership has been used in sustainable transport work such as the bid for funding for the Plugged in Places project (developing an electric charging infrastructure for battery powered cars).

Uses – General Information and Research

Figures in the publication (private and light goods vehicles currently licensed by engine capacity and fuel type, vehicles currently licensed by body type) are used for input into tax gap models run by HM Revenue and Customs. Data on number of petrol and diesel vehicles in Northern Ireland have been used in a model by the Republic of Ireland's National Climate Change Policy Section. Ricardo-AEA has used the petrol and diesel car figures in the Annual as one of the inputs for calculating Greenhouse Gas emissions from transport. The Annual publication is generally used for reference and is a good starting point when looking for Northern Ireland transport statistics.

Data collection and timeliness

To inform this publication, data are supplied from a variety of sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. CSRB have consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at;

http://www.drdni.gov.uk/index/statistics/transport_statistics_users_group.htm

Due to the nature of compendium publications, some data are available earlier than others but we can not publish until the final piece of data is provided. In addition, in order to publish data at a common time point, the figures may not be the latest available. More up-to-date data may be available directly from the individual data suppliers.

National Statistics

The Northern Ireland Transport Statistics compendium publication is badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. Northern Ireland Road and Rail Transport Statistics has undergone assessment and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at: <http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

Following the completion of a number of requirements, confirmation was received from the UK Statistics Authority in March 2011 that the publication has maintained its National Statistics status.

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

In addition, some of the data published in the Transport Statistics compendium have been designated as National Statistics in their own right. These have been marked 'Data are National Statistics' in the appropriate sections below and are also highlighted in the relevant report chapters.

Most data in this publication are Official Statistics and, as such, will still conform to the key elements of the Code of Practice for Official Statistics although this has not been independently assessed. The data in Chapter 6 'Public Transport' should be viewed as management information rather than Official Statistics, however these data are still of high quality.

A short assessment of the data quality of each of the datasets used in the publication has been included in the following sections.

Data in the Publication

Rounding

A number of tables contain rounded data and therefore there may be a slight discrepancy between the total and the sum of the constituent items.

Vehicles currently licensed (Tables 1.1 to 1.10, 1.16)

Description of the data

Data on all vehicles/all Private Light Goods (PLG) vehicles currently licensed in Northern Ireland at the 31st December each year are provided by the Driver and Vehicle Agency (DVA). Equivalent figures for Great Britain are produced by the Department for Transport (DfT).

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Data refers to the number of vehicles currently licensed at 31st December of the year stated and reflects the total licensed vehicle stock at that point in time.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.
- Private Light Goods vehicles (PLG) are determined by the taxation class of the vehicle.
- Body type data (Table 1.7) are determined by the body code of the vehicle. Vehicles with the same body code will not necessarily have the same taxation class (and vice versa). Therefore data based on body code and data based on taxation class are not interchangeable.

Table 1.16

- PLG per 1,000 population aged 17 and over is calculated by dividing number of PLGs by number aged 17 and over from the mid year estimate of population for the appropriate year and multiplying by 1,000.
- Northern Ireland data: The mid-year population estimates which have been rebased to take account of the 2011 Census results have been used to calculate the Northern Ireland PLGs per 1,000 population aged 17+.
- Great Britain data: For 2011 and 2012: GB data are based on the mid-year population estimates which have been rebased to take account of the 2011 Census results. Prior to 2011: Rebased mid-year population estimates for Scotland prior to 2011 will not be available until after the publication of NI Transport Statistics 2012-13. Therefore the mid-year population estimates used to calculate GB data prior to 2011 are as follows: England and Wales rebased mid-year population estimates added to Scotland mid-year population estimates which have not yet been rebased.

Vehicles registered for the first time (Tables 1.11 to 1.14)

Description of the data

Data on all new and used vehicles registered for the first time in Northern Ireland during the year provided by the Driver and Vehicle Agency.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- *New vehicles* - First registration of vehicles refers to the first time the vehicle has been registered in Northern Ireland. When considering new vehicles, such registrations would account for a large proportion of their sales. So the trend in new vehicle first registrations can be taken as indicative of the trend in new vehicle sales.
- *Used vehicles* - However, the above is not the case with used vehicles where the vast majority of vehicles registered for the first time within Northern Ireland are imports. The figures therefore would not be generally reflective of all used car sales within NI given that many such sales involve cars with a previous NI registration and these are not captured in the data.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.

Car ownership (Table 1.15)

These data are National Statistics.

Description of the data

Northern Ireland data on percentage of households with access to a car are sourced from the Continuous Household Survey run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Equivalent Great Britain figures are produced by the Department for Transport from their National Travel Survey.

Data Quality Assessment

Very Good - These data are produced from government surveys which are of high quality and are currently classified as National Statistics. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Data are based on households which have access to a car or van, which is a reasonable proxy for car ownership.
Northern Ireland - The Continuous Household Survey questionnaire does not specifically ask about ownership of cars. The question reads "Is there a car or van normally available for use by you or any member of your household?" This means that vehicles such as company cars would be included (if available for private use by the household), where the household has access to but does not necessarily own the vehicle.
Great Britain – The National Travel Survey question reads "Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?" Information on cars and vans is then extracted. Company car-pool cars are excluded (as you may not use the same car each day) but company cars which are available for private use by the household are included.
- Data represent household car ownership (the percentage of households which have access to a car or van), not individual car ownership (percentage of persons who have access to a car or van).

Driver and vehicle testing (Chapter 2)

Description of the data

Data cover all full annual vehicle tests and retests carried out in Northern Ireland during the year. In addition, information on all persons taking car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests in Northern Ireland during the year are reported in this section. These figures are provided by the Driver and Vehicle Agency (DVA). Equivalent information for Great Britain is provided by the Driver Standards Agency (DSA). In addition, the numbers of ordinary and vocational licences issued during the year are provided by DVA.

Future developments

We are currently in discussion with DVA to try and obtain actual vehicle test pass/fail rates to replace the estimate of vehicle test failures in the current tables (see second bullet point below). In addition, we are looking into obtaining an age breakdown for driving tests (see third bullet point below). See separate note on motorcycle tests.

Data Quality Assessment

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Following consultation with DVA statisticians, the data in Tables 2.1 to 2.3 now comes from a more up-to-date system which is used by DVA statisticians in their publications. Data for earlier years have been revised but there have been no major changes.
- The % retests figure in Tables 2.1 to 2.3 represents an estimate of the vehicle test failure rate. It is the total number of retests carried out over the period as a percentage of the total number of full tests. A retest is carried out if the vehicle fails the full test. For a full description of the retest data, see Technical Notes on Tables 2.1 to 2.3 (page 86).
- The driving test pass rate comparisons between NI and GB do not currently take into account the age profile of the persons being tested. If driving test success is related to age, and the age profile of persons being tested varies between countries, then this could account for some of the difference in the observed overall pass rates (it may be possible to provide pass rates for individual age groups in future publications).
- For Great Britain practical driving test data (Tables 2.4, 2.6 and 2.8), the “All persons” total includes cases where gender was not recorded.
- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.
- Data in Tables 2.10 and 2.11 refer to the number of licences issued during the year rather than the total number of current licences.

Motorcycle tests (Table 2.6)

Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 2.6, page 87). This was introduced in NI on 8th December 2008 and in GB on 27th April 2009.

What this means

- The changes mean that the motorcycle test figures before and after the change in each country are not directly comparable as the test took a different format.
- In addition, from 2008-09, GB and NI figures are no longer comparable - Great Britain currently supplies data for Module 2 tests only. Northern Ireland supplies data for both Module 1 and Module 2 tests combined.

Future developments

It is intended for future publications to investigate whether the NI data can be broken down by each specific test module in order that comparisons with GB can again be made on a like-for-like basis (i.e. based on Module 2 tests and results).

Analysis of the impact

It may take a number of years before we can be sure of the overall impact on the data for each country. At the moment, it seems:

- In Northern Ireland, the test changes seem to have had little impact on the actual numbers of tests being taken each year. A small decrease of 7% was noted when comparing 2009-10 with 2008-09 (the year in which the new testing scheme began). The pass rate in the year in which the change was introduced, 2008-09, did not show any unusual increase/decrease. However, comparing 2008-09 with recent years shows there has been a higher test pass rate since the new testing scheme was introduced in 2008-09: 70% in 2008-09 compared to 76% in 2011-12 and 2012-13. However, car practical test pass rates (where there has been no change to the test) have also gone up over the same time period. It is therefore unclear whether this represents an increase caused by changes to the motorcycle test or represents a general trend in driving test pass rates. Further analysis looking at the pass rates for each test module, assuming these can be obtained, should help shed further light on the issue.
- In Great Britain, since the test changes only Module 2 tests are reported. Module 2 can only be taken once Module 1 has been passed. This has led to a large decrease in the number of tests included in the reported figures: a drop of 57% comparing 2008-09 (last year of old testing scheme) to 2009-10 (first year of new testing scheme). It could also be argued that, compared to a person never previously tested, a person who has already passed Module 1 has demonstrated a higher level of competence and hence is more likely to pass Module 2. It is possible that this is partially responsible for the observed increase of 3 percentage points comparing the pass rate in 2008-09 (last year of old testing scheme) to the pass rate in both 2011-12 and 2012-13. However, this is only speculation, at this stage, and a longer run of data will be needed to help quantify the impact.

Road Network (Chapter 3), Car Parks (Table 8.5)

Description of the data

Data provided are length of Northern Ireland roads maintained by Roads Service and public expenditure on Northern Ireland roads. These data are provided by Roads Service.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- The figures only cover public roads which are maintained by Roads Service.
- Data exclude motorway slip road lengths, car parks and footpaths.
- For motorway road lengths by Local Government District (LGD), a close approximation of the LGD area has been used as boundaries used by Roads Service for motorway maintenance do not coincide with council boundaries.
- Urban-rural data are based on road speed limits (see Technical Notes, page 87).
- Details on the road expenditure data can be found in the Technical Notes on page 87.

Road freight and road service (buses and coaches) licences (Tables 4.1 to 4.2)

Description of the data

Data provided are the number of road freight operator and vehicle licences issued during the year (see section on “Change to road freight licences” below) and road service (buses and coaches) operator and vehicle licences issued during the year. These data are provided by DOE Road Transport Licensing Division and DOE Transport Regulation Unit.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Data in Tables 4.1 and 4.2 refer to the number of licences issued during the year rather than the total number of licences currently held.

Change to road freight licences data

- Prior to July 2012, only operators using vehicles over 3,500 kg to carry goods for hire or reward had to be licensed. These types of operators are covered by the National and International road freight licences. See Technical Notes (page 87) for licence definitions.
- From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500 kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a restricted licence. See Technical Notes (page 87) for licence definitions.
- Vehicle licences ceased to be issued from 30 June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator's licence.

Impact of the change

- A new type of road freight licence has been introduced, the restricted licence, for operators using vehicles over 3,500 kg who carry their own goods as part of a trade or business. As this type of licence was first introduced in 2012-13, there is no data in the restricted category prior to 2012-13.
- As more people now require a road freight operator licence, the number of licences issued has trebled from 2,134 in 2011-12 to 6,571 in 2012-13.
- As road freight vehicle licences are no longer issued, there is no data in this category after 2011-12.

Road Freight (Tables 4.3 to 4.5)

These data are National Statistics.

Description of the data

The majority of figures in this section come from the Continuing Survey of Road Goods Transport (Northern Ireland) and cover freight lifted by Northern Ireland registered heavy goods vehicles. These data are supplied by the Department for Transport.

Data Quality Assessment

Very Good – data are derived from a government survey which has been assessed to be of high enough quality to maintain its National Statistics designation. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Due to sample size, from 2009 onwards a reduced number of categories have been used in the international road haulage tables (Tables 4.4 and 4.5). This is to improve the robustness of the reported figures.
- Data refer only to freight carried by Northern Ireland registered heavy goods vehicles (over 3.5 tonnes).
- The Department for Transport have not yet been able to issue 2011 or 2012 data analysis from the Continuing Survey of Road Goods Transport (NI). Therefore 2010 data are the latest available.

Air Freight (Table 4.6)

See Air Transport section

Road Safety (Chapter 5)

These data are National Statistics.

Description of the data

The figures in this section relate to road traffic collisions, injuries and deaths that are brought to the attention of the police. Northern Ireland data are provided by the Police Service of Northern Ireland. Data for England, Scotland and Wales are supplied by the Department for Transport.

Data Quality Assessment

Very Good – The reported road casualty data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. The data are currently designated as National Statistics.

Guidance on using the data

- Figures include only those road traffic injury collisions that are brought to the attention of the police. They have not been checked against or supplemented by other sources. A data review carried out on Great Britain road casualty statistics found that there was an undercount

of reported road casualties compared to actual numbers (as there is no legal obligation to report a road traffic collision).

- An approximation of total road casualties has been produced for Great Britain by the Department for Transport based on reported road casualties, hospital admissions from road traffic collisions and data from the National Travel Survey. This can be found in article 5 (Comparing police data on road accidents with other sources) of the Reported Road Casualties Great Britain 2008 Annual Report:
<http://webarchive.nationalarchives.gov.uk/20110503151558/http://www.dft.gov.uk/adobepdf/162469/221412/221549/227755/rrcgb2008.pdf>
- Questions relating to road traffic collisions have been included in the Travel Survey for Northern Ireland from 2011. This may allow for a similar analysis to be carried out here in the future. However, due to sample size issues, it will be a number of years before sufficient information becomes available with which to inform robust estimates.
- Irrespective of whether NI has a similar undercounting issue or not, the reported data still represent the single best source of information on vehicles involved in road traffic injury collisions and there are not believed to be any under reporting issues with data relating to fatalities.
- Whatever the level of reporting to the PSNI, assuming that this is reasonably constant over time, still allows the data to be used to measure trends, report on targets, highlight accident “blackspots”, evaluate interventions and policy impacts, etc.
- Note that the data from England, Scotland and Wales that appear in this publication also include only road traffic injury collisions that are brought to the attention of the police.

Tables 5.4 to 5.6

- Northern Ireland, England and Wales data: The mid-year population estimates which have been rebased to take account of the 2011 Census results have been used to calculate the rate per 100,000 population.
- Scotland data: The mid-year estimates, used to calculate the rate per 100,000 population for Scotland in these tables, have not been rebased to take account of 2011 Census results. In addition, the 2011 mid-year estimate of population was used to calculate the 2012 figures. These were the only mid-year estimates available for Scotland when the data were provided.

Public Transport (Chapter 6)

Description of the data

The figures in this section are on all journeys taken during the year on Ulsterbus, Metro and NI Railways services. The data are supplied by Translink.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- 2012-13 covers a 53 week period and 2012-13 bus miles/kilometres, rail passenger miles/kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods. A small amount of any increase in bus miles/kilometres, rail passenger miles/kilometres and receipts from 2011-12 to 2012-13 may be attributed to the extra week.

- The average age of the bus fleet in Table 6.1 can go down from one year to the next if new stock is purchased during the year.
- It should be noted that a large proportion of Ulsterbus passenger journeys are taken by school pupils and therefore changes in the Ulsterbus trend will partly be driven by pupil numbers which have been declining in recent years.
- There was a fare increase in April 2012 on Metro, Ulsterbus and NIR services.

Air Transport (Tables 7.1 to 7.4, Table 7.6, Table 4.6)

Description of the data

These data cover scheduled and charter aircraft movements and terminal passenger numbers at Northern Ireland airports. The data are supplied by the Civil Aviation Authority.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Definitions of the terms used in the tables are given in the Technical Notes (page 89). In general, the data refers to both inward and outward flights (apart from Table 7.5).
- Routes which have been discontinued and have therefore no flights or passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in the current publication.
- Freight handled by Northern Ireland airports (Table 4.6) includes air freight carried into and out of the airports. Mail is not included.

Scheduled flights from NI airports (Table 7.5)

Description of the data

The figures in this table are a snapshot at the point of time when the data are requested (June/July) of the number of scheduled direct weekly flights from each of the Northern Ireland airports. The data are supplied by Belfast International Airport, George Best Belfast City Airport and City of Derry Airport.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Comparison from year to year can be difficult due the nature of the data. Airlines are constantly reviewing their flights and can discontinue routes or establish new routes.

- Routes which have been discontinued and have therefore no flights in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in the current publication.
- Belfast International Airport was not able to supply data for 2013.

Transport related employment/Method of travel to work (Tables 8.1 to 8.4)

These data are National Statistics.

Description of the data

Employees in transport related employment are sourced from the Quarterly Employment Survey. Method of travel to work data come from the Labour Force Survey. The figures are supplied by the Department of Finance and Personnel (Economic and Labour Market Statistics Branch).

Data Quality Assessment

Very Good - These data are produced from government surveys which are of high quality and have maintained their National Statistics classification following an independent assessment by the UK Statistics Authority. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Numbers reported by the surveys have been grossed up to estimate the number of the Northern Ireland population in each category.
- Data on method of travel to work are only collected for one quarter of survey year (October to December) by the Labour Force Survey. As such they are reflective of travel during the October to December quarter rather than the whole year. Trend data can be compared as the data are recorded at the same time period each year. Due to sample size restrictions, only the numbers/percentages taking the most popular modes of transport to work can be reported for Northern Ireland.
- Data in Tables 8.1 and 8.2 are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for these tables. In the years prior to 2011-12, SIC 2003 was used.

Car parks (Table 8.5)

See Road Network section for quality assessment.

Guidance on using the data

- These data only include car parks/spaces managed by Roads Service where a fee is payable. As such they do not include, for example, employee car parks provided by private companies/public bodies, supermarket car parks, etc.

Petroleum (Table 8.6)

Data are National Statistics.

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources each year. The Department of Energy and Climate Change (DECC) is the source for these data.

Data Quality Assessment

These data are initially compiled and collated on a UK-basis and data quality is considered to be very good at this level. However, the robustness of the data at individual country level is not routinely audited by DECC and, as such, it is not usually possible to get an explanation for large variations from source providers. Care should therefore be taken when interpreting changes in the trend at NI level.

Guidance on using the data

- These figures refer to the amount of petrol and diesel delivered to Northern Ireland. However, because of onward deliveries and possible stockpiling of fuel, this will not equate to the amount of fuel consumed in Northern Ireland during the period.
- They only represent deliveries from UK sources and therefore imports of petrol and diesel from other countries are not included. Any fluctuation in the trend does not therefore necessarily represent a fluctuation in consumer demand but may also, in part, reflect a shift in the balance of deliveries from UK to non-UK sources (or vice versa).

Sea Rescues (Table 8.7)

Description of the data

These data cover HM Coastguard information on rescues carried out at sea provided by the Belfast Marine Rescue Co-ordination Centre (MRCC) of the Maritime and Coastguard Agency.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Due to the nature of the data, large increases and decreases can occur when comparing data with previous years, for example, if there has been a large sea rescue incident during the year.

Change to sea rescues data

- Clyde MRCC closed on 18th December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19th December 2012, this area of operation is included in the figures in the table.

Impact of the change

- Belfast MRCC's area of operation has increased and this could possibly, in part, have contributed to the 19% increase in the number of search and rescue operations comparing 2011 to 2012. However, as the reported data is for the calendar year 2012, the change would only have been in place for a 2 week period (19th to 31st December 2012) so it is difficult to determine if it had an impact on the 2012 figures. A full year of data is needed to determine the impact of the change.

Sea Passengers (Table 8.8)

Maritime Statistics is a National Statistics publication.

Description of the data

These data relate to domestic sea passengers at Northern Ireland ports. The data are derived from the Maritime Statistics compendium produced by the Department for Transport.

Data Quality Assessment

Very Good – data for the publication are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. Data for the Maritime Statistics publication are produced to National Statistics standards.

Guidance on using the data

- Routes which have been discontinued and therefore have no passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in the current publication.

Local Ferry Passengers (Table 8.9)

Description of the data

These data cover the number of journeys taken by people using the Rathlin Island and Strangford Lough ferry services. Information on the Rathlin Island ferry is provided by the Department for Regional Development (Public Transport Services Division) and for the Strangford Lough ferry by Roads Service.

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- 2010 was the first year these data were provided. In future years we will build up trend data for comparison purposes.
- 2010 and 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.

Summary of changes since previous publication

Change:

See details on

Table 1.16 – Private and Light Goods Vehicles per 1,000 population aged 17 years and over - Data have been revised following the publication of the new mid-year estimates of population which have been rebased to take account of the results from the 2011 Census

Page 9

Tables 2.1 to 2.3 – Vehicle testing scheme tables – Following consultation with DVA statisticians, the data in these tables now comes from a more up-to-date system which is used by DVA statisticians in their publications.

