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Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

January to March 2010



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EXECUTIVE SUMMARY

Figures quoted are for the current quarter, January to March 2010, unless otherwise stated.

1. Vehicle Registrations

- There were 27,834 new and used cars registered for the first time during the quarter. 71% (19,796) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has increased by 9% since the corresponding quarter last year. This is the third 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 23% (rising from 16,072 to 19,796) compared with the same quarter in 2009. There was a decrease of 15% over the same time period for used cars registered for the first time (Table 2.1).
- Ford was the most popular make of new car, accounting for 12% (2,470) of all new cars registered. The second and third most popular makes of new car were Volkswagen (1,871) and Vauxhall (1,787), respectively (Table 2.2).
- Of the 8,038 used cars registered for the first time, 2% (149) were imported from outside Great Britain (Table 2.3).
- There were 2,465 new and used light goods vehicles registered for the first time. This represents a decrease of 13% on the corresponding quarter of 2009. (Table 3.1).
- Of the 701 heavy goods vehicles registered for the first time in Northern Ireland, 77% (540) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has increased by 1% since the corresponding quarter of 2009. This is the third consecutive quarter to show an increase when compared to the corresponding time period in the previous year. (Table 4.1)

2. Public Transport

- There were 17.69 million bus passenger journeys made during the quarter. This represents a weekly average of 1.36 million, a decrease of 4% from 1.41 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 4% from 0.90 million to 0.86 million miles since the corresponding quarter in 2009 (Table 5.3).
- Weekly average bus passenger receipts have increased by 1%, from £2.30 million to £2.33 million, compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles are the same as the corresponding quarter of 2009 (3.41 million) (Table 5.4).

- Weekly average rail passenger journeys are the same as the corresponding quarter of 2009 (0.19 million) (Table 5.4).
- Compared to the same period in the previous year, the weekly average rail passenger receipts decreased by 2% to £0.55 million from £0.56 million (Table 5.4).

3. Deliveries of Petroleum

- From January to March 2010, 230,355 tonnes of petrol and diesel were delivered for use in Northern Ireland. More tonnes of diesel than petrol were delivered to Northern Ireland during the quarter, with diesel accounting for 59% of all petroleum deliveries (Table 6.1).

4. Driver and Vehicle Testing

- 164,414 annual vehicle tests for motor cars were conducted during the quarter, an increase of 4% from the corresponding quarter of 2009 (158,616) (Table 7.1).
- Over the period April 2009 to March 2010 the pass rate for car 'L' driver tests was 56% for males and 46% for females in Northern Ireland. During the same time period in Great Britain the pass rate for car 'L' driver tests was 49% for males and 43% for females (Table 8.1).
- Over the period April 2009 to March 2010 the pass rate for touch screen theory tests for private car drivers was 62% for males and 67% 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).

VEHICLE REGISTRATIONS

Table 1.1 Motor vehicles registered for the first time: Jan-Mar 09 to Jan-Mar 10

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10
Private Cars					
New cars	13,380	9,556	12,570	7,187	16,686
New cars exempt - Govt owned	11	1	0	0	7
New cars exempt - Non govt owned	2,681	2,652	2,493	2,328	3,103
Used cars	9,112	8,754	8,186	6,849	7,787
Used cars exempt - Govt owned	1	0	0	0	0
Used cars exempt - Non govt owned	326	361	299	196	251
All private cars	25,511	21,324	23,548	16,560	27,834
All buses	116	141	87	133	173
Light goods					
Light goods	2,726	2,384	2,198	1,822	2,379
Light goods exempt - Govt owned	14	16	1	3	30
Light goods exempt - Non govt owned	92	50	44	22	56
All light goods	2,832	2,450	2,243	1,847	2,465
Heavy goods					
Heavy goods	664	712	809	612	662
Heavy goods exempt - Govt owned	18	12	1	15	17
Heavy goods exempt - Non govt owned	11	33	20	13	22
All heavy goods	693	757	830	640	701
Tractors					
Tractors	0	1	1	1	0
Tractors exempt - Govt owned	0	0	0	0	0
Tractors exempt - Non govt owned	476	554	471	310	538
All tractors	476	555	472	311	538
Motorcycles					
Motorcycles	849	1,226	861	467	611
Motorcycles exempt - Govt owned	0	29	0	0	14
Motorcycles exempt - Non govt owned	21	52	35	21	22
All motorcycles	870	1,307	896	488	647
General Haulage and Special Types	10	7	9	0	5
All Vehicles	30,508	26,541	28,085	19,979	32,363

