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MÄNNYSTRIE FÜR

Kintra Pairts Fordèrin

Northern Ireland Transport Statistics 2009-10



Introductory Notes

The annual Transport Statistics 2009-10 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
2009-10	denotes the financial year ending 31 March 2010.

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.

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Contents

	Page
Overall Summary	5
User Information	7
Chapter 1 Vehicle Registrations	
Summary of Chapter 1	19
1.1 Vehicles currently licensed by taxation group: 2005-2009	21
1.2 UK indices (2000=100) of licensed vehicle stock: 2000-2009	21
1.3 Vehicles currently licensed by taxation class and fuel type: 2009	22
1.4 Private and Light Goods vehicles currently licensed by year of first registration, NI/GB comparison: 2009	23
1.5 Private and Light Goods Tax Group currently licensed by year of first registration in NI: 2005-2009	23
1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2005-2009	24
1.7 Vehicles currently licensed by body type: 2005-2009	24
1.8 Vehicles currently licensed by body code: 2009	25
1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009	26
1.10 Twenty most popular Private and Light Goods vehicles in NI: 2009	31
1.11 Motor vehicles registered for the first time in NI by vehicle type: 2005-2009	32
1.12 Private cars registered for the first time in NI by make: 2009	33
1.13 Light goods registered for the first time in NI by make: 2009	34
1.14 Heavy goods registered for the first time in NI by make: 2009	35
1.15 Car ownership levels in NI and GB: 2005-06 to 2009-10	36
1.16 Private and Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2005-2009	36
Chapter 2 Driver and Vehicle Testing	
Summary of Chapter 2	38
2.1 Motor vehicle testing scheme: 2005-06 to 2009-10	39
2.2 Passenger service vehicle testing scheme: 2005-06 to 2009-10	39
2.3 Goods vehicle testing scheme: 2005-06 to 2009-10	39
2.4 Car 'L' driving tests, NI/GB comparison: 2005-06 to 2009-10	40
2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2005-06 to 2009-10	40
2.6 Motorcycle 'L' driving tests, NI/GB comparison: 2005-06 to 2009-10	41
2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2005-06 to 2009-10	41
2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests NI/GB comparison: 2005-06 to 2009-10	42
2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests (NI) by type: 2005-06 to 2009-10	42
2.10 Ordinary licences issued by type: 2005-06 to 2009-10	43
2.11 Vocational licences issued by type: 2005-06 to 2009-10	43

Chapter 3 Road Network

	Summary of Chapter 3	45
3.1	NI public road lengths by type of road: 2006-2010	46
3.2	Road Network Summary Lengths 2010 - All Divisions	46
3.3	NI public road lengths by local government district and Roads Service division by type of road: 2010	47
3.4	Public expenditure on NI roads: 2005-06 to 2009-10	48

Chapter 4 Freight

	Summary of Chapter 4	50
4.1	Road freight licenses issued: 2005-06 to 2009-10	51
4.2	Road service operators (buses & coaches) licences issued: 2005-06 to 2009-10	51
4.3	Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2005-2009	52
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: 2009	53
4.5	International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/loading: 2009	53
4.6	Freight handled at NI airports: 2000-2009	54

Chapter 5 Road Safety

	Summary of Chapter 5	56
5.1	Reported road traffic injury collisions by attribution: 2005-2009	57
5.2	Vehicles involved in reported road traffic injury collisions: 2005-2009	57
5.3	Deaths and injuries caused due to reported road traffic injury collisions: 2000-2009	58
5.4	Reported road traffic injury collision deaths by road user by month: 2009	59
5.5	Reported road traffic injury collision child deaths by road user by month: 2009	59
5.6	Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009	60
5.7	Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009	60
5.8	Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009	60

Chapter 6 Public Transport

	Summary of Chapter 6	62
6.1	Ulsterbus/Metro transport: 2005-06 to 2009-10 - Vehicle Stock	63
6.2	Ulsterbus/Metro transport: 2005-06 to 2009-10 - Staff employed	63
6.3	Ulsterbus/Metro transport: 2005-06 to 2009-10 - Passenger journeys, bus miles and kilometres	63
6.4	Ulsterbus/Metro transport: 2005-06 to 2009-10 - Local Stage passenger receipts	63
6.5	NI Rail service assets and staff: 2005-06 to 2009-10	64
6.6	NI Rail service passenger journeys, miles, kilometres and receipts: 2005-06 to 2009-10	64

Chapter 7 Air Transport

	Summary of Chapter 7	66
7.1	Total aircraft movements and air transport movements at NI airports: 2000-2009	67
7.2	Air transport movements at NI airports: 2005-2009	68
7.3	Scheduled and chartered terminal passenger traffic via NI by airport: 2000-2009	69
7.4	UK Airports by number of terminal passengers: 2004 and 2009	70
7.5	Scheduled direct weekly flights from NI airports: 2009 and 2010	71
7.6a	International air passenger traffic to and from Belfast International airport: 2008 and 2009	72
7.6b	International air passenger traffic to and from George Best Belfast City airport: 2008 and 2009	74
7.6c	International air passenger traffic to and from City of Derry airport: 2008 and 2009	74

Chapter 8 General Transport Statistics

	Summary of Chapter 8	76
8.1	Employees in transport related employment in NI by gender: March 2010	77
8.2	Employees in transport related employment in NI: March 2006-2010	77
8.3	Method of travel to work, UK/NI comparison: 2009 Quarter 4	78
8.4	Method of travel to work, NI: 2005-2009	78
8.5	Provision of NI charged car parking by local government district and Roads Service division: 2009-10	79
8.6	Deliveries of petrol and diesel for use in NI: 2005-06 to 2009-10	80
8.7	HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2005-2009	81
8.8	Domestic Sea Passengers at Northern Ireland Ports: 2005-2009	81

Technical Notes	83
------------------------	----

Associated Publications	87
--------------------------------	----

Sources Used for Publications and Useful Websites	89
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Overall Summary

Chapter 1 Vehicle Registrations

- There were 1,043,905 vehicles licensed in Northern Ireland at 31 December 2009. Of these, 84% were Private Light Goods (PLG) vehicles.
- The most popular make of PLG vehicle was Ford, comprising 12% of all currently licensed PLGs at 31 December 2009, followed by Vauxhall (11%) and Volkswagen (10%).
- The number of PLG vehicles per capita (aged 17+) has increased by 9% in Northern Ireland over the period 2005 to 2009 compared to only 0.5% in Great Britain. However, Northern Ireland started from a historically lower base and even with this relatively large increase, has only in 2009 reached a similar level to Great Britain with 632 and 631 PLG vehicles respectively per 1,000 population (aged 17+).

Chapter 2 Driver and Vehicle Testing

- The pass rate for car 'Learner' driving tests here has risen from 46% in 2008-09 to 50% in 2009-10. 56% of males passed the car driving test in 2009-10 compared to 46% of females.

Chapter 3 Road Network

- During 2009-10, new construction and improvement accounted for 43% of the £436 million spend on our roads. Maintenance (structural, routine and winter) accounted for 28% of the money spent while public lighting accounted for 4%.

Chapter 4 Freight

- 57.4 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles in 2009, a decrease of 16% from 2008.

Chapter 5 Road Safety

- The number of road deaths occurring as a result of reported road traffic collisions increased by 7% from 107 in 2008 to 115 in 2009.

Chapter 6 Public Transport

- From 2008-09 to 2009-10, the number of passenger journeys on Ulsterbus fell 5% from 44.0 million to 41.9 million. For Metro services, passenger journeys decreased 1% from 26.5 million to 26.3 million over the same time period.
- During 2009-10, there were 10.0 million rail passenger journeys made, a decrease of 2% from 2008-09.

Chapter 7 Air Transport

- In 2009, Belfast International Airport was the 13th busiest commercial airport in the UK with 4.5 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 16th busiest UK commercial airport with 2.6 million terminal passengers, 1% of all UK terminal passengers.
- Malaga was the most popular international route from Belfast International Airport with 166,017 passengers flying there and back during 2009 and Paris (Charles de Gaulle) was the second most popular international route with 144,345 passengers.

Chapter 8 General Transport Statistics

- In 2009, 2.2 million sea passengers travelled between Northern Ireland and Great Britain ports, the same as in the previous year.

User Information

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, road 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. AEA Technology has used the petrol and diesel car figures in the Annual as one of the inputs for calculating transport emission projections. 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. We are collecting some information on the impact on our data suppliers and will be publishing this on the CSRB pages of the DRD website in January 2011.

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 Transport Statistics is currently undergoing assessment with the final report setting out the assessment team's findings due to be published at the end of October 2010.

When the UK Statistics Authority (UKSA) assessment report on Northern Ireland Transport Statistics is published, a copy will be available on the UKSA website:

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

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.

All other data in the publication are Official Statistics and, as such, will still conform to the Code of Practice for Official Statistics although this has not been independently tested. A short assessment of the data quality of each of the datasets used in the publication has been included in the sections below.

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.

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.
- PLG per 1,000 population aged 17 and over (Table 1.16) 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.

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 quarter 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 first bullet point below). In addition, we are looking into obtaining an age breakdown for driving tests (see second 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

- 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 83).

- 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).
- 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 83). 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 several 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 with the percentage reduction in numbers found in the latest year in line with the decrease also found in car tests (where there have been no similar changes to test format). The pass rate in the year in which the change was introduced, 2008/09, did not show any unusual increase/decrease either so although a larger than usual increase has been observed in 2009/10, it is unclear whether this represents some sort of lag effect or is actually a genuine increase. Further analysis in 2010/11 looking at the pass rates for each test type, 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 (56%) in the number of tests included in the reported figures. 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 in pass rate in 2009/10. 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 84).

Road freight and Road service 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 and road service (buses and coaches) operator and vehicle licences issued during the year. These data are provided by Road Transport Licensing Division of 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 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.

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 good 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 2008 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).

Air Freight (Table 4.6)

See Air Transport section

Rail Freight (data in Chapter 4 in previous publications)

The transport of freight by rail to and from Northern Ireland ceased as of 31 December 2003. These tables have therefore been removed from the publication and can be found in previous editions of Northern Ireland Transport Statistics:

http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_transport_statistics.htm

In these earlier publications, Table 4.6 contained data on rail freight carried to Northern Ireland from the Republic of Ireland and Table 4.7 contained data on rail freight carried from Northern Ireland to the Republic of Ireland.

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:
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/rrcgb2008>
- Inclusion of a question relating to road traffic collisions in the Travel Survey for Northern Ireland from 2011 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.

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 which have been removed

NIR parcels ceased to operate at the end of 2008-09. This table has therefore been removed from the publication and can be found in previous editions of Northern Ireland Transport Statistics.

http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_transport_statistics.htm

In these earlier publications, Table 6.7 contained data on NI Rail service parcels handled and parcel receipts.

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

- 2007-08 covers a 53 week period. All other years cover 52 week periods. A small amount of the increase from 2006-07 to 2007-08 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.

Air Transport (Chapter 7, 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 85). 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.

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 for Enterprise, Trade and Investment.

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 by the Labour Force Survey. Due to sample size restrictions, only the numbers/percentages taking the most popular modes of transport to work can be reported for Northern Ireland.

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.
- Data on car parks for Armagh, Banbridge and Craigavon areas within Southern Division have not been collected since 2002-03. A data source has now been identified and 2009-10 data for these areas appear in this publication.

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 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. If there has been a large sea rescue incident during the year, for example in 2007 when the Coastguard was involved in helping the Stena HSS, the persons assisted figure is much higher than in years where there has been no such incident.

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.
- Data on domestic sea passengers taking the Larne-Douglas route have been provided for the first time. As the route closed in June 2008, figures in the table are for 2005 to 2008.

Summary of changes since previous publication

<i>Change</i>	<i>See details on</i>
Table 2.6 - Change to practical motorcycle test from single test to 2 module test	Page 11
Rail freight tables have been removed as the service no longer operates (Tables 4.6 and 4.7 in previous publications)	Page 13
NI Rail parcel service table has been removed as the service no longer operates (Table 6.7 in previous publications)	Page 14
Table 8.5 – car park data for Armagh, Banbridge and Craigavon areas appear in the publication for the first time since 2002-03	Page 16
Table 8.8 – sea passenger data for the Larne-Douglas route appear for the first time in the publication	Page 17

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:

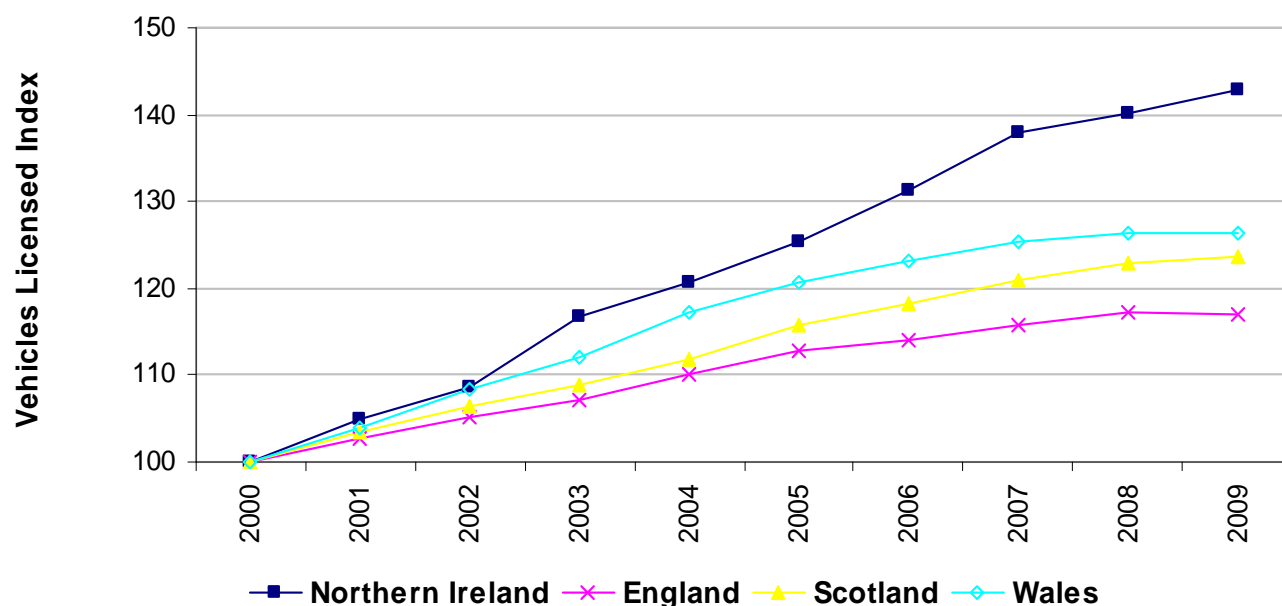
p Data are provisional

r Data have been revised from previous publication

1 Vehicle Registrations

- 1.1 There were 1,043,905 vehicles licensed in Northern Ireland at 31 December 2009. Of these, 84% were Private Light Goods (PLG) vehicles. 9% of all the vehicles licensed were exempt from duty. Over the period from 2000 to 2009 licensed vehicle stock in Northern Ireland increased by 43%, compared with 26% in Wales, 24% in Scotland and 17% 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 2009 (2000=100)



- 1.2 The average age of a currently licensed PLG vehicle in Northern Ireland, at 31 December 2009, was 5.0 years compared with 6.9 years in Great Britain (Table 1.4).
- 1.3 Of the PLG vehicles currently licensed at the end of 2009, 69% had engine capacities of over 1500cc compared to 66% at the end of 2005 (Table 1.6).
- 1.4 At 31 December 2009, Ford was the most popular make of currently licensed PLGs at 12%, followed by Vauxhall (11%) and Volkswagen (10%) (Table 1.9).
- 1.5 The number of vehicles registered for the first time in Northern Ireland during 2009 was 105,122 representing a 7% decrease on the previous year's figure of 112,763. Of these 105,122 vehicles, 83% were private cars, 9% were light goods, 3% were motorcycles and 3% heavy goods, with tractors, buses and general haulage and special types accounting for the remaining 2% (Table 1.11).
- 1.6 In 2009-10 77% of households in Northern Ireland had access to a car or van compared with 75% of households in Great Britain (Table 1.15).
- 1.7 The number of PLG vehicles per capita (aged 17+) has increased by 9% in Northern Ireland over the period 2005 to 2009 compared to only 0.5% in Great Britain. However, Northern Ireland started from a historically lower base and even with this relatively large increase, has

only in 2009 reached a similar level to Great Britain with 632 and 631 PLG vehicles respectively per 1,000 population (aged 17+) (Table 1.16, Figure 1.2).