Page 11

Table 4.1 – Road freight licences issued - Change to road freight licences following the introduction of the Goods Vehicle (Licensing of Operators) Act (NI) in July 2012

Page 13

Tables 5.4 to 5.6 – Reported road traffic injury collisions/deaths/casualties per 100,000 population and per 10,000 vehicles - Data have been revised following the publication of the new mid year estimates of population which have been rebased to take account of the results from the 2011 Census

Page 15

Table 8.7 – HM Coastguard statistics Belfast Marine Rescue Co-ordination Centre (MRCC) – Belfast MRCC's area of operation increased on 19th December 2012

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Chapter 1

Vehicle Registrations

Data in Chapter 1 from National Statistics sources:

(see User Information section (page 8) for definition)

Table 1.15 Car ownership in NI and GB

Symbols and Conventions:

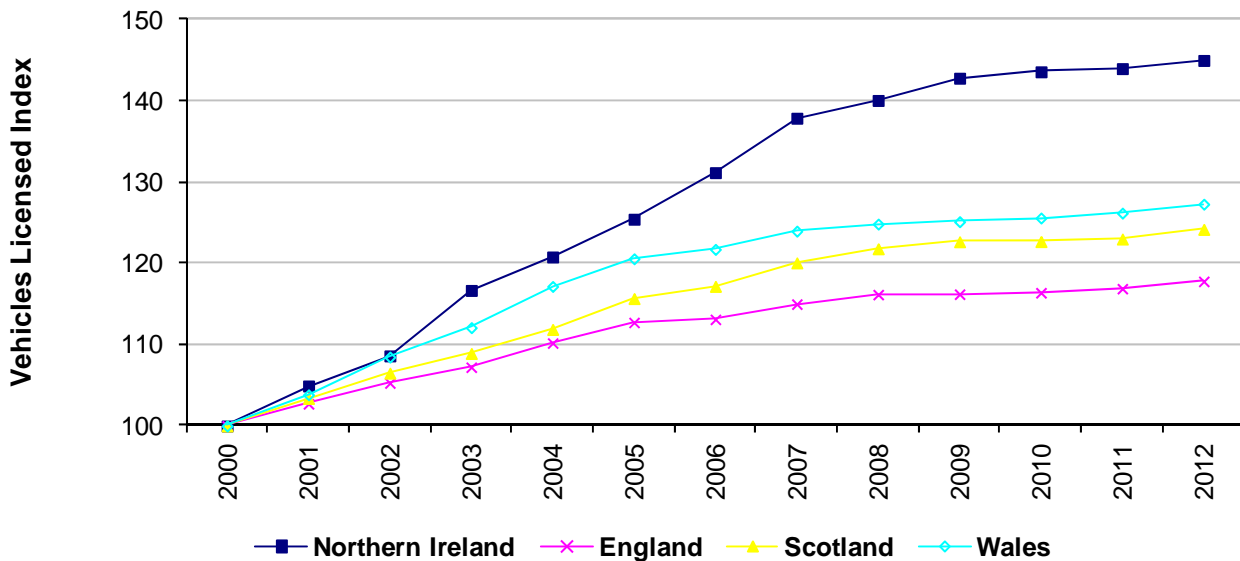
p Data are provisional

r Data have been revised from previous publication

1 Vehicle Registrations

1.1 There were 1,060,328 vehicles licensed in Northern Ireland at 31 December 2012. Of these, 84% were Private Light Goods (PLG) vehicles. 9% of all the vehicles licensed were exempt from duty. Over the period 2000 to 2012, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom - stock increased by 45% in Northern Ireland, compared with 27% in Wales, 24% in Scotland and 18% in England (Tables 1.1 & 1.2, Figure 1.1).

Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2000 to 2012 (2000=100)



- 1.2 Currently licensed PLG vehicles tend to be newer in Northern Ireland compared to Great Britain. The average age of a currently licensed PLG vehicle in Northern Ireland, at 31 December 2012, was 5.8 years compared with 7.5 years in Great Britain (Table 1.4).
- 1.3 Of the PLG vehicles currently licensed at the end of 2012, 68% had engine capacities of over 1500cc, the same as 2008 (Table 1.6).
- 1.4 At 31 December 2012, Ford was the most popular make of currently licensed PLGs at 12%, followed by Volkswagen (11%) and Vauxhall (11%) (Table 1.9).
- 1.5 During 2012 95,267 vehicles were registered for the first time in Northern Ireland representing a 1% increase on the previous year's figure of 93,913. Of these 95,267 vehicles, 84% were private cars, 9% were light goods, 3% were heavy goods, 2% were tractors and 2% motorcycles (Table 1.11).
- 1.6 In 2012-13 79% of households in Northern Ireland had access to a car or van, similar to 2008-09 (77%) (Table 1.15).
- 1.7 In 2012, the number of PLG vehicles per capita (aged 17+) in Northern Ireland was 625, similar to the number in 2008 (623). Over the same time period, there has been a 1% decrease in Great Britain. In 2012, Northern Ireland had more PLG vehicles per 1,000 population aged 17+ (625) than Great Britain (618). However, Northern Ireland started from a

historically lower base and it is only in recent years that Northern Ireland has caught up with Great Britain (Table 1.16, Figure 1.2).

Figure 1.2: PLG vehicles per 1,000 population aged 17+, NI/GB comparison 2003 to 2012

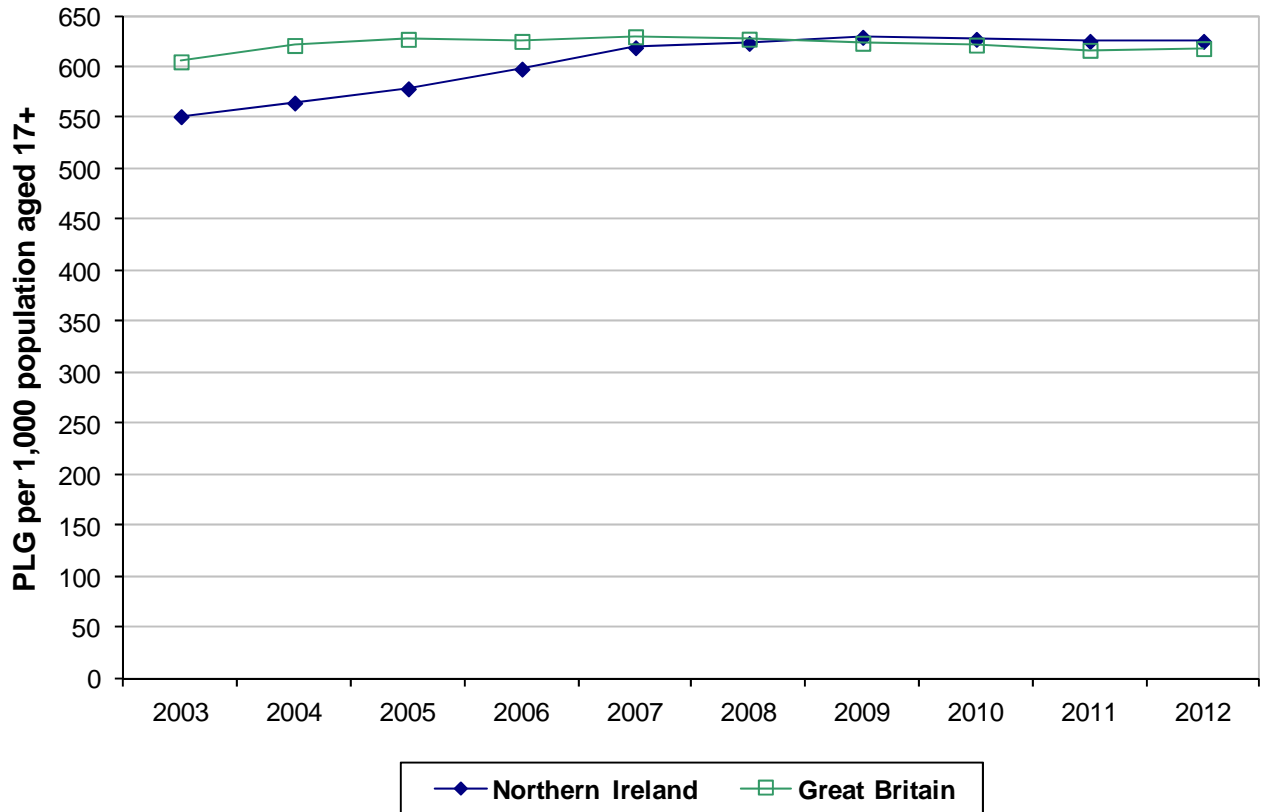


Table 1.1 Vehicles currently licensed by taxation group: 2008-2012

Number at 31 December

Taxation Group (Taxation Classes)	2008		2009		2010		2011		2012	
	No.	%	No.	%	No.	%	No.	%	No.	%
Private Light Goods (11, 36, 39, 48, 49, 59, 91, 92)	857,044	83.7	873,562	83.7	877,034	83.5	879,787	83.5	885,976	83.6
Motorcycles, Scooters & Mopeds (17, 18)	28,180	2.8	28,080	2.7	26,771	2.5	25,196	2.4	23,559	2.2
General (HGV) Goods (1, 2, 10, 23, 45, 46, 53)	25,136	2.5	24,534	2.4	23,863	2.3	23,084	2.2	22,114	2.1
Bus (34, 38)	2,951	0.3	2,987	0.3	3,035	0.3	3,015	0.3	3,094	0.3
Agricultural/Tractors (40 & 44)	14,326	1.4	15,526	1.5	17,059	1.6	18,555	1.8	19,775	1.9
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82)	2,232	0.2	2,244	0.2	2,180	0.2	2,159	0.2	2,154	0.2
Crown (60)	6,902	0.7	7,215	0.7	7,488	0.7	7,646	0.7	7,862	0.7
Exempt (>60 except 79, 81, 82, 91, 92)	87,625	8.6	89,757	8.6	93,051	8.9	93,896	8.9	95,794	9.0
All Vehicles	1,024,396	100.0	1,043,905	100.0	1,050,481	100.0	1,053,338	100.0	1,060,328	100.0

Source: Driver and Vehicle Agency (DVA)

Table 1.2 UK indices (2000=100) of licensed vehicle stock: 2000-2012

Year	England		Scotland		Wales		NI	
	Index	Index	Index	Index	Index	Index	Index	
2000	24,856	100.0	2,188	100.0	1,380	100.0	731	100.0
2001	25,532	102.7	2,262	103.4	1,433	103.8	767	104.9
2002	26,168	105.3	2,330	106.5	1,497	108.5	794	108.6
2003	26,653	107.2	2,383	108.9	1,547	112.1	853	116.7
2004	27,393	110.2	2,448	111.9	1,617	117.2	883	120.8
2005	28,022	112.7	2,531	115.7	1,664	120.6	917	125.4
2006	28,118	113.1	2,564	117.2	1,680	121.7	959	131.2
2007	28,585	115.0	2,627	120.1	1,711	124.0	1,008	137.9
2008	28,875	116.2	2,665	121.8	1,723	124.9	1,024	140.1
2009	28,888	116.2	2,684	122.7	1,727	125.1	1,044	142.8
2010	28,939	116.4	2,685	122.7	1,733	125.6	1,050	143.6
2011	29,069	116.9	2,691	123.0	1,742	126.2	1,053	144.0
2012	29,275	117.8	2,717	124.2	1,757	127.3	1,060	145.0

Sources: NI - DVA: GB - Department for Transport (DfT)

Table 1.3 Vehicles currently licensed by taxation class¹ and fuel type: 2012

Number at 31 December

Code	Taxation Class ¹	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	49	19,740	3	19,792
2	Trailer HGV	0	290	0	290
10	Private/Heavy Goods	9	1,188	3	1,200
11	Private/Light Goods (PLG)	70,562	56,308	140	127,010
14	Special Vehicle	10	1,265	11	1,286
15	Special trailer	0	2	0	2
17	Bicycle	23,549	10	0	23,559
19	Electric motorcycle	0	0	10	10
23	HGV CT	2	179	0	181
34	Bus	5	3,082	1	3,088
36	Euro 4 Light	7	2,941	2	2,950
37	Steam vehicle	0	0	2	2
38	RPV bus	0	6	0	6
39	LGV	164	68,287	45	68,496
40	Agricultural machine	322	19,338	13	19,673
44	Mowing machine	0	102	0	102
45	RPV HGV	3	624	0	627
46	RPV trailer HGV	0	13	0	13
47	Recovery vehicle	1	382	0	383
48	Petrol Car	324,543	0	0	324,543
49	Diesel Car	0	361,313	0	361,313
50	Tricycle	229	3	3	235
53	RPV HGV CT	0	11	0	11
55	General haulage	0	5	0	5
56	RPV General	0	0	0	0
57	Special types	0	110	0	110
58	RPV Special Types	0	3	0	3
59	Alternative Fuel	0	0	1,562	1,562
60	Crown vehicle	1,523	6,321	18	7,862
61	Not licensed	3,887	1,602	11	5,500
65	Ambulance	7	474	0	481
66	Fire engine	3	93	0	96
70	Exempt (No licence)	5	48	0	53
71	Fire service	2	286	0	288
72	Lifeboat haulage	0	5	0	5
74	Civil Defence	0	0	0	0
76	Police	1,084	2,252	0	3,336
77	Limited use	385	3,147	3	3,535
78	Disabled	32,555	41,920	272	74,747
79	Electric	0	0	77	77
81	Gritting vehicle	0	40	0	40
82	Snow Plough	0	1	0	1
85	Disabled passenger	34	471	0	505
87	Health service vehicle	20	1,024	1	1,045
88	Historic Vehicle	4,206	1,927	58	6,191
90	Exempt (Nil licence)	5	6	0	11
91	Personal Export Private	1	101	0	102
92	Direct Export Private	0	0	0	0
93	D or P Export Bicycle	1	0	0	1
All Taxation Classes		463,173	594,920	2,235	1,060,328

Source: DVA

1 Taxation classes which have had no vehicles in the last 5 years have been removed from the table

Table 1.4 Private and Light Goods vehicles¹ currently licensed by year of first registration², NI/GB comparison: 2012

Number at 31 December

Registered less than (Years)	Northern Ireland		Great Britain	
	Number	%	Number	%
1	74,617	8.4	1,937,593	6.3
2	142,452	16.1	3,787,642	12.4
3	212,758	24.0	5,716,297	18.7
4	284,807	32.1	7,668,228	25.1
5	360,695	40.7	9,842,079	32.2
6	449,470	50.7	12,313,391	40.2
7	527,110	59.5	14,686,738	48.0
8	595,676	67.2	17,083,865	55.8
9	657,727	74.2	19,539,930	63.8
10	714,132	80.6	21,901,217	71.6
11	763,789	86.2	24,102,658	78.8
12	804,032	90.8	25,956,051	84.8
13	833,683	94.1	27,338,100	89.3
14	853,889	96.4	28,358,833	92.7
15	866,842	97.8	29,064,628	95.0
All Private and Light Goods	885,976	100.0	30,605,891	100.0
Average age of vehicles (years)	5.8		7.5	

Sources: NI - DVA; GB - DfT

1 Excludes electric cars and cars classified by horsepower.

2 For Northern Ireland, year of first registration in Northern Ireland and for Great Britain, year of first registration in Great Britain.

Table 1.5 Private and Light Goods Tax Group currently licensed by year of first registration in NI: 2008-2012

Number (Thousands) at 31 December

Registered less than (years)	2008		2009		2010		2011		2012	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	94	10.9	84	9.7	78	8.9	72	8.2	75	8.4
2	200	23.3	172	19.7	156	17.8	146	16.6	142	16.1
3	293	34.2	273	31.3	239	27.3	220	25.0	213	24.0
4	377	44.0	363	41.6	336	38.3	300	34.1	285	32.1
5	454	52.9	444	50.8	421	48.0	393	44.6	361	40.7
6	527	61.4	518	59.3	498	56.7	474	53.9	449	50.7
7	594	69.4	587	67.2	568	64.7	547	62.1	527	59.5
8	654	76.4	651	74.5	633	72.2	613	69.7	596	67.2
9	706	82.4	707	81.0	692	78.9	674	76.6	658	74.2
10	750	87.5	754	86.4	743	84.7	728	82.8	714	80.6
11	786	91.7	793	90.7	785	89.5	774	88.0	764	86.2
12	812	94.8	822	94.1	817	93.1	810	92.1	804	90.8
13	830	96.8	842	96.3	840	95.7	836	95.0	834	94.1
14	841	98.1	854	97.8	854	97.4	853	97.0	854	96.4
15	848	98.9	862	98.7	863	98.4	864	98.2	867	97.8
All Private and Light Goods Vehicles	857	100.0	874	100.0	877	100.0	880	100.0	886	100.0

Source: DVA

Table 1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2008-2012

Engine capacity	Number at 31 December									
	2008		2009		2010		2011		2012	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	591	0.1	10	0.0	247	0.0	26	0.0	1	0.0
Up to 1000cc	28,650	3.3	29,092	3.3	29,118	3.3	28,863	3.3	30,176	3.4
1001-1500cc	243,583	28.4	245,404	28.1	248,751	28.4	250,209	28.4	251,997	28.4
1501-2000cc	436,544	50.9	447,227	51.2	448,526	51.1	451,613	51.3	456,355	51.5
Over 2000cc	147,676	17.2	151,829	17.4	150,392	17.1	149,076	16.9	147,447	16.6
All Private and Light Goods Vehicles	857,044	100.0	873,562	100.0	877,034	100.0	879,787	100.0	885,976	100.0
Petrol	412,912	48.2	412,409	47.2	407,084	46.4	400,632	45.5	395,277	44.6
Diesel	443,445	51.7	460,244	52.7	468,788	53.5	477,735	54.3	488,950	55.2
Other	687	0.1	909	0.1	1,162	0.1	1,420	0.2	1,749	0.2

Source: DVA

Table 1.7 Vehicles currently licensed by body type: 2008-2012

Body type	Number at 31 December									
	2008		2009		2010		2011		2012	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	844,510	82.4	861,311	82.5	868,135	82.6	870,439	82.6	877,586	82.8
Taxi	704	0.1	754	0.1	732	0.1	670	0.1	610	0.1
Motorcycle	31,225	3.0	31,156	3.0	30,001	2.9	28,536	2.7	26,998	2.5
Tricycle	216	0.0	247	0.0	240	0.0	252	0.0	255	0.0
Light Goods Vehicle	93,227	9.1	94,845	9.1	94,741	9.0	96,117	9.1	97,087	9.2
Heavy Goods Vehicle	25,288	2.5	24,925	2.4	24,222	2.3	23,352	2.2	22,384	2.1
Bus/Coach	6,052	0.6	6,033	0.6	5,940	0.6	5,861	0.6	5,835	0.6
Agricultural Vehicle	17,568	1.7	18,846	1.8	20,463	1.9	21,896	2.1	23,169	2.2
Other	5,606	0.5	5,788	0.6	6,007	0.6	6,215	0.6	6,404	0.6
All body types	1,024,396	100.0	1,043,905	100.0	1,050,481	100.0	1,053,338	100.0	1,060,328	100.0

Source: DVA

Table 1.8 Vehicles currently licensed by body code: 2012

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	2,161	52	Skip loader	319
2	4 door saloon	126,903	53	Special mobile unit	52
3	Saloon	8,586	54	Landrover/Jeep	7,656
4	Convertible	13,769	55	Airport support unit	7
5	Coupe	25,956	56	Single decker bus/coach	2,006
6	Estate	112,961	57	Double decker bus/coach	386
7	Taxi	610	58	Standee bus	2
8	Invalid vehicle	177	59	Half decker bus/coach	35
9	Tricycle	255	60	Minibus	3,406
10	Goods tricycle	5	61	Curtain Sided	1,106
11	Hearse	169	62	Tourer	147
12	Limousine	285	63	Agricultural tractor	21,669
13	3 door saloon	158,225	64	Combine harvester	128
14	5 door saloon	364,385	65	Root crop harvester	3
15	Moped	116	66	Forage harvester	103
16	Scooter	2,050	68	Sprayer	11
17	Scooter combination	30	69	Viner/Picker	3
18	Motorcycle	22,689	70	Agricultural Machine	1,023
19	M/C combination	15	71	Mowing machine	229
20	PCV	13	72	Moped	2,080
21	Sports	1,956	73	Road surfacers	35
22	Panel van	52,004	74	Road tester	7
23	Box van	5,764	75	Tractor	409
24	Car derived van	15,728	76	Ambulance	499
25	Light van	220	77	Fire engine	215
26	Pickup	8,789	78	Bull dozer	5
27	Motor caravan	3,083	79	Road Stripper	5
28	Van/Side windows	1,240	80	Tar sprayer	34
29	Light goods	109	81	Line painter	27
30	Pantehnicon	19	82	Line roller	319
31	Luton van	521	83	Street cleansing	365
32	Insulated van	860	84	Gritting vehicle	317
33	Glass carrier	27	85	Tower wagon	87
34	Specially fitted van	105	86	Crane	152
35	Van	5,242	87	Lift truck	359
36	Livestock carrier	451	88	Snow plough	26
37	Float	18	89	Loading shovel	238
38	Flat lorry	1,198	90	Rear digger	412
39	Dropside lorry	1,480	91	Station tractor	0
40	Tipper	4,808	92	Tractor	63
41	Low loader	81	93	Hydraulic excavator	128
42	Truck	115	94	Cesspool emptier	10
43	Breakdown truck	417	95	Skeletal goods	50
44	Tanker	958	96	MPV	62,083
45	Solid bulk carrier	51	98	Not recorded	571
46	Concrete mixer	287	99	Special purpose	277
47	Mobile plant	18	A1	Fwd Reach Tel Handle	552
48	Car transporter	169	A2	Mobile Pump	9
49	Refuse disposal	642			
50	Goods	6,825		All Vehicles currently licensed	1,060,328
51	Front Dumper	158			