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Jan-Mar 10

	2010			All registrations Jan-Mar 10
	Jan	Feb	Mar	
Private Cars				
New cars	6,559	3,977	6,150	16,686
New cars exempt - Govt owned	0	0	7	7
New cars exempt - Non govt owned	885	978	1,240	3,103
Used cars	2,206	2,740	2,841	7,787
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	67	91	93	251
All private cars	9,717	7,786	10,331	27,834
All buses	32	68	73	173
Light goods				
Light goods	787	668	924	2,379
Light goods exempt - Govt owned	1	14	15	30
Light goods exempt - Non govt owned	12	8	36	56
All light goods	800	690	975	2,465
Heavy goods				
Heavy goods	196	230	236	662
Heavy goods exempt - Govt owned	8	6	3	17
Heavy goods exempt - Non govt owned	8	12	2	22
All heavy goods	212	248	241	701
Tractors				
Tractors	0	0	0	0
Tractors exempt - Govt owned	0	0	0	0
Tractors exempt - Non govt owned	104	205	229	538
All tractors	104	205	229	538
Motorcycles				
Motorcycles	129	187	295	611
Motorcycles exempt - Govt owned	0	11	3	14
Motorcycles exempt - Non govt owned	3	8	11	22
All motorcycles	132	206	309	647
General Haulage and Special Types	0	3	2	5
All Vehicles	10,997	9,206	12,160	32,363

Source: DVA

Table 2.1 New and used cars registered for the first time by make: Jan-Mar 09 to Jan-Mar 10

Make	Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	28	26	49	20	70	27	37	18	27	27
Audi	571	573	560	692	589	641	254	495	663	541
Austin	0	7	0	12	0	9	0	7	0	13
BMW	603	626	547	703	754	651	379	480	748	525
Carbodies	0	9	0	8	0	6	0	6	0	2
Chevrolet	140	15	114	16	160	12	60	7	192	13
Chrysler	18	46	9	46	25	33	8	22	19	28
Citroen	407	277	415	287	549	240	481	188	640	208
Daewoo	0	8	0	6	0	3	0	7	0	7
Daihatsu	18	6	10	11	53	14	12	9	24	13
Daimler	0	6	1	1	0	1	0	7	0	3
Dodge	14	1	5	5	52	5	15	9	35	8
Eunos	0	0	0	0	0	0	0	0	0	1
Ferrari	5	2	4	4	4	4	0	0	2	2
Fiat	227	53	121	107	203	106	153	75	233	66
Ford	2,368	752	1,666	662	1,797	667	1,005	678	2,470	856
Honda	494	404	483	334	474	310	202	278	445	294
Hyundai	548	58	597	53	964	44	638	35	1,148	32
Isuzu	0	9	0	7	0	5	0	2	0	7
Jaguar	82	59	42	80	48	85	27	58	94	48
Jeep	12	32	12	21	30	14	32	18	48	17
Kia	251	62	312	49	440	64	327	62	685	69
Land Rover	119	111	55	116	129	122	46	107	274	95
Lexus	21	62	24	73	32	96	5	68	32	78
Lotus	0	8	0	3	0	11	0	3	0	2
Maserati	2	1	3	1	1	2	3	1	5	4
Mazda	435	96	311	113	434	87	228	67	584	82
Mercedes	378	303	309	250	344	301	252	322	551	286
MG	1	40	0	66	0	50	1	35	0	19
Mini	275	67	185	73	272	99	195	60	337	45
Mitsubishi	139	129	54	101	101	116	99	74	181	78
Nissan	629	252	795	163	1,039	144	454	150	1,119	234
Opel	0	10	1	14	2	6	0	6	0	7
Peugeot	774	774	717	648	753	507	520	433	1,202	615
Porsche	35	47	19	49	20	34	11	26	35	28
Proton	6	2	9	3	5	3	3	2	13	4
Renault	1,007	390	499	299	888	246	877	221	1,450	211
Rolls Royce	0	4	0	1	0	1	0	3	2	3
Rover	0	58	0	47	0	64	0	51	0	32
Saab	63	130	38	150	39	107	16	90	28	89
Seat	396	269	224	278	362	292	245	214	414	303
Skoda	165	127	219	148	221	154	212	87	332	103
Smart	29	7	23	8	17	6	14	6	29	5
Ssangyong	6	7	27	7	54	7	29	2	44	4
Subaru	23	53	21	42	13	46	14	48	48	33
Suzuki	423	33	426	25	410	35	243	33	373	29
Toyota	1,722	667	800	691	861	607	495	546	1,306	594
Triumph	0	5	0	8	0	9	0	5	0	2
Vauxhall	1,886	1,159	1,252	1,125	1,342	1,052	1,013	838	1,787	844
Volkswagen	1,524	1,270	1,065	1,127	1,296	1,069	703	901	1,871	1,221
Volvo	207	131	168	129	204	132	199	118	296	141
Other	21	196	18	233	12	139	8	67	10	67
All New/Used Cars	16,072	9,439	12,209	9,115	15,063	8,485	9,515	7,045	19,796	8,038
All Cars	25,511		21,324		23,548		16,560		27,834	