Figure 1.2: PLG vehicles per 1,000 population aged 17+, NI/GB comparison 2000 to 2009

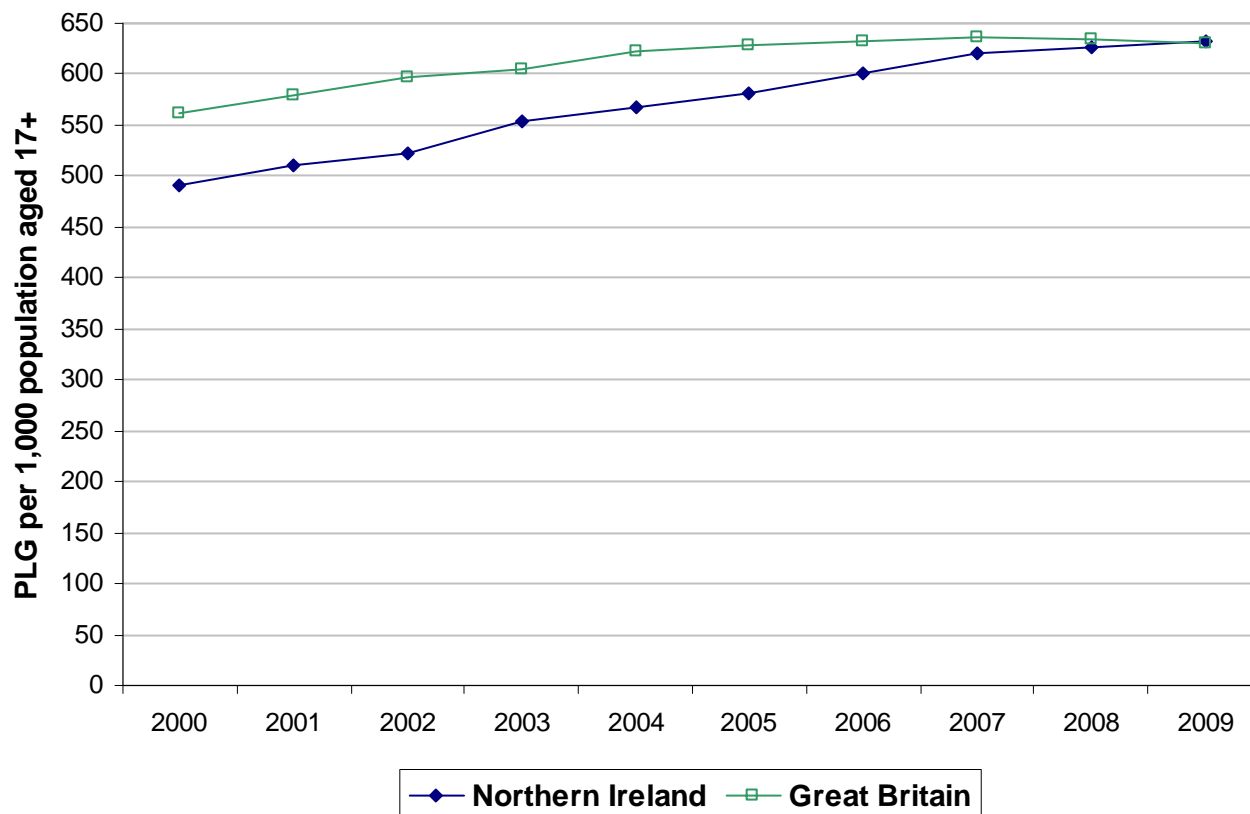


Table 1.1 Vehicles currently licensed by taxation group: 2005-2009

		Number at 31 December									
Taxation Group	Taxation Classes ¹	2005		2006		2007		2008		2009	
		No.	%	No.	%	No.	%	No.	%	No.	%
Private Light Goods	11, 36, 39, 48, 49, 59, 91, 92	765,061	83.4	800,969	83.5	840,621	83.4	857,044	83.7	873,562	83.7
M/C, SC/Mopeds	17, 18	25,998	2.8	27,083	2.8	28,150	2.8	28,180	2.8	28,080	2.7
Gen (HGV) Goods	1, 2, 10, 23, 45, 46, 53	23,517	2.6	24,806	2.6	25,785	2.6	25,136	2.5	24,534	2.4
Bus	34, 38	2,566	0.3	2,670	0.3	2,865	0.3	2,951	0.3	2,987	0.3
Agric Tractors	40 & 44	9,584	1.0	10,586	1.1	12,817	1.3	14,326	1.4	15,526	1.5
Other	14-16, 19, 37, 47, 50 & 55-58, 79, 81, 82	1,898	0.2	2,039	0.2	2,125	0.2	2,232	0.2	2,244	0.2
Crown	60	6,367	0.7	7,315	0.8	9,655	1.0	6,902	0.7	7,215	0.7
Exempt	>60 except 79, 81, 82, 91, 92	82,408	9.0	83,209	8.7	86,271	8.6	87,625	8.6	89,757	8.6
All Vehicles		917,399	100.0	958,677	100.0	1,008,289	100.0	1,024,396	100.0	1,043,905	100.0

Source: Driver and Vehicle Agency (DVA)

1 Tax class 91 and 92 added to Private Light Goods Taxation Group, see Technical Notes (page 83) for further detail

Table 1.2 UK indices (2000=100) of licensed vehicle stock: 2000-2009

Thousands								
Year	England	Index	Scotland	Index	Wales	Index	NI	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	28,321	113.9	2,587	118.2	1,698	123.0	959	131.2
2007	28,798	115.9	2,648	121.0	1,729	125.3	1,008	137.9
2008	29,114	117.1	2,688	122.9	1,742	126.2	1,024	140.1
2009	29,081	117.0	2,706	123.7	1,745	126.4	1,044	142.8

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

Table 1.3 Vehicles currently licensed by taxation class¹ and fuel type: 2009

Number at 31 December

Code	Taxation Class ¹	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	65	22,147	2	22,214
2	Trailer HGV	0	216	0	216
10	Private/Heavy Goods	14	1,142	3	1,159
11	Private/Light Goods (PLG)	132,250	99,721	125	232,096
14	Special Vehicle	6	1,457	13	1,476
15	Special trailer	0	2	0	2
17	Bicycle	28,045	33	2	28,080
19	Electric motorcycle	0	0	1	1
23	HGV CT	0	61	0	61
34	Bus	8	2,881	1	2,890
36	Euro 4 Light	8	2,272	2	2,282
37	Steam vehicle	0	0	1	1
38	RPV bus	0	97	0	97
39	LGV	169	57,778	24	57,971
40	Agricultural machine	225	15,198	10	15,433
44	Mowing machine	0	93	0	93
45	RPV HGV	5	853	0	858
46	RPV trailer HGV	0	18	0	18
47	Recovery vehicle	1	365	0	366
48	Petrol Car	279,947	0	0	279,947
49	Diesel Car	0	300,249	0	300,249
50	Tricycle	221	4	2	227
53	RPV HGV CT	0	8	0	8
55	General haulage	0	18	0	18
56	RPV General	0	1	0	1
57	Special types	0	88	0	88
58	RPV Special Types	0	3	0	3
59	Alternative Fuel	0	0	758	758
60	Crown vehicle	1,468	5,728	19	7,215
61	Not licensed	3,782	1,412	6	5,200
65	Ambulance	25	401	0	426
66	Fire engine	3	119	0	122
70	Exempt (No licence)	6	46	1	53
71	Fire service	26	239	0	265
72	Lifeboat haulage	1	2	0	3
74	Civil Defence	0	0	0	0
76	Police	1,213	1,592	0	2,805
77	Limited use	218	2,303	1	2,522
78	Disabled	41,417	29,696	82	71,195
79	Electric	0	0	42	42
81	Gritting vehicle	0	19	0	19
85	Disabled passenger	20	413	0	433
87	Health service vehicle	29	959	3	991
88	Historic Vehicle	4,121	1,582	22	5,725
90	Exempt (Nil licence)	4	13	0	17
91	Personal Export	35	223	0	258
92	Direct Export	0	1	0	1
All Taxation Classes		493,332	549,453	1,120	1,043,905

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: 2009

Thousands

Number at 31 December

Registered less than (Years)	Northern Ireland		Great Britain	
	Number	%	Number	%
1	84	9.7	1,883	6.2
2	172	19.7	3,971	13.1
3	273	31.3	6,404	21.1
4	363	41.6	8,830	29.1
5	444	50.8	11,349	37.4
6	518	59.3	13,989	46.1
7	587	67.2	16,604	54.7
8	651	74.5	19,162	63.1
9	707	81.0	21,521	70.9
10	754	86.4	23,513	77.5
11	793	90.7	25,211	83.1
12	822	94.1	26,627	87.7
13	842	96.3	27,736	91.4
14	854	97.8	28,515	93.9
15	862	98.7	29,055	95.7
All Private and Light Goods	874	100.0	30,352	100.0
Average age of vehicles (years)	5.0		6.9	

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: 2005-2009

Number at 31 December

Registered less than (years)	2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	98,325	12.9	105,642	13.2	114,501	13.6	93,803	10.9	84,493	9.7
2	186,689	24.4	197,450	24.7	212,833	25.3	199,627	23.3	171,890	19.7
3	271,653	35.5	282,184	35.2	300,289	35.7	293,049	34.2	273,464	31.3
4	352,307	46.0	363,631	45.4	381,587	45.4	376,736	44.0	363,182	41.6
5	425,682	55.6	440,232	55.0	458,954	54.6	453,744	52.9	443,625	50.8
6	491,034	64.2	509,627	63.6	531,263	63.2	526,640	61.4	517,635	59.3
7	551,198	72.0	570,871	71.3	595,902	70.9	594,468	69.4	587,068	67.2
8	605,502	79.1	626,317	78.2	652,320	77.6	654,369	76.4	651,206	74.5
9	650,703	85.1	675,277	84.3	702,282	83.5	705,918	82.4	707,225	81.0
10	687,288	89.8	714,408	89.2	745,006	88.6	750,293	87.5	754,365	86.4
11	715,700	93.5	744,606	93.0	777,509	92.5	786,331	91.7	792,551	90.7
12	735,378	96.1	766,605	95.7	801,081	95.3	812,087	94.8	821,859	94.1
13	747,155	97.7	780,821	97.5	817,209	97.2	829,682	96.8	841,505	96.3
14	753,648	98.5	788,858	98.5	826,983	98.4	841,056	98.1	854,311	97.8
15	757,694	99.0	793,132	99.0	832,323	99.0	847,563	98.9	862,139	98.7
All Private and Light Goods Vehicles	765,061	100.0	800,969	100.0	840,621	100.0	857,044	100.0	873,562	100.0

Source: DVA

Table 1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2005-2009

Engine capacity	Number at 31 December									
	2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	6	0.0	110	0.0	546	0.1	591	0.1	10	0.0
Up to 1000cc	29,325	3.8	29,673	3.7	29,184	3.5	28,650	3.3	29,092	3.3
1001-1500cc	232,159	30.3	236,880	29.6	241,410	28.7	243,583	28.4	245,404	28.1
1501-2000cc	386,305	50.5	405,649	50.6	426,254	50.7	436,544	50.9	447,227	51.2
Over 2000cc	117,266	15.3	128,657	16.1	143,227	17.0	147,676	17.2	151,829	17.4
All Private and Light Goods Vehicles	765,061	100.0	800,969	100.0	840,621	100.0	857,044	100.0	873,562	100.0
Petrol	408,687	53.4	410,869	51.3	415,003	49.4	412,912	48.2	412,409	47.2
Diesel	356,168	46.6	389,788	48.7	425,165	50.6	443,445	51.7	460,244	52.7
Other	206	0.0	312	0.0	453	0.1	687	0.1	909	0.1

Source: DVA

Table 1.7 Vehicles currently licensed by body type: 2005-2009

Body type	Number at 31 December									
	2005		2006		2007		2008		2009	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	763,664	83.2	793,763	82.8	828,310	82.2	844,510	82.4	861,311	82.5
Taxi	633	0.1	698	0.1	709	0.1	704	0.1	754	0.1
Motorcycle	28,689	3.1	29,922	3.1	31,763	3.2	31,225	3.0	31,156	3.0
Tricycle	127	0.0	157	0.0	189	0.0	216	0.0	247	0.0
Light Goods Vehicle	77,407	8.4	84,474	8.8	92,565	9.2	93,227	9.1	94,845	9.1
Heavy Goods Vehicle	24,022	2.6	25,190	2.6	26,399	2.6	25,288	2.5	24,925	2.4
Bus/Coach	5,570	0.6	5,765	0.6	5,978	0.6	6,052	0.6	6,033	0.6
Agricultural Vehicle	12,607	1.4	13,708	1.4	16,828	1.7	17,568	1.7	18,846	1.8
Other	4,680	0.5	5,000	0.5	5,548	0.6	5,606	0.5	5,788	0.6
All body types	917,399	100.0	958,677	100.0	1,008,289	100.0	1,024,396	100.0	1,043,905	100.0

Source: DVA

Table 1.8 Vehicles currently licensed by body code: 2009

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	2,916	52	Skip loader	313
2	4 door saloon	135,014	53	Special mobile unit	51
3	Saloon	11,342	54	Landrover/Jeep	7,355
4	Convertible	13,210	55	Airport support unit	6
5	Coupe	24,254	56	Single decker bus/coach	2,142
6	Estate	110,355	57	Double decker bus/coach	378
7	Taxi	754	58	Standee bus	4
8	Invalid vehicle	76	59	Half decker bus/coach	31
9	Tricycle	247	60	Minibus	3,478
10	Goods tricycle	4	61	Curtain Sided	954
11	Hearse	162	62	Tourer	129
12	Limousine	361	63	Agricultural tractor	17,592
13	3 door saloon	167,655	64	Combine harvester	95
14	5 door saloon	340,903	65	Root crop harvester	4
15	Moped	109	66	Forage harvester	67
16	Scooter	2,679	68	Sprayer	12
17	Scooter combination	46	69	Viner/Picker	3
18	Motorcycle	25,815	70	Agricultural machine	886
19	M/C combination	21	71	Mowing machine	187
20	PCV	27	72	Moped	2,455
21	Sports	2,379	73	Road surfer	28
22	Panel van	48,707	74	Road tester	4
23	Box van	6,830	75	Tractor	400
24	Car derived van	15,841	76	Ambulance	508
25	Light van	325	77	Fire engine	218
26	Pickup	8,312	78	Bull dozer	5
27	Motor caravan	3,040	79	Road Stripper	5
28	Van/Side windows	1,052	80	Tar sprayer	33
29	Light goods	90	81	Line painter	20
30	Pantehicon	18	82	Line roller	316
31	Luton van	471	83	Street cleansing	337
32	Insulated van	949	84	Gritting vehicle	289
33	Glass carrier	27	85	Tower wagon	63
34	Specially fitted van	97	86	Crane	178
35	Van	7,652	87	Lift truck	371
36	Livestock carrier	441	88	Snow plough	22
37	Float	33	89	Loading shovel	183
38	Flat lorry	1,393	90	Rear digger	425
39	Dropside lorry	1,432	91	Station tractor	0
40	Tipper	5,281	92	Tractor excavator	67
41	Low loader	71	93	Hydraulic excavator	117
42	Truck	110	94	Cesspool emptier	11
43	Breakdown truck	390	95	Skeletal goods	43
44	Tanker	972	96	MPV	52,631
45	Solid bulk carrier	62	98	Not recorded	488
46	Concrete mixer	376	99	Special purpose	326
47	Mobile plant	24	A1	Fwd Reach Tel Handle	335
48	Car transporter	140	A2	Mobile Pump	9
49	Refuse disposal	623		Other	0
50	Goods	7,075		All Vehicles currently licensed	1,043,905
51	Front Dumper	168			