Source: DVA

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2012

Number at 31 December

Abarth		Bentley		Citroen- Cont'd	
500	59	Arnage	15	Dispatch Combi	1,191
595	7	Continental	77	DS	865
Punto	10	Other	21	Nemo Multispace	220
Other	1	All Bentley	113	Pluriel	11
All Abarth	77	BMW		Relay	1,021
Access		1 Series	4,183	Saxo	1,740
All Access	6	2002	21	Synergie	190
Aixam		3 Series	18,746	Xantia	301
All Aixam	5	5 Series	7,438	XM	19
Alfa Romeo		6 Series	382	Xsara	1,528
145/146	14	7 Series	546	Xsara Picasso	5,699
147	366	8 Series	16	ZX	159
155/156	400	M1	8	Other	1,788
159	233	M3	586	All Citroen	37,008
166	16	M5	118	Daewoo	
Brera	54	M6	15	Kalos	200
Giuletta	169	M Roadster	9	Lacetti	52
GT	148	X1	385	Lanos	86
GTV	59	X3	1,073	Leganza	8
Mito	364	X5	2,444	Matiz	340
Spider	61	X6	177	Musso	8
Other	149	Z3	241	Nubira	35
All Alfa Romeo	2,033	Z4	455	Tacuma	124
Aston Martin		Other	842	Other	19
DB7	19	All BMW	37,685	All Daewoo	872
DB9	24	Boom		Daihatsu	
Vantage	38	All Boom	7	Charade	138
Other	13	Cadillac		Copen	24
All Aston Martin	94	CTS	5	Cuore	70
Audi		Other	5	Extol	5
80	265	All Cadillac	10	Fourtrak	545
'90	13	Catherham		Grand Move	11
100	50	All Catherham	21	HiJet	19
A1	698	Chevrolet		Materia	22
A2	259	Aveo	572	Sirion	292
A3	5,848	Captiva	336	Sportrak	12
A4	15,037	Cruze	236	Terios	538
A5	1,417	Epica	32	YRV	252
A6	3,769	Kalos	290	Other	67
A7	81	Lacetti	223	All Daihatsu	1,995
A8	371	Matiz	410	Daimler	
All Road	45	Orlando	29	Limousine	47
Cabriolet	23	Spark	409	Sovereign	5
Coupe	49	Tacuma	194	Other	26
Q3	146	Other	120	All Daimler	78
Q5	510	All Chevrolet	2,851	Dennis	
Q7	570	Chrysler		All Dennis	11
Quattro	27	300C	211	Dodge	
R8	23	Crossfire	70	Avenger	23
RS4	58	Delta	18	Caliber	109
RS5	12	Grand Voyager	498	Journey	101
RS6	15	Neon	60	Nitro	49
S3	78	PT Cruiser	239	Other	29
S4	97	Sebring	64	All Dodge	311
S5	49	Voyager	425	Ferrari	
S6	11	Ypsilon	37	360	6
S8	15	Other	138	458	9
TT	1,712	All Chrysler	1,760	F430/Spider	16
Other	1,380	CI Motorhome		California	10
All Audi	32,628	All CI Motorhome	39	Other	37
Austin / Leyland / Leyland Daf Triumph/Leyland Cars Vanden Plas		Citroen		All Ferrari	78
Acclaim	6	1800	6	Fiat	
Dolomite	7	2CV	32	500	1,316
Mini	142	AMI	5	500C	85
Spitfire	20	AX	82	Barchetta	6
Stag	13	Berlingo	7,707	Brava	55
Taxi/Hire Car	142	C1	1,475	Bravo	207
TR7	8	C2	1,236	Cinquecento	26
Other	75	C3	4,118	Coupe	33
All	413	C3 Picasso	553	Croma	19
Auto-Trail		C4	2,768	Doblo	616
Ducato	6	C4 Grand Picasso	396	Ducato	1,067
Other	18	C4 Picasso	1,405	Fiorino	75
All Auto-Trail	24	C5	1,904	Grand Punto	212
		C6	38	Idea	68
		C8	396	Marea	21
		C-Crosser	155	Multipla	199

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2012- cont'd

Number at 31 December

Fiat - Cont'd		Honda - Cont'd		Kia	
Panda	1,044	Shuttle	13	Carens	430
Punto	3,469	Stream	37	Cee'D	1,193
Qubo	19	Other	871	Cerato	205
Scudo	432	All Honda	23,508	Magentis	152
Scudo Panorama	9	Hummer		Mentor	24
Sedici	60	All Hummer	15	Optima	37
Seicento	243	Hyundai		Picanto	1,813
Stilo	611	120	627	Pride	19
Ulysse	111	130	72	Pro Cee'D	327
Uno	10	Accent	1,596	Rio	1,506
X1/9	5	Amica	1,033	Sedona	438
Other	717	Atoz	92	Shuma	26
All Fiat	10,735	Coupe	1,143	Sorento	604
Ford / Iveco Ford		Elantra	263	Soul	189
12M/15M	5	Getz	3,719	Sportage	1,571
B-Max	26	H100	12	Venga	356
Capri	45	I10	3,077	Other	136
Cardinal Hearse	10	I20	1,387	All Kia	9,026
CI Carioca	6	I30	2,564	Lamborghini	
C-Max	1,425	I40	246	All Lamborghini	6
Cortina	15	I800	84	Land Rover	
Cougar	81	Iload	50	Defender	3,055
Courier	22	IX20	298	Discovery	2,674
Dorchester	10	IX35	1,056	Freelander	3,314
Escort	889	Lantra	111	Range Rover	1,496
Explorer	9	Matrix	960	Range Rover Sport	986
Fiesta	26,365	Santa Fe	1,653	Other	558
Focus	26,107	Sonata	105	All Land Rover	12,083
Focus C-Max	1,733	Terracan	196	LDV	
Focus RS	145	Trajet	247	200 Series	35
Fusion	1,568	Tucson	914	400 Series	384
Galaxy	2,741	Veloster	69	Cub	23
Granada	29	Other	289	Maxus	447
Grand C-Max	126	All Hyundai	21,863	Other	47
Ka	4,737	Isuzu		All LDV	936
Kuga	1,588	D-Max	36	Lexus	
Maverick	85	Grafter	12	CT	91
Mondeo	12,372	NKR	14	GS	239
Mustang	5	Pick-up	20	IS	1,806
Orion	11	Rodeo	771	LS	114
Popular	9	Trooper	953	RX	406
Probe	22	Other	410	SC	28
Puma	398	All Isuzu	2,216	Other	85
Ranger	837	Iveco		All Lexus	2,769
Sapphire	11	35C	10	Lincoln	
Scorpio	23	Daily	756	All Lincoln	17
Sierra	129	Turbo Daily	33	Lotus	
S-Max	1,429	Other	775	Elan	7
Sport Ka	38	All Iveco	1,574	Elise	36
Street Ka	158	Jaguar		Esprit	13
Tourneo	10	4.2	5	Exige	5
Tourneo Connect	23	Eagle	7	Other	7
Transit	17,088	Sovereign	42	All Lotus	68
Transit Connect	2,702	S-Type	766	LTI	
Tricon	35	XF	777	TX1	180
Zetec	23	XJ	577	TX11	24
Other	4,461	XJR	22	Other	12
All Ford/Iveco Ford	107,551	XJ S	26	All LTI	216
Honda		XK	196	Man/Man/VW	
Accord	4,170	XKR	77	All Man/Man/VW	80
CB	12	X Type	1,798	Maserati	
Civic	10,067	Other	70	Coupe	12
CR	12	All Jaguar	4,363	Granturismo	19
CR-V	3,981	Jeep		Quattroporte	10
CR-X	13	Cherokee	430	Other	12
CR-Z	44	Commander	32	All Maserati	53
CX	5	Compass	67	Mazda	
FR-V	282	Grand Cherokee	576	121	50
HR-V	173	Patriot	178	323	1,241
Insight	70	Wrangler	77	626	483
Integra	50	Other	21	B Series	173
Jazz	3,461	All Jeep	1,381	BT-50	87
Legend	44	Kawasaki		CX-5	50
Logo	16	All Kawasaki	7	CX-7	104
NSX	5			Demio	230
Prelude	85			E 2200	25
S2000	97			Eunos	6

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2012- cont'd

Number at 31 December

Mazda - Cont'd		Mitsubishi		Peugeot - Cont'd	
Mazda 2	2,101	3000 GT	10	207CC	488
Mazda 3	2,491	ASX	167	208	274
Mazda 5	745	Canter	20	3008	700
Mazda 6	3,874	Carisma	588	305	12
MPS	10	Challenger	62	306	4,154
MPV	40	Colt	1,618	307	7,572
MX-3	34	Galant	66	307 CC	407
MX-5	1,584	Grandis	94	307 SW	438
MX-6	8	L200	2,554	308	4,130
Premacy	264	L300	16	308 CC	109
RX-7	11	Lancer	816	309	20
RX-8	378	Outlander	495	4007	121
Tribute	30	Pajero	7	405	217
Xedos	15	Shogun	2,836	406	3,799
Other	576	Shogun Pinin	75	407	2,667
All Mazda	14,610	Shogun Sport	529	407 SW	685
Mercedes		Space Star	221	5008	165
190	150	Space Wagon	59	504	5
200	19	Other	1,279	505	6
208	79	All Mitsubishi	11,512	508	284
220	15	Morgan		607	154
230	56	4-4	13	806	73
240	6	Plus 8	7	807	199
250	19	Other	14	Bipper	178
260	10	All Morgan	34	Boxer	773
280	27	Nissan / Datsun		Buxy	5
300	130	200SX	37	Expert	1,028
308	47	300ZX	5	Expert Teepee	41
312	54	350Z	197	Partner	3,119
320	12	370Z	35	Partner Combi	179
380	6	Almera	2,661	Partner Teepee	86
500	16	Almera Tino	1,045	RCZ	243
A Class	1,804	Bluebird	9	Other	2,607
B Class	626	Cabstar	147	All Peugeot	64,112
C Class	10,055	Cube	30	Pontiac	
CL	99	D22	245	Firebird	6
CLC Class	232	GT-R	32	Other	6
CLK	1,256	Interstar	69	All Pontiac	12
CLS	421	Juke	1,334	Porsche	
E Class	5,047	Kubistar	133	911	549
GL	71	Maxima	9	911 GT3	7
M Class	1,238	Micra	8,121	924	16
R Class	98	Murano	100	928	8
S Class	805	Navara	1,367	944	43
SL Class	271	Note	2,382	968	11
SLK	765	NV200	80	Boxster	536
SLS	5	NV400	8	Carrera	18
Sprinter	3,208	Pathfinder	561	Cayenne	272
V Class	17	Patrol	145	Cayman	128
Vaneo	25	Petrol Di Sve	14	Panamera	21
Viano	40	Pixo	304	Other	36
Vito	1,147	Primastar	437	All Porsche	1,645
Other	2,424	Primera	1,867	Proton	
All Mercedes	30,300	Qashgai	3,968	Compact	15
Metrocab		Qashgai +2	382	GEN-2	140
All Metrocab	26	Serena	36	GL	6
MG		Silvia	9	Impian	44
MGB/Midget	141	Skyline	16	Jumbuck	8
MGF	189	Sunny	47	Persona	140
MG TF	219	Terrano	1,786	Satria	26
MG ZR	871	Vanette	211	Satria Neo	15
MG ZS	177	X-Trail	1,863	Savvy	62
MG ZT	290	Other	2,272	Wira	74
MG ZT-T	24	All Nissan / Datsun	31,964	Other	23
Other	45	Perodua		All Proton	553
All MG	1,956	Kellisa	8	Regent	
Microcar		Other	5	All Regent	9
MC1 Dynamic	5	All Perodua	13	Reliant	
Other	1	Peugeot		All Reliant	7
All Microcar	6	1007	102	Renault	
Mini		106	2,896	12	7
Cooper	4,323	107	2,976	18	7
Cooper S	775	205	241	19	44
First	336	206	13,758	20	11
One	4,224	206 CC	322	21	9
Other	13	206 SW	412	25	10
All Mini	9,671	207	8,467	4	6

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2012- cont'd

Number at 31 December

Renault - Cont'd		Skoda - Cont'd		Toyota - Cont'd	
5	44	Yeti	265	MR2	446
Avantime	5	Other	237	Paseo	28
Clio	25,965	All Skoda	12,125	Picnic	295
Espace	539	Smart / MCC		Previa	177
Expression	7	Forfour	93	Prius	468
Extra	24	Fortwo	392	RAV-4	4,855
Grand Espace	309	Passion	87	RSO	5
Grand Modus	317	Pulse	41	Space Cruiser	6
Grand Scenic	1,803	Pure	38	Starlet	747
Kangoo	2,222	Roadster	49	Supra	68
Koleos	247	Roadster Coupe	18	Urban Cruiser	130
Laguna	3,949	Other	40	Verso	387
Master	1,179	All Smart / MCC	758	Yaris	9,289
Maxity	11	Ssangyong		Yaris Verso	124
Megane	16,620	Korando	30	Other	4,644
Megane Coupe	610	Kyron	125	All Toyota	61,245
Megane Scenic	4,203	Musso	12	TVR	
Modus	1,673	Rexton	197	Chimaera	17
Safrane	14	Rodius	289	Griffith	6
Scenic	4,749	Other	102	Other	24
Traffic	2,864	All Ssangyong	755	All TVR	47
Twingo	579	Subaru		Vauxhall / Opel / Bedford	
Vel Satis	24	Forester	276	Agila	2,221
Wind Roadster	63	Impreza	1,062	Ampera	8
Other	4,680	Justy	25	Antara	514
All Renault	72,794	Legacy	244	Astra	26,818
Rolls Royce		Outback	100	Astra Twintop	275
All Rolls Royce	47	Tribeca	14	Astravan	98
Rover		XV	10	Brava	22
25	1,938	Other	265	Calibra	55
45	831	All Subaru	1,996	Carlton/Rekord	18
75	1,580	Suzuki/Suzuki (Spain)		Cavalier	468
100 Series	62	Alto	1,568	Chevette/Kadett	15
200 Series	877	Baleno	73	Combo	2,252
400 Series	472	Carry	26	Corsa	21,926
600 Series	172	Grand Vitara	3,604	Corsavan	68
800 Series	14	Ignis	730	Eagle Quest	6
3500	5	Jimny	375	Firenza	5
City Rover	189	Liana	270	Frontera	317
Metro	22	SJ	6	Insignia	4,344
Mini	159	Splash	445	Manta	6
Mini Cooper	113	Swift	2,986	Meriva	4,188
Range Rover	14	SX4	1,288	Mokka	30
Streetwise	172	Vitara	78	Monaro	8
Other	346	Wagon R+	344	Monterey	11
All Rover	6,966	X-90	6	Movano	344
Saab		Other	340	Nova	67
900	122	All Suzuki	12,139	Omega	384
9000	29	Talbot		Senator	6
9-3	3,770	Express	93	Signum	210
9-3X	18	Sunbeam	5	Tigra	482
9-5	784	Other	19	Vectra	13,387
Other	212	All Talbot	117	Vivaro	2,463
All Saab	4,935	Tata		VX 220	14
Seat		Safari	30	VXR8	15
Alhambra	2,261	TL4	5	Zafira	8,500
Altea	1,473	Other	6	Other	4,821
Altea Freetrack	40	All Tata	41	All Vauxhall	94,366
Altea XL	487	Toyota		Volkswagen	
Arosa	314	4 Runner	10	1000	71
Cordoba	303	Altezza	12	800	81
Exeo	469	Auris	4,885	Amarok	67
Ibiza	8,075	Avensis	12,963	Beetle	2,009
Inca	439	Avensis Verso	127	Bora	4,193
Leon	8,281	Aygo	1,584	Caddy	4,177
M11	41	Camry	62	California	16
Toledo	2,080	Carina	1,012	Caravelle	222
Other	1,751	Celica	1,179	CC	99
All Seat	26,014	Corolla	8,845	Corrado	49
Skoda		Corolla Verso	1,452	Crafter	735
Citago	56	Dyna	167	Derby	6
Fabia	4,265	GT86	30	Eos	283
Favorit	5	Hiace	2,096	Fastback	38
Felecia	311	Hilux	1,831	Fox	358
Octavia	5,199	IQ	183	Golf	30,049
Roomster	177	Land Cruiser	3,119	Golf Plus	1,289
Superb	1,610	Liteace	19	Jetta	3,310

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2012- cont'd

Number at 31 December

Volkswagen - Cont'd	
LT	735
Lupo	393
Motor Caravan	8
Passat	18,399
Passat CC	532
Phaeton	55
Polo	15,656
Scirocco	937
Sharan	1,598
Tiguan	1,380
Touareg	784
Touran	2,121
Transporter	3,665
Up	254
Urban Fox	362
Vento	54
Other	3,923
All Volkswagen	97,908
Volvo	
240	28
245	5
340	9
440	51
460	7
480	7
740	34
760	6
850	89
855	5
940	87
960	25
C30	697
C70	208
P1	37
S340	10
S40	2,079
S60	1,234
S70	42
S80	638
SC90	31
V40	483
V50	931
V60	127
V70	1,056
XC60	379
XC70	185
XC90	1,058
Other	384
All Volvo	9,932
Westfield	
All Westfield	29
Yamaha	
All Yamaha	24
Miscellaneous	
All Miscellaneous	722
All Private And Light Goods Vehicles	885,976

Source: DVA

Table 1.10 Twenty most popular Private and Light Goods vehicles in NI: 2012

Number at 31 December			
Rank	Make and model	Number	%
1	Volkswagen Golf	30,049	3.4
2	Vauxhall Astra	26,818	3.0
3	Ford Fiesta	26,365	3.0
4	Ford Focus	26,107	2.9
5	Renault Clio	25,965	2.9
6	Vauxhall Corsa	21,926	2.5
7	BMW 3 Series	18,746	2.1
8	Volkswagen Passat	18,399	2.1
9	Ford Transit	17,088	1.9
10	Renault Megane	16,620	1.9
11	Volkswagen Polo	15,656	1.8
12	Audi A4	15,037	1.7
13	Peugeot 206	13,758	1.6
14	Vauxhall Vectra	13,387	1.5
15	Toyota Avensis	12,963	1.5
16	Ford Mondeo	12,372	1.4
17	Honda Civic	10,067	1.1
18	Mercedes C Class	10,055	1.1
19	Toyota Yaris	9,289	1.0
20	Toyota Corolla	8,845	1.0
	All Private and Light Goods Vehicles	885,976	

Source: DVA

Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2008-2012

	Number at 31 December				
Vehicle type	2008	2009	2010	2011	2012
Private cars					
New cars	46,427	42,693	42,416	35,330	36,365
New cars exempt - Govt owned	13	12	8	29	3
New cars exempt - Non Govt owned	11,370	10,154	12,019	12,407	11,622
Used cars	32,437	32,901	29,422	29,070	30,625
Used cars exempt - Govt owned	1	1	1	0	1
Used cars exempt - Non Govt owned	1,199	1,182	1,027	1,059	975
All private cars	91,447	86,943	84,893	77,895	79,591
Buses	677	477	486	319	411
Light goods					
Light goods	11,451	9,139	7,807	8,645	8,179
Light goods exempt - Govt owned	63	34	38	24	74
Light goods exempt - Non Govt owned	210	208	213	315	356
All light goods	11,724	9,381	8,058	8,984	8,609
Heavy goods					
Heavy goods	2,923	2,797	2,546	2,462	2,453
Heavy goods exempt - Govt owned	41	46	17	5	24
Heavy goods exempt - Non Govt owned	28	77	43	42	54
All heavy goods	2,992	2,920	2,606	2,509	2,531
Tractors					
Tractors	1	3	0	2	1
Tractors exempt - Govt Owned	6	0	10	2	6
Tractors exempt - Non Govt owned	1,813	1,811	1,953	1,981	2,092
All tractors	1,820	1,814	1,963	1,985	2,099
Motorcycles					
Motorcycles	3,985	3,403	2,528	2,009	1,874
Motorcycles exempt - Govt owned	0	29	22	19	0
Motorcycles exempt - Non Govt owned	102	129	98	170	137
All motorcycles	4,087	3,561	2,648	2,198	2,011
Other exempt	0	0	0	0	0
Other non exempt	0	0	0	0	0
General Haulage and Special Types	16	26	25	23	15
All vehicles	112,763	105,122	100,679	93,913	95,267

Source: DVA

Table 1.12 Private cars registered for the first time in NI by make: 2012

Number at 31 December

Make	New (includes exempt and imports)	Used		All private cars
		Imported from GB and/or exempt (includes NI re- registrations)	Imported from outside UK	
Alfa Romeo	133	101	2	236
Audi	1,974	2,469	9	4,452
Austin	0	29	4	33
BMW	2,424	1,581	32	4,037
Carbodies	0	12	0	12
Chevrolet	532	139	5	676
Chrysler	55	57	1	113
Citroen	1,999	934	7	2,940
Daewoo	0	12	1	13
Daihatsu	0	22	2	24
Daimler	0	2	0	2
Dodge	0	12	2	14
Eunos	0	0	2	2
Ferrari	11	11	0	22
Fiat	652	206	16	874
Ford	6,081	3,289	37	9,407
Honda	1,023	816	20	1,859
Hyundai	2,778	745	6	3,529
Isuzu	0	14	3	17
Jaguar	216	182	4	402
Jeep	64	54	1	119
Kia	1,869	385	3	2,257
Land Rover	720	342	34	1,096
Lexus	114	124	7	245
Lotus	0	8	0	8
Maserati	7	5	1	13
Mazda	804	332	10	1,146
Mercedes	1,356	1,113	29	2,498
MG	0	98	2	100
Mini	905	316	1	1,222
Mitsubishi	133	171	44	348
Nissan	3,025	615	50	3,690
Opel	10	1	12	23
Peugeot	2,880	1,965	15	4,860
Porsche	114	112	2	228
Proton	4	4	1	9
Renault	1,781	868	13	2,662
Rolls Royce	1	4	1	6
Rover	0	114	2	116
Saab	8	234	2	244
Seat	1,315	1,912	7	3,234
Skoda	1,251	666	5	1,922
Smart	44	41	0	85
Ssangyong	31	6	0	37
Subaru	40	68	10	118
Suzuki	944	88	3	1,035
Toyota	1,981	1,742	80	3,803
Triumph	0	13	0	13
Vauxhall	5,639	3,902	3	9,544
Volkswagen	4,426	4,402	32	8,860
Volvo	565	548	7	1,120
Other	81	175	10	266
All makes	47,990	31,061	540	79,591

