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Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

October to December 2009



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EXECUTIVE SUMMARY

Figures quoted are for the current quarter, October to December 2009, unless otherwise stated.

1. Vehicle Registrations

- There were 16,560 new and used cars registered for the first time during the quarter. 57% (9,515) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has increased by 18% since the corresponding quarter last year. This is the second consecutive quarter to show an increase when compared to the corresponding time period in the previous year (Table 2.1).
- The number of new cars registered for the first time during the quarter increased by 51% (rising from 6,294 to 9,515) compared with the same quarter in 2008. There was a decrease of 9% over the same time period for used cars registered for the first time (Table 2.1).
- Of all new cars registered for the first time, 1% (119) were imported from the Republic of Ireland (Table 2.2).
- Vauxhall was the most popular make of new car, accounting for 11% (1,013) of all new cars registered. The last quarter in which Vauxhall was the most popular make of new car was April to June 2008. The second and third most popular makes of new car were Ford (1,005) and Renault (877), respectively (Table 2.2).
- Of the 7,045 used cars registered for the first time, 2% (160) were imported from outside Great Britain (Table 2.3).
- There were 1,847 new and used light goods vehicles registered for the first time. This represents an increase of 16% on the corresponding quarter of 2008. This is the first quarter since October to December 2007 to show an increase when compared to the corresponding time period in the previous year (Table 3.1).
- Of the 640 heavy goods vehicles registered for the first time in Northern Ireland, 78% (502) were previously used vehicles (Table 4.1).

2. Public Transport

- There were 18.86 million bus passenger journeys made during the quarter. This represents a weekly average of 1.45 million, a decrease of 3% from 1.49 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 2% from 0.89 million to 0.87 million miles since the corresponding quarter in 2008 (Table 5.3).
- Weekly average bus passenger receipts have increased by 2%, from £2.45 million to £2.51 million, compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles have decreased by 12% to 3.35 million from 3.79 million since the corresponding quarter of 2008 (Table 5.4).

- Weekly average rail passenger journeys have decreased by 5% to 0.20 million from 0.21 million since the corresponding quarter of 2008 (Table 5.4).
- Compared to the same period in the previous year, the weekly average rail passenger receipts decreased by 8% to £0.54 million from £0.59 million (Table 5.4).
- Over the period January 2009 to December 2009 the pass rate for touch screen theory tests for private car drivers was 62% for males and 66% for females in Northern Ireland. In Great Britain during the same time period the pass rate was 61% for males and 67% for females (Table 8.2).

3. Deliveries of Petroleum

- From October to December 2009, 274,620 tonnes of petrol and diesel were delivered for use in Northern Ireland. This represents an increase of 21% on the tonnage delivered during the corresponding quarter in 2008 (Table 6.1).
- More tonnes of diesel than petrol were delivered to Northern Ireland during the quarter, with diesel accounting for 58% of all petroleum deliveries (Table 6.1).

4. Driver and Vehicle Testing

- 135,218 annual vehicle tests for motor cars were conducted during the quarter, which was similar to the corresponding quarter of 2008 (135,814) (Table 7.1).
- Over the period January 2009 to December 2009 the pass rate for car 'L' driver tests was 55% for males and 45% for females in Northern Ireland. During the same time period in Great Britain the pass rate for car 'L' driver tests was 48% for males and 42% for females (Table 8.1).

VEHICLE REGISTRATIONS

Table 1.1 Motor vehicles registered for the first time: Oct-Dec 08 to Oct-Dec 09

	Oct-Dec 08	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09
Private Cars					
New cars	3,983	13,380	9,556	12,570	7,187
New cars exempt - Govt owned	2	11	1	0	0
New cars exempt - Non govt owned	2,309	2,681	2,652	2,493	2,328
Used cars	7,508	9,112	8,754	8,186	6,849
Used cars exempt - Govt owned	0	1	0	0	0
Used cars exempt - Non govt owned	245	326	361	299	196
All private cars	14,047	25,511	21,324	23,548	16,560
All buses	137	116	141	87	133
Light goods					
Light goods	1,549	2,726	2,384	2,198	1,822
Light goods exempt - Govt owned	8	14	16	1	3
Light goods exempt - Non govt owned	37	92	50	44	22
All light goods	1,594	2,832	2,450	2,243	1,847
Heavy goods					
Heavy goods	497	664	712	809	612
Heavy goods exempt - Govt owned	5	18	12	1	15
Heavy goods exempt - Non govt owned	8	11	33	20	13
All heavy goods	510	693	757	830	640
Tractors					
Tractors	0	0	1	1	1
Tractors exempt - Govt owned	0	0	0	0	0
Tractors exempt - Non govt owned	251	476	554	471	310
All tractors	251	476	555	472	311
Motorcycles					
Motorcycles	573	849	1,226	861	467
Motorcycles exempt - Govt owned	0	0	29	0	0
Motorcycles exempt - Non govt owned	28	21	52	35	21
All motorcycles	601	870	1,307	896	488
General Haulage and Special Types	1	10	7	9	0
All Vehicles	17,141	30,508	26,541	28,085	19,979