Source: DVA

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009

Number at 31 December

Aixam		Austin / Leyland / Leyland Daf Rover / Land Rover / MG Triumph / Leyland Cars / Mini Freight Rover / Vanden Plas - Cont'd		Chevrolet/Daewoo - Cont'd	
All Aixam	5			Lanos	260
Alfa Romeo				Leganza	31
145/146	36	Metro	67	Matiz	980
147	463	MGB/Midget	162	Musso	13
155/156	706	MGF	265	Nexia	15
159	208	MG TF	275	Nubira	84
166	25	MG ZR	1,037	Tacuma	368
Brera	65	MG ZS	205	Other	124
GT	177	MG ZT	305	All Chevrolet/Daewoo	3,059
GTV	83	MG ZT-T	56	Chrysler	
Mito	144	Mini	394	300C	220
Spider	69	Mini Cooper	3,331	Crossfire	76
Other	237	Mini Cooper S	635	Grand Voyager	573
All Alfa Romeo	2,213	Mini One	3,499	Neon	134
All Wheel Drive		Range Rover	1,255	PT Cruiser	281
All All-Wheel Drive	6	Range Rover Sport	778	Sebring	45
Applied Swpr		Spitfire	27	Voyager	580
All Applied Swpr	7	Stag	20	Other	186
Aston Martin		Sterling	5	All Chrysler	2,095
DB7	20	Streetwise	195	CI Motorhome	
DB9	35	Taxi/Hire Car	265	All CI Motorhome	35
Vanquish	5	TR6	7	Citroen	
Vantage	50	TR7	11	2CV	30
Other	7	Other	1,338	AX	272
All Aston Martin	117	All	35,386	Berlingo	6,175
Audi		Auto-Trail		BX	17
80	564	Ducato	10	C1	1,076
90	13	Other	21	C2	1,283
100	80	All Auto-Trail	31	C3	3,393
A2	285	Bentley		C3 Picasso	105
A3	4,777	Arnage	19	C4	2,221
A4	14,187	Continental	81	C4 Grand Picasso	56
A5	559	Turbo R	7	C4 Picasso	808
A6	3,296	Other	19	C5	1,839
A8	304	All Bentley	126	C6	35
All Road	40	BMW		C8	452
Cabriolet	45	1 Series	3,025	C-Crosser	84
Coupe	60	2002	20	Dispatch Combi	1,064
Q5	121	3 Series	20,331	G Series	6
Q7	470	5 Series	7,163	Nemo Multispace	71
Quattro	23	6 Series	376	Relay	996
R8	25	7 Series	656	Saxo	3,767
RS4	65	8 Series	28	Synergie	386
RS6	20	M3	717	Xantia	866
S3	66	M5	126	XM	29
S4	77	M Series	25	Xsara	2,551
S5	34	X3	862	Xsara Picasso	6,038
S6	12	X5	2,463	ZX	603
S8	18	X6	112	Other	2,418
TT	1,438	Z3	301	All Citroen	36,641
Other	862	Z4	380	Colt	
All Audi	27,441	Other	1,058	All Colt	5
Austin / Leyland / Leyland Daf Rover / Land Rover / MG Triumph / Leyland Cars / Mini Freight Rover / Vanden Plas		All BMW	37,643	Daihatsu	
25	3,022	Boom		Charade	207
45	1,174	All Boom	7	Copen	29
75	2,050	Cadillac		Cuore	105
100 Series	212	CTS	6	Fourtrak	820
200 Series	2,943	STS	6	Grand Move	26
400 Series	1,632	Other	8	HiJet	36
600 Series	509	All Cadillac	20	Materia	20
800 Series	57	Catherham		Move	5
3500	9	All Catherham	17	Move Plus	10
Acclaim	5	Chevrolet/Daewoo		Sirion	291
City Rover	264	Aveo	189	Sportrak	35
Defender	3,054	Captiva	161	Terios	632
Discovery	2,945	Corvette	5	YRV	294
Dolomite	5	Cruze	9	Other	84
Freelander	3,363	Epica	25	All Daihatsu	2,594
Maestro	10	Espero	9	Dennis	
		Kalos	535	All Dennis	11
		Lacetti	251	Dodge	
				Avenger	19

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009- cont'd

Number at 31 December

Dodge - Cont'd		Ford/Iveco Ford - Cont'd		Iveco	
Caliber	116	S-Max	689	Turbo Daily	40
Journey	63	Sport Ka	38	Other	1,128
Nitro	44	Street Ka	193	All Iveco	1,863
Other	23	Tourneo	6	Jaguar/Daimler/Van Plas	
All Dodge	265	Tourneo Connect	17	Egale	9
Ferrari		Transit	17,687	Limosine	60
360	9	Transit Connect	2,377	Six	5
550/575M	5	Zetec	29	Sovereign	63
599	6	Other	4,985	S-Type	879
F430	29	All Ford	106,716	XF	297
F430 Spider	13	Honda		XJ	614
Other	50	Accord	4,294	XJR	29
All Ferrari	112	CB	14	XJ S	60
Fiat		Civic	9,755	XK	191
500	391	Concerto	14	XKR	72
500C	12	CR	13	X Type	1,934
Barchetta	8	CR-V	3,144	Other	136
Brava	225	CR-X	20	All Jaguar/Daimler/etc	4,349
Bravo	294	CX	7	Jeep	
Cinquecento	70	FR-V	270	Cherokee	530
Coupe	51	HR-V	210	Commander	37
Croma	23	Insight	30	Compass	9
Doblo	210	Integra	81	Grand Cherokee	683
Dolbo Bargo	378	Jazz	2,708	Patriot	120
Ducato	1,159	Legend	58	Wrangler	75
Fiorino	14	Logo	19	Other	37
Grand Punto	173	NXS	7	All Jeep	1,491
Idea	68	Prelude	159	Kia	
Marea	84	S2000	111	Carens	329
Multipla	302	Shuttle	24	Cee'D	361
Panda	844	Stream	41	Cerato	210
Punto	4,448	Other	1,034	Magentis	114
Qubo	7	All Honda	22,013	Mentor	85
Scudo	456	Hummer		Picanto	911
Scudo Panorama	8	H3	11	Pride	77
Sedici	70	Other	12	Pro Cee'D	85
Seicento	384	All Lincoln	23	Rio	949
Stilo	784	Hyundai		Sedona	486
Ulysse	197	Accent	2,812	Shuma	49
Uno	18	Amica	1,133	Sorento	495
X1/9	8	Atoz	170	Soul	53
Other	925	Coupe	1,275	Sportage	623
All Fiat	11,611	Elantra	367	Other	169
Ford / Iveco Ford		Getz	3,895	All Kia	4,996
Capri	65	H100	30	Lada	
Cardinal Hearse	12	I10	1,187	Riva	6
C-Max	544	I20	559	Other	1
Consul	8	I30	1,014	All Lada	7
Cortina	15	I800	19	Lamborghini	
Courier	179	Iload	6	Gallardo	7
Dorchester	12	Lantra	380	Other	2
Escort	2,846	Matrix	971	All Lamborghini	9
Explorer	16	Santa Fe	1,248	Lancia	
Fiesta	25,245	Sonata	164	Delta	5
Focus	23,271	Terracan	218	Other	6
Focus C-Max	1,699	Trajet	341	All Lancia	11
Focus RS	108	Tucson	970	LDV	
Fusion	1,418	X2	10	200 Series	70
Galaxy	2,931	XG 30	11	400 Series	717
Granada	43	Other	393	Cub	33
Ka	5,599	All Hyundai	17,173	Maxus	459
Kunga	486	Isuzu		Other	59
Maverick	191	Boghorn	5	All LDV	1,338
Mondeo	14,394	NKR	12	Lexus	
Orion	17	Pick-up	22	GS	252
Popular	10	Rodeo	669	IS	1,518
Probe	43	TF	6	LS	128
Puma	561	Trooper	1,380	RX	383
Ranger	717	Other	557	SC	31
Sapphire	14	All Isuzu	2,651	Other	84
Scorpio	42	Iveco		All Lexus	2,396
Sierra	209	Daliy	695		

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009- cont'd

Number at 31 December

Lincoln		Mercedes - Cont'd		Nissan/Datsun - Cont'd	
Town Car	18	CLS	360	Silvia	13
Other	35	E Class	4,842	Skyline	27
All Lincoln	53	GL	64	Sunny	159
Lotus		M Class	1,263	Terrano	2,323
Elan	13	R Class	72	Urvan	14
Elise	73	S Class	836	Vanette	567
Esprit	20	SL Class	302	X-Trail	1,861
Exige	9	SLK	731	Other	2,963
Other	8	Sprinter	3,568	All Nissan / Datsun	32,579
All Lotus	123	V Class	23	Panther	
LTI		Vaneo	30	All Panther	
TX1	107	Viano	31	Perodua	
TX11	22	Vito	1,240	Kellisa	13
Other	9	Other	2,702	Kenari	6
All LTI	138	All Mercedes	30,827	Other	1
Man/Man/VW		Metrocab		All Perodua	
All Metrocab		All Metrocab		20	
Maserati		Microcar		Peugeot	
Coupe	12	All Microcar		1007	97
Granturismo	15	Mitsubishi		106	5,405
Quattroporte	17	3000 GT	18	107	2,086
Other	14	Canter	32	205	459
All Maserati	58	Carisma	1,032	206	16,304
Mazda		Challenger	85	206 CC	333
121	111	Colt	1,750	206 SW	428
323	2,039	Galant	159	207	4,748
626	1,001	Grandis	108	207CC	387
B Series	184	L200	2,222	3008	23
BT-50	74	L300	43	305	22
CX-7	33	Lancer	742	306	7,816
Demio	314	Outlander	295	307	7,854
E 2200	55	Pajero	6	307 CC	426
Eunos	11	Shogun	3,322	307 SW	481
Mazda 2	1,272	Shogun Pinin	103	308	1,585
Mazda 3	1,781	Shogun Sport	585	308 CC	36
Mazda 5	464	Sigma	9	309	61
Mazda 6	3,446	Space Runner	5	4007	78
MPS	10	Space Star	294	405	585
MPV	53	Space Wagon	149	406	6,113
MX-3	72	Other	1,817	407	2,913
MX-5	1,626	All Mitsubishi	12,776	407 SW	776
MX-6	15	Morgan		504	11
Premacy	345	4-4	18	505	8
RX-7	19	Plus 8	6	605	10
RX-8	509	Other	12	607	196
Tribute	32	All Morgan	36	806	126
Xedos	33	Nissan / Datsun		807	241
Other	765	100NX	16	Bipper	56
All Mazda	14,264	200SX	77	Boxer	799
Mercedes		300ZX	11	Buxy	6
190	319	350Z	201	Expert	1,002
200	33	370Z	12	Expert Teepee	34
220	32	Almera	3,828	Partner	2,611
230	100	Almera Tino	1,199	Partner Combi	162
240	8	Bluebird	12	Partner Teepee	29
250	55	Cabstar	203	Other	3,358
260	15	GT-R	39	All Peugeot	67,665
280	57	Interstar	71	Piaggio	
300	235	Kubistar	148	Porter	5
310	13	Maxima	23	All Piaggio	5
320	19	Micra	8,957	Pontiac	
350	9	Murano	102	Firebird	11
380	7	Navara	1,489	Other	6
420	11	Note	1,322	All Pontiac	17
500	29	Pathfinder	550	Porsche	
560	6	Patrol	271	911	649
A Class	1,675	Pixo	73	911 GT3	10
B Class	388	Primastar	374	924	24
C Class	10,078	Primera	3,430	928	17
CL	122	Qashgai	2,020	944	73
CLC Class	173	Qashgai +2	96	968	19
CLK	1,379	Serena	128	Boxster	561
				Carrera	26

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009- cont'd

Number at 31 December

Porsche - Cont'd		Saab - Cont'd		Suzuki/Suzuki (Spain) - Cont'd	
Cayenne	227	Other	140	Other	387
Cayman	137	All Saab	5,330	All Suzuki	11,038
Other	54	Santana		Talbot	
All Porsche	1,797	All Santana		Express	
Proton		Seat		Sunbeam	
Compact	36	Alhambra	2,384	Other	
GE	5	Altea	1,164	All Talbot	
GEN-2	116	Altea Freetrack	39	Tata	
GL	26	Altea XL	403	Loadbeta	
GLS	17	Arosa	398	Safari	
Impian	56	Cordoba	527	TL4	
Proton	8	Eceo	36	Other	
Persona	368	Ibiza	6,838	All Tata	
Satria	37	Inca	692	Toyota	
Satria Neo	16	Leon	5,421	4 Runner	
Savvy	40	Toledo	2,520	Auris	
SE	3	Other	2,150	Avensis	
SL	11	All Seat	22,572	Avensis Verso	
Wira	140	Skoda		Aygo	
Other	23	Fabia	3,427	Camry	
All Proton	902	Favorit	12	Carina	
Regent		Felicia	695	Celica	
All Regent	8	Octavia	4,130	Corolla	
Reliant		Roomster	109	Corolla Verso	
Scimitar	8	Superb	1,141	Corona	
Other	2	Other	250	Dyna	
All Reliant	10	All Skoda	9,764	Hiace	
Renault		Smart / MCC		Hilux	
11	5	Forfour	95	IQ	
12	9	Fortwo	244	Land Cruiser	
15	6	Passion	95	Liteace	
17	5	Pulse	48	MR2	
18	12	Pure	36	Paeso	
19	140	Roadster	50	Picnic	
20	16	Roadster Coupe	17	Previa	
21	33	Other	43	Prius	
25	11	All Smart / MCC	628	RAV-4	
5	84	Ssangyoung		Space Cruiser	
9	8	Korando	6	Starlet	
Clio	29,358	Kyron	140	Supra	
Espace	972	Musso	24	Townace	
Expression	8	Rexton	264	Urban Cruiser	
Extra	101	Rodius	301	Verso	
Grand Espace	393	Other	101	Yaris	
Grand Modus	144	All Ssangyoung	836	Yaris Verso	
Grand Scenic	1,729	Subaru		Other	
Kangoo	2,151	Forester	280	All Toyota	
Koleos	254	Impreza	1,406	TVR	
Laguna	6,462	Justy	37	Cerbera	
Master	1,131	Legacy	282	Chimaera	
Megane	17,829	Outback	77	Griffith	
Megane Coupe	734	Tribeca	16	Tuscan	
Megane Scenic	5,948	Vivio	7	Other	
Modus	1,562	Other	358	All TVR	
Safrane	29	All Subaru	2,463	Vauxhall / Opel / Bedford	
Scenic	4,588	Suzuki/Suzuki (Spain)		Agila	
Traffic	2,457	Alto	1,055	Antara	
Twingo	278	Baleno	208	Arena	
Vel Satis	40	Cappuccino	6	Astra	
Other	6,027	Carry	34	Astra Twintop	
All Renault	82,524	Grand Vitara	3,783	Astravan	
Rolls Royce		Ignis	766	Brava	
Phantom	5	Jimny	476	Calibra	
Silver Spirit	5	Liana	294	Carlton/Rekord	
Other	63	SJ	6	Cavalier	
All Rolls Royce	73	Splash	145	Chevette/Kadett	
Saab		Supercarry	7	Combo	
900	246	Swift	2,340	Corsa	
9000	89	SX4	970	Corsavan	
9-3	3,952	Vitara	169	Eagle Quest	
9-3X	12	Wagon R+	385	Firenza	
9-5	891	X-90	7	Frontera	

Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2009- cont'd

Number at 31 December

Vauxhall/Bedford - Cont'd		Volvo - Cont'd	
Insignia	934	S70	71
Manta	10	S80	631
Meriva	3,033	V40	649
Midi	6	V50	609
Monaro	11	V70	1,127
Monterey	18	XC60	67
Movano	324	XC70	148
Nova	131	XC90	841
Omega	661	Other	507
Rascal	7	All Volvo	8,948
Senator	9	Westfield	
Signum	221	All Westfield	
Sintra	8	Yamaha	
Tigra	682	All Yamaha	
Vectra	16,415	Miscellaneous	
Viva	13	All Miscellaneous	
Vivaro	1,875	All Private And Light Goods Vehicles	
VX 220	15		
VX4/90	5		
VX 8	43	873,562	
Zafira	7,512		
Other	6,333		
All	94,707		
Volkswagen			
1000	96		
800	112		
Beetle	1,883		
Bora	4,635		
Caddy	3,317		
Caravelle	222		
Clipper	7		
Corrado	55		
Crafter	319		
Derby	8		
Eos	229		
Fastback	40		
Fox	240		
Golf	26,011		
Golf Plus	1,006		
Jetta	1,861		
LT	990		
Lupo	447		
Passat	17,649		
Passat CC	96		
Phaeton	56		
Polo	14,676		
Sirocco	329		
Sharan	1,801		
Tiguan	570		
Touareg	827		
Touran	1,566		
Transporter	3,466		
Urban Fox	256		
Vento	171		
Other	4,152		
All Volkswagen	87,093		
Volvo			
240	42		
340	14		
440	130		
460	34		
480	20		
740	68		
760	9		
850	197		
855	16		
940	192		
960	40		
C30	366		
C70	174		
S40	1,910		
S60	1,086		

Source: DVA

Table 1.10 Twenty most popular Private and Light Goods vehicles in NI: 2009

Rank	Make and model	Number at 31 December	
		Number	%
1	Renault Clio	29,358	3.4
2	Vauxhall Astra	26,464	3.0
3	Volkswagen Golf	26,011	3.0
4	Ford Fiesta	25,245	2.9
5	Ford Focus	23,271	2.7
6	Vauxhall Corsa	23,111	2.6
7	BMW 3 Series	20,331	2.3
8	Renault Megane	17,829	2.0
9	Ford Transit	17,687	2.0
10	Volkswagen Passat	17,649	2.0
11	Vauxhall Vectra	16,415	1.9
12	Peugeot 206	16,304	1.9
13	Volkswagen Polo	14,676	1.7
14	Ford Mondeo	14,394	1.6
15	Audi A4	14,187	1.6
16	Toyota Avensis	12,038	1.4
17	Toyota Corolla	10,707	1.2
18	Mercedes C Class	10,078	1.2
19	Honda Civic	9,755	1.1
20	Nissan Micra	8,957	1.0
All Private and Light Goods Vehicles		873,562	100.0

Source: DVA

Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2005-2009

	Number at 31 December				
Vehicle type	2005	2006	2007	2008	2009
Private cars					
New cars PLG	56,536	57,719	60,451	46,427	42,693
New cars exempt - Govt owned	16	8	11	13	12
New cars exempt - Non Govt owned	10,614	9,574	10,277	11,370	10,154
Used cars PLG	29,830	33,505	36,895	32,437	32,901
Used cars exempt - Govt owned	0	0	1	1	1
Used cars exempt - Non Govt owned	1,475	1,423	1,343	1,199	1,182
All private cars	98,471	102,229	108,978	91,447	86,943
Buses	621	677	629	677	477
Light goods					
Light goods	12,300	13,457	13,855	11,451	9,139
Light goods exempt - Govt owned	86	93	104	63	34
Light goods exempt - Non Govt owned	209	225	227	210	208
All light goods	12,595	13,775	14,186	11,724	9,381
Heavy goods					
Heavy goods	3,768	4,080	3,676	2,923	2,797
Heavy goods exempt - Govt owned	46	53	32	41	46
Heavy goods exempt - Non Govt owned	35	63	34	28	77
All heavy goods	3,849	4,196	3,742	2,992	2,920
Tractors					
Tractors	2	8	0	1	3
Tractors exempt - Govt Owned	11	29	7	6	0
Tractors exempt - Non Govt owned	1,415	1,489	1,964	1,813	1,811
All tractors	1,428	1,526	1,971	1,820	1,814
Motor cycles					
Motor cycles	4,648	4,289	4,477	3,985	3,403
Motor cycles exempt - Govt owned	0	2	8	0	29
Motor cycles exempt - Non Govt owned	80	72	75	102	129
All motor cycles	4,728	4,363	4,560	4,087	3,561
Other exempt	0	0	0	0	0
Other non exempt	0	0	0	0	0
General Haulage and Special Types	16	32	46	16	26
All vehicles	121,708	126,798	134,112	112,763	105,122

Source: DVA

Table 1.12 Private cars registered for the first time in NI by make: 2009

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	184	88	3	275
Audi	1,974	2,393	8	4,375
Austin	0	34	1	35
BMW	2,283	2,437	23	4,743
Carbodies	0	29	0	29
Chevrolet	474	46	4	524
Chrysler	60	146	1	207
Citroen	1,852	983	9	2,844
Daewoo	0	20	4	24
Daihatsu	93	37	3	133
Daimler	1	15	0	16
Dodge	86	20	0	106
Eunos	0	0	0	0
Ferrari	13	10	0	23
Fiat	704	321	20	1,045
Ford	6,836	2,706	52	9,594
Honda	1,653	1,295	31	2,979
Hyundai	2,747	184	6	2,937
Isuzu	0	19	4	23
Jaguar	199	279	3	481
Jeep	86	83	1	170
Kia	1,330	235	2	1,567
Land Rover	349	448	9	806
Lexus	82	297	2	381
Lotus	0	25	0	25
Maserati	9	5	0	14
Mazda	1,408	329	34	1,771
Mercedes	1,283	1,154	22	2,459
MG	2	190	1	193
Mini	927	297	2	1,226
Mitsubishi	393	346	74	813
Nissan	2,917	636	73	3,626
Opel	3	9	27	39
Peugeot	2,764	2,348	14	5,126
Porsche	85	151	5	241
Proton	23	9	1	33
Renault	3,271	1,142	14	4,427
Rolls Royce	0	8	1	9
Rover	0	216	4	220
Saab	156	471	6	633
Seat	1,227	1,043	10	2,280
Skoda	817	511	5	1,333
Smart	83	27	0	110
Ssangyong	116	23	0	139
Subaru	71	150	39	260
Suzuki	1,502	125	1	1,628
Toyota	3,878	2,375	136	6,389
Triumph	0	27	0	27
Vauxhall	5,493	4,294	11	9,798
Volkswagen	4,588	4,326	41	8,955
Volvo	778	500	9	1,287
Other	59	475	31	565
All makes	52,859	33,337	747	86,943

Source: DVA

Table 1.13 Light goods registered for the first time in NI by make: 2009

Number at 31 December

Make	New	Used	Exempt (New and Used)		All Light Goods
			Government owned	Non government owned	
Austin	0	0	0	2	2
Bedford	0	3	0	3	6
Chevrolet GMC	1	6	0	0	7
Chrysler	0	0	0	0	0
Citroen	354	770	0	8	1,132
Daf	0	0	0	0	0
Daihatsu	0	4	0	0	4
Fiat	38	73	0	12	123
Ford	1,020	1,582	19	28	2,649
Freight Rover	0	0	0	0	0
Honda	1	0	0	3	4
Hyundai	6	3	0	1	10
Isuzu	53	15	0	7	75
Iveco	28	68	1	4	101
Iveco-Ford (UK)	1	3	1	0	5
Land Rover	131	38	2	15	186
LDV	11	61	1	0	73
Leyland	0	1	0	0	1
Leyland Daf	0	2	0	0	2
Mazda	25	7	0	0	32
Mercedes	293	251	0	2	546
Mitsubishi	87	229	0	8	324
Nissan	284	157	0	5	446
Opel	12	3	0	0	15
Peugeot	210	291	0	1	502
Renault	328	195	0	45	568
Rover	0	3	0	0	3
Seat	0	8	0	1	9
Skoda	0	1	0	0	1
Subaru	0	1	0	0	1
Suzuki	1	5	0	0	6
Talbot	0	0	0	0	0
Tata	0	5	0	0	5
Toyota	426	140	2	5	573
Vauxhall	401	316	0	3	720
Volkswagen	602	499	2	22	1,125
Volvo	1	0	2	3	6
Other	40	45	4	30	119
All makes	4,354	4,785	34	208	9,381

Source: DVA

Table 1.14 Heavy goods registered for the first time in NI by make: 2009

Number at 31 December

Make	New	Used	Exempt (New and Used)		All Heavy Goods
			Government owned	Non government owned	
All Wheel Drive	0	1	0	0	1
Bedford	0	2	0	0	2
Case	0	2	0	0	2
Caterpillar	2	1	0	0	3
Daf	94	381	0	2	477
Dennis	24	5	0	0	29
Dodge	0	1	0	0	1
ERF	0	26	0	2	28
Fiat	25	44	0	1	70
Foden	0	19	0	0	19
Ford	8	7	0	0	15
Grove Coles	3	1	0	0	4
Hino	0	11	0	0	11
Isuzu	2	12	0	0	14
Iveco	67	67	39	6	179
Iveco Ford	0	63	0	0	63
Iveco-Ford (German)	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0
Iveco-Ford (UK)	1	86	0	0	87
JCB	8	3	2	3	16
Johnston	4	0	0	0	4
Kato	0	0	0	0	0
Krupp	0	0	0	0	0
LDV	1	0	3	0	4
Leyland	0	9	0	1	10
Leyland Daf	4	66	0	1	71
MAN	61	205	0	0	266
MAN/VW	0	0	0	0	0
Manitou	1	0	0	0	1
Massey Ferguson	0	0	0	0	0
Matbro	0	0	0	0	0
Mercedes	113	146	0	24	283
Merlo	4	4	0	0	8
Mitsubishi	5	15	0	0	20
New Holland	2	0	0	0	2
Nissan	0	2	0	0	2
PPM	0	0	0	0	0
Renault	46	61	0	5	112
Renault (UK)	0	10	0	0	10
Scania	77	335	0	2	414
Seddon/Atkinson	0	4	0	0	4
Thwaites	2	2	0	0	4
Toyota	0	1	0	0	1
Volkswagen	1	4	0	0	5
Volvo	124	371	0	15	510
Other	58	93	2	15	168
All makes	737	2,060	46	77	2,920

Source: DVA

Table 1.15 Car¹ ownership levels in NI and GB²: 2005-06 to 2009-10

Year	Percentage of households with access to a car or van						Percentage
	<u>One only</u>		<u>Two or more</u>		<u>All</u>		
	NI	GB	NI	GB	NI	GB	
2005-06	43	43	32	32	76	75	
2006-07	45	44	31	32	76	75	
2007-08	41	43	34	32	76	75	
2008-09	45	43	33	32	77	75	
2009-10	42	43	35	32	77	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: 2005-2009

Year	NI	GB ^r	Number
2005	581	628	
2006	600	632	
2007	621	637	
2008	627	635	
2009	632	631	

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

1 Based on mid-year population estimates.

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 625,569 vehicle tests completed under the motor vehicle testing scheme during 2009-10, an increase of 4% on the 603,036 tests completed during 2008-09. The estimated test failure rate was 21% in 2009-10 (number of retests expressed as a percentage of total full tests completed over the same period (see Technical Notes (page 83)) (Table 2.1).
- 2.2 The number of passenger service vehicle tests decreased by 2% from 17,148 during 2008-09 to 16,732 in 2009-10. The number of goods vehicle tests decreased by 1% from 97,577 to 96,386 over the same period (Tables 2.2 & 2.3).
- 2.3 There were 61,341 car 'Learner' driving tests conducted in Northern Ireland during 2009-10, down 9% on the 67,479 tests conducted during 2008-09. The overall pass rate for car 'Learner' driving tests in 2009-10 was 50% compared with 46% for the previous year. In comparison, the overall pass rate in Great Britain was 46% in 2009-10 compared with 45% for the previous year. During 2009-10, the male pass rate for car 'Learner' driving tests in Northern Ireland was 56% compared to 46% for females (Table 2.4, Figure 2.1).
- 2.4 In Northern Ireland 64% of candidates passed the touch screen theory test for private car drivers during 2009-10, the same as the pass rate in Great Britain. During 2009-10 the pass rate for females in Northern Ireland was 67% compared to 62% for males (Table 2.5, Figure 2.2).

Figure 2.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB 2009-10

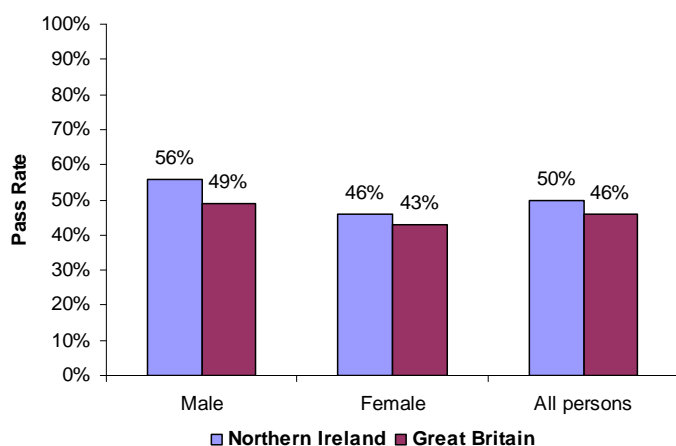
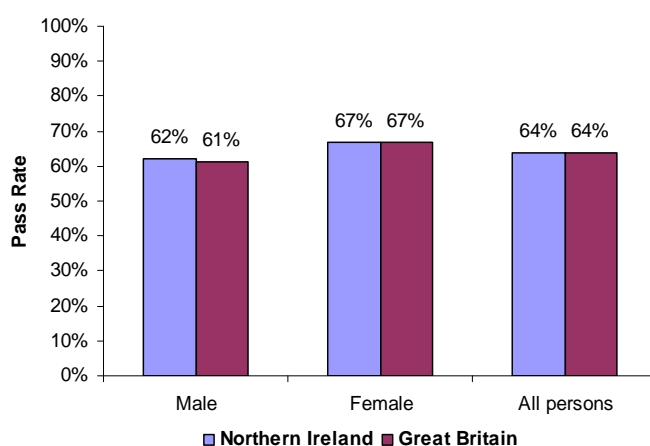


Figure 2.2: Touch Screen Theory Tests for private car drivers: % Pass Rates for Males/Females in NI/GB 2009-10



- 2.5 In 2009-10, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 74%, 76% for males and 61% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 81% during 2009-10, 80% for males and 87% for females (Tables 2.6 & 2.7).
- 2.6 There were 3,992 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2009-10. The overall pass rate for these tests was 61%; an increase of 4 percentage points on the previous year. (Table 2.8).
- 2.7 Of the 195,340 ordinary licences issued during 2009-10, 14% were provisional, 45% were full and 25% were replacement. Of the 13,145 vocational licences issued, 12% were passenger carrying vehicle licences, 49% were large goods vehicle licenses and 27% were replacements (Table 2.10 & 2.11).