Source: DVA

Table 1.13 Light goods registered for the first time in NI by make: 2012

Number at 31 December

Make	New (excluding exempt)	Used (excluding exempt)	Exempt (New and Used)		All Light Goods
			Government owned	Non government owned	
Austin	0	1	0	5	6
Bedford	0	1	0	4	5
Chevrolet GMC	0	0	0	0	0
Chrysler	0	0	0	0	0
Citroen	641	606	20	12	1,279
Daf	0	0	1	0	1
Daihatsu	0	3	0	1	4
Fiat	124	54	0	16	194
Ford	712	1,270	0	57	2,039
Freight Rover	0	0	0	0	0
Honda	0	0	0	4	4
Hyundai	17	2	0	1	20
Isuzu	66	20	0	3	89
Iveco	39	56	0	2	97
Iveco-Ford (UK)	1	1	0	0	2
Land Rover	141	32	1	134	308
LDV	0	29	0	1	30
Leyland	0	0	0	0	0
Leyland Daf	0	0	0	1	1
Mazda	0	8	0	0	8
Mercedes	234	250	0	3	487
Mitsubishi	116	133	0	6	255
Nissan	181	109	14	5	309
Opel	0	3	0	1	4
Peugeot	337	282	28	20	667
Renault	306	135	3	41	485
Rover	0	1	0	0	1
Seat	0	5	0	0	5
Skoda	0	2	0	0	2
Subaru	0	0	0	0	0
Suzuki	0	3	0	1	4
Talbot	0	0	0	0	0
Tata	0	0	0	0	0
Toyota	230	111	6	5	352
Vauxhall	360	263	1	7	631
Volkswagen	718	542	0	12	1,272
Volvo	0	0	0	2	2
Other	13	21	0	12	46
All makes	4,236	3,943	74	356	8,609

Source: DVA

Table 1.14 Heavy goods registered for the first time in NI by make: 2012

Number at 31 December

Make	New (excluding exempt)	Used (excluding exempt)	Exempt (New and Used)		All Heavy Goods
			Government owned	Non government owned	
All Wheel Drive	0	1	0	0	1
Bedford	0	1	0	0	1
Case	2	0	0	0	2
Caterpillar	1	0	0	0	1
Daf	124	421	16	0	561
Dennis	18	13	0	0	31
Dodge	0	0	0	0	0
ERF	0	14	0	0	14
Fiat	27	17	0	3	47
Foden	0	20	0	1	21
Ford	2	5	0	0	7
Grove Coles	0	0	0	0	0
Hino	5	15	0	0	20
Isuzu	6	8	0	0	14
Iveco	98	99	0	8	205
Iveco Ford	0	50	0	0	50
Iveco-Ford (German)	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0
Iveco-Ford (UK)	2	31	0	0	33
JCB	9	10	5	1	25
Johnston	0	0	0	0	0
Kato	0	0	0	0	0
Krupp	0	0	0	0	0
LDV	0	0	0	0	0
Leyland	0	2	0	0	2
Leyland Daf	2	16	0	0	18
MAN	50	162	0	0	212
MAN/VW	0	1	0	0	1
Manitou	3	1	0	0	4
Massey Ferguson	0	0	0	0	0
Matbro	0	0	0	0	0
Mercedes	67	172	1	23	263
Merlo	1	0	0	0	1
Mitsubishi	5	14	0	0	19
New Holland	0	0	0	1	1
Nissan	0	1	0	0	1
PPM	0	0	0	0	0
Renault	7	54	0	0	61
Renault (UK)	0	24	0	0	24
Scania	53	287	0	0	340
Seddon/Atkinson	0	0	0	0	0
Thwaites	0	0	0	0	0
Toyota	1	0	1	0	2
Volkswagen	3	3	0	0	6
Volvo	193	292	1	16	502
Other	15	25	0	1	41
All makes	694	1,759	24	54	2,531

Source: DVA

Table 1.15 Car¹ ownership levels in NI and GB²: 2008-09 to 2012-13

Percentage

Year	Percentage of households with access to a car or van					
	<u>Only one car/van</u>		<u>Two or more car/vans</u>		<u>At least one car/van</u>	
	NI	GB	NI	GB	NI	GB
2008-09	45	43	33	32	77	75
2009-10	42	43	35	32	77	75
2010-11	45	42	34	33	78	75
2011-12	45	43	33	32	78	75
2012-13	45	44	34	31	79	75

Sources: GB - DfT National Travel Survey; NI - NISRA Continuous Household Survey

1 Includes cars and light vans.

2 Figures for Great Britain relate to calendar years whereas figures for Northern Ireland are for financial years.

Table 1.16 Private and Light Goods vehicles per 1,000 population¹ aged 17 years and over, NI/GB comparison: 2008-2012

Year	Number	
	NI ^{2, r}	GB ^{3, r}
2008	623	627
2009	629	623
2010	627	621
2011	625	616
2012	625	618

Sources: NI - NISRA, DVA; GB - Office for National Statistics, DfT

1 Based on mid-year population estimates for the appropriate year.

2 NI data are based on the mid-year population estimates which have been rebased to take account of the 2011 Census results.

3 For 2011 and 2012: GB data are based on the mid-year population estimates which have been rebased to take account of the 2011 Census results.

Prior to 2011: Rebased mid-year population estimates for Scotland prior to 2011 will not be available until after the publication of NI Transport Statistics 2012-13. Therefore the mid-year population estimates used to calculate GB data prior to 2011 are as follows: England and Wales rebased mid-year population estimates added to Scotland mid-year population estimates which have not yet been rebased.

Chapter 2

Driver and Vehicle Testing

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

2 Driver and Vehicle Testing

- 2.1 There were 699,855 vehicle tests completed under the motor vehicle testing scheme during 2012-13, similar to the 699,556 tests completed during 2011-12. The estimated test failure rate was 20% in 2012-13 (number of retests expressed as a percentage of total full tests completed over the same period (see Technical Notes (page 86)) (Table 2.1).
- 2.2 There were 46,271 car 'Learner' driving tests conducted in Northern Ireland during 2012-13, down 11% on the 52,226 tests conducted during 2011-12. The overall pass rate for car 'Learner' driving tests in 2012-13 was 56% compared with 52% for the previous year. In comparison, the overall pass rate in Great Britain was 47% the same as in 2011-12. During 2012-13, the male pass rate for car 'Learner' driving tests in Northern Ireland was 61% compared to 51% for females (Table 2.4, Figure 2.1).
- 2.3 In Northern Ireland 59% of candidates passed the touch screen theory test for private car drivers during 2012-13, the same as the pass rate in Great Britain. During 2012-13 the pass rate for females in Northern Ireland was 61% compared to 57% for males (Table 2.5, Figure 2.2).

Figure 2.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB 2012-13

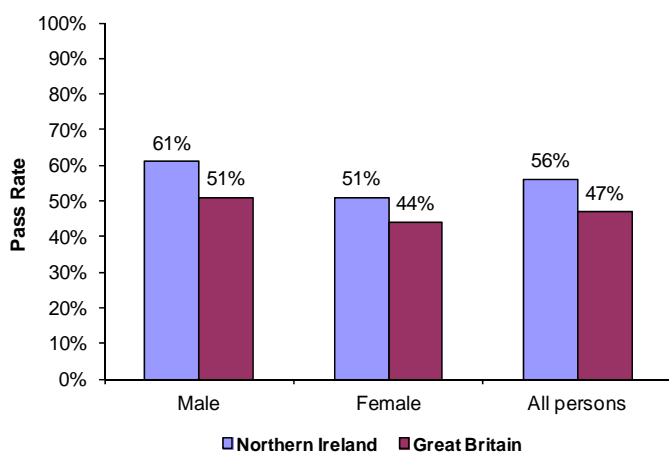
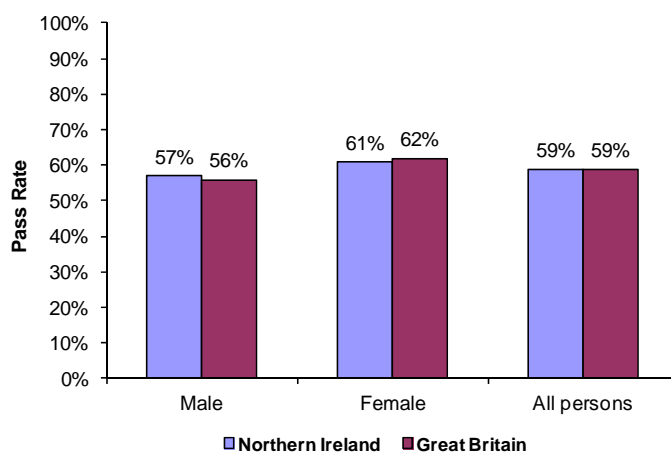


Figure 2.2: Touch Screen Theory Tests for private car drivers: % Pass Rates for Males/Females in NI/GB 2012-13



- 2.4 In 2012-13, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 76%, 76% for males and 70% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 74% during 2012-13, 73% for males and 76% for females (Tables 2.6 & 2.7).
- 2.5 In Northern Ireland, for the practical driving tests for both cars and motorcycles, the men's pass rate is higher than the women's. In contrast, for both the car and motorcycle touch screen theory tests, the women's pass rate is higher than the men's (Tables 2.4 to 2.7, Figures 2.1 & 2.2).
- 2.6 There were 4,282 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2012-13. The overall pass rate for both these tests was 70%; an increase of 5 percentage points on the previous year (Table 2.8).
- 2.7 Of the 196,481 ordinary licences issued during 2012-13, 13% were provisional, 47% were full and 27% were replacement. Of the 15,168 vocational licences issued, 13% were passenger carrying vehicle licences, 55% were large goods vehicle licences and 24% were replacements (Table 2.10 & 2.11).

Table 2.1 Motor vehicle¹ testing scheme: 2008-09 to 2012-13

	Number/Percentage				
	2008-09 ^r	2009-10 ^r	2010-11 ^r	2011-12 ^r	2012-13
Tests completed	603,165	625,790	662,567	699,556	699,855
Retests	122,731	129,200	136,637	146,133	142,716
Percentage retests ²	20	21	21	21	20

Source: DVA

1 Includes motor cars and motorcycles

2 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 86)).

Table 2.2 Passenger service vehicle testing scheme: 2008-09 to 2012-13

	Number/Percentage				
	2008-09 ^r	2009-10 ^r	2010-11 ^r	2011-12 ^r	2012-13
Tests completed	16,996	16,740	16,109	15,692	15,079
Retests	4,431	4,500	4,614	4,791	4,531
Percentage retests ¹	26	27	29	31	30

Source: DVA

1 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 86)).

Table 2.3 Goods vehicle testing scheme: 2008-09 to 2012-13

	Number/Percentage				
	2008-09 ^r	2009-10 ^r	2010-11 ^r	2011-12 ^r	2012-13
Tests completed	97,339	98,423	102,687	104,239	101,473
Retests	27,124	26,881	28,202	29,657	27,785
Percentage retests ¹	28	27	27	28	27

Source: DVA

1 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 86)).

Table 2.4 Car 'L' driving tests, NI/GB comparison: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	NI	GB ¹	NI	GB ¹	NI	GB ¹	NI	GB ¹	NI	GB ¹
Tests conducted										
Male	31,362	849,757	28,242	753,618	25,877	772,551	23,536	744,487	21,384	682,699
Female	36,117	888,917	33,099	780,007	31,071	833,040	28,690	824,572	24,887	753,774
All persons	67,479	1,738,992	61,341	1,533,738	56,948	1,605,599	52,226	1,569,069	46,271	1,436,481
Tests passed										
Male	16,032	413,014	15,765	370,049	14,739	383,417	13,671	374,472	12,992	345,599
Female	15,027	374,466	15,168	333,770	14,325	360,639	13,586	361,685	12,697	331,653
All persons	31,059	787,618	30,933	703,859	29,064	744,058	27,257	736,158	25,689	677,255
Percentage passed										
Male	51	49	56	49	57	50	58	50	61	51
Female	42	42	46	43	46	43	47	44	51	44
All persons	46	45	50	46	51	46	52	47	56	47

Sources: NI - DVA; GB - DSA

¹ For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	NI ^r	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	25,516	699,375	25,974	719,929	24,976	707,354	23,906	712,883	22,773	660,068
Female	22,172	591,401	23,625	627,919	23,057	638,838	22,137	658,611	20,943	583,984
All persons	47,688	1,290,776	49,599	1,347,848	48,033	1,346,192	46,043	1,371,494	43,716	1,244,052
Tests passed										
Male	16,165	437,699	16,048	440,152	15,326	427,118	14,004	414,107	12,941	371,314
Female	15,359	406,476	15,895	420,018	15,120	421,912	14,085	419,805	12,712	364,060
All persons	31,524	844,175	31,943	860,170	30,446	849,030	28,089	833,912	25,653	735,374
Percentage passed										
Male	63	63	62	61	61	60	59	58	57	56
Female	69	69	67	67	66	66	64	64	61	62
All persons	66	65	64	64	63	63	61	61	59	59

Sources: NI - DVA; GB - DSA

Table 2.6 Motorcycle 'L' driving tests¹, NI/GB comparison: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	NI	GB ²	NI	GB ²	NI	GB ²	NI	GB ²	NI	GB ²
Tests conducted										
Male	2,841	91,578	2,610	41,828	2,977	44,991	4,110	52,619	2,672	59,237
Female	381	15,561	376	4,625	452	4,654	540	5,292	384	5,891
All persons	3,222	107,139	2,986	46,453	3,429	49,645	4,650	57,911	3,056	65,128
Tests passed										
Male	1,999	62,526	1,974	29,147	2,274	31,236	3,131	36,367	2,043	40,871
Female	245	8,618	231	3,095	296	3,249	381	3,559	270	4,018
All persons	2,244	71,144	2,205	32,242	2,570	34,485	3,512	39,926	2,313	44,889
Percentage passed										
Male	70	68	76	70	76	69	76	69	76	69
Female	64	55	61	67	65	70	71	67	70	68
All persons	70	66	74	69	75	69	76	69	76	69

Sources: NI - DVA; GB - DSA

1 Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed. In NI, this change was introduced on 8 December 2008 and in GB on 27 April 2009. The changes mean that the figures before and after the change are not directly comparable as the test took a different format. See User Information section for details (page 11).

2 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	2,774	90,478	1,545	49,377	1,835	51,971	2,334	59,827	1,626	66,542
Female	391	12,852	189	5,941	230	6,162	299	6,467	217	7,062
All persons	3,165	103,330	1,734	55,318	2,065	58,133	2,633	66,294	1,843	73,604
Tests passed										
Male	2,133	71,599	1,237	39,762	1,441	42,050	1,769	47,330	1,190	49,190
Female	306	10,890	165	5,064	200	5,245	238	5,387	165	5,621
All persons	2,439	82,489	1,402	44,826	1,641	47,295	2,007	52,717	1,355	54,811
Percentage passed										
Male	77	79	80	81	79	81	76	79	73	74
Female	78	85	87	85	87	85	80	83	76	80
All persons	77	80	81	81	79	81	76	80	74	74

Sources: NI - DVA; GB - DSA

Table 2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	NI	GB ¹	NI	GB ¹	NI	GB ¹	NI	GB ¹	NI	GB ¹
Tests conducted										
Male	3,734	70,516	3,747	50,811	4,147	48,142	4,790	50,581	4,027	50,564
Female	285	5,632	245	4,871	297	4,298	344	4,424	255	4,844
All persons	4,019	76,158	3,992	55,684	4,444	52,440	5,134	55,005	4,282	55,408
Tests passed										
Male	2,111	34,652	2,314	26,022	2,580	24,840	3,150	26,486	2,833	26,743
Female	160	2,992	136	2,721	161	2,424	212	2,460	170	2,599
All persons	2,271	37,649	2,450	28,745	2,741	27,264	3,362	28,946	3,003	29,342
Percentage passed										
Male	57	49	62	51	62	52	66	52	70	53
Female	56	53	56	56	54	56	62	56	67	54
All persons	57	49	61	52	62	52	65	53	70	53

Sources: NI - DVA; GB - DSA

¹ For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

Table 2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2008-09 to 2012-13

	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	GV	PCV	GV	PCV	GV	PCV	GV	PCV	GV	PCV
Tests conducted										
Male	3,110	624	3,225	522	3,572	575	4,277	513	3,597	430
Female	172	113	188	57	256	41	308	36	207	48
All persons	3,282	737	3,413	579	3,828	616	4,585	549	3,804	478
Tests passed										
Male	1,723	388	1,954	360	2,174	406	2,783	367	2,521	312
Female	88	72	102	34	138	23	191	21	138	32
All persons	1,811	460	2,056	394	2,312	429	2,974	388	2,659	344
Percentage passed										
Male	55	62	61	69	61	71	65	72	70	73
Female	51	64	54	60	54	56	62	58	67	67
All persons	55	62	60	68	60	70	65	71	70	72

Source: DVA

Table 2.10 Ordinary licences issued by type: 2008-09 to 2012-13

Ordinary licences	Number/Percentage									
	2008-09		2009-10		2010-11		2011-12		2012-13	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	29,550	14	28,216	14	27,228	14	24,981	13	24,692	13
Full licences	107,618	50	87,448	45	87,516	45	89,872	46	92,614	47
Replacement licences ¹	45,667	21	48,364	25	49,672	26	49,763	26	53,080	27
Conversion prov. to full	31,831	15	31,329	16	29,629	15	29,572	15	26,095	13
All Ordinary licences	214,666	100	195,357	100	194,045	100	194,188	100	196,481	100

Source: DVA

1 E.g. duplicates, to remove endorsements, change of address or surname.

Table 2.11 Vocational licences issued by type: 2008-09 to 2012-13

Vocational licences	Number/Percentage									
	2008-09		2009-10 ¹		2010-11		2011-12		2012-13	
	No.	%	No.	%	No.	%	No.	%	No.	%
Passenger carrying vehicles	1,716	12	1,636	12	1,708	12	2,142	13	1,989	13
Large goods vehicles	7,067	49	6,503	49	6,993	51	8,954	56	8,353	55
Replacement licences ¹	3,895	27	3,578	27	3,553	26	3,454	22	3,569	24
Conversion prov. to full	1,720	12	1,428	11	1,428	10	1,423	9	1,257	8
All Vocational licences	14,398	100	13,145	100	13,682	100	15,973	100	15,168	100

Source: DVA

1 E.g. duplicates, to remove endorsements, change of address or surname.

Chapter 3

Road Network

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

3 Road Network

- 3.1 At 1 April 2013, there were 25,488 kilometres of public road in Northern Ireland. Unclassified roads accounted for the largest proportion of all roads (61%) followed by C roads (19%), B roads (11%), A roads (9%) and Motorways (<1%) (Table 3.1).
- 3.2 Analysis of the urban/rural split of the road network reveals that 22% of road lengths are urban (speed limit of 40 mph or less) and 78% are rural (speed limit of more than 40 mph). This varies between the different road types with C roads having the highest proportion of rural road length (94%) and unclassified roads having the lowest proportion of rural road length (72%) (Table 3.1).
- 3.3 Forty six percent of all the motorways in Northern Ireland are located within the Roads Service Eastern Division compared with 10% in Western Division. Within each Roads Service Division, Eastern Division has the highest percentage of unclassified roads (70%), followed by Southern, Western and Northern Divisions with 61%, 59% and 57% respectively (Table 3.2).
- 3.4 During 2012-13, maintenance (structural, routine and winter) accounted for 38% of the £397 million spend on our roads. New construction and improvement accounted for 18% of the money spent, while public lighting accounted for 5%. There was a decrease of 1% in expenditure on the roads when compared to 2011-12 (Table 3.3, Figure 3.1).

**Figure 3.1: Public Expenditure on Northern Ireland Roads
2008-09 to 2012-13**

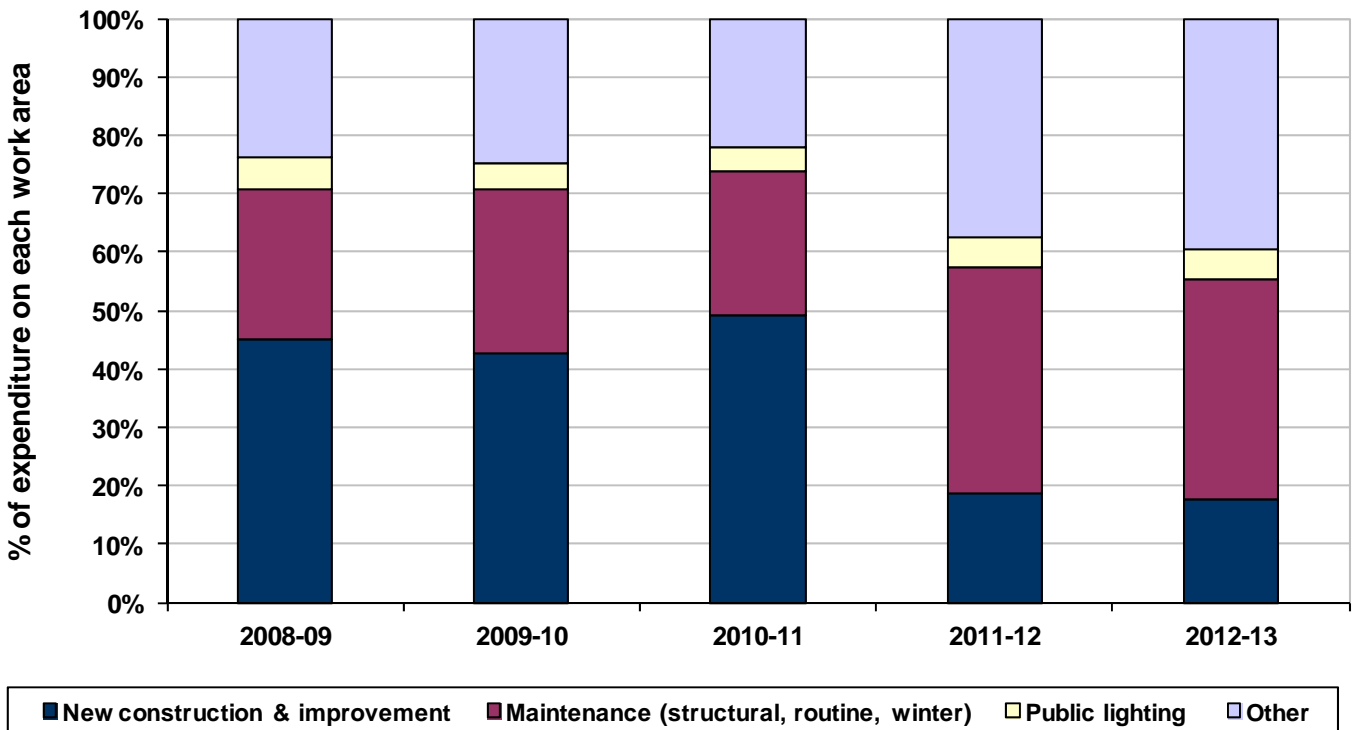


Table 3.1 Road Network Summary Lengths 2013 - All Divisions¹

					Km	
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length ²	
Motorway ³	Motorway	37.1	192.6	229.7	114.9	
A Roads	Dual	115.2	303.8	419.0	209.5	
A Roads	Single	506.1	1,572.9	2,079.1	2,079.1	
B Roads	Dual	2.2	1.3	3.5	1.7	
B Roads	Single	377.2	2,525.0	2,902.2	2,902.2	
C Roads	Dual	2.5	0.0	2.5	1.3	
C Roads	Single	284.2	4,439.5	4,723.7	4,723.7	
Unclassified	Dual	2.6	0.0	2.6	1.3	
Unclassified	Single	4,291.0	11,163.7	15,454.7	15,454.7	
All Road Classes^{4,5,6}		5,618.2	20,198.8	25,816.9	25,488.3	

Source: DRD Roads Service

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2013.