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Oct-Dec 09

	2009			All registrations Oct-Dec 09
	Oct	Nov	Dec	
Private Cars				
New cars	3,178	2,609	1,400	7,187
New cars exempt - Govt owned	0	0	0	0
New cars exempt - Non govt owned	897	768	663	2,328
Used cars	2,470	2,336	2,043	6,849
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	72	62	62	196
All private cars	6,617	5,775	4,168	16,560
All buses	40	52	41	133
Light goods				
Light goods	700	570	552	1,822
Light goods exempt - Govt owned	2	1	0	3
Light goods exempt - Non govt owned	6	13	3	22
All light goods	708	584	555	1,847
Heavy goods				
Heavy goods	239	224	149	612
Heavy goods exempt - Govt owned	8	3	4	15
Heavy goods exempt - Non govt owned	2	4	7	13
All heavy goods	249	231	160	640
Tractors				
Tractors	1	0	0	1
Tractors exempt - Govt owned	0	0	0	0
Tractors exempt - Non govt owned	124	108	78	310
All tractors	125	108	78	311
Motorcycles				
Motorcycles	233	136	98	467
Motorcycles exempt - Govt owned	0	0	0	0
Motorcycles exempt - Non govt owned	15	3	3	21
All motorcycles	248	139	101	488
General Haulage and Special Types	0	0	0	0
All Vehicles	7,987	6,889	5,103	19,979

Source: DVA

Table 2.1 New and used cars registered for the first time by make: Oct-Dec 08 to Oct-Dec 09

Make	Oct-Dec 08		Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	16	23	28	26	49	20	70	27	37	18
Audi	273	484	571	573	560	692	589	641	254	495
Austin	0	13	0	7	0	12	0	9	0	7
BMW	248	562	603	626	547	703	754	651	379	480
Carbodies	0	6	0	9	0	8	0	6	0	6
Chevrolet	35	13	140	15	114	16	160	12	60	7
Chrysler	4	17	18	46	9	46	25	33	8	22
Citroen	299	199	407	277	415	287	549	240	481	188
Daewoo	0	5	0	8	0	6	0	3	0	7
Daihatsu	11	6	18	6	10	11	53	14	12	9
Daimler	0	2	0	6	1	1	0	1	0	7
Dodge	13	1	14	1	5	5	52	5	15	9
Eunos	0	0	0	0	0	0	0	0	0	0
Ferrari	0	2	5	2	4	4	4	4	0	0
Fiat	89	80	227	53	121	107	203	106	153	75
Ford	978	589	2,368	752	1,666	662	1,797	667	1,005	678
Honda	143	328	494	404	483	334	474	310	202	278
Hyundai	155	80	548	58	597	53	964	44	638	35
Isuzu	0	7	0	9	0	7	0	5	0	2
Jaguar	14	49	82	59	42	80	48	85	27	58
Jeep	5	16	12	32	12	21	30	14	32	18
Kia	62	37	251	62	312	49	440	64	327	62
Land Rover	23	102	119	111	55	116	129	122	46	107
Lexus	8	45	21	62	24	73	32	96	5	68
Lotus	0	3	0	8	0	3	0	11	0	3
Maserati	1	1	2	1	3	1	1	2	3	1
Mazda	223	62	435	96	311	113	434	87	228	67
Mercedes	113	273	378	303	309	250	344	301	252	322
MG	0	29	1	40	0	66	0	50	1	35
Mini	108	45	275	67	185	73	272	99	195	60
Mitsubishi	100	92	139	129	54	101	101	116	99	74
Nissan	229	176	629	252	795	163	1,039	144	454	150
Opel	0	10	0	10	1	14	2	6	0	6
Peugeot	359	489	774	774	717	648	753	507	520	433
Porsche	14	29	35	47	19	49	20	34	11	26
Proton	6	2	6	2	9	3	5	3	3	2
Renault	275	486	1,007	390	499	299	888	246	877	221
Rolls Royce	0	0	0	4	0	1	0	1	0	3
Rover	0	52	0	58	0	47	0	64	0	51
Saab	35	110	63	130	38	150	39	107	16	90
Seat	94	225	396	269	224	278	362	292	245	214
Skoda	112	73	165	127	219	148	221	154	212	87
Smart	19	1	29	7	23	8	17	6	14	6
Ssangyong	4	5	6	7	27	7	54	7	29	2
Subaru	12	50	23	53	21	42	13	46	14	48
Suzuki	162	41	423	33	426	25	410	35	243	33
Toyota	462	541	1,722	667	800	691	861	607	495	546
Triumph	0	7	0	5	0	8	0	9	0	5
Vauxhall	846	998	1,886	1,159	1,252	1,125	1,342	1,052	1,013	838
Volkswagen	617	1,050	1,524	1,270	1,065	1,127	1,296	1,069	703	901
Volvo	119	118	207	131	168	129	204	132	199	118
Other	8	119	21	196	18	233	12	139	8	67
All New/Used Cars	6,294	7,753	16,072	9,439	12,209	9,115	15,063	8,485	9,515	7,045
All Cars	14,047		25,511		21,324		23,548		16,560	