Table 2.1 Motor vehicle¹ testing scheme: 2005-06 to 2009-10

	Number/Percentage				
	2005-06	2006-07	2007-08	2008-09	2009-10
Tests completed	464,549	519,738	537,950	603,036	625,569
Retests	111,507	111,804	114,213	122,197	129,246
Percentage retests ²	24	22	21	20	21

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 83)).

Table 2.2 Passenger service vehicle testing scheme: 2005-06 to 2009-10

	Number/Percentage				
	2005-06	2006-07	2007-08	2008-09	2009-10
Tests completed	14,782	15,827	16,573	17,148	16,732
Retests	4,500	4,549	4,362	4,232	4,238
Percentage retests ¹	30	29	26	25	25

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 83)).

Table 2.3 Goods vehicle testing scheme: 2005-06 to 2009-10

	Number/Percentage				
	2005-06	2006-07	2007-08	2008-09	2009-10
Tests completed	77,411	85,645	89,882	97,577	96,386
Retests	25,922	26,088	26,507	26,617	26,241
Percentage retests ¹	33	30	29	27	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 83)).

Table 2.4 Car 'L' driving tests, NI/GB comparison: 2005-06 to 2009-10

	Number/Percentage									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	26,044	902,509	27,764	880,213	30,964	871,690	31,362	839,359	28,242	753,226
Female	29,701	930,867	31,974	909,260	34,779	897,735	36,117	877,794	33,099	779,441
All persons	55,745	1,833,376	59,738	1,789,473	65,743	1,769,425	67,479	1,717,153	61,341	1,532,667
Tests passed										
Male	14,028	410,972	14,534	407,740	15,480	412,894	16,032	407,996	15,765	369,858
Female	13,167	369,866	13,647	368,416	14,194	370,532	15,027	369,756	15,168	333,524
All persons	27,195	780,838	28,181	776,156	29,674	783,426	31,059	777,752	30,933	703,382
Percentage passed										
Male	54	46	52	46	50	47	51	49	56	49
Female	44	40	43	41	41	41	42	42	46	43
All persons	49	43	47	43	45	44	46	45	50	46

Sources: NI - DVA; GB - DSA

Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2005-06 to 2009-10

	Number/Percentage									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	22,013	690,789	23,555	705,268	26,606	772,012	25,516	699,375	25,974	719,929
Female	19,436	588,821	20,851	601,080	23,440	679,367	22,712	591,401	23,625	627,919
All persons	41,449	1,279,610	44,406	1,306,348	50,046	1,451,379	48,228	1,290,776	49,599	1,347,848
Tests passed										
Male	14,791	458,600	15,763	451,517	17,218	481,354	16,165	437,699	16,048	440,152
Female	14,471	436,600	15,312	431,886	16,597	468,108	15,359	406,476	15,895	420,018
All persons	29,262	895,200	31,075	883,403	33,815	949,462	31,524	844,175	31,943	860,170
Percentage passed										
Male	67	66	67	64	65	62	63	63	62	61
Female	74	74	73	72	71	69	68	69	67	67
All persons	71	70	70	68	68	65	65	65	64	64

Sources: NI - DVA; GB - DSA

Table 2.6 Motorcycle 'L' driving tests¹, NI/GB comparison: 2005-06 to 2009-10

	Number/Percentage									
	2005-06		2006-07		2007-08		2008-09		2009-10	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	1,856	68,576	1,908	66,363	2,500	75,884	2,841	90,121	2,610	41,782
Female	255	11,604	284	10,630	380	12,061	381	15,295	376	4,619
All persons	2,111	80,180	2,192	76,993	2,880	87,945	3,222	105,416	2,986	46,401
Tests passed										
Male	1,301	45,011	1,358	44,355	1,752	51,793	1,999	61,537	1,974	29,115
Female	173	6,051	189	5,750	242	6,715	245	8,462	231	3,090
All persons	1,474	51,062	1,547	50,105	1,994	58,508	2,244	69,999	2,205	32,205
Percentage passed										
Male	70	66	71	67	70	68	70	68	76	70
Female	68	52	67	54	64	56	64	55	61	67
All persons	70	64	71	65	69	67	70	66	74	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).

Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2005-06 to 2009-10

	Number/Percentage									
	2005-06		2006-07		2007-08		2008-09		2009-10	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	1,812	60,758	2,055	62,912	2,742	82,267	2,774	90,478	1,545	49,377
Female	273	9,129	290	8,919	425	11,913	391	12,852	189	5,941
All persons	2,085	69,887	2,345	71,831	3,167	94,180	3,165	103,330	1,734	55,318
Tests passed										
Male	1,557	53,842	1,656	52,187	2,019	63,766	2,133	71,599	1,237	39,762
Female	240	8,450	248	7,790	330	9,928	306	10,890	165	5,064
All persons	1,797	62,292	1,904	59,977	2,349	73,694	2,439	82,489	1,402	44,826
Percentage passed										
Male	86	89	81	83	74	78	77	79	80	81
Female	88	93	86	87	78	83	78	85	87	85
All persons	86	89	81	83	74	78	77	80	81	81

Sources: NI - DVA; GB - DSA

Table 2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2005-06 to 2009-10

	Number/Percentage									
	2005-06		2006-07		2007-08		2008-09		2009-10	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	3,395	94,749	4,100	82,305	3,917	75,074	3,734	69,384	3,747	50,479
Female	177	5,945	180	5,701	308	6,004	285	5,513	245	4,821
All persons	3,572	100,694	4,280	88,006	4,225	81,078	4,019	74,897	3,992	55,300
Tests passed										
Male	2,100	42,879	2,552	38,018	2,212	34,984	2,111	34,066	2,314	25,801
Female	112	2,676	99	2,667	158	2,987	160	2,930	136	2,687
All persons	2,212	45,555	2,651	40,685	2,370	37,971	2,271	36,996	2,450	28,488
Percentage passed										
Male	62	45	62	46	56	47	57	49	62	51
Female	63	45	55	47	51	50	56	53	56	56
All persons	62	45	62	46	56	47	57	49	61	52

Sources: NI - DVA; GB - DSA

Table 2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests (NI) by type: 2005-06 to 2009-10

	Number/Percentage									
	2005-06		2006-07		2007-08		2008-09		2009-10	
	GV	PCV	GV	PCV	GV	PCV	GV	PCV	GV	PCV
Tests conducted										
Male	2,934	461	3,533	567	3,330	587	3,110	624	3,225	522
Female	107	70	102	78	176	132	172	113	188	57
All persons	3,041	531	3,635	645	3,506	719	3,282	737	3,413	579
Tests passed										
Male	1,797	303	2,174	378	1,870	342	1,723	388	1,954	360
Female	66	46	50	49	90	68	88	72	102	34
All persons	1,863	349	2,224	427	1,960	410	1,811	460	2,056	394
Percentage passed										
Male	61	66	62	67	56	58	55	62	61	69
Female	62	66	49	63	51	52	51	64	54	60
All persons	61	66	61	66	56	57	55	62	60	68

Source: DVA

Table 2.10 Ordinary licences issued by type: 2005-06 to 2009-10

Ordinary licences	Number/Percentage									
	2005-06		2006-07		2007-08 ^r		2008-09		2009-10	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	32,519	13	29,620	11	32,004	12	29,550	14	28,199	14
Full licences	161,419	64	177,275	65	169,582	62	107,618	50	87,490	45
Replacement licences ¹	36,099	14	38,875	14	41,999	15	45,667	21	48,322	25
Conversion prov. to full	23,505	9	27,191	10	29,663	11	31,831	15	31,329	16
All Ordinary licences	253,542	100	272,961	100	273,248	100	214,666	100	195,340	100

Source: DVA

¹ E.g. duplicates, to remove endorsements, change of address or surname.**Table 2.11 Vocational licences issued by type: 2005-06 to 2009-10**

Vocational licences	Number/Percentage									
	2005-06		2006-07		2007-08		2008-09		2009-10	
	No.	%	No.	%	No.	%	No.	%	No.	%
Passenger carrying vehicles	1,338	14	1,703	12	2,146	14	1,716	12	1,636	12
Large goods vehicles ¹	2,839	31	5,721	42	7,156	46	7,067	49	6,503	49
Replacement licences ²	3,375	36	4,229	31	4,247	28	3,895	27	3,578	27
Conversion prov. to full	1,730	19	2,047	15	1,861	12	1,720	12	1,428	11
All Vocational licences	9,282	100	13,700	100	15,410	100	14,398	100	13,145	100

Source: DVA

¹ 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.² 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 2010, there were 25,247 kilometres of public road in Northern Ireland. Unclassified roads accounted for the largest proportion of all roads (60%) followed by C roads (19%), B roads (11%), A roads (9%) and Motorways (<1%) (Table 3.2).
- 3.2 Analysis of the urban/rural split of the road network reveals that 21% of road lengths are urban (speed limit of 40 mph or less) and 79% 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 (73%) (Table 3.2).
- 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 (69%), followed by Southern, Western and Northern divisions with 60%, 59% and 57% respectively (Table 3.3).
- 3.4 During 2009-10 new construction and improvement accounted for 43% of the £436 million spend on the roads. Maintenance (structural, routine and winter) accounted for 28% of the money spent while public lighting accounted for 4% (Table 3.4, Figure 3.1).

**Figure 3.1 Public Expenditure on Northern Ireland Roads
2005-06 to 2009-10**

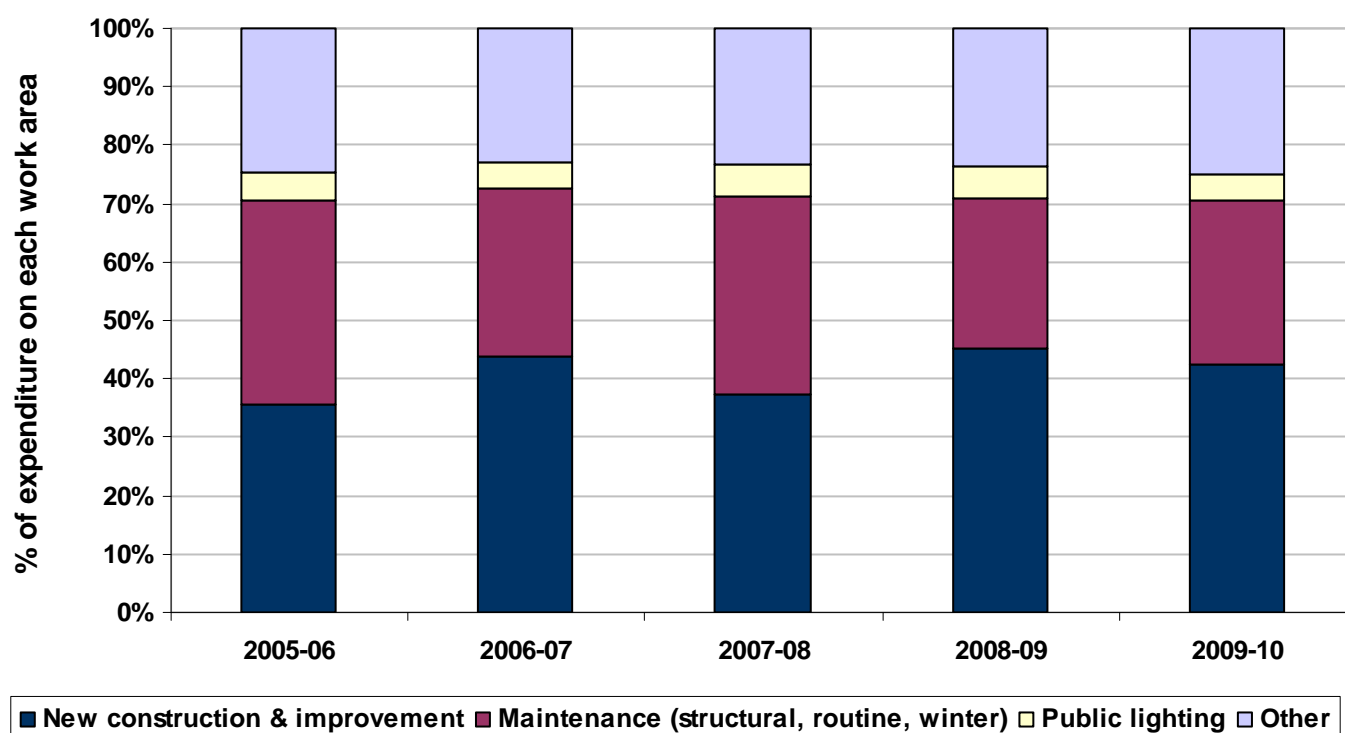


Table 3.1 NI public road lengths by type of road: 2006-2010¹

Units as indicated

Northern Ireland	<u>1 April 2006</u>		<u>1 April 2007</u>		<u>1 April 2008</u>		<u>1 April 2009</u>		<u>1 April 2010</u>	
	km		km		km		km		km	
	(000s)	%	(000s)	%	(000s)	%	(000s)	%	(000s)	%
Motorways ²	0.11	0.4	0.11	0.5	0.11	0.5	0.11	0.5	0.11	0.5
A Roads Dual Carriageway	0.16	0.6	0.17	0.7	0.17	0.7	0.17	0.7	0.17	0.7
A Roads Single Carriageway	2.11	8.4	2.11	8.4	2.10	8.4	2.10	8.3	2.10	8.3
B Roads	2.88	11.5	2.89	11.5	2.88	11.5	2.88	11.5	2.88	11.4
C Roads	4.71	18.8	4.70	18.7	4.70	18.7	4.70	18.7	4.70	18.6
Unclassified	15.05	60.2	15.14	60.3	15.16	60.3	15.19	60.4	15.27	60.5
All road types³	25.02	100.0	25.12	100.0	25.13	100.0	25.17	100.0	25.25	100.0

Source: DRD Roads Service

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

2 Excludes slip-road lengths.

3 See Technical Notes, page 84.

Table 3.2 Road Network Summary Lengths 2010 - All Divisions¹

						Km
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length ²	
Motorway ³	Motorway	29.2	199.2	228.4	114.2	
A Roads	Dual	105.0	238.7	343.7	171.9	
A Roads	Single	497.5	1,603.5	2,101.0	2,101.0	
B Roads	Dual	2.2	1.3	3.5	1.7	
B Roads	Single	374.7	2,507.9	2,882.6	2,882.6	
C Roads	Dual	2.5	0.0	2.5	1.3	
C Roads	Single	283.8	4,419.8	4,703.7	4,703.7	
Unclassified	Dual	2.6	0.0	2.6	1.3	
Unclassified	Single	4,122.0	11,146.9	15,268.9	15,268.9	
All Road Classes	^{4,5,6}	5,419.6	20,117.3	25,536.9	25,246.5	

Source: DRD Roads Service

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2010.