2 On Motorways and Dual Carriageways: 2 Carriageway Km = 1 Route Km.

3 Motorway figures exclude slip road lengths.

4 Stretches for car parks and footpaths are not included in these figures.

5 Road lengths recorded here are for adopted roads only.

6 Technical Notes, page 87.

Table 3.2 NI public road lengths by local government district and Roads Service division by type of road: 2013^{1,2}

Local government district/Roads Service division	Km						
	Motorway ³	A Roads		B Roads	C Roads	Unclassified	All road types ⁴
		Dual c'way	Single c'way				
Antrim	20.3	9.1	81.0	82.0	172.5	450.4	815.3
Ballymena	7.3	19.1	76.3	130.7	192.7	584.9	1,011.0
Ballymoney	0.0	0.6	31.4	121.0	117.8	301.9	572.7
Coleraine	0.0	4.4	110.6	124.7	119.9	505.1	864.7
Larne	0.0	6.0	70.8	75.7	97.4	240.4	490.2
Limavady	0.0	0.0	72.0	107.3	92.3	393.4	665.0
Londonderry	0.0	17.5	56.6	70.8	149.4	633.4	927.7
Moyle	0.0	0.0	78.5	100.4	113.1	233.1	525.1
All Northern Division	27.6	56.8	577.1	812.5	1,055.2	3,342.6	5,871.7
Ards	0.0	8.7	123.7	28.3	133.4	480.3	774.4
Armagh	0.0	0.1	130.7	202.3	335.0	1,064.1	1,732.2
Banbridge	0.0	26.2	53.6	96.6	227.7	634.8	1,039.0
Craigavon	23.2	4.3	56.4	100.8	138.1	535.7	858.7
Down	0.0	0.0	162.9	108.5	227.9	656.0	1,155.4
Newry & Mourne	0.0	28.9	150.9	171.7	345.7	1,058.8	1,756.0
All Southern Division	23.2	68.3	678.3	708.2	1,407.9	4,429.7	7,315.6
Belfast	12.4	14.1	81.3	43.8	22.8	705.7	880.1
Carrickfergus	0.0	1.2	15.7	29.9	18.7	162.3	227.8
Castlereagh	0.0	8.8	24.8	7.8	39.9	274.0	355.2
Lisburn	25.6	10.2	97.5	141.3	200.3	714.5	1,189.4
Newtownabbey	15.0	4.8	30.4	68.3	66.7	344.9	530.1
North Down	0.0	18.1	12.7	29.5	31.4	276.6	368.3
All Eastern Division	53.0	57.3	262.3	320.6	379.9	2,477.9	3,550.9
Cookstown	0.0	3.9	31.3	136.1	199.1	532.4	902.7
Dungannon	11.1	21.2	96.1	179.1	329.9	925.7	1,563.1
Fermanagh	0.0	0.0	223.4	236.7	433.8	1,175.4	2,069.3
Magherafelt	0.0	2.1	97.8	96.1	170.3	559.9	926.2
Omagh	0.0	0.0	78.0	228.2	447.2	1,143.4	1,896.8
Strabane	0.0	0.0	34.9	186.4	301.6	869.2	1,392.1
All Western Division	11.1	27.2	561.4	1,062.6	1,882.0	5,205.9	8,750.1
All Divisions	114.9	209.5	2,079.1	2,903.9	4,724.9	15,456.0	25,488.3

Source: DRD Roads Service

1 Lengths are in route kilometres.

2 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2013.

3 Excludes slip-road lengths.

4 See Technical Notes, page 87.

Table 3.3 Public expenditure on NI roads: 2008-09 to 2012-13

	£ Thousands				
	2008-09	2009-10	2010-11	2011-12	2012-13
New construction and improvement	173,183	185,659	252,682	74,888	70,223
Maintenance					
Structural ¹	59,697	81,326	84,119	115,677	105,740
Routine ²	31,530	33,286	30,936	35,012	35,261
Winter ³	6,799	8,123	10,613	4,602	7,871
Public lighting ⁴	21,253	18,937	21,457	20,537	20,700
All road expenditure^{5, 6}	383,440	436,335	512,568	400,223	396,745

Source: DRD Roads Service

1 Structural maintenance: reconstruction, overlay, resurfacing, surface dressing, patching, footways, bridges.

2 Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, drainage, earthworks, fences.

3 Winter maintenance: salting, snow clearance, snow fences.

4 Public lighting: maintenance and energy.

5 Includes other expenditure.

6 For further information on these figures, please see technical notes page 87.

Chapter 4

Freight

Data in Chapter 4 from National Statistics sources:

(see User Information section (page 8) for definition)

Table 4.3 to 4.5 Road Freight

Symbols and Conventions:

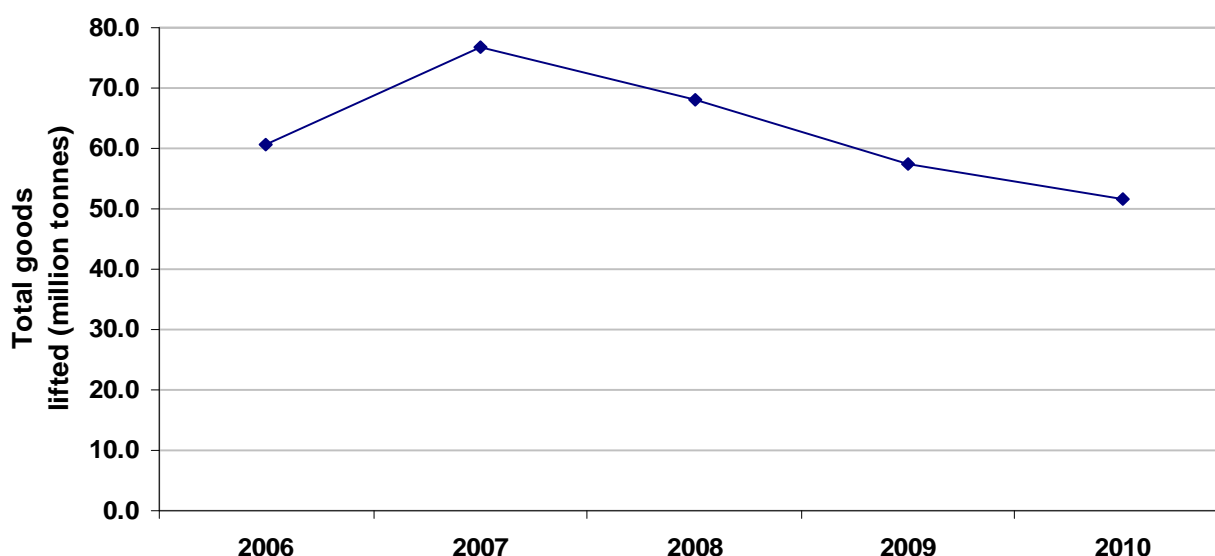
p Data are provisional

r Data have been revised from previous publication

4 Freight

- 4.1 During 2012-13, 6,571 road freight operator licences were issued in Northern Ireland. Prior to July 2012, only operators using vehicles over 3,500 kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500 kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a restricted licence. Vehicle licences ceased to be issued from 30 June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator's licence (Table 4.1).
- 4.2 During 2012-13 there were 192 bus and coach operator licences issued and 2,254 bus and coach vehicle licences issued. Of the bus and coach licences issued, 77% of operator licences and 93% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2010, 51.5 million tonnes of freight were lifted within Northern Ireland and transported by road in goods vehicles weighing over 3.5 tonnes, a decrease of 10% from 2009. Food, drink and tobacco were the greatest single commodity transported within Northern Ireland and accounted for 13.4 million tonnes, 26% of all tonnes moved. Crude minerals (e.g. sand, gravel) accounted for 11.6 million tonnes (23%) and building materials accounted for 7.7 million tonnes (15%) (Table 4.3, Figure 4.1).

Figure 4.1: Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes 2006 to 2010



- 4.4 During 2010, 5.7 million tonnes of freight were transported on international outward journeys from Northern Ireland by NI registered hauliers. Of these, the single largest commodity was foodstuffs, accounting for 1.6 million tonnes (28%). In 2010, 2.6 million tonnes were carried on international inward journeys to Northern Ireland by NI registered heavy goods vehicles. Foodstuffs was the largest commodity category, accounting for 0.8 million tonnes (31%) (Table 4.4).
- 4.5 29,676 tonnes of freight were handled at Northern Ireland airports in 2012, a decrease of 6% from 2011 (31,519 tonnes) (Table 4.6).

Table 4.1 Road freight licences issued: 2008-09 to 2012-13

	Number				
	2008-09	2009-10	2010-11	2011-12	2012-13
Operator licences¹					
Restricted ²	-	-	-	-	4,724
National	461	388	376	360	394
International/National	1,901	1,787	1,837	1,774	1,453
All Operator licences	2,362	2,175	2,213	2,134	6,571
Vehicle licences³					
National	442	519	402	465	-
International/National	6,159	6,401	6,229	6,565	-
All Vehicle licences	6,601	6,920	6,631	7,030	-

Source: Prior to 2012-13 - DOE Road Transport Licensing Division (RTLTD);
2012-13 - DOE Transport Regulation Unit

1 Prior to July 2012, only operators using vehicles over 3,500 kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a restricted licence. See Technical Notes (page 87) for licence definitions .

2 The 2012-13 restricted licences figure of 4,724 includes 4,081 temporary permits issued to be converted to full restricted licences and are deemed to be licensed.

3 Vehicle licences ceased to be issued from 30 June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator's licence.

Table 4.2 Road service operators (buses and coaches) licences issued: 2008-09 to 2012-13

	Number				
	2008-09	2009-10	2010-11	2011-12	2012-13
Operator licences					
National	50	49	34	45	44
International	153	158	153	163	148
All Operator licences	203	207	187	208	192
Vehicle licences					
National	154	160	152	167	161
International	2,422	2,441	2,353	2,377	2,093
All Vehicle licences	2,576	2,601	2,505	2,544	2,254

Source: DOE-RTLTD

Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2006-2010^{1, 2}

	Thousand Tonnes				
(a) By mode of working	2006	2007	2008	2009	2010
Mainly public haulage	30,179	34,313	27,639	21,456	23,467
Mainly own account	30,602	42,362	40,449	35,967	28,062
All modes	60,780	76,674	68,088	57,423	51,529
(b) By gross weight of vehicle					
Rigid Vehicles					
Over 3.5 to 17 tonnes	4,996	4,983	6,348	4,858	4,127
Over 17 to 25 tonnes	3,416	3,158	2,357	2,294	2,310
Over 25 tonnes	27,021	35,946	26,666	21,559	19,807
All rigids	35,433	44,088	35,371	28,710	26,244
Articulated Vehicles					
Over 3.5 to 33 tonnes	1,413	4,634	1,301	2,626	1,770
Over 33 tonnes	23,935	27,952	31,416	26,086	23,515
All artics	25,348	32,586	32,717	28,712	25,285
All Vehicles					
Over 3.5 to 25 tonnes	7,466	8,496	8,971	7,272	6,521
Over 25 tonnes	53,314	68,178	59,117	50,151	45,008
All weights	60,780	76,674	68,088	57,423	51,529
(c) By commodity					
Food drink & tobacco	11,227	12,418	14,111	10,599	13,432
Wood timber & cork	910	1,517	1,264	796	1,333
Fertilizer	299	423	692	456	662
Crude minerals	18,570	31,153	20,038	16,461	11,649
Ores	88	287	469	756	589
Crude materials	306	181	327	618	413
Coal & coke	765	540	434	704	578
Petrol & products	4,487	2,993	3,666	3,528	3,021
Chemicals	336	535	793	697	1,001
Building materials	11,035	10,606	10,295	7,384	7,669
Iron & steel products	952	678	1,228	792	795
Other metal products	390	350	437	460	367
Machinery & transport equipment	2,281	3,034	2,950	2,166	1,371
Miscellaneous manufactures	2,038	1,638	2,021	1,693	1,098
Miscellaneous transactions	7,097	10,322	9,362	10,312	7,551
All commodities	60,780	76,674	68,088	57,423	51,529

Source: Continuing Survey of Road Goods Transport (CSRGT) (NI): DfT

1 Totals may not always exactly equal the sum of individual components, due to rounding.

2 2011 data are not available until after the publication of the 2012-13 annual Northern Ireland Transport Statistics. They will therefore be published in the next edition (2013-14).

Table 4.4 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2010^{1, 2}

Units as indicated

Outward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	1,598	28	222	27	946	29	152	28
6 Building materials	842	15	102	12	267	8	54	10
9 Miscellaneous	1,543	27	272	33	1,043	32	188	35
Other commodities	1,692	30	227	28	1,000	31	148	27
All commodities	5,676	100	823	100	3,256	100	542	100
Inward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	802	31	126	30	714	38	115	37
9 Miscellaneous	698	27	108	26	494	26	77	24
Other commodities	1,070	42	190	45	676	36	121	39
All commodities	2,570	100	424	100	1,884	100	314	100

Source: CSRGT (NI): DFT

- 1 Commodities have been aggregated due to the small sample sizes involved. For further details see Technical Notes (page 88).
- 2 2011 data are not available until after the publication of the 2012-13 annual Northern Ireland Transport Statistics. They will therefore be published in the next edition (2013-14).

Table 4.5 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading / loading: 2010^{1,2,3}

Units as indicated

Country	Outward journey				Inward journey			
	Tonnes (Thousand)	%	Tonnes-kms (Million)	%	Tonnes (Thousand)	%	Tonnes-kms (Million)	%
European Community								
Irish Republic	5,660	100	811	99	2,556	99	414	98
Other ³	-	-	-	-	-	-	-	-
All Countries	5,676	100	823	100	2,570	100	424	100

Source: CSRGT (NI): DFT

- 1 Countries (excluding Irish Republic) have been amalgamated due to small size samples involved. See Technical Notes (page 88) for further details.
- 2 2011 data are not available until after the publication of the 2012-13 annual Northern Ireland Transport Statistics. They will therefore be published in the next edition (2013-14).
- 3 Other relates to other European countries excluding the Irish Republic

Table 4.6 Freight¹ handled at NI airports: 2003-2012

	Tonnes			
Year	Belfast International	George Best Belfast City	City of Derry	All airports²
2003	29,620	1,177	0	30,797
2004	32,148	955	0	33,103
2005	37,878	516	0	38,394
2006	38,417	827	0	39,244
2007	38,429	1,057	0	39,485
2008	36,115	168	0	36,282
2009	29,804	138	0	29,941
2010	29,716	155	0	29,871
2011	31,062	457	0	31,519
2012	29,095	581	0	29,676

Source: CAA Statistics

1 Freight figures only. Mail is not included.

2 Individual figures may not sum exactly to "All airports" total due to rounding.

Chapter 5

Road Safety

Data in Chapter 5 from National Statistics sources:

(see User Information section (page 8) for definition)

All tables in Chapter 5 (Road Safety) are from National Statistics sources.

Symbols and Conventions:

p Data are provisional

r Data have been revised from previous publication

5 Road Safety

- 5.1 In 2012, 78% of reported road traffic injury collisions were mainly attributable to drivers, 9% to passengers or pedestrians and 4% to road conditions (Table 5.1).
- 5.2 During 2012 there were 10,535 vehicles involved in reported road traffic injury collisions representing a 4% increase on the 10,107 vehicles during 2011. Cars accounted for 84% of vehicles involved in reported road traffic injury collisions (Table 5.2).
- 5.3 Between 2011 and 2012, the number of reported road casualties (killed, seriously or slightly injured) increased by 3% from 8,760 to 9,010 (Table 5.3).
- 5.4 The number of road deaths occurring as a result of reported road traffic collisions has decreased by 19% from 59 in 2011 to 48 in 2012. Road deaths occurring as a result of reported road traffic collisions have decreased by 55% since 2008 (107 deaths). (Table 5.3).
- 5.5 There were 317 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2012, which was a 3% increase on the 2011 rate of 308. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2012 was 54 in Northern Ireland, 44 in England, 36 in Scotland and 34 in Wales (Table 5.4).
- 5.6 In 2012 the reported road traffic injury collision death rate in Northern Ireland was 2.6 deaths per 100,000 population compared to the 2011 rate of 3.3 deaths. Scotland had the highest rate at 3.2 deaths per 100,000 population, followed by Wales with a rate of 3.0 and England had the lowest rate in Great Britain of 2.8. At 0.5 per 10,000 vehicles, Northern Ireland had the joint lowest rate of reported road traffic injury collision deaths in 2012 along with England and Wales. Scotland had a slightly higher rate of 0.6 deaths per 10,000 vehicles (Table 5.5, Figure 5.1).

Figure 5.1: Road Traffic Injury Collision Deaths per 100,000 Population in Northern Ireland, England, Scotland and Wales: 2003 to 2012

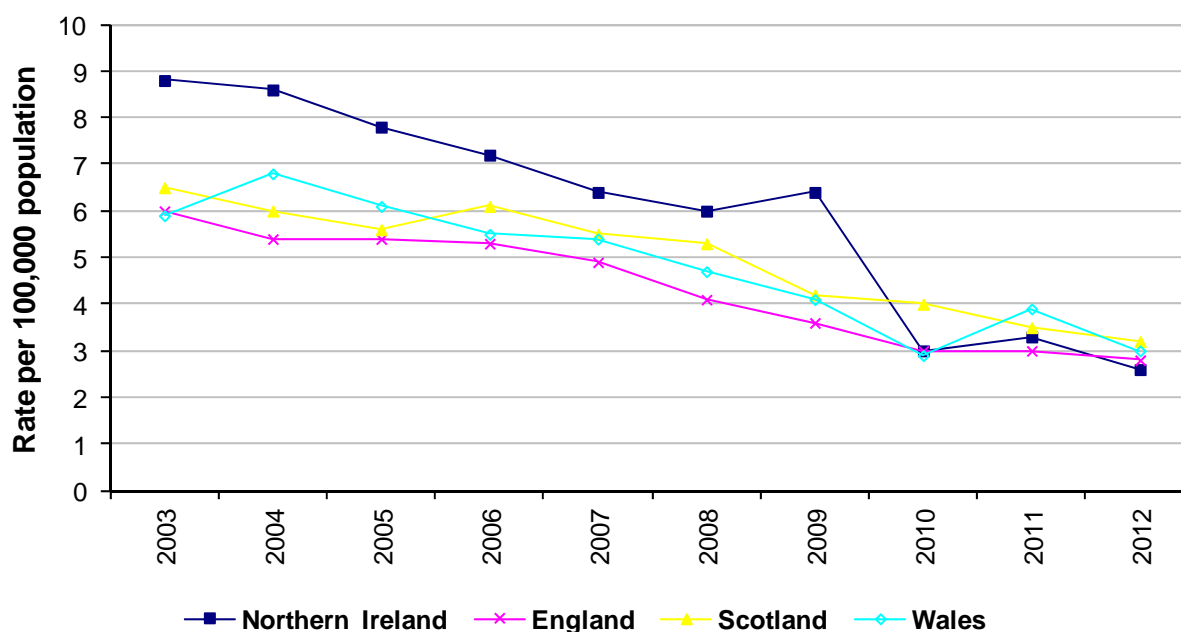


Table 5.1 Reported road traffic injury collisions by attribution: 2008-2012¹

Mainly attributable to:	Number/Percentage									
	<u>2008</u>		<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,798	77	4,915	78	4,352	76	4,278	76	4,521	78
Passengers/Pedestrians	554	9	520	8	463	8	516	9	517	9
Motor cyclists	205	3	195	3	175	3	156	3	113	2
Pedal cyclists	92	1	94	1	79	1	106	2	91	2
Road conditions	311	5	286	5	385	7	281	5	217	4
Vehicle defects	75	1	74	1	62	1	68	1	59	1
Other causes	196	3	191	3	174	3	205	4	262	5
All attributions	6,231	100	6,275	100	5,690	100	5,610	100	5,780	100

Source: Police Service of Northern Ireland (PSNI)

1 Due to the number of collisions where responsibility was shared by more than one party, the "All attributions" total may be more than the total number of collisions.