Source: DVA

Table 2.2 New cars registered for the first time by make and month: Oct-Dec 09

Make	New (includes exempt and imports)			All new cars Oct-Dec 09	Imported during quarter from			Exempt
	Oct	Nov	Dec		ROI	Continent	Other	
Alfa Romeo	18	11	8	37	0	0	0	0
Audi	133	84	37	254	0	0	0	16
Austin	0	0	0	0	0	0	0	0
BMW	178	122	79	379	0	0	0	20
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	25	17	18	60	15	0	0	22
Chrysler	3	5	0	8	2	2	0	0
Citroen	186	135	160	481	0	0	0	288
Daewoo	0	0	0	0	0	0	0	0
Daihatsu	6	6	0	12	6	0	0	2
Daimler	0	0	0	0	0	0	0	0
Dodge	11	2	2	15	2	0	0	0
Eunos	0	0	0	0	0	0	0	0
Ferrari	0	0	0	0	0	0	0	0
Fiat	63	61	29	153	1	0	0	33
Ford	425	344	236	1,005	32	0	0	432
Honda	100	82	20	202	1	0	0	35
Hyundai	315	247	76	638	0	0	0	64
Isuzu	0	0	0	0	0	0	0	0
Jaguar	12	12	3	27	0	0	0	0
Jeep	23	3	6	32	4	0	0	0
Kia	155	124	48	327	0	1	0	42
Land Rover	20	17	9	46	0	0	0	0
Lexus	1	4	0	5	1	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	2	0	1	3	0	0	0	0
Mazda	109	78	41	228	0	0	0	18
Mercedes	96	81	75	252	1	0	0	10
MG	1	0	0	1	0	0	0	0
Mini	72	57	66	195	0	0	0	16
Mitsubishi	35	43	21	99	0	0	0	7
Nissan	141	197	116	454	8	0	0	275
Opel	0	0	0	0	0	0	0	0
Peugeot	258	168	94	520	2	0	0	153
Porsche	7	3	1	11	0	0	0	0
Proton	1	1	1	3	0	0	0	1
Renault	339	316	222	877	1	0	0	254
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	7	4	5	16	0	0	0	0
Seat	88	79	78	245	0	0	0	58
Skoda	105	53	54	212	0	0	0	16
Smart	6	3	5	14	0	0	0	1
Ssangyong	13	11	5	29	18	0	1	1
Subaru	2	9	3	14	1	0	0	0
Suzuki	112	99	32	243	11	0	0	4
Toyota	218	205	72	495	2	0	0	36
Triumph	0	0	0	0	0	0	0	0
Vauxhall	367	395	251	1,013	0	0	0	356
Volkswagen	329	233	141	703	10	0	0	127
Volvo	90	63	46	199	0	0	0	41
Other	3	3	2	8	1	0	0	0
All New Cars	4,075	3,377	2,063	9,515	119	3	1	2,328

Source: DVA

Table 2.3 Used cars registered for the first time by make and month: Oct-Dec 09

Make	Used cars (includes exempt and imports)			All used cars Oct-Dec 09	Imported from				Exempt
	Oct	Nov	Dec		GB	ROI	Continent	Other	
Alfa Romeo	6	8	4	18	18	0	0	0	0
Audi	186	148	161	495	490	1	0	0	8
Austin	3	1	3	7	7	0	0	0	4
BMW	186	159	135	480	470	5	2	0	10
Carbodies	2	2	2	6	6	0	0	0	0
Chevrolet	2	3	2	7	5	0	1	0	0
Chrysler	10	10	2	22	21	0	1	0	0
Citroen	54	66	68	188	184	1	0	2	8
Daewoo	3	0	4	7	6	0	1	0	1
Daihatsu	3	6	0	9	9	0	0	0	0
Daimler	1	1	5	7	7	0	0	0	1
Dodge	1	4	4	9	5	0	0	0	0
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	0	0	0	0	0	0	0	0	0
Fiat	34	16	25	75	73	2	0	0	2
Ford	218	246	214	678	659	6	4	1	23
Honda	99	85	94	278	272	0	4	1	4
Hyundai	11	16	8	35	33	1	1	0	1
Isuzu	2	0	0	2	2	0	0	0	0
Jaguar	25	19	14	58	58	0	0	0	3
Jeep	9	6	3	18	17	1	0	0	2
Kia	15	29	18	62	62	0	0	0	2
Land Rover	34	41	32	107	104	0	2	1	1
Lexus	25	24	19	68	68	0	0	0	2
Lotus	0	2	1	3	3	0	0	0	0
Maserati	0	1	0	1	1	0	0	0	0
Mazda	31	17	19	67	59	2	4	0	0
Mercedes	124	107	91	322	314	5	1	0	7
MG	18	10	7	35	35	0	0	0	1
Mini	25	18	17	60	59	1	0	0	0
Mitsubishi	28	22	24	74	59	3	11	0	1
Nissan	35	63	52	150	132	1	6	11	6
Opel	3	1	2	6	1	2	2	1	0
Peugeot	170	140	123	433	430	2	0	0	12
Porsche	8	11	7	26	25	0	1	0	0
Proton	1	0	1	2	2	0	0	0	0
Renault	62	100	59	221	214	4	1	1	4
Rolls Royce	2	1	0	3	3	0	0	0	1
Rover	19	15	17	51	50	0	1	0	1
Saab	42	26	22	90	86	3	1	0	2
Seat	80	66	68	214	213	1	0	0	4
Skoda	32	35	20	87	85	2	0	0	2
Smart	1	4	1	6	6	0	0	0	1
Ssangyong	0	1	1	2	2	0	0	0	0
Subaru	24	14	10	48	35	2	5	5	1
Suzuki	14	10	9	33	33	0	0	0	0
Toyota	195	185	166	546	518	4	17	4	18
Triumph	2	2	1	5	5	0	0	0	3
Vauxhall	319	278	241	838	824	0	3	1	25
Volkswagen	318	311	272	901	893	5	0	1	19
Volvo	38	46	34	118	115	2	1	0	5
Other	22	22	23	67	59	0	4	1	11
All Used Cars	2,542	2,398	2,105	7,045	6,837	56	74	30	196