Source: DVA

Table 2.2 New cars registered for the first time by make and month: Jan-Mar 10

New (includes exempt and imports)				All new cars Jan-Mar 10	Imported during quarter from			Exempt
Make	Jan	Feb	Mar		ROI	Continent	Other	
Alfa Romeo	8	8	11	27	1	0	0	1
Audi	253	178	232	663	1	1	0	35
Austin	0	0	0	0	0	0	0	0
BMW	333	167	248	748	1	0	0	36
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	72	40	80	192	28	1	0	9
Chrysler	4	6	9	19	6	0	0	1
Citroen	198	152	290	640	0	0	0	299
Daewoo	0	0	0	0	0	0	0	0
Daihatsu	9	10	5	24	19	0	0	0
Daimler	0	0	0	0	0	0	0	0
Dodge	17	6	12	35	5	0	0	1
Eunos	0	0	0	0	0	0	0	0
Ferrari	0	0	2	2	0	0	0	0
Fiat	73	69	91	233	3	0	0	14
Ford	997	614	859	2,470	42	0	0	630
Honda	149	108	188	445	0	0	0	43
Hyundai	427	279	442	1,148	0	0	0	93
Isuzu	0	0	0	0	0	0	0	0
Jaguar	55	9	30	94	0	0	0	0
Jeep	27	12	9	48	5	0	0	0
Kia	244	214	227	685	2	1	0	65
Land Rover	111	55	108	274	1	0	0	11
Lexus	14	3	15	32	0	0	0	1
Lotus	0	0	0	0	0	0	0	0
Maserati	0	0	5	5	0	0	0	0
Mazda	260	142	182	584	0	0	0	44
Mercedes	190	119	242	551	3	1	0	74
MG	0	0	0	0	0	0	0	0
Mini	116	65	156	337	0	0	0	14
Mitsubishi	56	52	73	181	1	0	1	6
Nissan	366	234	519	1,119	23	1	0	323
Opel	0	0	0	0	0	0	0	0
Peugeot	507	296	399	1,202	0	0	0	247
Porsche	21	6	8	35	0	0	0	1
Proton	0	6	7	13	0	0	0	0
Renault	423	471	556	1,450	1	0	0	304
Rolls Royce	2	0	0	2	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	4	8	16	28	0	0	0	2
Seat	105	128	181	414	0	0	0	56
Skoda	120	86	126	332	0	0	0	22
Smart	7	11	11	29	0	0	0	2
Ssangyong	11	13	20	44	6	0	0	1
Subaru	22	8	18	48	1	0	0	0
Suzuki	122	103	148	373	6	1	0	13
Toyota	556	330	420	1,306	8	0	0	50
Triumph	0	0	0	0	0	0	0	0
Vauxhall	673	387	727	1,787	0	0	0	415
Volkswagen	777	490	604	1,871	0	1	0	237
Volvo	113	70	113	296	0	0	0	59
Other	2	0	8	10	2	0	0	1
All New Cars	7,444	4,955	7,397	19,796	165	7	1	3,110