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 84.

Table 3.3 NI public road lengths by local government district and Roads Service division by type of road: 2010^{1,2}

							Km
Local government district/Roads Service division	Motorway ³	A Roads		B Roads	C Roads	Unclassified	All road types ⁴
		Dual c'way	Single c'way				
Antrim	20.3	9.2	81.0	82.0	172.5	442.6	807.6
Ballymena	6.5	18.9	76.3	130.7	192.5	585.0	1,009.9
Ballymoney	0.0	0.6	31.4	121.7	117.8	298.4	569.8
Coleraine	0.0	4.4	110.8	124.7	119.9	502.8	862.6
Larne	0.0	6.0	70.8	75.7	96.1	237.6	486.1
Limavady	0.0	0.0	71.9	105.6	92.3	389.7	659.6
Londonderry	0.0	11.3	61.8	69.8	143.0	621.1	907.1
Moyle	0.0	0.0	78.5	100.4	113.1	232.0	524.0
All Northern Division	26.8	50.4	582.5	810.5	1,047.3	3,309.1	5,826.7
Ards	0.0	8.7	120.6	28.3	133.8	471.0	762.4
Armagh	0.0	0.1	130.5	202.3	330.9	1,059.8	1,723.7
Banbridge	0.0	25.9	51.4	95.7	227.7	621.1	1,021.8
Craigavon	23.2	4.3	56.3	100.8	134.9	508.0	827.6
Down	0.0	0.0	162.9	108.5	227.9	644.3	1,143.6
Newry & Mourne	0.0	17.3	152.3	168.3	343.6	1,041.9	1,723.5
All Southern Division	23.2	56.4	674.1	703.9	1,398.8	4,346.2	7,202.6
Belfast	12.0	14.3	81.4	43.7	22.4	698.7	872.6
Carrickfergus	0.0	1.2	15.7	29.9	18.7	159.4	224.9
Castlereagh	0.0	8.8	24.8	7.8	38.0	272.4	351.8
Lisburn	25.6	10.2	98.1	141.2	200.3	700.9	1,176.3
Newtownabbey	15.0	4.8	30.5	68.3	66.7	338.3	523.7
North Down	0.0	18.1	12.7	29.5	31.4	270.0	361.7
All Eastern Division	52.6	57.5	263.2	320.4	377.6	2,439.6	3,510.9
Cookstown	0.0	3.9	31.2	135.5	198.9	528.3	897.8
Dungannon	11.6	1.6	116.0	166.4	329.6	919.8	1,545.0
Fermanagh	0.0	0.0	223.3	237.0	433.7	1,170.5	2,064.6
Magherafelt	0.0	2.1	97.8	96.0	170.3	557.3	923.5
Omagh	0.0	0.0	78.2	228.2	447.2	1,141.1	1,894.6
Strabane	0.0	0.0	34.7	186.4	301.5	858.2	1,380.8
All Western Division	11.6	7.6	581.2	1,049.5	1,881.2	5,175.2	8,706.3
All Divisions	114.2	171.9	2,101.0	2,884.3	4,704.9	15,270.2	25,246.5

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 2010.

3 Excludes slip-road lengths.

4 See Technical Notes, page 84.

Table 3.4 Public expenditure on NI roads: 2005-06 to 2009-10

	£ Thousands				
	2005-06	2006-07	2007-08	2008-09	2009-10
New construction and improvement	104,110	145,388	119,307	173,183	185,659
Maintenance					
Structural ¹	66,873	61,886	73,736	59,697	81,326
Routine ²	30,524	30,201	30,484	31,530	33,349
Winter ³	5,261	4,443	4,683	6,799	8,123
Public lighting ⁴	13,967	14,785	16,707	21,253	18,937
All road expenditure⁵	293,465	332,661	319,946	383,440	436,335

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.

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:

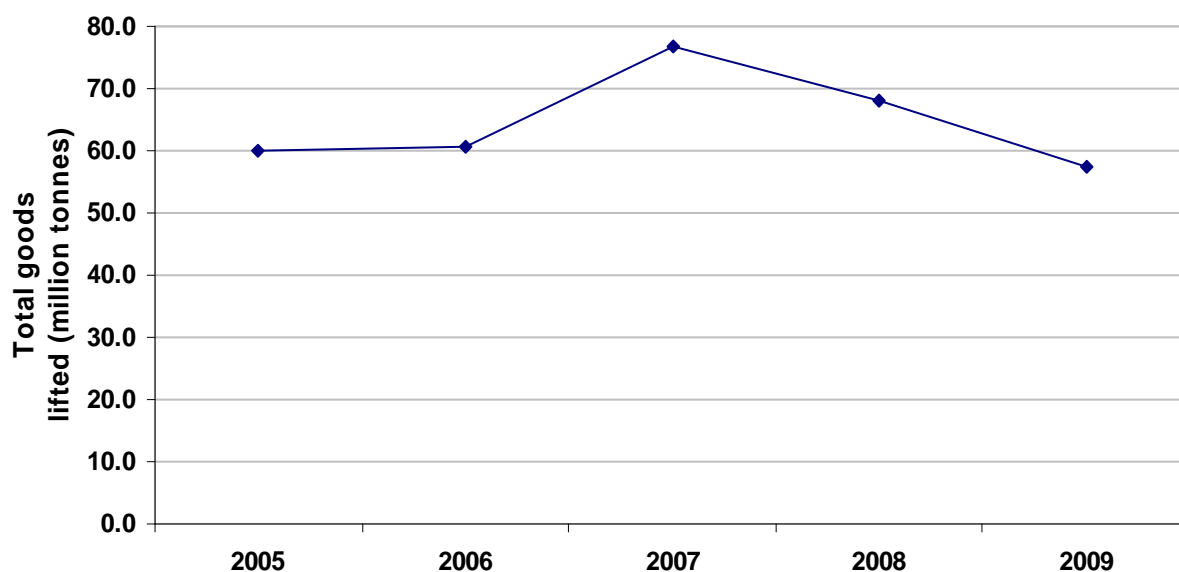
p Data are provisional

r Data have been revised from previous publication

4 Freight

- 4.1 During 2009-10 there were 2,175 freight operator licences issued in Northern Ireland, down 8% compared with 2,362 for 2008-09. Eighty two percent of operator licences issued in 2009-10 were to carry goods internationally. There were 6,920 freight vehicle licences issued during 2009-10, an increase of 5% on the 6,601 vehicle licences issued in the previous year (Table 4.1).
- 4.2 During 2009-10 there were 207 bus and coach operator licences issued and 2,601 bus and coach vehicle licences issued. Of the bus and coach licences issued, 76% of operator licences and 94% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2009, 57.4 million tonnes of freight were lifted within Northern Ireland and transported by road in goods vehicles weighing over 3.5 tonnes, a decrease of 16% from 2008. Crude minerals (e.g. sand, gravel) were the greatest single commodity transported within Northern Ireland and accounted for 16.5 million tonnes, 29% of all tonnes moved. Food, drink and tobacco accounted for 10.6 million tonnes (18%) and miscellaneous transactions accounted for 10.3 million tonnes (18%) (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 2005 to 2009



- 4.4 During 2009, 5.5 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 1.8 million tonnes (33%). On international inward journeys to Northern Ireland, 1.6 million tonnes were carried in 2009. Miscellaneous (including machinery and engines, leather and textiles) was the largest commodity category, accounting for 0.6 million tonnes (37%) (Table 4.4).
- 4.5 5.5 million tonnes of freight were exported by Northern Ireland registered vehicles over 3.5 tonnes to the Republic of Ireland during 2009, with 1.6 million tonnes carried on inward journeys from the Republic of Ireland (Table 4.5).
- 4.6 The amount of freight handled at Northern Ireland airports decreased by 17% from 36,283 tonnes in 2008 to 29,942 tonnes in 2009 (Table 4.6).

Table 4.1 Road freight licences issued: 2005-06 to 2009-10

	Number				
	2005-06	2006-07	2007-08	2008-09	2009-10
Operator licences					
National	523	499	492	461	388
International/National	1,751	1,880	1,934	1,901	1,787
All Operator licences	2,274	2,379	2,426	2,362	2,175
Vehicle licences					
National	618	527	543	442	519
International/National	5,917	6,382	6,660	6,159	6,401
All Vehicle licences	6,535	6,909	7,203	6,601	6,920

Source: DOE-Road Transport Licensing Division (RTLTD)

Table 4.2 Road service operators (buses and coaches) licences issued: 2005-06 to 2009-10

	Number				
	2005-06	2006-07	2007-08	2008-09	2009-10
Operator licences					
National	33	45	44	50	49
International	108	109	112	153	158
All Operator licences	141	154	156	203	207
Vehicle licences					
National	323	138	134	154	160
International	1,956	2,193	2,221	2,422	2,441
All Vehicle licences	2,279	2,331	2,355	2,576	2,601

Source: DOE-RTLTD

Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2005-2009 ¹

	Thousand Tonnes				
(a) By mode of working	2005	2006	2007	2008	2009
Mainly public haulage	29,590	30,179	34,313	27,639	21,456
Mainly own account	30,278	30,602	42,362	40,449	35,967
All modes	59,867	60,780	76,674	68,088	57,423
(b) By gross weight of vehicle					
Rigid Vehicles					
Over 3.5 to 17 tonnes	3,804	4,996	4,983	6,348	4,858
Over 17 to 25 tonnes	3,434	3,416	3,158	2,357	2,294
Over 25 tonnes	28,483	27,021	35,946	26,666	21,559
All rigids	35,721	35,433	44,088	35,371	28,710
Articulated Vehicles					
Over 3.5 to 33 tonnes	1,081	1,413	4,634	1,301	2,626
Over 33 tonnes	23,065	23,935	27,952	31,416	26,086
All artics	24,146	25,348	32,586	32,717	28,712
All Vehicles					
Over 3.5 to 25 tonnes	7,354	7,466	8,496	8,971	7,272
Over 25 tonnes	52,513	53,314	68,178	59,117	50,151
All weights	59,867	60,780	76,674	68,088	57,423
(c) By commodity					
Food drink & tobacco	10,850	11,227	12,418	14,111	10,599
Wood timber & cork	899	910	1,517	1,264	796
Fertilizer	280	299	423	692	456
Crude minerals	19,026	18,570	31,153	20,038	16,461
Ores	88	88	287	469	756
Crude materials	327	306	181	327	618
Coal & coke	717	765	540	434	704
Petrol & products	4,283	4,487	2,993	3,666	3,528
Chemicals	282	336	535	793	697
Building materials	11,087	11,035	10,606	10,295	7,384
Iron & steel products	893	952	678	1,228	792
Other metal products	336	390	350	437	460
Machinery & transport equipment	2,053	2,281	3,034	2,950	2,166
Miscellaneous manufactures	1,786	2,038	1,638	2,021	1,693
Miscellaneous transactions	6,961	7,097	10,322	9,362	10,312
All commodities	59,867	60,780	76,674	68,088	57,423

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.

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: 2009¹

Units as indicated

Outward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	1,836	33	198.2	28	1,379	43	139.5	31
6 Building materials	1,754	32	175.2	25	539	17	82.3	18
9 Miscellaneous	1,072	19	193.2	27	852	27	159.2	35
Other commodities	838	15	137.5	20	425	13	71.8	16
All commodities	5,501	100	704.0	100	3,194	100	452.8	100
Inward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	350	21	57.8	21	196	15	35.8	16
9 Miscellaneous	605	37	107.3	38	507	38	81.7	37
Other commodities	689	42	114.5	41	616	47	102.3	47
All commodities	1,645	100	279.6	100	1,319	100	219.8	100

Source: CSRG T (NI): DfT

¹ Commodities have been aggregated due to the small sample sizes involved. For further details see Technical Notes (page 84).

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: 2009¹

Units as indicated

Country	Outward journey				Inward journey			
	Tonnes (Thousand)	%	Tonnes-kms (Million)	%	Tonnes (Thousand)	%	Tonnes-kms (Million)	%
European Community								
Irish Republic	5,501	100	704	100	1,645	100	280	100
Other ²	-	-	-	-	-	-	-	-
All Countries	5,501	100	704	100	1,645	100	280	100

Source: CSRG T (NI): DfT

¹ Other relates to other European countries excluding the Irish Republic

² European countries (excluding Irish Republic) were amalgamated in 2009 due to small size samples involved. See Technical Notes (page 84) for further details.

Table 4.6 Freight¹ handled at NI airports: 2000-2009

Tonnes				
Year	Belfast International	George Best Belfast City	City of Derry	All airports
2000	30,599	820	0	31,419
2001	32,130	509	413	33,052
2002	29,474	1,058	168	30,700
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	39,486
2008 ^r	36,115	168	0	36,283
2009	29,804	138	0	29,942

Source: CAA Statistics

¹ Freight figures only. Mail is not included.

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 Between 2008 and 2009, the number of reported road traffic injury collisions increased by 1% from 6,231 to 6,275. Over the same period the number of reported road casualties (killed, seriously or slightly injured) increased by 2% from 9,551 to 9,767. The number of road deaths occurring as a result of reported road collisions increased by 7% from 107 to 115 (Tables 5.1 & 5.3).
- 5.2 During 2009 there were 11,514 vehicles involved in reported road traffic injury collisions representing a 1% increase on the 11,409 vehicles during 2008. Cars accounted for 84% of vehicles involved in reported road collisions (Table 5.2).
- 5.3 There were 349 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2009, which was a 1% decrease on the 2008 rate of 351. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2009 is 60 in Northern Ireland, 50 in England, 43 in Scotland and 41 in Wales (Table 5.6).
- 5.4 In 2009 the reported road traffic injury collision death rate in Northern Ireland was 6.4 deaths per 100,000 population compared to the 2008 rate of 6.0 deaths. Scotland and Wales had the joint second highest rate at 4.2 deaths per 100,000 population, while England had the lowest with a rate of 3.6. At 1.1 per 10,000 vehicles, Northern Ireland had the highest rate of reported road traffic injury collision deaths in 2009. Scotland had the second highest rate at 0.8 deaths per 10,000 vehicles followed by Wales at 0.7 and England with a rate of 0.6. (Table 5.7, Figure 5.1).