Source: DVA

Table 3.1 New and used light goods vehicles registered for the first time by make: Oct-Dec 08 to Oct-Dec 09

Make	Oct-Dec 08		Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	1	0	1	0	0	0	0	0	1
Bedford	0	0	0	3	0	0	0	1	0	2
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	34	150	146	194	79	195	98	228	36	155
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	1	0	2	0	0	0	1	0	1
Fiat	3	15	23	18	9	19	3	25	8	18
Ford	124	274	330	397	347	430	223	410	158	352
Freight Rover	0	0	0	0	0	0	0	0	0	0
Honda	0	0	1	0	1	0	0	0	1	2
Hyundai	0	0	2	0	0	2	3	0	1	1
Isuzu	2	9	17	6	11	6	19	4	7	5
Iveco	19	13	11	24	6	20	11	13	5	11
Iveco-Ford (UK)	0	1	1	0	0	0	0	0	1	3
Land Rover	13	2	70	11	25	15	23	16	17	9
LDV	8	10	7	10	2	18	2	17	1	16
Leyland	0	0	0	1	0	0	0	0	0	0
Leyland Daf	0	0	0	2	0	0	0	0	0	0
Mazda	2	3	5	0	4	1	10	3	6	3
Mercedes	79	51	54	49	68	77	95	60	76	67
Mitsubishi	9	35	22	75	19	59	43	60	3	42
Nissan	14	30	155	46	83	42	40	43	7	30
Opel	0	2	0	0	0	0	0	0	12	3
Peugeot	35	55	71	64	63	77	39	84	37	66
Renault	57	45	173	44	56	53	90	57	52	43
Rover	0	0	0	0	0	2	0	0	0	1
Seat	0	5	0	0	0	2	0	4	0	3
Skoda	0	0	0	0	0	0	0	0	0	1
Subaru	0	1	0	0	0	0	0	0	0	1
Suzuki	0	0	0	3	1	0	0	1	0	1
Talbot	0	0	0	0	0	0	0	0	0	0
Tata	0	0	0	1	0	0	0	0	0	4
Toyota	24	30	230	50	100	29	68	31	31	34
Vauxhall	150	50	102	81	142	76	40	80	124	69
Volkswagen	113	95	166	127	124	129	143	124	188	115
Volvo	5	0	2	0	2	0	1	0	0	0
Other	6	19	9	26	28	28	12	18	7	10
All New/Used Light Goods	697	897	1,597	1,235	1,170	1,280	963	1,280	778	1,069
All Light Goods	1,594		2,832		2,450		2,243		1,847	

Source: DVA

Table 3.2 Light goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 09

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Oct	Nov	Dec	Oct-Dec 09	Oct	Nov	Dec	Oct-Dec 09	Oct-Dec 09
Austin	0	0	0	0	0	1	0	1	1
Bedford	0	0	0	0	1	1	0	2	2
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	20	10	6	36	64	59	32	155	191
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	1	0	0	1	1
Fiat	2	3	3	8	8	5	5	18	26
Ford	48	50	60	158	146	126	80	352	510
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	1	0	1	1	1	0	2	3
Hyundai	0	1	0	1	0	0	1	1	2
Isuzu	3	3	1	7	2	2	1	5	12
Iveco	5	0	0	5	6	4	1	11	16
Iveco-Ford (UK)	0	1	0	1	1	1	1	3	4
Land Rover	8	7	2	17	3	6	0	9	26
LDV	0	1	0	1	9	4	3	16	17
Leyland	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0
Mazda	1	2	3	6	1	2	0	3	9
Mercedes	16	10	50	76	32	22	13	67	143
Mitsubishi	3	0	0	3	21	10	11	42	45
Nissan	3	4	0	7	12	11	7	30	37
Opel	10	2	0	12	1	1	1	3	15
Peugeot	12	23	2	37	21	24	21	66	103
Renault	31	16	5	52	21	9	13	43	95
Rover	0	0	0	0	0	0	1	1	1
Seat	0	0	0	0	0	2	1	3	3
Skoda	0	0	0	0	0	0	1	1	1
Subaru	0	0	0	0	0	0	1	1	1
Suzuki	0	0	0	0	0	0	1	1	1
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	4	0	4	4
Toyota	18	10	3	31	17	7	10	34	65
Vauxhall	13	28	83	124	26	20	23	69	193
Volkswagen	62	49	77	188	54	36	25	115	303
Volvo	0	0	0	0	0	0	0	0	0
Other	1	2	4	7	4	3	3	10	17
All Light Goods	256	223	299	778	452	361	256	1,069	1,847