Source: DVA

Table 2.3 Used cars registered for the first time by make and month: Jan-Mar 10

Make	Used cars (includes exempt and imports)			All used cars Jan-Mar 10	Imported from				Exempt
	Jan	Feb	Mar		GB	ROI	Continent	Other	
Alfa Romeo	8	9	10	27	27	0	0	0	1
Audi	148	198	195	541	538	1	0	0	18
Austin	4	2	7	13	12	0	1	0	8
BMW	154	178	193	525	515	2	0	2	6
Carbodies	1	1	0	2	2	0	0	0	0
Chevrolet	0	8	5	13	11	0	1	1	1
Chrysler	8	9	11	28	26	2	0	0	1
Citroen	51	70	87	208	202	3	2	1	11
Daewoo	6	0	1	7	7	0	0	0	2
Daihatsu	5	4	4	13	12	1	0	0	0
Daimler	2	0	1	3	3	0	0	0	0
Dodge	2	4	2	8	8	0	0	0	1
Eunos	0	0	1	1	1	0	0	0	0
Ferrari	0	0	2	2	2	0	0	0	0
Fiat	18	21	27	66	60	2	1	2	3
Ford	259	306	291	856	842	6	2	2	26
Honda	92	88	114	294	286	3	4	1	7
Hyundai	13	12	7	32	32	0	0	0	3
Isuzu	0	3	4	7	6	0	1	0	0
Jaguar	11	17	20	48	48	0	0	0	5
Jeep	9	5	3	17	16	0	0	0	0
Kia	15	26	28	69	69	0	0	0	1
Land Rover	33	35	27	95	90	2	1	0	1
Lexus	19	34	25	78	77	0	0	1	2
Lotus	0	2	0	2	2	0	0	0	0
Maserati	0	2	2	4	4	0	0	0	0
Mazda	22	29	31	82	74	3	4	1	3
Mercedes	66	94	126	286	275	4	2	1	6
MG	6	5	8	19	19	0	0	0	1
Mini	17	15	13	45	44	0	1	0	1
Mitsubishi	24	28	26	78	68	5	5	0	1
Nissan	60	96	78	234	221	5	4	4	7
Opel	2	0	5	7	2	3	1	1	0
Peugeot	164	215	236	615	612	1	2	0	19
Porsche	10	10	8	28	28	0	0	0	0
Proton	0	1	3	4	4	0	0	0	0
Renault	71	70	70	211	206	3	2	0	8
Rolls Royce	1	0	2	3	2	1	0	0	2
Rover	11	9	12	32	31	0	1	0	2
Saab	21	33	35	89	88	0	0	0	2
Seat	96	123	84	303	301	0	0	2	7
Skoda	23	34	46	103	102	1	0	0	0
Smart	2	1	2	5	5	0	0	0	0
Ssangyong	1	2	1	4	4	0	0	0	0
Subaru	10	8	15	33	25	1	4	3	0
Suzuki	14	9	6	29	27	1	1	0	1
Toyota	165	206	223	594	568	6	14	3	20
Triumph	1	0	1	2	1	0	1	0	2
Vauxhall	239	313	292	844	841	0	0	0	34
Volkswagen	337	416	468	1,221	1,213	5	1	1	24
Volvo	36	63	42	141	140	1	0	0	3
Other	16	17	34	67	60	0	1	4	11
All Used Cars	2,273	2,831	2,934	8,038	7,859	62	57	30	251

Source: DVA

Table 3.1 New and used light goods vehicles registered for the first time by make: Jan-Mar 09 to Jan-Mar 10

Make	Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	1	0	0	0	0	0	1	0	0
Bedford	0	3	0	0	0	1	0	2	0	1
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	146	194	79	195	98	228	36	155	140	153
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	2	0	0	0	1	0	1	0	1
Fiat	23	18	9	19	3	25	8	18	9	16
Ford	330	397	347	430	223	410	158	352	269	378
Freight Rover	0	0	0	0	0	0	0	0	0	0
Honda	1	0	1	0	0	0	1	2	0	1
Hyundai	2	0	0	2	3	0	1	1	3	2
Isuzu	17	6	11	6	19	4	7	5	26	4
Iveco	11	24	6	20	11	13	5	11	13	14
Iveco-Ford (UK)	1	0	0	0	0	0	1	3	1	0
Land Rover	70	11	25	15	23	16	17	9	46	7
LDV	7	10	2	18	2	17	1	16	5	12
Leyland	0	1	0	0	0	0	0	0	0	0
Leyland Daf	0	2	0	0	0	0	0	0	0	0
Mazda	5	0	4	1	10	3	6	3	26	0
Mercedes	54	49	68	77	95	60	76	67	61	52
Mitsubishi	22	75	19	59	43	60	3	42	59	38
Nissan	155	46	83	42	40	43	7	30	65	32
Opel	0	0	0	0	0	0	12	3	0	2
Peugeot	71	64	63	77	39	84	37	66	119	79
Renault	173	44	56	53	90	57	52	43	133	39
Rover	0	0	0	2	0	0	0	1	0	1
Seat	0	0	0	2	0	4	0	3	0	3
Skoda	0	0	0	0	0	0	0	1	0	0
Subaru	0	0	0	0	0	0	0	1	0	0
Suzuki	0	3	1	0	0	1	0	1	0	0
Talbot	0	0	0	0	0	0	0	0	0	0
Tata	0	1	0	0	0	0	0	4	0	1
Toyota	230	50	100	29	68	31	31	34	147	35
Vauxhall	102	81	142	76	40	80	124	69	95	52
Volkswagen	166	127	124	129	143	124	188	115	215	100
Volvo	2	0	2	0	1	0	0	0	0	0
Other	9	26	28	28	12	18	7	10	7	3
All New/Used Light Goods	1,597	1,235	1,170	1,280	963	1,280	778	1,069	1,439	1,026
All Light Goods	2,832		2,450		2,243		1,847		2,465	