Figure 5.1: Road Traffic Injury Collision Deaths per 100,000 Population in Northern Ireland, England, Scotland and Wales: 2000 to 2009

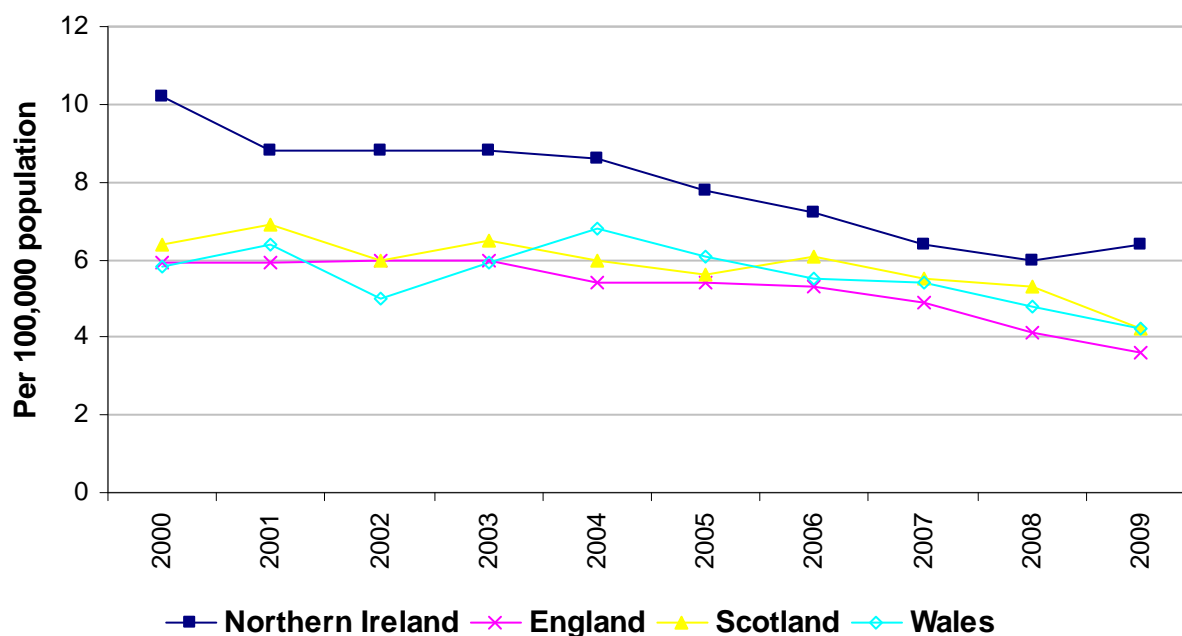


Table 5.1 Reported road traffic injury collisions by attribution: 2005-2009¹

Mainly attributable to:	Number/Percentage									
	<u>2005</u>		<u>2006</u>		<u>2007^r</u>		<u>2008</u>		<u>2009</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,014	81	4,564	81	4,698	78	4,798	77	4,915	78
Passengers/Pedestrians	424	9	508	9	470	8	554	9	520	8
Motor cyclists	182	4	192	3	204	3	205	3	195	3
Pedal cyclists	82	2	86	2	108	2	92	1	94	1
Road conditions	121	2	137	2	207	3	311	5	286	5
Vehicle defects	56	1	63	1	72	1	75	1	74	1
Other causes	83	2	101	2	240	4	196	3	191	3
All attributions	4,962	100	5,651	100	5,999	100	6,231	100	6,275	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 sub-total may be more than the total number of collisions.

Table 5.2 Vehicles involved in reported road traffic injury collisions: 2005-2009

Type of vehicle	Number/Percentage									
	<u>2005</u>		<u>2006</u>		<u>2007^r</u>		<u>2008</u>		<u>2009</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars ¹	7,499	80	8,535	82	9,020	81	9,235	81	9,635	84
Motor cycles	447	5	440	4	474	4	492	4	438	4
Pedal cycles	148	2	174	2	224	2	209	2	211	2
Goods vehicles	918	10	946	9	1,028	9	1,062	9	894	8
PCVs ²	165	2	202	2	200	2	235	2	197	2
Others ³	142	2	151	1	201	2	176	2	139	1
All vehicles	9,319	100	10,448	100	11,147	100	11,409	100	11,514	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: 2000-2009

							Number
Children				All ages			
Year	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	All casualties
2000	13	221	1,602	171	1,786	12,763	14,720
2001	10	226	1,343	148	1,682	11,312	13,142
2002	13	181	1,299	150	1,526	10,238	11,914
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

Source: PSNI

Table 5.4 Reported road traffic injury collision deaths by road user by month: 2009

						Number
Month	Driver	Passenger ¹	Pedestrian	Pedal cyclist	Motor cyclist	All road users
January	3	3	0	0	0	6
February	5	1	0	0	0	6
March	5	1	7	0	1	14
April	2	5	3	0	3	13
May	7	1	0	0	2	10
June	5	2	1	0	2	10
July	4	3	2	0	0	9
August	4	5	2	0	3	14
September	2	1	2	0	4	9
October	3	1	2	0	1	7
November	2	2	2	0	0	6
December	4	4	3	0	0	11
All Months	46	29	24	0	16	115

Source: PSNI

¹ Includes pillion passengers, pedal cycle passengers and passengers in 'other' vehicles.

Table 5.5 Reported road traffic injury collision child deaths by road user by month: 2009

				Number
Month	Pedestrian	Cyclist	Other	All road users
January	0	0	0	0
February	0	0	0	0
March	1	0	0	1
April	1	0	0	1
May	0	0	0	0
June	1	0	0	1
July	0	0	0	0
August	0	0	0	0
September	0	0	0	0
October	0	0	0	0
November	0	0	1	1
December	0	0	0	0
All Months	3	0	1	4

Source: PSNI

Table 5.6 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2000	498	425	298	328	115	84	69	69
2001	441	414	290	326	97	80	65	66
2002	400	398	283	332	85	76	61	65
2003	355	382	274	332	71	71	58	63
2004	329	367	273	323	64	67	57	59
2005 ^r	287	350	263	295	65	67	57	58
2006 ^r	323	330	254	293	59	59	50	51
2007 ^r	341	316	240	280	59	56	47	48
2008	351	293	235	260	61	52	45	45
2009	349	280	222	238	60	50	43	41

Sources: NISRA, PSNI, DFT (GB)

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

Table 5.7 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2000	10.2	5.9	6.4	5.8	2.3	1.2	1.5	1.2
2001	8.8	5.9	6.9	6.4	1.9	1.1	1.5	1.3
2002	8.8	6.0	6.0	5.0	1.9	1.1	1.3	1.0
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	1.2	1.2
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	4.8	1.0	0.7	1.0	0.8
2009	6.4	3.6	4.2	4.2	1.1	0.6	0.8	0.7

Sources: NISRA, PSNI, DFT (GB)

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

Table 5.8 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2000-2009

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2000	875	580	404	485	201	115	94	102
2001	778	566	392	473	171	110	88	96
2002	702	542	381	490	150	103	83	96
2003	606	517	369	478	121	97	78	91
2004	556	497	362	464	108	91	75	85
2005	473	477	349	431	107	91	76	85
2006	527	450	335	428	96	81	66	75
2007	536	430	312	412	94	76	61	71
2008	538	397	301	374	93	70	58	64
2009	546	380	289	345	94	68	55	59

Sources: NISRA, PSNI, DFT (GB)

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

Chapter 6

Public Transport

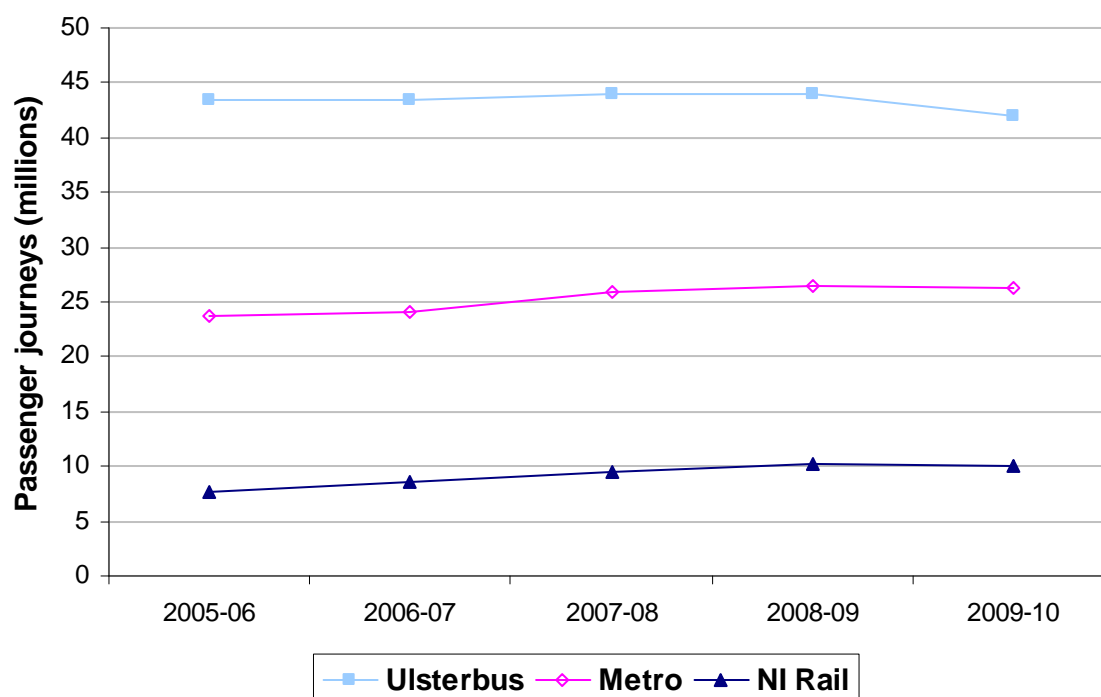
Symbols and Conventions:

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6 Public Transport

- 6.1 At the end of 2009-10 there were 1,193 Ulsterbuses and 305 Metro buses on the roads which were on average, 6.4 years and 7.1 years old respectively (Table 6.1).
- 6.2 From 2008-09 to 2009-10, the number of passenger journeys on Ulsterbus decreased by 5% from 44.0 million to 41.9 million. For Metro services, passenger journeys decreased 1% from 26.5 million to 26.3 million over the same time period (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage passenger receipts increased by 2% to £83.6 million over the period 2008-09 to 2009-10, while Metro local stage passenger receipts rose by 2% to £33.5 million (Table 6.4).
- 6.4 During 2009-10, there were 10.0 million rail passenger journeys made, a decrease of 2% from 2008-09. Railway passenger receipts also decreased, from £29.0 to £28.5 million, a decrease of 2% (Table 6.6, Figure 6.1).

**Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys
2005-06 to 2009-10**



Ulsterbus/Metro transport: 2005-06 to 2009-10

Table 6.1 Vehicle stock

	Age/Number									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08¹</u>		<u>2008-09</u>		<u>2009-10²</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	12.8	5.5	11.6	5.4	8.4	7.1	7.2	6.2	6.4	7.1
Number of buses	1,238	251	1,243	259	1,291	271	1,278	299	1,193	305

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods.

2 A new fleet of single deck buses were purchased in 2009-10.

Table 6.2 Staff employed

	Number									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08¹</u>		<u>2008-09</u>		<u>2009-10</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,341	687	2,473	711	2,519	756	2,450	773	2,339	757

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

Table 6.3 Passenger journeys, bus miles and kilometres

	Millions									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08¹</u>		<u>2008-09</u>		<u>2009-10</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	43.4	23.8	43.4	24.1	43.9	26.0	44.0	26.5	41.9	26.3
Bus miles	35.0	7.0	36.1	7.4	37.9	7.6	37.7	8.0	36.1	8.2
Bus kilometres	56.4	11.3	58.1	11.8	61.1	12.2	60.7	12.9	58.1	13.2

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

Table 6.4 Local Stage passenger receipts

	£ Millions									
	<u>2005-06</u>		<u>2006-07</u>		<u>2007-08¹</u>		<u>2008-09</u>		<u>2009-10</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	68.3	24.6	74.0	28.3	76.6	29.6	81.8	32.7	83.6	33.5

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

Table 6.5 NI Rail service assets and staff: 2005-06 to 2009-10

	Number				
	2005-06	2006-07	2007-08 ¹	2008-09	2009-10
Route miles of track	211	211	211	211	211
Rolling stock:					
Locomotives	27	20	20	20	20
Passenger coaches	140	116	116	116	116
Stations:	22	22	22	22	22
Staff employed:	851	925	957	967	921

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2005-06 to 2009-10

	Millions/£ Thousands				
	2005-06	2006-07	2007-08 ¹	2008-09	2009-10
Passenger journeys (Millions)	7.7	8.5	9.5	10.2	10.0
Passenger miles (Millions)	149.4	162.6	182.0	188.8	172.3
Passenger kilometres (Millions)	240.5	261.8	293.0	303.9	277.2
Passenger receipts (£ Thousands)	18,637	22,646	25,063	28,954	28,461

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

Chapter 7

Air Transport

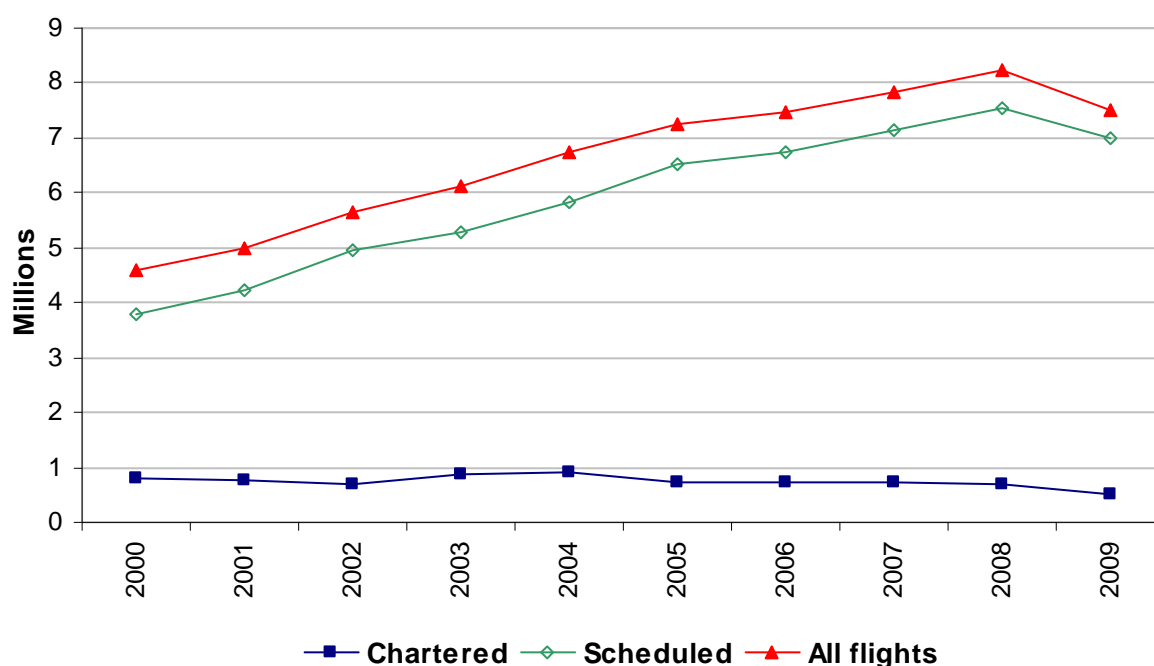
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7 Air Transport

- 7.1 There were 85,849 air transport movements (landings and takeoffs) during 2009, a decrease of 14% on the 2008 figure of 99,659 (Table 7.1).
- 7.2 Between 2008 and 2009, air transport movements at Belfast International Airport decreased by 18%, George Best Belfast City Airport decreased by 6% and City of Derry Airport decreased by 28%. In 2009, Belfast International Airport accounted for 51% of all air transport movements, George Best Belfast City Airport 44% and City of Derry Airport 5%. Of the 85,849 air transport movements occurring during 2009, 92% were scheduled and 8% were chartered. The scheduled movements consisted entirely of passenger craft, while the chartered movements comprised 46% passenger craft and 54% cargo craft (Table 7.2).
- 7.3 During 2009, 7.5 million terminal passengers passed through Northern Ireland airports, representing a decrease of 9% on the 2008 figure. Between 2008 and 2009 the number of passengers travelling on scheduled flights dropped by 7% to 7.0 million and passenger numbers on chartered flights decreased by 29% from 0.7 million to 0.5 million (Table 7.3, Figure 7.1).