Source: DVA

Table 4.1 New and used heavy goods vehicles registered for the first time by make: Oct-Dec 08 to Oct-Dec 09

Make	Oct-Dec 08		Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	0	0	0	0	1	0	0
Bedford	0	0	0	1	2	0	0	1	0	0
Case	2	0	0	1	0	0	0	0	0	1
Caterpillar	0	0	1	0	0	0	0	0	1	1
DAF	30	52	39	82	21	102	16	99	18	101
Dennis	3	4	7	1	10	2	4	1	3	1
Dodge	0	1	0	0	0	0	0	1	0	0
ERF	0	1	0	8	0	9	0	6	0	5
Fiat	6	2	8	10	12	16	3	12	3	6
Foden	0	2	0	7	0	4	0	3	0	5
Ford	1	0	4	3	1	2	3	2	0	0
Grove Coles	0	0	1	0	1	0	1	0	0	1
Hino	0	0	0	2	0	4	0	1	0	4
Isuzu	0	1	0	2	1	3	0	2	1	5
Iveco	30	7	40	12	24	11	25	19	23	25
Iveco-Ford	0	13	0	13	0	20	0	15	0	15
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	0	20	0	27	0	24	0	24	1	11
JCB	4	1	3	2	1	2	4	1	2	1
Johnston	0	0	2	0	0	0	2	0	0	0
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	1	0	3	0	3	0	3	0	2
Leyland Daf	0	27	1	13	0	18	3	18	0	17
MAN	4	30	14	41	16	60	21	39	10	65
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	3	3	0	0	0	0	1	0	0	0
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	35	20	34	26	50	25	42	51	10	45
Merlo	1	0	1	2	1	0	1	2	1	0
Mitsubishi	4	2	4	6	0	3	1	5	0	1
New Holland	0	0	2	0	0	0	0	0	0	0
Renault	11	2	6	7	14	9	16	23	15	22
Renault (UK)	0	1	0	1	0	2	0	5	0	2
Scania	11	41	21	76	11	80	17	110	28	71
Seddon/Atkinson	0	1	0	1	0	1	0	2	0	0
Thwaites	0	1	2	0	0	0	0	0	0	2
Volkswagen	0	1	0	1	0	1	0	0	1	2
Volvo	30	60	24	80	18	100	86	111	10	81
Other	18	23	22	29	31	42	11	16	11	10
All New/Used Heavy Goods	193	317	236	457	214	543	257	573	138	502
All Heavy Goods	510		693		757		830		640	

Source: DVA

Table 4.2 Heavy goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 09

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Oct	Nov	Dec	Oct-Dec 09	Oct	Nov	Dec	Oct-Dec 09	Oct-Dec 09
All Wheel Drive	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	0	0	0
Case	0	0	0	0	1	0	0	1	1
Caterpillar	0	1	0	1	0	1	0	1	2
DAF	6	2	10	18	42	34	25	101	119
Dennis	0	3	0	3	1	0	0	1	4
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	1	0	4	5	5
Fiat	0	2	1	3	4	1	1	6	9
Foden	0	0	0	0	1	2	2	5	5
Ford	0	0	0	0	0	0	0	0	0
Grove Coles	0	0	0	0	0	0	1	1	1
Hino	0	0	0	0	1	2	1	4	4
Isuzu	0	1	0	1	2	1	2	5	6
Iveco	10	7	6	23	13	10	2	25	48
Iveco-Ford	0	0	0	0	6	4	5	15	15
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	1	0	0	1	6	4	1	11	12
JCB	2	0	0	2	0	0	1	1	3
Johnston	0	0	0	0	0	0	0	0	0
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	1	1	0	2	2
Leyland Daf	0	0	0	0	4	5	8	17	17
MAN	1	6	3	10	28	24	13	65	75
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	0	0	0	0	0
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	2	0	8	10	15	19	11	45	55
Merlo	1	0	0	1	0	0	0	0	1
Mitsubishi	0	0	0	0	1	0	0	1	1
New Holland	0	0	0	0	0	0	0	0	0
Renault	3	6	6	15	11	7	4	22	37
Renault (UK)	0	0	0	0	1	0	1	2	2
Scania	6	22	0	28	35	23	13	71	99
Seddon/Atkinson	0	0	0	0	0	0	0	0	0
Thwaites	0	0	0	0	0	0	2	2	2
Volkswagen	1	0	0	1	1	1	0	2	3
Volvo	2	6	2	10	35	27	19	81	91
Other	1	5	5	11	3	4	3	10	21
All Heavy Goods	36	61	41	138	213	170	119	502	640

Source: DVA

PUBLIC TRANSPORT

Table 5.1 Ulsterbus passenger journeys, bus miles and passenger receipts: Oct-Dec 08 to Oct-Dec 09