Source: DVA

Table 3.2 Light goods vehicles registered for the first time by make, month and new/used breakdown: Jan-Mar 10

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Jan	Feb	Mar	Jan-Mar 10	Jan	Feb	Mar	Jan-Mar 10	Jan-Mar 10
Austin	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	1	1	1
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	45	26	69	140	42	57	54	153	293
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	0	1	0	1	1
Fiat	1	2	6	9	6	3	7	16	25
Ford	111	39	119	269	101	148	129	378	647
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	0	0	0	0	1	0	1	1
Hyundai	2	0	1	3	2	0	0	2	5
Isuzu	12	9	5	26	1	2	1	4	30
Iveco	5	4	4	13	2	5	7	14	27
Iveco-Ford (UK)	1	0	0	1	0	0	0	0	1
Land Rover	21	8	17	46	3	1	3	7	53
LDV	2	3	0	5	1	5	6	12	17
Leyland	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0
Mazda	16	8	2	26	0	0	0	0	26
Mercedes	18	19	24	61	12	17	23	52	113
Mitsubishi	8	10	41	59	12	13	13	38	97
Nissan	20	16	29	65	7	11	14	32	97
Opel	0	0	0	0	1	0	1	2	2
Peugeot	33	12	74	119	28	27	24	79	198
Renault	37	38	58	133	12	13	14	39	172
Rover	0	0	0	0	0	1	0	1	1
Seat	0	0	0	0	1	1	1	3	3
Skoda	0	0	0	0	0	0	0	0	0
Subaru	0	0	0	0	0	0	0	0	0
Suzuki	0	0	0	0	0	0	0	0	0
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	1	0	0	1	1
Toyota	63	45	39	147	9	19	7	35	182
Vauxhall	63	20	12	95	13	18	21	52	147
Volkswagen	57	52	106	215	28	33	39	100	315
Volvo	0	0	0	0	0	0	0	0	0
Other	2	2	3	7	1	1	1	3	10
All Light Goods	517	313	609	1,439	283	377	366	1,026	2,465

Source: DVA

Table 4.1 New and used heavy goods vehicles registered for the first time by make: Jan-Mar 09 to Jan-Mar 10