Table 5.2 Vehicles involved in reported road traffic injury collisions: 2008-2012

Type of vehicle	Number/Percentage									
	<u>2008</u>		<u>2009</u>		<u>2010</u>		<u>2011</u>		<u>2012</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars ¹	9,235	81	9,635	84	8,654	83	8,392	83	8,870	84
Motor cycles	492	4	438	4	395	4	370	4	309	3
Pedal cycles	209	2	211	2	218	2	262	3	284	3
Goods vehicles	1,062	9	894	8	825	8	727	7	731	7
PCVs ²	235	2	197	2	187	2	193	2	177	2
Others ³	176	2	139	1	163	2	163	2	164	2
All vehicles	11,409	100	11,514	100	10,442	100	10,107	100	10,535	100

Source: PSNI

1 Includes motor cars used as taxis.

2 Includes coaches, buses and minibuses.

3 Includes motor caravans, tractors, invalid carriages, fire engines, black taxis etc and unknown vehicles

Table 5.3 Deaths and injuries caused due to reported road traffic injury collisions: 2003-2012

							Number
Year	Children			All ages			
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	All casualties
2003	15	156	1,058	150	1,288	8,887	10,325
2004	11	140	951	147	1,183	8,177	9,507
2005	15	114	788	135	1,073	6,951	8,159
2006	9	143	826	126	1,211	7,845	9,182
2007	5	101	894	113	1,097	8,226	9,436
2008	7	94	851	107	990	8,454	9,551
2009	4	116	860	115	1,035	8,617	9,767
2010	2	93	749	55	892	8,010	8,957
2011	2	91	837	59	825	7,876	8,760
2012	5	87	956	48	795	8,167	9,010

Source: PSNI

Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2003-2012

Units as indicated								
Year	Per 100,000 population ¹				Per 10,000 vehicles ²			
	NI ^r	Eng ^r	Scot	Wales ^r	NI	Eng ^r	Scot ^r	Wales ^r
2003	355	381	274	332	71	71	58	63
2004	329	367	273	322	64	67	57	59
2005	286	349	263	294	65	63	53	52
2006	323	329	254	291	59	60	51	52
2007	340	314	240	277	59	56	47	49
2008	350	291	235	257	61	52	46	45
2009	349	278	222	234	60	50	43	41
2010	314	261	197	225	54	47	38	40
2011 ^r	308	254	190	210	53	46	37	37
2012	317	243	184	194	54	44	36	34

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year estimate for the appropriate year apart from the 2012 figure for Scotland where the 2011 mid year estimate was used. Northern Ireland, England and Wales data are based on the mid year estimates which have been rebased to take account of the 2011 Census results. Scotland had not yet produced rebased mid year estimates at the time that these data were provided.

2 There have been some revisions to the England, Scotland and Wales figures per 10,000 vehicles. Please see Technical Notes (page 89) for further details.

Table 5.5 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2003-2012

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles ²			
	NI ^r	Eng ^r	Scot	Wales ^r	NI	Eng ^r	Scot ^r	Wales ^r
2003	8.8	6.0	6.5	5.9	1.8	1.1	1.4	1.1
2004	8.6	5.4	6.0	6.8	1.7	1.0	1.2	1.2
2005	7.8	5.4	5.6	6.1	1.8	1.0	1.1	1.1
2006	7.2	5.3	6.1	5.5	1.3	1.0	1.2	1.0
2007	6.4	4.9	5.5	5.4	1.1	0.9	1.1	0.9
2008	6.0	4.1	5.3	4.7	1.0	0.7	1.0	0.8
2009	6.4	3.6	4.2	4.1	1.1	0.7	0.8	0.7
2010	3.0	3.0	4.0	2.9	0.5	0.5	0.8	0.5
2011 ^r	3.3	3.0	3.5	3.9	0.6	0.5	0.7	0.7
2012	2.6	2.8	3.2	3.0	0.5	0.5	0.6	0.5

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year estimate for the appropriate year apart from the 2012 figure for Scotland where the 2011 mid year estimate was used. Northern Ireland, England and Wales data are based on the mid year estimates which have been rebased to take account of the 2011 Census results. Scotland had not yet produced rebased mid year estimates at the time that these data were provided.

2 There have been some revisions to the England, Scotland and Wales figures per 10,000 vehicles. Please see Technical Notes (page 89) for further details.

Table 5.6 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2003-2012

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles ²			
	NI ^r	Eng ^r	Scot	Wales ^r	NI	Eng ^r	Scot ^r	Wales ^r
2003	606	517	369	478	121	97	78	91
2004	555	496	362	463	108	91	75	85
2005	472	475	349	429	107	86	70	77
2006	527	448	335	425	96	81	67	76
2007	536	427	312	408	94	77	61	72
2008	537	394	301	370	93	71	58	65
2009	545	377	289	341	94	68	56	60
2010	496	352	255	326	85	64	50	57
2011 ^r	483	342	243	307	83	63	47	54
2012	494	326	239	279	85	60	46	49

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year estimate for the appropriate year apart from the 2012 figure for Scotland where the 2011 mid year estimate was used. Northern Ireland, England and Wales data are based on the mid year estimates which have been rebased to take account of the 2011 Census results. Scotland had not yet produced rebased mid year estimates at the time that these data were provided.

2 There have been some revisions to the England, Scotland and Wales figures per 10,000 vehicles. Please see Technical Notes (page 89) for further details.

Chapter 6

Public Transport

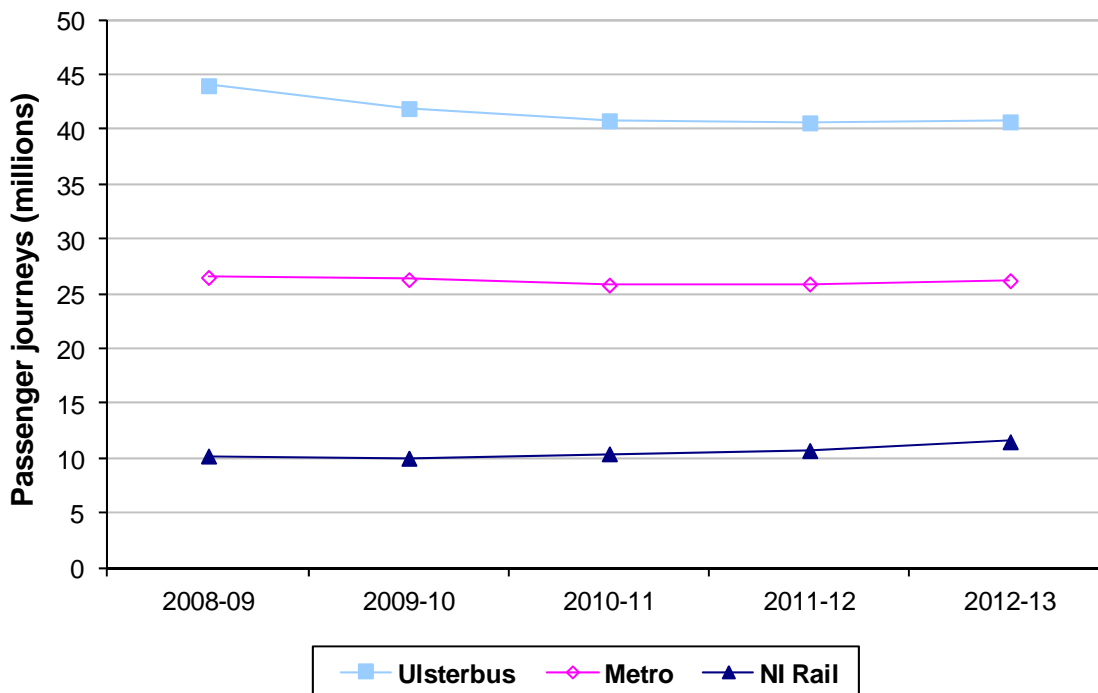
Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

6 Public Transport

- 6.1 At the end of 2012-13 there were 1,136 Ulsterbuses and 284 Metro buses on the roads which were, on average, 6.5 years and 7.5 years old respectively (Table 6.1).
- 6.2 During 2012-13, there were 40.7 million passenger journeys on Ulsterbus, around the same as last year (40.6 million) and an 8% decrease from 2008-09 (44.0 million). For Metro services, 26.2 million passenger journeys were taken in 2012-13, an increase of 1% from 2011-12 (25.9 million) and a decrease of 1% since 2008-09 (26.5 million) (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage bus passenger receipts in 2012-13 were £87.1 million, an increase of 4% from 2011-12 (£83.7 million). Metro local stage bus passenger receipts increased by 3% from £33.4 million in 2011-12 to £34.5 million in 2012-13 (Table 6.4).
- 6.4 There were 11.5 million rail passenger journeys made in 2012-13, an increase of 7% from 2011-12 (10.7 million). Rail passenger journeys have increased by 13% since 2008-09 (10.2 million) (Table 6.6, Figure 6.1).
- 6.5 Railway passenger receipts increased by 9% from £32.9 million in 2011-12 to £35.7 million in 2012-13 (Table 6.6).

**Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys
2008-09 to 2012-13**



Ulsterbus/Metro transport: 2008-09 to 2012-13

Table 6.1 Vehicle stock

	Age/Number									
	<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12^r</u>		<u>2012-13^{1, P}</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	7.2	6.2	6.4	7.1	6.2	8.0	6.6	8.9	6.5	7.5
Number of buses	1,278	299	1,193	305	1,175	294	1,135	282	1,136	284

Source: Translink

1 During 2012-13, new Metro buses were brought into service to replace some of the older fleet.

Table 6.2 Staff employed

	Number									
	<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12</u>		<u>2012-13^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,450	773	2,339	757	2,290	759	2,234	731	2,259	733

Source: Translink

Table 6.3 Passenger journeys, bus miles and kilometres

	Millions									
	<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12</u>		<u>2012-13^{1, P}</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	44.0	26.5	41.9	26.3	40.8	25.8	40.6	25.9	40.7	26.2
Bus miles	37.7	8.0	36.1	8.2	35.1	8.2	34.3	7.9	35.4	7.8
Bus kilometres	60.7	12.9	58.1	13.2	56.4	13.3	54.9	12.6	57.0	12.5

Source: Translink

1 2012-13 covers a 53 week period and 2012-13 bus miles/kilometres data are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years in the table cover 52 week periods

Table 6.4 Local Stage passenger receipts

	£ Millions									
	<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12</u>		<u>2012-13^{1, P}</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	81.8	32.7	83.6	33.5	83.7	33.6	83.7	33.4	87.1	34.5

Source: Translink

1 2012-13 covers a 53 week period and the 2012-13 passenger receipts figure is based on this 53 week period. All other years in the table cover 52 week periods

Table 6.5 NI Rail service assets and staff: 2008-09 to 2012-13

	Number				
	2008-09	2009-10	2010-11	2011-12 ^r	2012-13 ^p
Route miles of track	211	211	211	211	211
Rolling stock ¹ :					
Locomotives	20	20	20	14	14
Passenger coaches	116	116	116	142	169
Stations:	22	22	22	22	22
Staff employed:	967	921	909	895	908

Source: Translink

1 Includes only rolling stock which are currently in service. During 2012-13, new stock was brought into service. The new cars all come fitted with an integrated engine and carry passengers and have therefore been included in the "passenger coaches" category.

Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2008-09 to 2012-13

	Millions/£ Thousands				
	2008-09	2009-10	2010-11	2011-12	2012-13 ^p
Passenger journeys (Millions)	10.2	10.0	10.4	10.7	11.5
Passenger miles (Millions)	188.8	172.3	190.5	202.9	216.1
Passenger kilometres (Millions)	303.9	277.2	306.7	326.7	347.8
Passenger receipts (£ Thousands)	28,954	28,461	31,588	32,868	35,738

Source: Translink

1 2012-13 covers a 53 week period and 2012-13 passenger miles/kilometres and passenger receipts data are based on this 53 week period. However, the 2012-13 passenger journeys figure has been restated for a 52 week period. All other years in the table cover 52 week periods

Chapter 7

Air Transport

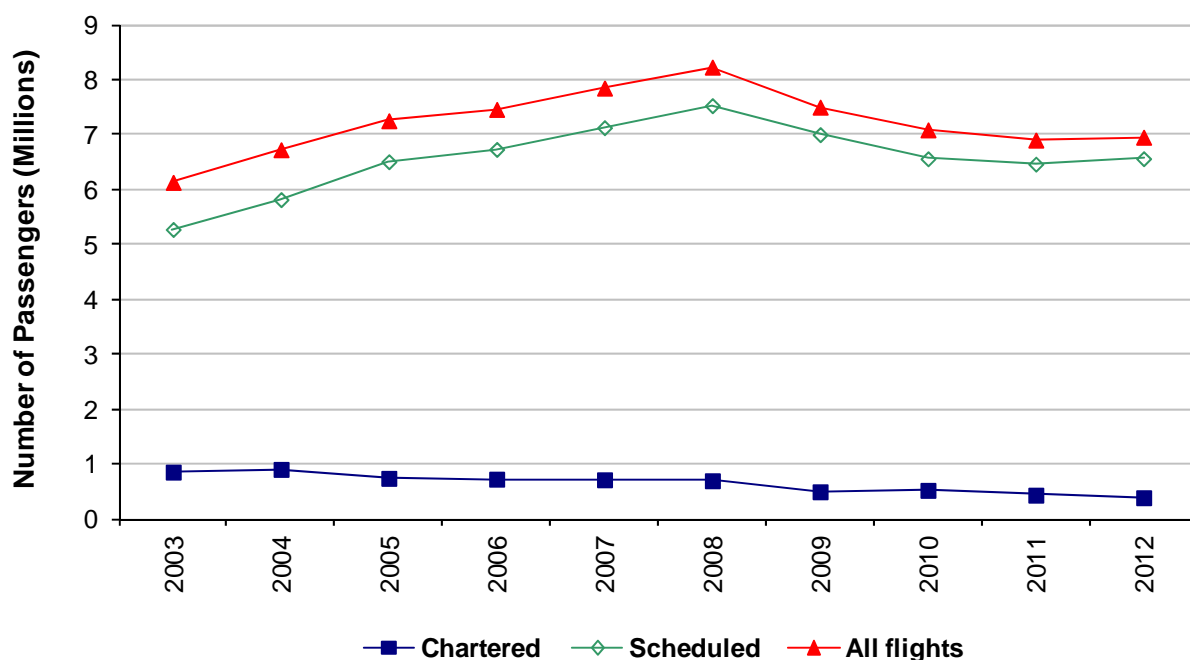
Symbols and Conventions:

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7 Air Transport

- 7.1 There were 78,155 air transport movements (landings and takeoffs) during 2012, a decrease of 4% from the 2011 figure of 81,703 (Table 7.1).
- 7.2 Between 2011 and 2012, air transport movements at Belfast International Airport increased by 5%, George Best Belfast City Airport decreased by 11% and City of Derry Airport decreased by 19%. In 2012, Belfast International Airport accounted for 50% of all air transport movements, George Best Belfast City Airport 46% and City of Derry Airport 4%. Of the 78,155 air transport movements occurring during 2012, 92% were scheduled and 8% were chartered (Table 7.2).
- 7.3 During 2012, 7.0 million terminal passengers passed through Northern Ireland airports, representing an increase of 1% on the 2011 figure. Between 2011 and 2012 the number of passengers travelling on scheduled flights increased by 2% to 6.6 million and passenger numbers on chartered flights decreased by 11% to 0.4 million (Table 7.3, Figure 7.1).

Figure 7.1: Terminal Passengers at NI Airports: 2003 to 2012



- 7.4 In terms of terminal passengers, Belfast International Airport was the 12th busiest commercial airport in the UK in 2012 and accounted for 2% of all UK terminal passengers while George Best Belfast City Airport was the 17th busiest, accounting for 1% of UK terminal passengers. In the 5 years between 2007 and 2012, Belfast International Airport saw a decrease of 18% in the number of terminal passengers while George Best Belfast City Airport saw an increase of 3% (Table 7.4).
- 7.5 Malaga in Spain was the most popular international route from Belfast International Airport with 154,982 passengers flying there and back during 2012, Faro in Portugal was the second most popular international route with 154,848 passengers and Alicante in Spain was the third most popular with 137,908 passengers (Table 7.6a).

Table 7.1 Total aircraft movements and air transport movements at NI airports¹: 2003-2012

Year	Number							
	Belfast International		George Best Belfast City		City Of Derry		All Airports	
	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements
2003	79,394	39,894	34,523	31,638	11,585	4,278	125,502	75,810
2004	80,091	43,373	36,290	33,439	10,848	4,309	127,229	81,121
2005	81,350	47,695	40,443	37,298	12,016	4,146	133,809	89,139
2006	77,652	48,212	39,411	36,862	11,941	4,748	129,004	89,822
2007	77,395	51,805	43,022	39,925	11,598	5,733	132,015	97,463
2008	77,943	53,631	42,990	40,205	13,035	5,823	133,968	99,659
2009	68,813	44,060	39,330	37,604	10,286	4,185	118,429	85,849
2010	60,742	39,230	40,324	38,702	9,948	3,848	111,014	81,780
2011	57,460	37,308	41,844	40,556	8,464	3,839	107,768	81,703
2012	58,011	39,120	41,571	35,921	7,355	3,114	106,937	78,155

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.2 Air transport movements¹ at NI airports: 2008-2012

							Number
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2008	45,499	0	45,499	4,241	3,891	8,132	53,631
2009	37,597	0	37,597	2,823	3,640	6,463	44,060
2010	32,859	34	32,893	2,855	3,482	6,337	39,230
2011	31,390	0	31,390	2,287	3,631	5,918	37,308
2012	33,144	0	33,144	2,077	3,899	5,976	39,120

George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2008	40,027	0	40,027	178	0	178	40,205
2009	37,395	0	37,395	209	0	209	37,604
2010	38,516	0	38,516	186	0	186	38,702
2011	40,383	0	40,383	173	0	173	40,556
2012	35,780	0	35,780	141	0	141	35,921

City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2008	5,738	0	5,738	85	0	85	5,823
2009	4,118	0	4,118	67	0	67	4,185
2010	3,755	0	3,755	93	0	93	3,848
2011	3,765	0	3,765	74	0	74	3,839
2012	3,042	0	3,042	72	0	72	3,114

All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2008	91,264	0	91,264	4,504	3,891	8,395	99,659
2009	79,110	0	79,110	3,099	3,640	6,739	85,849
2010	75,130	34	75,164	3,134	3,482	6,616	81,780
2011	75,538	0	75,538	2,534	3,631	6,165	81,703
2012	71,966	0	71,966	2,290	3,899	6,189	78,155

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport: 2008-2012

Airport / Year	Number		
	Scheduled	Chartered	All flights
Belfast International			
2008	4,547,535	675,304	5,222,839
2009	4,063,031	473,467	4,536,498
2010	3,517,054	493,918	4,010,972
2011	3,694,976	406,938	4,101,914
2012	3,947,716	364,725	4,312,441
George Best Belfast City			
2008	2,558,869	11,872	2,570,741
2009	2,605,418	16,315	2,621,733
2010	2,722,673	17,632	2,740,305
2011	2,379,697	17,573	2,397,270
2012	2,232,913	13,289	2,246,202
City Of Derry			
2008	425,901	13,095	438,996
2009	335,850	10,007	345,857
2010	325,159	13,346	338,505
2011	392,521	13,047	405,568
2012	385,224	12,985	398,209
All Airports			
2008	7,532,305	700,271	8,232,576
2009	7,004,299	499,789	7,504,088
2010	6,564,886	524,896	7,089,782
2011	6,467,194	437,558	6,904,752
2012	6,565,853	390,999	6,956,852

Source: CAA Statistics

Table 7.4 UK Airports by number of terminal passengers¹: 2007 and 2012

		Number/Percentage				
Rank	Airport	2012		2007		Percentage change (2012/2007)
		Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	
1	Heathrow	69,983	31.7	67,852	28.3	3.1
2	Gatwick	34,219	15.5	35,165	14.7	-2.7
3	Manchester	19,654	8.9	21,892	9.1	-10.2
4	Stansted	17,465	7.9	23,759	9.9	-26.5
5	Luton	9,614	4.4	9,919	4.1	-3.1
6	Edinburgh	9,194	4.2	9,037	3.8	1.7
7	Birmingham	8,916	4.0	9,134	3.8	-2.4
8	Glasgow	7,150	3.2	8,726	3.6	-18.1
9	Bristol	5,916	2.7	5,884	2.5	0.6
10	Liverpool (John Lennon)	4,459	2.0	5,463	2.3	-18.4
11	Newcastle	4,355	2.0	5,624	2.3	-22.6
12	Belfast International	4,312	2.0	5,236	2.2	-17.6
13	East Midlands International	4,068	1.8	5,407	2.3	-24.8
14	Aberdeen	3,329	1.5	3,411	1.4	-2.4
15	London City	3,017	1.4	2,912	1.2	3.6
16	Leeds Bradford	2,969	1.3	2,860	1.2	3.8
17	Belfast City (George Best)	2,246	1.0	2,187	0.9	2.7
18	Southampton	1,693	0.8	1,965	0.8	-13.8
19	Prestwick	1,067	0.5	2,421	1.0	-55.9
20	Cardiff Wales	1,013	0.5	2,094	0.9	-51.6
	Other airports ²	6,005	2.7	9,021	3.8	-33.4
All reporting UK Airports^{2,3}		220,644	100.0	239,970	100.0	-8.1