	Millions				
	Oct-Dec 08	Jan-Mar 09 ^P	Apr-Jun 09 ^{P, r}	Jul-Sep 09 ^{P, r}	Oct-Dec 09 ^P
Passenger journeys					
All passenger journeys	12.19	11.75	11.83	7.18	11.72
Weekly average	0.94	0.90	0.91	0.55	0.90
Bus miles					
All bus miles	9.56	9.53	9.48	8.38	9.20
Weekly average	0.74	0.73	0.73	0.64	0.71
Passenger receipts £s					
All passenger receipts	22.90	21.63	22.87	15.33	23.45
Weekly average	1.76	1.66	1.76	1.18	1.80

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 08 to Oct-Dec 09

	Millions				
	Oct-Dec 08	Jan-Mar 09 ^P	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P
Passenger journeys					
All passenger journeys	7.17	6.61	6.64	6.04	7.14
Weekly average	0.55	0.51	0.51	0.46	0.55
Bus miles					
All bus miles	2.06	2.11	2.04	1.97	2.12
Weekly average	0.16	0.16	0.16	0.15	0.16
Passenger receipts £s					
All passenger receipts	8.95	8.28	8.40	7.65	9.12
Weekly average	0.69	0.64	0.65	0.59	0.70

Source: Translink

Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 08 to Oct-Dec 09

	Millions				
	Oct-Dec 08	Jan-Mar 09 ^P	Apr-Jun 09 ^{P, r}	Jul-Sep 09 ^{P, r}	Oct-Dec 09 ^P
Passenger journeys					
All passenger journeys	19.36	18.36	18.46	13.22	18.86
Weekly average	1.49	1.41	1.42	1.02	1.45
Bus miles					
All bus miles	11.62	11.64	11.52	10.35	11.32
Weekly average	0.89	0.90	0.89	0.80	0.87
Passenger receipts £s					
All passenger receipts	31.85	29.91	31.27	22.98	32.57
Weekly average	2.45	2.30	2.41	1.77	2.51

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Oct-Dec 08 to Oct-Dec 09

	Millions				
	Oct-Dec 08	Jan-Mar 09 ^P	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P
Passenger journeys					
All passenger journeys	2.72	2.49	2.43	2.45	2.58
Weekly average	0.21	0.19	0.19	0.19	0.20
Passenger miles					
All passenger miles	49.21	44.34	41.11	43.29	43.59
Weekly average	3.79	3.41	3.16	3.33	3.35
Passenger receipts £s					
All passenger receipts	7.73	7.23	6.87	7.37	7.07
Weekly average	0.59	0.56	0.53	0.57	0.54

Source: Translink

PETROLEUM

Table 6.1 Deliveries of petrol and diesel for use in Northern Ireland¹: Oct-Dec 08 to Oct-Dec 09

	Tonnes/Percentage									
	<u>Oct-Dec 08^{p, 2}</u>		<u>Jan-Mar 09^{p, 2}</u>		<u>Apr-Jun 09^{p, 2}</u>		<u>Jul-Sep 09^{p, 2}</u>		<u>Oct-Dec 09^{p, 2}</u>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol³										
Super ⁴	2,589	1.1	2,129	1.0	4,230	1.9	5,792	2.3	7,837	2.9
Premium (95 Ron) ⁵	83,956	37.0	88,862	40.1	91,477	41.2	102,349	41.2	108,818	39.6
All unleaded petrol	86,545	38.2	90,992	41.0	95,707	43.1	108,141	43.6	116,655	42.5
Sulphur free petrol⁶										
Super ⁴	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Premium (95 Ron) ⁵	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	0	0.0	0	0.0	0	0.0
Leaded petrol										
LRP ⁷	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	86,545	38.2	90,992	41.0	95,707	43.1	108,141	43.6	116,655	42.5
DIESEL										
ULSD ⁸	103,070	45.5	104,953	47.3	110,391	49.7	126,731	51.1	142,266	51.8
Sulphur free ⁶	37,115	16.4	25,824	11.6	15,988	7.2	13,287	5.4	15,699	5.7
All Diesel	140,185	61.8	130,777	59.0	126,379	56.9	140,018	56.4	157,965	57.5
All Petrol and Diesel	226,730	100.0	221,769	100.0	222,086	100.0	248,159	100.0	274,620	100.0

Source: Department of Energy and Climate Change (DECC)

1 See technical notes on Table 6.1 (page 23).

2 All reported 2008 figures are provisional pending DECC's release of the next Digest of United Kingdom Energy Statistics (DUKES) in July 2010, with all reported 2009 figures provisional until the publication of DUKES 2011.

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

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

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

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

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

8 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).

DRIVER AND VEHICLE TESTING

Table 7.1 Road annual vehicle test (MOT) - Motor cars: Oct-Dec 08 to Oct-Dec 09

	Oct-Dec 08	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09
Full Tests completed	135,814	158,616	158,883	147,117	135,218
Retests	31,277	30,334	33,342	30,763	32,239
4 quarter rolling average (% retests) ¹	21	21	21	21	21

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period January 2009 to December 2009 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 on Tables 7.1 to 7.4 (page 23)).