Make	Jan-Mar 09		Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	0	0	1	0	0	0	0
Bedford	0	1	2	0	0	1	0	0	0	2
Case	0	1	0	0	0	0	0	1	0	0
Caterpillar	1	0	0	0	0	0	1	1	0	0
DAF	39	82	21	102	16	99	18	101	31	137
Dennis	7	1	10	2	4	1	3	1	1	4
Dodge	0	0	0	0	0	1	0	0	0	0
ERF	0	8	0	9	0	6	0	5	0	9
Fiat	8	10	12	16	3	12	3	6	9	8
Foden	0	7	0	4	0	3	0	5	0	2
Ford	4	3	1	2	3	2	0	0	0	6
Grove Coles	1	0	1	0	1	0	0	1	0	0
Hino	0	2	0	4	0	1	0	4	1	7
Isuzu	0	2	1	3	0	2	1	5	0	6
Iveco	40	12	24	11	25	19	23	25	36	33
Iveco-Ford	0	13	0	20	0	15	0	15	0	12
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	27	0	24	0	24	1	11	3	20
JCB	3	2	1	2	4	1	2	1	1	3
Johnston	2	0	0	0	2	0	0	0	0	1
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	3	0	3	0	3	0	2	0	3
Leyland Daf	1	13	0	18	3	18	0	17	2	11
MAN	14	41	16	60	21	39	10	65	12	45
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	1	0	0	0	0	1
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	34	26	50	25	42	51	10	45	31	42
Merlo	1	2	1	0	1	2	1	0	0	1
Mitsubishi	4	6	0	3	1	5	0	1	0	1
New Holland	2	0	0	0	0	0	0	0	0	0
Renault	6	7	14	9	16	23	15	22	9	9
Renault (UK)	0	1	0	2	0	5	0	2	0	5
Scania	21	76	11	80	17	110	28	71	6	92
Seddon/Atkinson	0	1	0	1	0	2	0	0	0	2
Thwaites	2	0	0	0	0	0	0	2	0	0
Volkswagen	0	1	0	1	0	0	1	2	0	0
Volvo	24	80	18	100	86	111	10	81	12	77
Other	22	29	31	42	11	16	11	10	7	1
All New/Used Heavy Goods	236	457	214	543	257	573	138	502	161	540
All Heavy Goods	693		757		830		640		701	

Source: DVA

Table 4.2 Heavy goods vehicles registered for the first time by make, month and new/used breakdown: Jan-Mar 10

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Jan	Feb	Mar	Jan-Mar 10	Jan	Feb	Mar	Jan-Mar 10	Jan-Mar 10
All Wheel Drive	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	1	1	2	2
Case	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	0	0	0
DAF	7	15	9	31	40	45	52	137	168
Dennis	0	0	1	1	3	1	0	4	5
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	4	2	3	9	9
Fiat	0	3	6	9	3	2	3	8	17
Foden	0	0	0	0	1	0	1	2	2
Ford	0	0	0	0	3	3	0	6	6
Grove Coles	0	0	0	0	0	0	0	0	0
Hino	0	1	0	1	2	2	3	7	8
Isuzu	0	0	0	0	2	0	4	6	6
Iveco	11	7	18	36	8	17	8	33	69
Iveco-Ford	0	0	0	0	4	4	4	12	12
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)	2	0	1	3	5	8	7	20	23
JCB	0	1	0	1	1	1	1	3	4
Johnston	0	0	0	0	0	1	0	1	1
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	1	1	1	3	3
Leyland Daf	1	0	1	2	2	4	5	11	13
MAN	3	7	2	12	15	20	10	45	57
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	0	1	0	1	1
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	14	13	4	31	8	18	16	42	73
Merlo	0	0	0	0	0	1	0	1	1
Mitsubishi	0	0	0	0	0	0	1	1	1
New Holland	0	0	0	0	0	0	0	0	0
Renault	6	2	1	9	3	2	4	9	18
Renault (UK)	0	0	0	0	2	1	2	5	5
Scania	0	4	2	6	20	30	42	92	98
Seddon/Atkinson	0	0	0	0	1	1	0	2	2
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	0	0	0	0	0	0	0	0	0
Volvo	9	3	0	12	25	25	27	77	89
Other	6	0	1	7	0	1	0	1	8
All Heavy Goods	59	56	46	161	153	192	195	540	701

Source: DVA

PUBLIC TRANSPORT

Table 5.1 Ulsterbus passenger journeys, bus miles and passenger receipts: Jan-Mar 09 to Jan-Mar 10

	Millions				
	Jan-Mar 09	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P
Passenger journeys					
All passenger journeys	11.75	11.83	7.18	11.72	11.17
Weekly average	0.90	0.91	0.55	0.90	0.86
Bus miles					
All bus miles	9.53	9.48	8.38	9.20	9.07
Weekly average	0.73	0.73	0.64	0.71	0.70
Passenger receipts £s					
All passenger receipts	21.63	22.87	15.33	23.45	21.96
Weekly average	1.66	1.76	1.18	1.80	1.69

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Jan-Mar 09 to Jan-Mar 10

	Millions				
	Jan-Mar 09	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P
Passenger journeys					
All passenger journeys	6.61	6.64	6.04	7.14	6.52
Weekly average	0.51	0.51	0.46	0.55	0.50
Bus miles					
All bus miles	2.11	2.04	1.97	2.12	2.07
Weekly average	0.16	0.16	0.15	0.16	0.16
Passenger receipts £s					
All passenger receipts	8.28	8.40	7.65	9.12	8.32
Weekly average	0.64	0.65	0.59	0.70	0.64