Source: CAA Statistics

1 Excludes air taxi operations.

2 Isle of Man is now excluded from 'Other airports' and 'All reporting UK Airports' total

3 Individual figures may not sum to total due to rounding

Table 7.5 Scheduled direct weekly flights¹ from NI airports: 2012 and 2013

Summer schedule

Destination	Belfast International ²		George Best Belfast City ^{2, 3}		City Of Derry	
	Number of weekly flights	2012	2013	Number of weekly flights	2012	2013
Aberdeen	-	**	6	7	-	-
Alicante ⁴	14	**	-	-	1	2
Amsterdam	9	**	-	-	-	-
Barcelona	8	**	-	-	-	-
Birmingham	-	**	43	38	4	5
Blackpool	5	**	-	10	-	-
Bristol	18	**	-	-	-	-
Cardiff	-	**	7	7	-	-
Dublin	-	**	-	-	-	-
Dubrovnik	1	**	-	-	-	-
Dundee	-	**	5	-	-	-
East Midlands	-	**	24	24	-	-
Edinburgh	20	**	30	25	-	-
Exeter	-	**	8	7	-	-
Faro ⁵	17	**	-	7	2	3
Glasgow	21	**	29	26	-	-
Glasgow Prestwick	-	**	-	-	7	7
Gran Canaria (Las Palmas)	2	**	-	-	-	-
Ibiza ⁶	3	**	-	-	-	-
Inverness	-	**	5	6	-	-
Isle Of Man	-	**	23	21	-	-
Jersey	2	**	1	1	-	-
Krakow	3	**	-	-	-	-
Lanzarote	3	**	-	-	-	1
Leeds Bradford	8	**	18	24	-	-
Liverpool	43	**	-	-	7	7
London Heathrow	21	**	41	63	-	-
London Gatwick	26	**	31	46	-	-
London Stansted	25	**	-	-	9	9
Luton	18	**	-	-	-	-
Majorca (Palma) ^{7,8}	14	**	-	2	1	1
Malaga ⁵	16	**	-	6	-	-
Malta	2	**	-	-	-	-
Manchester	14	**	44	39	-	-
Menorca (Mahon)	1	**	-	-	-	-
Murcia	4	**	-	-	-	-
Newcastle	17	**	10	12	-	-
New York (Newark)	7	**	-	-	-	-
Nice	3	**	-	-	-	-
Paris	6	**	8	7	-	-
Pisa	2	**	-	-	-	-
Reus ⁸	-	**	-	-	1	1
Rome Leonardo da Vinci (Fiumicino)	-	**	-	-	-	-
Sheffield	-	**	-	-	-	-
Southampton	-	**	19	19	-	-
Southend	14	**	-	-	-	-
Tenerife South	2	**	-	-	1	-
Toulouse	-	**	-	-	-	-

Sources: Belfast International Airport
George Best Belfast City Airport
City of Derry Airport

** Belfast International Airport was unable to supply figures for 2013.

1 Flights at least once a week during most of the timetable period

2 Aer Lingus moved from Belfast International Airport to George Best Belfast City Airport in October 2012

3 BMI ceased operating from George Best Belfast City Airport from June 2012

4 Flights to Alicante from City of Derry airport operated from June - October only

5 Flights to Faro and Malaga from George Best Belfast City Airport commenced March 2013

6 Flights to Ibiza operate between June and September only

7 Flights to Majorca (Palma) from George Best Belfast City Airport commenced April 2013.

8 Flights to Majorca and Reus from City of Derry Airport operated from May - September only

Table 7.6a International air passenger traffic to and from Belfast International airport¹: 2011 and 2012

Number/Percentage

Country/Airport	Belfast International Airport						% Change of all flights
	2012			2011			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Austria</u>							
Innsbruck	2,432	0	2,432	2,003	0	2,003	21
Salzburg	88	0	88	0	0	0	0
Vienna	0	0	0	559	0	559	-100
<u>Bulgaria</u>							
Burgas	12,716	0	12,716	9,032	0	9,032	41
Plovdiv	2,541	0	2,541	2,997	0	2,997	-15
<u>Cyprus</u>							
Larnaca	21,781	0	21,781	20,606	0	20,606	6
<u>Denmark</u>							
Copenhagen	0	0	0	74	0	74	-100
<u>Estonia</u>							
Tallin	0	0	0	233	0	233	-100
<u>Finland</u>							
Enontekio	360	0	360	359	0	359	0
Kittila	730	0	730	358	0	358	104
Rovaniemi	740	0	740	822	0	822	-10
<u>France</u>							
Biarritz	0	0	0	141	0	141	-100
Clermont Ferrand	295	0	295	714	0	714	-59
Grenoble	0	0	0	915	0	915	-100
Nice	22,639	22,639	0	26,724	26,724	0	-15
Paris (Charles de Gaulle)	81,560	81,560	0	85,810	85,755	55	-5
Pau	669	0	669	0	0	0	-
Tarbes-Lourdes Inter.	6,641	0	6,641	7,528	0	7,528	-12
Toulouse (Blagnac)	0	0	0	9,901	6,322	3,579	-100
<u>Germany</u>							
Dusseldorf	0	0	0	234	0	234	-100
Frankfurt Main	0	0	0	36	0	36	-100
Munich	0	0	0	197	0	197	-100
Stuttgart	27	0	27	0	0	0	-
<u>Greece</u>							
Athens	167	0	167	0	0	0	-
Heraklion	9,116	0	9,116	11,518	0	11,518	-21
Kos	0	0	0	775	0	775	-100
Rhodes	4,446	0	4,446	5,573	0	5,573	-20
<u>Hungary</u>							
Budapest	0	0	0	456	0	456	-100
<u>Ireland (Republic)</u>							
Cork	2	0	2	0	0	0	-
Dublin	1,496	0	1,496	222	0	222	574
Ireland West (Knock)	71	0	71	0	0	0	-
Shannon	169	0	169	48	0	48	252
<u>Italy</u>							
Bergamo	3,184	0	3,184	2,576	0	2,576	24
Brescia/Montichiari	2,433	0	2,433	3,086	0	3,086	-21
Catania (Fontanarossa)	0	0	0	294	0	294	-100
Naples	0	0	0	572	0	572	-100
Parma	0	0	0	368	0	368	-100
Pescara	0	0	0	82	0	82	-100
Pisa	7,513	7,513	0	7,435	7,435	0	1
Rome (Fiumicino)	5,277	4,625	652	24,845	23,484	1,361	-79
Verona Villafranca	2,410	0	2,410	858	0	858	181
<u>Luxembourg</u>							
Luxembourg	70	0	70	0	0	0	-
<u>Malta</u>							
Malta	28,141	28,141	0	23,708	23,708	0	19
<u>Netherlands</u>							
Amsterdam	116,410	116,410	0	99,035	98,751	284	18
Maastricht	0	0	0	77	0	77	-100
<u>Poland</u>							
Krakow	44,838	44,838	0	44,726	44,726	0	0
<u>Portugal (Excluding Madeira)</u>							
Faro	154,848	147,991	6,857	126,689	119,879	6,810	22

¹ Excludes air taxi operations.

Table 7.6a International air passenger traffic to and from Belfast International airport¹: 2011 and 2012 – cont'd

Country/Airport	Belfast International Airport						% Change of all flights
	2012			2011			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU cont'd							
<u>Portugal (Madeira)</u>							
Funchal	1,201	0	1,201	1,092	0	1,092	-
<u>Slovenia</u>							
Ljubljana	0	0	0	86	0	86	-100
<u>Spain</u>							
Alicante	137,908	129,478	8,430	121,832	113,159	8,673	13
Barcelona	75,471	75,471	0	82,443	82,443	0	-8
Ibiza	26,774	11,913	14,861	25,079	11,234	13,845	7
Lleida	4,483	0	4,483	147	0	147	2,950
Mahon	13,759	3,120	10,639	10,282	3,304	6,978	34
Malaga	154,982	147,830	7,152	171,669	164,596	7,073	-10
Murcia San Javier	27,731	27,731	0	38,977	38,977	0	-29
Palma De Mallorca	131,272	94,878	36,394	129,711	85,855	43,856	1
Reus	23,025	0	23,025	22,618	0	22,618	2
<u>Spain (Canary Islands)</u>							
Arrecife (Lanzarote)	75,033	45,003	30,030	79,990	45,999	33,991	-6
Fuerteventura	5,375	0	5,375	12,894	0	12,894	-58
Las Palmas	30,833	7,451	23,382	27,320	11,818	15,502	13
Tenerife (Surreina Sofia)	74,201	33,110	41,091	77,678	37,511	40,167	-4
<u>Sweden</u>							
Goteborg	93	0	93	0	0	0	-
Stockholm (Arlanda)	0	0	0	115	0	115	-100
Europe-Other							
<u>Azerbaijan</u>							
Baku (Heyder Aliyev Int'l)	95	0	95	0	0	0	-
<u>Belarus</u>							
Minsk Int'l	0	0	0	85	0	85	-100
<u>Croatia</u>							
Dubrovnik	6,701	6,091	610	6,676	6,215	461	0
Zagreb	63	0	63	0	0	0	-
<u>Faroe Islands</u>							
Vagar	247	0	247	211	0	211	17
<u>Macedonia</u>							
Skopje	27	0	27	0	0	0	-
<u>Norway</u>							
Oslo (Gardermoen)	78	0	78	0	0	0	-
<u>Republic of Serbia</u>							
Belgrade	0	0	0	239	0	239	-100
<u>Russia</u>							
Moscow (Sheremetyevo)	61	0	61	0	0	0	-
<u>Switzerland</u>							
Geneva	30,101	29,637	464	27,554	27,534	20	9
<u>Turkey</u>							
Antalya	7,960	0	7,960	11,439	0	11,439	-30
Bodrum (Milas)	24,941	0	24,941	29,956	0	29,956	-17
Dalaman	34,819	0	34,819	40,478	0	40,478	-14
Izmir (Adnam Menderes)	0	0	0	7,811	0	7,811	-100
<u>Ukraine</u>							
Kiev (Borispol) ^r	0	0	0	156	0	156	0
Rest of the World							
<u>Barbados</u>							
Bridgetown	510	0	510	1,580	0	1,580	-68
<u>Canada</u>							
Toronto	25	0	25	23	0	23	9
<u>Egypt</u>							
Sharm El Sheikh (Ophira)	0	0	0	13,879	2,960	10,919	-100
<u>Morocco</u>							
Ouarzate	24	0	24	0	0	0	-
<u>Tunisia</u>							
Enfidha	2,086	0	2,086	429	0	429	386
Monastir	0	0	0	1,409	0	1,409	-100
<u>U.S.A</u>							
New York (Newark)	83,607	83,607	0	87,763	87,763	0	-5
Sanford	2,707	0	2,707	6,527	0	6,527	-59
All routes^r	1,510,003	1,149,037	360,966	1,560,334	1,156,152	404,182	-3

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.6b International air passenger traffic to and from George Best Belfast City airport¹: 2011 and 2012

Country/Airport	George Best Belfast City Airport						% Change of all flights
	2012			2011			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Austria</u>							
Salzburg	4,190	0	4,190	5,385	0	5,385	-22
<u>Estonia</u>							
Tallin	0	0	0	56	0	56	-100
<u>France</u>							
Brest	84	0	84	0	0	0	-
Paris (Charles de Gaulle)	21,021	21,021	0	23,825	23,825	0	-12
<u>Germany</u>							
Memmingen Allgau	2,345	0	2,345	0	0	0	-
<u>Ireland (Republic)</u>							
Cork	0	0	0	1,271	1,271	0	-100
Galway	0	0	0	49	49	0	-100
Shannon	0	0	0	50	0	50	-100
<u>Italy</u>							
Verona Villafranca	6,421	0	6,421	6,183	0	6,183	4
<u>Netherlands</u>							
Amsterdam	14,028	14,028	0	3,560	3,560	0	294
<u>Norway</u>							
Trondheim (Vaernes)	113	0	113	0	0	0	-
<u>Portugal</u>							
Faro	4,194	4,194	0	0	0	0	-
<u>Slovenia</u>							
Ljubljana	0	0	0	87	0	87	-100
<u>Spain</u>							
Alicante	6,168	6,168	0	0	0	0	-
Ibiza	474	474	0	0	0	0	-
Mahon	0	0	0	2,582	0	2,582	-100
Malaga	7,091	7,091	0	0	0	0	-
Palma De Mallorca	3,636	3,636	0	0	0	0	-
Reus	0	0	0	1,337	0	1,337	-100
Europe-Other							
<u>Republic of Serbia</u>							
Belgrade	0	0	0	85	0	85	-100
<u>Switzerland</u>							
Geneva	3,529	3,529	0	2,182	554	1,628	62
All routes	73,294	60,141	13,153	46,652	29,259	17,393	57

Source: CAA Statistics

1 Excludes air taxi operations.

Table 7.6c International air passenger traffic to and from City of Derry airport¹: 2011 and 2012

Country/Airport	City of Derry Airport						% Change of all flights
	2012			2011			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Germany</u>							
Nuremberg	0	0	0	166	0	166	-100
<u>Ireland (Republic)</u>							
Dublin	0	0	0	5,568	5,559	9	-100
<u>Portugal (Excluding Madeira)</u>							
Faro	20,119	20,119	0	21,308	21,308	0	-6
<u>Spain</u>							
Alicante	5,872	5,872	0	5,372	5,372	0	9
Palma De Mallorca (Majorca)	6,272	0	6,272	6,217	0	6,217	1
Reus	6,713	0	6,713	6,664	0	6,664	1
<u>Spain (Canary Islands)</u>							
Tenerife (Surreina Sofia)	2,933	2,933	0	8,416	8,416	0	-65
All routes	41,909	28,924	12,985	53,711	40,655	13,056	-22

Source: CAA Statistics

1 Excludes air taxi operations.

Chapter 8

General Transport Statistics

Data in Chapter 8 from National Statistics sources:

(see User Information section (page 8) for definition)

Tables 8.1 to 8.2 Employees in transport related employment

Tables 8.3 to 8.4 Method of travel to work

Table 8.6 Petrol and diesel deliveries

Table 8.8 Domestic sea passengers

Symbols and Conventions:

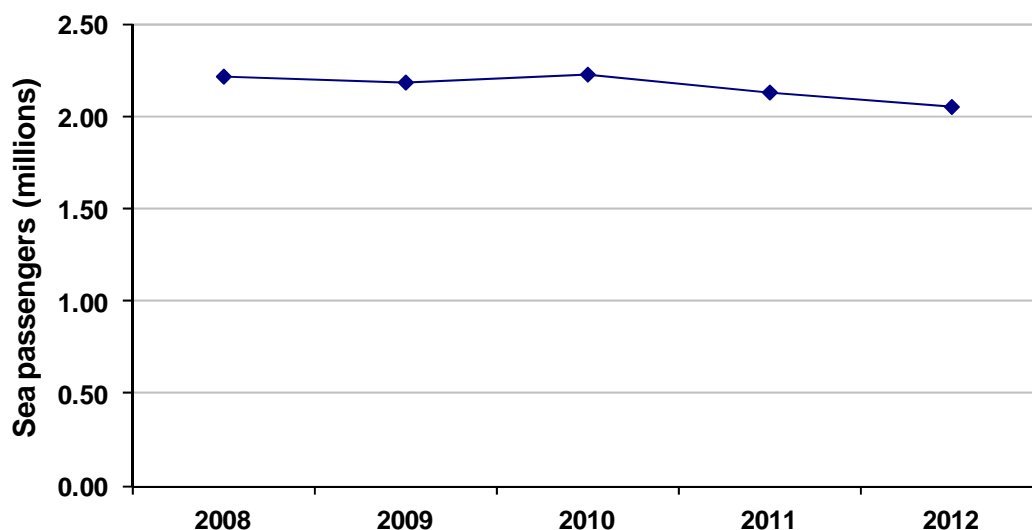
p Data are provisional

r Data have been revised from previous publication

8 General Transport Statistics

- 8.1 In March 2013 there were 40,610 people in transport related employment in Northern Ireland. Of these, 83% were male and 17% were female employees. Considering hours worked, 92% of males were full time employees compared to 65% of females. Land transport and transport via pipelines accounted for 36% of people in transport related employment in March 2013 with a further 27% of people employed in wholesale and retail trade and repair of motor vehicles and motorcycles (Table 8.1).
- 8.2 In 2012 the most frequently used method of travel to work in Northern Ireland was car, van or minibus, with 84% of the workforce interviewed in October to December using these methods. This compares to 69% in the United Kingdom as a whole (Table 8.3).
- 8.3 During 2012-13, 764,756 tonnes of petrol and diesel were delivered for use in Northern Ireland, 1% more than the 757,914 tonnes in 2011-12. In 2012-13, 39% of tonnes delivered were petrol and 61% were diesel (Table 8.6).
- 8.4 There were 804 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre (MRCC) in 2012 which is an increase of 19% on the 2011 figure. Belfast MRCC's area of operation increased on 19 December 2012 (Table 8.7).
- 8.5 In 2012, 2.05 million sea passengers travelled between Northern Ireland and Great Britain ports (including the Isle of Man), a decrease of 4% from the previous year (2.13 million) and an 8% decrease since 2008 (2.22 million) (Table 8.8, Figure 8.1).

Figure 8.1: Domestic sea passengers travelling between NI and GB ports (including the Isle of Man) 2008 to 2012



- 8.6 In 2012, 74,225 passengers travelled between Ballycastle and Rathlin Island, a decrease of 7% on 2011 and 525,229 passengers used the Strangford Lough ferry, a drop of 6% on the 2011 figure (Table 8.9).

Table 8.1 Employees in transport related employment¹ in NI by gender: March 2013^P

		Number						
Class	Standard Industrial Classification 2007 ²	Males			Females			All employees
		Full time	Part time	All males	Full time	Part time	All females	
29	Manufacture of motor vehicles, trailers and semi-trailers	2,820	20	2,840	180	30	210	3,050
30	Manufacture of other transport equipment	5,950	20	5,970	830	90	920	6,880
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	8,010	830	8,840	1,180	780	1,960	10,810
49	Land transport and transport via pipelines	10,830	1,550	12,370	1,190	1,000	2,200	14,570
50	Water transport	320	0	330	120	40	160	490
51	Air transport	230	20	250	190	110	300	550
52	Warehousing and support activities for transportation	2,670	380	3,050	810	410	1,220	4,260
All employees		30,830	2,810	33,640	4,510	2,460	6,970	40,610

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used identify transport related employment for this table. In years prior to 2011-12, SIC 2003 was used.

Table 8.2 Employees in transport related employment in NI¹: March 2009-2013

		Number				
Class	Standard Industrial Classification 2007 ²	2009 ^f	2010 ^f	2011 ^r	2012 ^{p,r}	2013 ^p
29	Manufacture of motor vehicles, trailers and semi-trailers	3,110	2,530	2,810	2,900	3,050
30	Manufacture of other transport equipment	7,090	6,700	6,620	6,720	6,880
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	11,380	11,130	11,460	11,300	10,810
49	Land transport and transport via pipelines	13,810	13,930	14,140	14,050	14,570
50	Water transport	540	500	480	520	490
51	Air transport	800	650	720	720	550
52	Warehousing and support activities for transportation	4,830	4,810	5,100	4,460	4,260
All employees		41,560	40,240	41,330	40,660	40,610

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used identify transport related employment for this table. In years prior to 2011-12, SIC 2003 was used.

Table 8.3 Method of travel to work, UK/NI comparison^{1, 2}: 2012 Quarter 4

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,079	68.9	595	84.4
Motorbike, moped, scooter	169	0.7	*	*
Bicycle	754	3.2	*	*
Bus, coach	1,672	7.2	21	3.0
Taxi	67	0.3	*	*
Railway train	1,256	5.4	*	*
Underground train, tram	680	2.9	*	*
Walk	2,504	10.7	64	9.0
Other method	146	0.6	*	*
All Methods of travel^{3, 4}	23,328	100.0	705	100.0

Source: Labour Force Survey, October to December 2012 (UK - ONS; NI - DFP)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 In 2012, a reweighting exercise revised data according to 2011 population estimates. Data in this table have been revised accordingly.

3 Excludes those for whom method of travel is not known.

4 Data are rounded to the nearest thousand and may not sum due to rounding.

* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

Table 8.4 Method of travel to work, NI^{1, 2, 3}: 2008-2012

Method of travel	Percentage				
	2008	2009	2010	2011	2012
Car, van, minibus	82.7	86.2	83.0	83.0	84.4
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	4.6	3.1	3.6	3.5	3.0
Taxi	*	1.3	*	*	*
Railway train	*	*	1.5	1.4	*
Walk	9.4	7.3	9.8	10.0	9.0
Other method	*	*	*	*	*
All Methods of travel	100.0	100.0	100.0	100.0	100.0

Source Labour Force Survey (NI - DFP)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 Figures based on Quarter 4 (October to December)

3 In 2012, a reweighting exercise revised data according to the 2011 population estimates. Data in this table have been revised accordingly.

* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

Table 8.5 Provision of NI charged car parking by local government district and Roads Service division: 2012-13

									Number	
	DRD ¹			Private sector ¹				All spaces	All car parks	
	Spaces	Car parks	On-street	Multi storey		Surface				
			Spaces	Spaces	Car parks	Spaces	Car parks			
Antrim	640	2	0	0	0	0	0	640	2	
Ballymena	1,690	6	0	930	1	200	1	2,820	8	
Larne	405	5	0	0	0	0	0	405	5	
Ballymoney	216	2	0	0	0	0	0	216	2	
Moyle	87	1	0	0	0	0	0	87	1	
Coleraine	1,236	6	0	0	0	0	0	1,236	6	
Limavady	345	3	0	0	0	0	0	345	3	
Londonderry	707	9	0	2,150	4	0	0	2,857	13	
Northern Division	5,326	34	0	3,080	5	200	1	8,606	40	
Ards	716	10	0	0	0	0	0	716	10	
Armagh	670	5	0	0	0	0	0	670	5	
Banbridge	471	5	0	0	0	0	0	471	5	
Craigavon	931	8	0	0	0	0	0	931	8	
Down	393	5	0	0	0	0	0	393	5	
Newry & Mourne	895	8	446	0	0	0	0	1,341	8	
Southern Division	4,076	41	446	0	0	0	0	4,522	41	
Belfast North/South	2,086	20	1,558	6,591	13	1,701	20	11,936	53	
Carrickfergus	250	3	0	0	0	0	0	250	3	
Castlereagh	0	0	0	0	0	0	0	0	0	
Lisburn	238	8	249	1,720	3	128	1	2,335	12	
Newtownabbey	234	3	0	0	0	0	0	234	3	
North Down	954	13	0	450	1	406	1	1,810	15	
Eastern Division	3,762	47	1,807	8,761	17	2,235	22	16,565	86	
Cookstown	0	0	0	0	0	0	0	0	0	
Dungannon	281	4	0	0	0	0	0	281	4	
Fermanagh	623	7	0	0	0	0	0	623	7	
Magherafelt	412	6	0	0	0	0	0	412	6	
Omagh	712	5	0	0	0	0	0	712	5	
Strabane	269	3	0	0	0	0	0	269	3	
Western Division	2,297	25	0	0	0	0	0	2,297	25	
All Divisions	15,461	147	2,253	11,841	22	2,435	23	31,990	192	

Source: DRD Roads Service

1 All figures refer to chargeable spaces/Roads Service car parks only.

Table 8.6 Deliveries of petrol and diesel for use in NI: 2008-09 to 2012-13

	Tonnes/Percentage									
	2008-09		2009-10		2010-11		2011-12 ^P		2012-13 ^P	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol¹										
Super ²	9,085	1.1	25,032	2.6	27,318	3.4	25,779	3.4	61,322	8.0
Premium (95 Ron) ³	326,750	40.0	389,167	39.9	286,894	36.1	284,137	37.5	237,883	31.1
All unleaded petrol	335,835	41.1	414,198	42.5	314,213	39.6	309,916	40.9	299,205	39.1
Sulphur free⁴ petrol										
Super ²	0	0.0	0	0.0	588	0.1	0	0.0	0	0.0
Premium (95 Ron) ³	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All sulphur free petrol	0	0.0	0	0.0	588	0.1	0	0.0	0	0.0
Leaded petrol										
LRP ⁵	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All leaded petrol	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Petrol	335,835	41.1	414,198	42.5	314,801	39.6	309,916	40.9	299,205	39.1
DIESEL										
ULSD ⁶	385,905	47.2	501,475	51.4	448,401	56.5	429,164	56.6	465,551	60.9
Sulphur free ^{4,7}	95,878	11.7	59,546	6.1	31,085	3.9	18,834	2.5	0	0.0
All Diesel	481,783	58.9	561,021	57.5	479,485	60.4	447,998	59.1	465,551	60.9
All Petrol and Diesel	817,618	100.0	975,219	100.0	794,286	100.0	757,914	100.0	764,756	100.0

Source: Department of Energy and Climate Change (DECC)

1 Finished motor spirit with a sulphur content not exceeding 50 parts per million (0.005% by weight).

2 Finished motor spirit with an octane number (research method) not less than 97.

3 Finished motor spirit with an octane number (research method) not less than 95.

4 Sulphur content does not exceed 10 parts per million (0.001% by weight).

5 Lead Replacement Petrol: finished motor spirit containing an alternative to lead as an anti-wear additive.

6 Ultra Low Sulphur Diesel: a grade of DERV (Diesel Engined Road Vehicle) fuel with a sulphur content not exceeding 50 parts per million (0.005% by weight).

7 The company that delivered sulphur free diesel to Northern Ireland ended its sales contract on 31 December 2011.

Table 8.7 HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2008-2012

	2008	2009	2010	2011	Number 2012 ¹
Search and rescue operations					
Commercial vessels	14	47	10	15	22
Fishing vessels	27	25	27	28	35
Pleasure craft	195	225	229	227	243
Incidents to persons	124	151	134	148	207
Medical evacuations	32	49	53	51	105
Other craft	30	10	17	35	21
No persons or craft involved	52	56	186	173	171
All Search and rescue operations	474	563	656	677	804
Persons involved in incidents					
Persons rescued	160	211	234	251	183
Persons assisted	515	900	930	908	1,055
Lives lost	13	12	22	12	14
All Persons involved in incidents	688	1,123	1,186	1,171	1,252

Source: Maritime and Coastguard Agency

¹ Clyde MRCC closed on 18th December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19th December 2012, this area of operation is included in the figures in the table.

Table 8.8 Domestic Sea Passengers at Northern Ireland Ports: 2008-2012

		Thousands				
NI PORT	GB PORT	2008	2009	2010	2011 ^r	2012
Belfast	Heysham	3	3	7	9	9
Belfast	Liverpool	190	187	221	235	207
Belfast	Stranraer ²	1,104	1,101	1,084	922	-
Belfast	Cairnryan ²	-	-	-	96	1,116
Larne	Cairnryan	628	602	611	631	524
Larne	Fleetwood ³	58	54	51	-	-
Larne	Troon	206	213	225	208	169
Larne	Heysham ⁴	-	-	2	4	1
Warrenpoint	Heysham	6	7	8	7	7
All NI Ports		2,194	2,167	2,207	2,113	2,033

		Thousands				
NI PORT	IOM PORT	2008	2009	2010	2011	2012
Belfast	Douglas	21	19	20	17	18
Larne	Douglas ¹	3	-	2	3	4
All NI Ports		24	19	22	20	21

Source: Maritime Statistics DfT

1 Larne - Douglas route closed in June 2008 and reopened in 2010

2 Belfast - Cairnryan route opened in November 2011 replacing sailings from Belfast to Stranraer

3 Larne - Fleetwood route closed in January 2011

4 Larne - Heysham route opened in July 2010

Table 8.9 Local Ferry Passengers - Rathlin Island and Strangford Lough Ferries: 2010-2012

	Number		
	2010	2011 ^r	2012
Rathlin Island Ferry	85,889	79,623	74,225
Strangford Lough Ferry ¹	564,144	559,770	525,229
All passenger journeys	650,033	639,393	599,454

Source: DRD, Roads Service

1 2010 and 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.

Technical Notes

Technical Notes

This section contains definitions of terms used in the publication tables and some general information, for example, how the vehicle testing process works.

CHAPTER 1 VEHICLE REGISTRATIONS

Table 1.3

Tax Class 91 and 92 – there were no vehicles registered in these categories until 2009. DVA have advised that they should be included in the Private Light Goods taxation group.

Tax Class 61 - Not Licensed: Tax class printed on a Registration Book for a vehicle which has not been licensed with DVA.

Tax Class 70 - Exempt (No Licence): Vehicles used exclusively on roads not repairable at public expense.

Tax Class 88 - Age Exempt: Certain types of vehicles more than 25 years old.

Tax Class 91 – Personal export private: Exempt when acquired by foreign national for use in foreign country but may be driven for up to 2 months by that owner prior to exportation.

Tax Class 92 - Direct export private: A motor car which is exported directly from the manufacturer.

CHAPTER 2 DRIVER AND VEHICLE TESTING

Tables 2.1-2.3

The number of tests completed represents the number of full vehicle tests carried out during the year. If the vehicle fails the full test, the owner has 21 days to apply for the vehicle to be retested. The figure for retests represents the number of these retests that were carried out during the year. Most of the retests in the year will be as a result of vehicles failing the full test during the year. However, some of the retests carried out during the current year will be a result of failing the full test in the previous year while other retests will not be carried out until the next year. If we assume these largely balance each other out then dividing retests by full tests provides a crude estimate of the test failure rate. However, this does not take into account multiple failures of the same vehicle and vehicles that do not return to be retested.

Table 2.1

Motor vehicle testing scheme: Motor vehicles other than goods vehicles, public service vehicles and large private vehicles must be tested at four years and over. This includes cars and motorcycles.

Table 2.2

Passenger service vehicle testing scheme: Public Service Vehicles (buses and taxis) are tested on application for a licence. Large Passenger Carrying Vehicles are tested at one year old and over.

Table 2.3

Goods vehicle testing scheme: Heavy Goods Vehicles (weight exceeding 3,500kg) are tested at one year and over. From April 1996, Light Goods Vehicles (weight 3,500kg or less) are tested at three years and over.

Tables 2.4, 2.6 and 2.8 (GB data)

Driver testing: For Great Britain practical driving test data, the “All persons” total includes cases where gender was not recorded. In publications prior to 2011-12, the “All persons” total for Great Britain only included cases where gender had been recorded. Notes and definitions for the GB data can be found at:

<http://assets.dft.gov.uk/statistics/series/driving-tests-and-instructors/notes.pdf>

Table 2.6

Both the current NI and GB motorcycle driving licence test contains 2 test Modules, both of which must be successfully completed to attain the licence. Module 1 is an off the road manoeuvring test which must be successfully passed, before undertaking Module 2 which is the road driving test. When the candidate has successfully completed Module 1, they may undertake Module 2. The 2 Module test was first introduced in NI on the 8th December 2008 and in GB on 27th April 2009. The NI 2008-09 figure is an aggregation of the old style test (01/04/08 - 7/12/08) and the new style Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2 (8/12/08 – 31/03/09). The GB 2009-10 figure is an aggregation of the old style test (01/04/09 - 26/04/09) and the new style Module 2 test i.e. number taking Module 2 tests and number passing Module 2 (27/04/09 – 31/03/10).

Table 2.11

Vocational licences: From 2007, category C1 became a vocational category for new drivers. Category C1 is vehicles between 3,500kg and 7,500kg with or without a trailer up to 750kg.

CHAPTER 3 ROAD NETWORK

Tables 3.1-3.2

- All figures shown are route lengths.
- Slip roads are not included in the motorway route lengths. Slip road route lengths add up to approximately 19km.
- Adopted roads are maintained by Roads Service.
- The locations of council boundaries do not coincide with boundaries used by Roads Service for motorway maintenance purposes. The figures given here for motorway lengths within council areas are a close approximation.
- Urban roads are defined as having a speed limit of 40 mph (miles per hour) or less. Rural roads are defined as having a speed limit of 41 mph or more.

Table 3.3

- 2010-11 was the final year of the DBFO (Design Build Finance Operate) Package 2 and a number of other contracts on the ground were completed this year.
- 2011-12 represents the first year of a new 4 year budget settlement and the new construction and improvement budget has been reduced. Budgets could increase as the schemes progress.

CHAPTER 4 FREIGHT

Table 4.1

From July 2012, the Goods Vehicle (Licensing of Operators) Act (NI) 2010 came into effect. This requires that all vehicles with a gross weight over 3,500kg used to transport goods as part of a business or trade (own account or hire or reward) must be covered by an operator's licence. Prior to this, a road freight licence was needed only by operators who used a vehicle of more than 3,500kg to carry goods for hire or reward. There are 3 types of operator's licence:

- Restricted Licence - for those who only carry their own goods or materials in connection with their trade or business. This licence covers all transport operations in the UK.
- Standard (National) Licence - for those who carry their own goods or materials in connection with their trade or business and/or carry goods for hire or reward. This licence covers all transport operations in the UK. A Transport Manager CPC qualification is required to be held by somebody in or employed by the company.
- Standard (International) Licence - same as above except this licence covers transport operations throughout Europe.

Table 4.2

A Roads Service licence is required by any person or company wishing to use a bus or coach to carry passengers by road for reward. Each licence specifies the fleet which the holder may use and the services he wishes to operate.

Tables 4.3-4.5

Tables 4.3 - 4.5 show results from the Continuing Survey of Road Goods Transport (CSRGT) NI which is conducted by the Department for Transport. This survey provides information on the loads and journeys made by NI registered goods vehicles of over 3.5 tonnes. CSRGT NI was implemented after a National Statistics Quality Review into road freight statistics in 2003 and has been in place since 2004.

Tables 4.4 to 4.5

Tonne-kilometre: For end-to-end journeys this is a result of multiplying the weight of goods carried by the distance (in kilometres) they were carried.

Table 4.4

The individual commodity types have been aggregated together due to the small sample sizes involved. Details of the individual commodity types in the aggregated groupings are:

Other commodities for outward journeys include the following: 0 Agricultural products, 2 Fuels, 3 Petroleum products, 4 Metal ore & waste, 5 Metal products, 7 Fertilizers, 8 Chemicals

Other commodities for inward journeys include the following: 0 Agricultural products, 2 Fuels, 3 Petroleum products, 4 Metal ore & waste, 5 Metal products, 6 Building materials, 7 Fertilizers, 8 Chemicals

Category 9 Miscellaneous: This category includes Miscellaneous, Machinery and Engines, Leather and Textiles.

Table 4.5

The other European countries excluding the Irish Republic include Austria, Belgium, Denmark, Germany, Finland, France, Greece, Italy, Netherlands, Spain, Sweden and Portugal.

Table 4.6

Freight handled by Northern Ireland airports includes air freight carried into and out of the airports. Mail is not included.

CHAPTER 5 ROAD TRAFFIC INJURY COLLISIONS

Road traffic injury collision: Collision involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved.

Reported road traffic injury collisions: Figures include only those road traffic injury collisions that are brought to the attention of the police. See User Information section (page 14).

Killed: Died within 30 days from injuries received in an accident.

Serious injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations or severe general shock requiring medical treatment.

Slight injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Under 16 years of age.

Tables 5.4 to 5.6

There have been some revisions to the England, Scotland and Wales figures per 10,000 vehicles. The Department for Transport reallocated a number of vehicles which were previously described as 'licensed' to the 'SORN' (Statutory Off Road Notice) category. These are now counted as 'unlicensed' and have therefore been removed from the data. Figures per 10,000 vehicles have been recalculated to reflect the updated data. Further details of these revisions can be found at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/184930/vls-2010-revisions-to-statistics.pdf

CHAPTER 6 PUBLIC TRANSPORT

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- 2012-13 covers a 53 week period and 2012-13 bus miles/kilometres, rail passenger miles/kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods.

CHAPTER 7 AIR TRANSPORT

Aircraft movement: An aircraft take-off or landing at an airport. For airport traffic purposes, one arrival and one departure are counted as two movements.

Air transport movements: Landings or takeoffs of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements including empty aircraft, loaded charter and air taxi movements are included.

Air taxi movement: Movement by a light aircraft operating on a non-scheduled service. These are predominantly sole-use charter operations.

Passenger traffic (Terminal): All revenue and non-revenue passengers on air transport movements flights where the passenger joins or leaves an aircraft at the stated airport.

Scheduled services: Those performed according to a published timetable, available for use by the general public.

Charter services: All other services.

Terminal passengers: Travellers who board or disembark an aircraft on a commercial flight at the reporting NI airport. It therefore excludes transit passengers who remain on board aircraft which land at the airport and then depart for another destination.

Tables 7.5 to 7.6c

Routes which do not have recorded flights for the stated years in the annual publication are omitted from these tables, but routes will be included if flights are recorded in future years.

CHAPTER 8 GENERAL TRANSPORT STATISTICS

Tables 8.1 and 8.2

Standard Industrial Classification (SIC): Standard Industrial Classification is used for classifying business establishments and other statistical units by the type of activity in which they are engaged. The classification provides a framework for the collection, tabulation, presentation and analysis of data. Regular reviews of the standard classifications are conducted to ensure that economic and social changes are reflected in the classification. The SIC has been revised a number of times since it was first introduced including in 2003 and in 2007. SIC 2007 is used in the tables in the NI

Transport Statistics 2011-12 publication. SIC 2003 was used in NI Transport Statistics reports prior to 2011-12. SIC 2003 and SIC 2007 are not directly comparable as the categories within each classification vary.

Tables 8.3 and 8.4

The Labour Force Survey (LFS) is a sample survey of approximately 60,000 private households in the United Kingdom each quarter. Respondents are asked questions about their economic activity and related issues. In Great Britain, the survey has been conducted quarterly since spring 1992. In Northern Ireland, the survey was carried out annually until the winter of 1994-95, when a quarterly survey was introduced.

Table 8.6

The data are deliveries into consumption, as opposed to being estimates of actual consumption or use. Deliveries will not necessarily be consumed in Northern Ireland.

The data are derived from DECC'S Downstream Oil Reporting System (DORS), which replaced the UK Petroleum Industry Association (UKPIA) data collection system in 2005. Data relating to the inland operations of the UK oil industry are collected from companies. The motor spirit and DERV data do not include deliveries from sources other than the UK oil refineries (i.e. do not include data such as imports, e.g. by hyper/supermarket companies).

DECC publish United Kingdom level data in the Digest of United Kingdom Energy Statistics (DUKES). Final UK level figures for 2012 will be published in DUKES 2014 in July 2014 and final UK data for 2013 in DUKES 2015.

Table 8.7

Other craft: Includes incidents involving military vessels, military aircraft, civilian aircraft, etc.

No person or craft involved: Includes incidents in which no craft or person was involved such as hoaxes, false alarms and the misuse of pyrotechnics.

Table 8.8

The figures in the table show the number of ferry traffic passengers travelling on each route, to and from Northern Ireland. Any routes which ceased to operate prior to the published time period have been removed from the table.

Table 8.9

- The Rathlin Island ferry runs from Ballycastle to Rathlin Island.
- The Strangford Lough ferry runs from Portaferry to Strangford. 2010 and 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.

Associated Publications

Travel Survey for Northern Ireland

Available in both electronic
and hard copy:

Central Statistics and Research Branch
Department Of Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0799

Textphone: 028 9054 0642

Fax: 028 9054 0782

Website: http://www.drdni.gov.uk/index/statistics/stats-categories/northern_ireland_travel_survey.htm

E-mail: csrb@drdni.gov.uk

Northern Ireland Road and Rail Transport Statistics Quarterly Bulletin

Available in both electronic
and hard copy:

Central Statistics & Research Branch
Department for Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0800

Textphone: 028 9054 0642

Fax: 028 9054 0782

Website: http://www.drdni.gov.uk/index/statistics/stats-categories/ni_road_and_rail_transport_statistics.htm

E-mail: csrb@drdni.gov.uk

Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation / Regional Transportation Strategy for Northern Ireland 2002-2012

Available in both electronic
and hard copy:

Regional Transportation Unit
Department for Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0685

Textphone: 028 9054 0642

Fax: 028 9054 0604

Website: http://www.drdni.gov.uk/Transport_Planning.htm

E-mail: newapproach@drdni.gov.uk

Northern Ireland Ports Traffic 2011

Available in both electronic
and hard copy:

Economic and Labour Market Statistics Branch
NISRA
Netherleigh
Massey Avenue
BELFAST BT4 2JP

Telephone: 028 9052 9385
Textphone: 028 9052 9304
Fax: 028 9052 9459
Website: <http://www.detini.gov.uk/deti-stats-index/stats-surveys/stats-ports-traffic.htm>
E-mail: statistics@dfpni.gov.uk

Transport Statistics Great Britain 2012

Available in electronic copy

Department for Transport
Transport Statistics
Zone 2/27, Great Minster House
33 Horseferry Road
LONDON SW1P 4DR

Telephone: 020 7944 4847
Fax: 020 7944 2165
Website:
https://www.gov.uk/government/organisations/department-for-transport/series/transport-statistics-great-britain#group_92
E-mail: publicationgeneral.enq@dft.gsi.gov.uk

ROI Road Freight Transport Survey 2012 / Transport Omnibus 2011

Available in both electronic
and hard copy €15:

Central Statistics Office
Transport Section
Skehard Road
Cork
IRELAND

Telephone: 00353 2145 35000
Fax: 00353 2145 35555
Website:
<http://www.cso.ie/en/releasesandpublications/transport/archive/>
E-mail: transport@cso.ie

PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI 2012/13

Available in electronic copy:

Website:
http://www.psni.police.uk/index/updates/updates_statistics/updates_road_traffic_statistics.htm

Sources Used for Publications and Useful Websites

Tables 1.1 to 1.14, 1.16, 2.1 to 2.11, 4.1 to 4.2

DVA - Driver and Vehicle Agency

www.dvni.gov.uk

Table 1.15 to 1.16 (population)

NISRA – Northern Ireland Statistics and Research Agency

www.nisra.gov.uk

GB figures for Tables 1.2, 1.4, 1.15, 1.16, 4.3 to 4.5, 5.4 to 5.6, 8.8 and GB & UK transport statistics publications

DfT - Department for Transport

<https://www.gov.uk/government/organisations/department-for-transport>

Tables 2.4 to 2.8

DSA - Driving Standards Agency

<https://www.gov.uk/government/organisations/driving-standards-agency>

Tables 3.1 to 3.3, 8.5, 8.9

DRD Roads Service

<http://www.drdni.gov.uk/index/roadsni-3.htm>

Tables 4.6, 7.1 to 7.4, 7.6

CAA - Civil Aviation Authority

www.caa.co.uk

Tables 5.1 to 5.6

PSNI - Police Service Northern Ireland

www.psni.police.uk

Tables 6.1 to 6.6

Translink

www.translink.co.uk

Table 7.5

Belfast International Airport

George Best Belfast City Airport

City of Derry Airport

<http://www.belfastairport.com/en/>

<http://www.belfastcityairport.com/>

<http://www.cityofderryairport.com/>

Tables 8.1 to 8.4

NISRA Economic and Labour Market Statistics

www.detini.gov.uk/deti-stats-index.htm

Table 8.6

DECC – Department of Energy and Climate Change

<https://www.gov.uk/government/organisations/department-of-energy-climate-change>

Table 8.7

Maritime and Coastguard Agency

<http://www.dft.gov.uk/mca/mcga07-home>

NI transport statistics publications

DRD - Department for Regional Development

www.drdni.gov.uk

NI road safety and environment publications

DOE - Department of the Environment

www.doeni.gov.uk

Republic of Ireland statistics

Central Statistics Office

www.cso.ie