Table 7.2 Road annual vehicle test (MOT) - Motorcycles: Oct-Dec 08 to Oct-Dec 09

	Oct-Dec 08	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09
Full Tests completed	2,238	3,583	8,780	5,324	2,224
Retests	162	221	591	329	173
4 quarter rolling average (% retests) ¹	7	7	7	7	7

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period January 2009 to December 2009 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 on Tables 7.1 to 7.4 (page 23)).

Table 7.3 Public service vehicles annual vehicle test: Oct-Dec 08 to Oct-Dec 09

	Oct-Dec 08	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09
Full Tests completed	4,488	4,168	4,393	3,984	4,315
Retests	1,133	952	1,075	956	1,151
4 quarter rolling average (% retests) ¹	25	25	24	24	25

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period January 2009 to December 2009 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 on Tables 7.1 to 7.4 (page 23)).

Table 7.4 Goods vehicles annual vehicle test: Oct-Dec 08 to Oct-Dec 09

	Oct-Dec 08	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09
Full Tests completed	23,749	25,334	25,975	24,646	23,858
Retests	6,655	6,393	7,014	6,328	6,585
4 quarter rolling average (% retests) ¹	28	27	27	26	26

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period January 2009 to December 2009 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 on Tables 7.1 to 7.4 (page 23)).

Table 8.1 Car 'L' driving tests, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08</u>		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	8,471		7,085		7,870		7,588		6,864	
	Female	9,945		7,720		9,140		9,285		8,008	
	All persons	18,416		14,805		17,010		16,873		14,872	
Tests Passed	Male	4,358		3,714		4,267		4,229		3,918	
	Female	4,272		3,246		4,071		4,305		3,736	
	All persons	8,630		6,960		8,338		8,534		7,654	
4 Quarter rolling average (% passed)¹	Male	50	48	51	49	52	49	53	49	55	48
	Female	41	42	42	42	43	42	44	42	45	42
	All persons	45	45	46	45	47	45	48	46	50	45

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

Table 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08</u>		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,404		6,443		6,646		6,895		6,514	
	Female	5,254		5,900		6,003		6,677		5,723	
	All persons	11,658		12,343		12,649		13,572		12,237	
Tests Passed	Male	3,866		3,963		4,052		4,326		3,994	
	Female	3,409		3,651		4,007		4,581		3,779	
	All persons	7,275		7,614		8,059		8,907		7,773	
4 Quarter rolling average (% passed)¹	Male	65	64	63	63	62	61	61	60	62	61
	Female	70	70	68	69	66	67	66	66	66	67
	All persons	68	67	65	65	64	64	63	63	64	64

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

Table 8.3 Motorcycle 'L' driving tests, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08¹</u>		<u>Jan-Mar 09¹</u>		<u>Apr-Jun 09¹</u>		<u>Jul-Sep 09¹</u>		<u>Oct-Dec 09¹</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	808		339		786		890		615	
	Female	128		31		90		130		117	
	All persons	936		370		876		1,020		732	
Tests Passed	Male	562		232		582		676		469	
	Female	71		20		51		85		67	
	All persons	633		252		633		761		536	
4 Quarter rolling average (% passed)²	Male	71	68	70	68	72	68	73	68	74	69
	Female	64	55	64	55	61	56	60	59	61	61
	All persons	70	67	70	66	71	67	71	67	73	68

Sources: NI - DVA; GB - DSA

1 Please see technical notes on Table 8.3 (page 24).

2 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

Table 8.4 Touch screen theory tests for motorcyclists, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08</u>		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	430		285		542		488		278	
	Female	71		29		46		66		52	
	All persons	501		314		588		554		330	
Tests Passed	Male	328		232		439		387		224	
	Female	51		24		44		55		45	
	All persons	379		256		483		442		269	
4 Quarter rolling average (% passed)¹	Male	76	79	77	79	78	80	79	81	80	81
	Female	78	84	78	85	82	85	82	86	87	86
	All persons	76	79	77	80	79	81	80	81	81	81

Sources: NI - DVA; GB - DSA

1 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08</u>		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>	
		NI		NI		NI		NI		NI	
Tests Conducted	Male	773		694		712		864		827	
	Female	41		34		52		61		41	
	All persons	814		728		764		925		868	
Tests Passed	Male	423		400		442		518		502	
	Female	19		18		30		34		25	
	All persons	442		418		472		552		527	
4 Quarter rolling average (% passed)¹		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
	Male	55	48	55	49	57	49	59	50	60	50
	Female	48	51	51	52	53	54	54	54	57	54
	All persons	55	49	55	49	57	50	58	50	60	50

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Oct-Dec 08 to Oct-Dec 09

		<u>Oct-Dec 08</u>		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>	
		NI		NI		NI		NI		NI	
Tests Conducted	Male	165		163		140		111		124	
	Female	12		28		8		18		14	
	All persons	177		191		148		129		138	
Tests Passed	Male	110		96		94		83		80	
	Female	7		22		6		10		8	
	All persons	117		118		100		93		88	
4 Quarter rolling average (% passed)¹		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
	Male	64	51	62	51	65	52	66	52	66	52
	Female	57	55	64	55	69	56	68	58	68	56
	All persons	63	51	62	52	65	53	66	53	66	53

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period January 2009 to December 2009.