Source: Translink

Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Jan-Mar 09 to Jan-Mar 10

	Millions				
	Jan-Mar 09	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P
Passenger journeys					
All passenger journeys	18.36	18.46	13.22	18.86	17.69
Weekly average	1.41	1.42	1.02	1.45	1.36
Bus miles					
All bus miles	11.64	11.52	10.35	11.32	11.14
Weekly average	0.90	0.89	0.80	0.87	0.86
Passenger receipts £s					
All passenger receipts	29.91	31.27	22.98	32.57	30.28
Weekly average	2.30	2.41	1.77	2.51	2.33

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Jan-Mar 09 to Jan-Mar 10

	Millions				
	Jan-Mar 09	Apr-Jun 09 ^P	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P
Passenger journeys					
All passenger journeys	2.49	2.43	2.45	2.58	2.49
Weekly average	0.19	0.19	0.19	0.20	0.19
Passenger miles					
All passenger miles	44.34	41.11	43.29	43.59	44.31
Weekly average	3.41	3.16	3.33	3.35	3.41
Passenger receipts £s					
All passenger receipts	7.23	6.87	7.37	7.07	7.16
Weekly average	0.56	0.53	0.57	0.54	0.55

Source: Translink

PETROLEUM

Table 6.1 Deliveries of petrol and diesel for use in Northern Ireland: Jan-Mar 09 to Jan-Mar 10

	Tonnes/Percentage									
	<u>Jan-Mar 09^{P, 1}</u>		<u>Apr-Jun 09^{P, 1}</u>		<u>Jul-Sep 09^{P, 1}</u>		<u>Oct-Dec 09^{P, 1}</u>		<u>Jan-Mar 10^{P, 1}</u>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol²										
Super ³	2,129	1.0	4,230	1.9	5,792	2.3	7,837	2.9	7,173	3.1
Premium (95 Ron) ⁴	88,862	40.1	91,477	41.2	102,349	41.2	108,818	39.6	86,522	37.6
All unleaded petrol	90,992	41.0	95,707	43.1	108,141	43.6	116,655	42.5	93,695	40.7
Sulphur free petrol⁵										
Super ³	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Premium (95 Ron) ⁴	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 ⁶	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	90,992	41.0	95,707	43.1	108,141	43.6	116,655	42.5	93,695	40.7
DIESEL										
ULSD ⁷	104,953	47.3	110,391	49.7	126,731	51.1	142,266	51.8	122,088	53.0
Sulphur free ⁵	25,824	11.6	15,988	7.2	13,287	5.4	15,699	5.7	14,572	6.3
All Diesel	130,777	59.0	126,379	56.9	140,018	56.4	157,965	57.5	136,660	59.3
All Petrol and Diesel	221,769	100.0	222,086	100.0	248,159	100.0	274,620	100.0	230,355	100.0

Source: Department of Energy and Climate Change (DECC)

1 All reported 2009 figures are provisional pending DECC's release of the 2011 Digest of United Kingdom Energy Statistics (DUKES) in July 2011, with all reported 2010 figures provisional until the publication of DUKES 2012.

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

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

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

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

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

7 Ultra Low Sulphur Diesel: a grade of DERV (Diesel Engine 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: Jan-Mar 09 to Jan-Mar 10

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10
Full Tests completed	158,616	158,883	147,117	135,218	164,414
Retests	30,334	33,342	30,763	32,239	31,643
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 April 2009 to March 2010 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: Jan-Mar 09 to Jan-Mar 10

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10
Full Tests completed	3,583	8,780	5,324	2,224	3,609
Retests	221	591	329	173	166
4 quarter rolling average (% retests) ¹	7	7	7	7	6

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 April 2009 to March 2010 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: Jan-Mar 09 to Jan-Mar 10

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10
Full Tests completed	4,168	4,393	3,984	4,315	4,040
Retests	952	1,075	956	1,151	1,056
4 quarter rolling average (% retests) ¹	25	24	24	25	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 April 2009 to March 2010 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: Jan-Mar 09 to Jan-Mar 10