APPENDIX 1 - USER INFORMATION

This section contains some information about the quality of the data used in the Road and Rail Bulletin including guidance to assist with interpretation.

General guidance on using the data

- Most of the data in the publication are seasonal (such as vehicle registrations, public transport and annual vehicle tests). Therefore data from the current quarter should be compared with data from the same quarter in the previous year rather than the previous quarter.

Vehicle registrations

Description of the data

Data on all new and used vehicles registered for the first time in Northern Ireland during the quarter 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 large discrepancies between current quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- 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. However, this 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.

Public Transport

Description of the data

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

Data Quality Assessment

Very Good – data are derived from administrative financial 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 quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- Most of Translink's quarters are based on a 13 week period and therefore the weekly average is determined by dividing the quarterly figure by 13. However occasionally this varies: the January to March 2008 quarter was made up of 14 weeks and therefore this quarterly figure should be divided by 14 to calculate the weekly average.
- Due to this variation, the weekly average figure for the quarter should be used when comparing with other time periods instead of the total number for the quarter.

Petroleum

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources. 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 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 quarterly variations from source providers. Care should therefore be taken when using these figures.

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 and non-UK sources.

Driver and vehicle testing

Description of the data

Data cover all full annual vehicle tests and retests carried out in Northern Ireland during the quarter. In addition, information on all persons taking car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests in Northern Ireland during the quarter are reported in this section. These figures are provided by the Driver and Vehicle Agency (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. In addition, we are looking into obtaining an age breakdown for driving 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 quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- The % retests figure in Tables 7.1 to 7.4 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 7.1 to 7.4 (page 23).
- 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 bulletins).
- 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.

APPENDIX 2 – TECHNICAL NOTES

The following symbols are used throughout:

- .. not available
- . not applicable or negligible
- p provisional data
- r revised data

Figures produced 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.

Tables 1.1 and 1.2

Vehicle Excise Duty was revised in 1995. With effect from July 1995, the tax class 'Hackney' has been renamed 'Bus'. This class includes vehicles with nine or more seats that are used for hire or reward. Vehicles with eight or less seats (including taxis, self-drive and leased vehicles) moved into Private and Light Goods class.

Tables 2.2 and 2.3

Imported cars includes GB, ROI, Continent and other. All New cars and All Used cars will not equal sum of Imports as Imports exclude NI figures.

Tables 5.1 to 5.4

Ulsterbus, Metro and NIR operate for accounting purposes, with four 13 week quarters comprising of 8 Periods @ 4 weeks and 4 Periods @ 5 weeks; the actual quarter figures are used. The quarters in the current publication all cover 13 week periods. Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.

Table 6.1

All reported 2008 figures are provisional pending DECC's Release of the next Digest of United Kingdom Energy Statistics (DUKES) in July 2010, with all reported 2009 figures provisional until the publication of DUKES 2011.

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 (such as imports, e.g. by hyper/supermarket companies).

Tables 7.1 to 7.4

The number of tests completed represents the number of full vehicle tests carried out during the quarter. 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 quarter. Most of the retests in the quarter will be as a result of vehicles failing the full test during the quarter. However, some of the retests carried out during the current quarter will be as a result of failing the full test in the previous quarter while other retests will not be carried out until the next quarter. 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 which do not return to be retested.

Tables 7.1 and 7.2

With effect from 1 April 1996 all private cars and motorcycles (that is, all motor vehicles other than Large Passenger Carrying Vehicles, Goods Vehicles, Trailers and Public Service Vehicles) becoming four years old must be tested at four years and over on the fourth anniversary of first registration and yearly thereafter. Before this date the requirement was to test at five years and over on the fifth anniversary of first registration. Large Passenger Carrying Vehicles are tested on the first anniversary of registration and yearly thereafter.

Table 7.3

Covers Omnibuses, Taxis. Vehicles are tested on application for a licence and yearly thereafter.

Table 7.4

Heavy Goods vehicles and trailers are tested on the first anniversary of registration. In April 1996 the age at which Light Goods Vehicles are first tested changed from one to three years.

Tables 8.2 and 8.4

Touch Screen theory tests began on 1 January 2000. Candidates have 40 minutes to answer 35 multiple choice questions; to pass they must get 30 answers correct. Hazard Perception Element was introduced on 6 January 2003. The test itself consists of 14 video clips lasting approximately 1 minute. From 6 April 2003 an amendment to the motor vehicles (driving licenses) regulation (NI) 1996 means that those wishing to take a practical motorcycle test will have to pass the relevant theory test regardless if they currently hold a full driving licence.

Table 8.3

From 1st July 1997 changes were introduced to the GB motorcycle driving test; persons passing the test are now restricted for two years to driving motorcycles of less than 33 break horsepower.

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 I is an off the road manoeuvring test which must be successfully passed, before undertaking Module II which is the road driving test. When the candidate has successfully completed Module I, they may undertake Module II. The 2 Module test was first introduced in NI on the 8th December 2008 and in GB on 27th April 2009.

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