	Jan-Mar 09	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10
Full Tests completed	25,334	25,975	24,646	23,858	21,907
Retests	6,393	7,014	6,328	6,585	6,314
4 quarter rolling average (% retests) ¹	27	27	26	26	27

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 April 2009 to March 2010 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: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09^f</u>		<u>Jan-Mar 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	7,085		7,870		7,588		6,864		5,920	
	Female	7,720		9,140		9,285		8,008		6,666	
	All persons	14,805		17,010		16,873		14,872		12,586	
Tests Passed	Male	3,714		4,267		4,229		3,918		3,351	
	Female	3,246		4,071		4,305		3,736		3,056	
	All persons	6,960		8,338		8,534		7,654		6,407	
4 Quarter rolling average (% passed)¹	Male	51	49	52	49	53	49	55	49	56	49
	Female	42	42	43	42	44	42	45	43	46	43
	All persons	46	45	47	45	48	46	50	46	50	46

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 April 2009 to March 2010

Table 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,443		6,646		6,895		6,514		5,919	
	Female	5,900		6,003		6,677		5,723		5,222	
	All persons	12,343		12,649		13,572		12,237		11,141	
Tests Passed	Male	3,963		4,052		4,326		3,994		3,676	
	Female	3,651		4,007		4,581		3,779		3,528	
	All persons	7,614		8,059		8,907		7,773		7,204	
4 Quarter rolling average (% passed)¹	Male	63	63	62	61	61	60	62	61	62	61
	Female	68	69	66	67	66	66	66	67	67	67
	All persons	65	65	64	64	63	63	64	64	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 April 2009 to March 2010

Table 8.3 Motorcycle 'L' driving tests, NI/GB comparison: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09¹</u>		<u>Apr-Jun 09¹</u>		<u>Jul-Sep 09¹</u>		<u>Oct-Dec 09^{1,1}</u>		<u>Jan-Mar 10¹</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	339		786		890		615		319	
Conducted	Female	31		90		130		117		39	
	All persons	370		876		1,020		732		358	
Tests	Male	232		582		676		469		247	
Passed	Female	20		51		85		67		28	
	All persons	252		633		761		536		275	
4 Quarter	Male	70	68	72	68	73	68	74	69	76	70
rolling average	Female	64	55	61	56	60	59	61	63	61	67
(% passed)²	All persons	70	66	71	67	71	67	73	68	74	69

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 April 2009 to March 2010

Table 8.4 Touch screen theory tests for motorcyclists, NI/GB comparison: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	285		542		488		278		237	
Conducted	Female	29		46		66		52		25	
	All persons	314		588		554		330		262	
Tests	Male	232		439		387		224		187	
Passed	Female	24		44		55		45		21	
	All persons	256		483		442		269		208	
4 Quarter	Male	77	79	78	80	79	81	80	81	80	81
rolling average	Female	78	85	82	85	82	86	87	86	87	85
(% passed)¹	All persons	77	80	79	81	80	81	81	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 April 2009 to March 2010

Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09</u>		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09^f</u>		<u>Jan-Mar 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	694		712		864		827		822	
Conducted	Female	34		52		61		41		34	
	All persons	728		764		925		868		856	
Tests	Male	400		442		518		502		492	
Passed	Female	18		30		34		25		13	
	All persons	418		472		552		527		505	
4 Quarter	Male	55	49	57	49	59	50	60	50	61	51
rolling average	Female	51	52	53	54	54	54	57	54	54	55
(% passed)¹	All persons	55	49	57	50	58	50	60	51	60	51

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 April 2009 to March 2010

Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Jan-Mar 09 to Jan-Mar 10

		<u>Jan-Mar 09</u>		<u>Apr-Jun 09^f</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09^f</u>		<u>Jan-Mar 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	163		140		111		124		147	
Conducted	Female	28		8		18		14		17	
	All persons	191		148		129		138		164	
Tests	Male	96		94		83		80		103	
Passed	Female	22		6		10		8		10	
	All persons	118		100		93		88		113	
4 Quarter	Male	62	51	65	52	66	52	66	52	69	51
rolling average	Female	64	55	69	56	68	58	68	57	60	58
(% passed)¹	All persons	62	52	65	52	66	53	66	53	68	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 April 2009 to March 2010

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 2009 figures are provisional pending DECC's Release of the 2011 Digest of United Kingdom Energy Statistics (DUKES) in July 2011, with all reported 2010 figures provisional until the publication of DUKES 2012.

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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