Figure 7.1: Terminal Passengers at NI Airports: 2000 to 2009



- 7.4 In terms of terminal passengers, Belfast International Airport was the 13th busiest commercial airport in the UK in 2009 and accounted for 2% of all UK terminal passengers while George Best Belfast City Airport was the 16th busiest, accounting for 1% of terminal passengers. In the 5 years between 2004 and 2009, Belfast International Airport saw an increase of 3% and George Best Belfast City Airport an increase of 25% in the number of terminal passengers (Table 7.4).
- 7.5 Malaga was the most popular international route from Belfast International Airport with 166,017 passengers flying there and back during 2009 and Paris (Charles de Gaulle) was the second most popular international route with 144,345 passengers (Table 7.6a).

Table 7.1 Total aircraft movements and air transport movements at NI airports¹: 2000-2009

Year	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
2000	97,563	41,256	36,773	33,050	10,894	3,261	145,230	77,567
2001	95,354	45,706	35,158	32,494	11,554	4,736	142,066	82,936
2002	79,376	38,453	40,027	37,072	9,830	4,340	129,233	79,865
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

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.2 Air transport movements¹ at NI airports: 2005-2009

							Number
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2005	38,311	0	38,311	4,218	5,166	9,384	47,695
2006	39,333	0	39,333	4,305	4,574	8,879	48,212
2007	43,664	0	43,664	4,040	4,101	8,141	51,805
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
George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2005	37,202	0	37,202	96	0	96	37,298
2006	36,732	0	36,732	129	1	130	36,862
2007	39,638	0	39,638	287	0	287	39,925
2008	40,027	0	40,027	178	0	178	40,205
2009	37,395	0	37,395	209	0	209	37,604
City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2005	3,982	0	3,982	164	0	164	4,146
2006	4,609	0	4,609	139	0	139	4,748
2007	5,597	0	5,597	136	0	136	5,733
2008	5,738	0	5,738	85	0	85	5,823
2009	4,118	0	4,118	67	0	67	4,185
All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2005	79,495	0	79,495	4,478	5,166	9,644	89,139
2006	80,674	0	80,674	4,573	4,575	9,148	89,822
2007	88,899	0	88,899	4,463	4,101	8,564	97,463
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

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport: 2000-2009

			Number
Airport / Year	Passengers		
	Scheduled	Chartered	All flights
Belfast International			
2000	2,329,063	799,181	3,128,244
2001	2,862,834	739,868	3,602,702
2002	2,860,927	690,176	3,551,103
2003	3,117,368	837,064	3,954,432
2004	3,523,042	879,458	4,402,500
2005	4,104,734	714,778	4,819,512
2006	4,317,472	697,792	5,015,264
2007	4,561,602	674,453	5,236,055
2008	4,547,535	675,304	5,222,839
2009	4,063,031	473,467	4,536,498
George Best Belfast City			
2000	1,285,687	4,615	1,290,302
2001	1,188,417	3,556	1,191,973
2002	1,886,493	3,199	1,889,692
2003	1,968,836	5,200	1,974,036
2004	2,087,291	3,632	2,090,923
2005	2,230,194	6,783	2,236,977
2006	2,096,238	9,359	2,105,597
2007	2,162,508	24,359	2,186,867
2008	2,558,869	11,872	2,570,741
2009	2,605,418	16,315	2,621,733
City Of Derry			
2000	158,350	4,354	162,704
2001	181,955	5,564	187,519
2002	190,126	9,020	199,146
2003	190,548	14,957	205,505
2004	210,183	24,304	234,487
2005	175,796	23,561	199,357
2006	320,879	20,840	341,719
2007	407,017	20,569	427,586
2008	425,901	13,095	438,996
2009	335,850	10,007	345,857
All Airports			
2000	3,773,100	808,150	4,581,250
2001	4,233,206	748,988	4,982,194
2002	4,937,546	702,395	5,639,941
2003	5,276,752	857,221	6,133,973
2004	5,820,516	907,394	6,727,910
2005	6,510,724	745,122	7,255,846
2006	6,734,589	727,991	7,462,580
2007	7,131,127	719,381	7,850,508
2008	7,532,305	700,271	8,232,576
2009	7,004,299	499,789	7,504,088

Source: CAA Statistics

Table 7.4 UK Airports by number of terminal passengers¹: 2004 and 2009

Number/Percentage					
Airport	2009		2004		Percentage change (2009/2004)
	Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	
1 Heathrow	65,907	30.2	67,109	31.2	-1.8
2 Gatwick	32,361	14.8	31,392	14.6	3.1
3 Stansted	19,950	9.1	20,907	9.7	-4.6
4 Manchester	18,630	8.5	20,969	9.8	-11.2
5 Luton	9,115	4.2	7,520	3.5	21.2
6 Birmingham	9,093	4.2	8,797	4.1	3.4
7 Edinburgh	9,043	4.1	7,992	3.7	13.2
8 Glasgow	7,213	3.3	8,557	4.0	-15.7
9 Bristol	5,615	2.6	4,603	2.1	22.0
10 Liverpool	4,879	2.2	3,352	1.6	45.6
11 East Midlands	4,653	2.1	4,375	2.0	6.4
12 Newcastle	4,569	2.1	4,708	2.2	-3.0
13 Belfast International	4,536	2.1	4,403	2.0	3.0
14 Aberdeen	2,984	1.4	2,634	1.2	13.3
15 London City	2,797	1.3	1,675	0.8	67.0
16 George Best Belfast City	2,622	1.2	2,091	1.0	25.4
17 Leeds Bradford	2,553	1.2	2,368	1.1	7.8
18 Prestwick	1,817	0.8	2,159	1.0	-15.8
19 Southampton	1,789	0.8	1,531	0.7	16.9
20 Cardiff Wales	1,625	0.7	1,873	0.9	-13.2
Other airports ²	6,374	2.9	5,911	2.8	7.8
All reporting UK Airports^{2,3}	218,126	100.0	214,926	100.0	1.5

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: 2009 and 2010

Destination	Belfast International		George Best Belfast City		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2009	2010	2009	2010	2009	2010
Aberdeen	-	-	5	7	-	-
Alicante ²	7	10	-	-	2	2
Amsterdam	7	7	-	-	-	-
Barcelona	8	8	-	-	-	-
Birmingham	13	15	35	36	7	4
Blackpool	7	6	12	19	-	-
Bristol	13	13	7	14	-	-
Cardiff	6	-	9	10	-	-
Cork	-	-	11	6	-	-
Dublin	-	-	-	-	14	14
Dubrovnik ³	1	1	-	-	-	-
Dundee	-	-	5	5	-	-
East Midlands	12	12	13	20	-	-
Edinburgh	18	18	24	27	-	-
Exeter	-	-	6	7	-	-
Faro	13	16	-	-	-	3
Galway	-	5	-	-	-	-
Glasgow	20	20	20	25	-	-
Glasgow Prestwick	-	-	8	7	7	4
Ibiza ⁴	3	3	-	-	-	-
Inverness	-	-	5	4	-	-
Isle Of Man	11	9	24	19	-	-
Jersey ⁵	2	2	1	-	-	-
Krakow	3	3	-	-	-	-
Lanzarote	3	4	-	-	-	-
Leeds Bradford	14	14	16	18	-	-
Liverpool	36	36	12	21	7	5
London Heathrow	21	28	54	45	-	-
London Gatwick	25	26	25	26	-	-
London Stansted	27	26	28	28	6	7
Luton	24	-	-	14	2	-
Majorca (Palma) ⁶	12	12	-	-	1	1
Malaga	13	16	-	-	-	-
Manchester	13	14	38	40	-	-
Menorca (Mahon)	1	1	-	-	-	-
Milan Malpensa ⁷	3	-	-	-	-	-
Munich	3	-	-	-	-	-
Murcia	6	6	-	-	-	-
Newcastle	16	16	10	12	-	-
Newquay ⁸	2	2	-	-	-	-
New York (Newark)	7	7	-	-	-	-
Nice	7	4	-	-	-	-
Orlando Sanford	1	-	-	-	-	-
Paris	14	7	-	7	-	-
Pisa	2	2	-	-	-	-
Reus ⁶	-	-	-	-	1	1
Rennes	-	-	1	-	-	-
Rome Leonardo da Vinci (Fiumicino)	4	2	-	-	-	-
Sheffield	-	-	6	6	-	-
Southampton	-	-	17	18	-	-
Tenerife South	-	2	-	-	-	-
Toronto Hamilton	1	-	-	-	-	-
Toulouse	2	2	-	-	-	-

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

- 1 Flights at least once a week during most of the timetable period
- 2 Flights to Alicante from City of Derry airport operated from June - October only
- 3 Flights to Dubrovnik commenced 2 June 2009
- 4 Flights to Ibiza operate between June and September only
- 5 Flights to Jersey from Belfast International airport commenced 23 May 2009
- 6 Flights to Majorca and Reus from City of Derry airport operated from May - September only
- 7 Flights to Milan Malpensa ceased 21 September 2009
- 8 Flights to Newquay from Belfast International airport commenced 24 May 2009

Table 7.6a International air passenger traffic to and from Belfast International airport¹: 2008 and 2009

Country/Airport	Belfast International Airport						Number/Percentage
	2009			2008			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Austria							
Graz	0	0	0	64	0	64	-100
Innsbruck	3,150	0	3,150	3,224	0	3,224	-2
Salzburg	0	0	0	4,592	0	4,592	-100
Vienna	0	0	0	143	0	143	-100
Bulgaria							
Burgas	12,695	0	12,695	15,942	0	15,942	-20
Plovdiv	0	0	0	3,799	0	3,799	-100
Sofia	3,174	0	3,174	361	0	361	779
Varna	0	0	0	2,411	0	2,411	-100
Cyprus							
Larnaca	22,977	0	22,977	36,843	0	36,843	-38
Paphos	12,839	0	12,839	13,820	0	13,820	-7
Czech Republic							
Prague	4,085	3,825	260	57,838	57,118	720	-93
Denmark							
Aarhus (Tirstrup)	29	0	29	0	0	0	-
Billund	91	0	91	0	0	0	-
Copenhagen	0	0	0	50	0	50	-100
Finland							
Kittila	650	0	650	798	0	798	-19
Rovaniemi	298	0	298	899	0	899	-67
France							
Chambery	3,319	3,319	0	2,938	2,938	0	13
Grenoble	926	0	926	837	0	837	11
Nice	40,108	40,108	0	54,783	54,783	0	-27
Paris (Charles de Gaulle)	144,345	144,293	52	128,537	128,315	222	12
Paris (Le Bourget)	0	0	0	26	0	26	-100
Paris (Orly)	88	0	88	78	0	78	13
Tarbes-Lourdes Inter.	7,841	0	7,841	15,948	0	15,948	-51
Toulouse (Blagnac)	9,386	5,652	3,734	8,666	8,141	525	8
Germany							
Berlin (Schoenfeld)	0	0	0	29,656	29,656	0	-100
Dortmund	37	0	37	0	0	0	-
Munich	31,419	31,419	0	4,687	4,687	0	570
Greece							
Corfu	3,265	0	3,265	7,511	0	7,511	-57
Heraklion	7,285	0	7,285	13,118	0	13,118	-44
Rhodes	0	0	0	13,034	0	13,034	-100
Zakinthos	0	0	0	7,208	0	7,208	-100
Hungary							
Budapest	0	0	0	8,822	8,822	0	-100
Debrecen	27	0	27	0	0	0	-
Ireland (Republic)							
Cork	120	0	120	274	0	274	-56
Dublin	33	0	33	95	0	95	-65
Shannon	30	0	30	196	0	196	-85
Italy							
Bergamo	616	0	616	8,923	0	8,923	-93
Brescia/Montichiari	7,348	0	7,348	488	0	488	1,406
Milan (Malpensa)	23,234	23,234	0	3,261	3,261	0	612
Naples	6,780	0	6,780	6,574	0	6,574	3
Pisa	7,740	7,740	0	8,625	8,625	0	-10
Rimini	189	0	189	0	0	0	-
Rome (Leonardo da Vinci-Fiumicino)	42,857	41,449	1,408	36,545	36,545	0	17
Trieste (Ronchi Dei Legionari)	0	0	0	89	0	89	-100
Venice	0	0	0	19,170	19,170	0	-100
Verona Villafranca	7,200	0	7,200	14,012	0	14,012	-49
Luxembourg							
Luxembourg	0	0	0	30	0	30	-100
Netherlands							
Amsterdam	91,031	91,031	0	138,669	138,669	0	-34
Groningen	0	0	0	82	0	82	-100
Poland							
Gdansk	0	0	0	9,437	9,437	0	-100
Katowice	346	0	346	19,847	19,847	0	-98
Krakow	41,085	41,085	0	50,783	50,320	463	-19
Warsaw	191	0	191	26,874	26,680	194	-99
Portugal (Excluding Madeira)							
Faro	125,419	108,244	17,175	128,091	101,840	26,251	-2
Lisbon	261	0	261	436	0	436	-40

¹ Excludes air taxi operations.

Table 7.6a International air passenger traffic to and from Belfast International airport¹: 2008 and 2009 – cont'd

Belfast International Airport							Number/Percentage
Country/Airport	2009			2008			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU cont'd							
Portugal(Madeira)							
Funchal	0	0	0	276	0	276	-100
Slovak Republic							
Bratislava	0	0	0	61	0	61	-100
Slovenia							
Ljubljana	252	0	252	0	0	0	-
Maribor	0	0	0	455	0	455	-100
Spain							
Alicante	86,864	78,218	8,646	97,098	82,901	14,197	-11
Barcelona	95,665	95,332	333	122,121	121,937	184	-22
Gerona	6,942	0	6,942	10,155	0	10,155	-32
Ibiza	24,049	10,979	13,070	27,720	10,264	17,456	-13
Madrid	293	0	293	0	0	0	-
Mahon (Menorca)	10,381	3,024	7,357	9,050	0	9,050	15
Malaga	166,017	156,828	9,189	187,529	178,849	8,680	-11
Murcia San Javier	35,980	35,980	0	44,132	43,999	133	-18
Palma De Mallorca (Majorca)	124,539	72,681	51,858	150,828	83,880	66,948	-17
Reus	25,288	0	25,288	39,649	0	39,649	-36
Spain (Canary Islands)							
Arrecife (Lanzarote)	84,993	46,669	38,324	66,545	10,956	55,589	28
Fuerteventura	11,393	0	11,393	19,967	0	19,967	-43
Las Palmas	23,303	0	23,303	42,551	4,392	38,159	-45
Tenerife (Surreina Sofia)	57,196	12,594	44,602	93,725	31,158	62,567	-39
Europe-Other							
Croatia							
Dubrovnik	6,467	5,456	1,011	3,503	0	3,503	85
Split	220	0	220	771	0	771	-71
Zagreb	0	0	0	207	0	207	-100
Georgia							
Tbilisi	63	0	63	0	0	0	-
Macedonia							
Skopje	132	0	132	0	0	0	-
Republic of Serbia							
Belgrade	60	0	60	0	0	0	-
Switzerland							
Geneva	20,728	20,728	0	31,151	31,151	0	-33
Turkey							
Antalya	1,412	0	1,412	8,999	0	8,999	-84
Bodrum (Milas)	28,938	0	28,938	36,786	0	36,786	-21
Dalaman	47,911	0	47,911	45,545	0	45,545	5
Izmir (Adnam Menderes)	0	0	0	1,623	0	1,623	-100
Rest of the World							
Barbados							
Bridgetown	1,206	0	1,206	817	0	817	48
Canada							
Hamilton	5,527	5,527	0	6,148	6,148	0	-10
Toronto	56	0	56	19,895	11,243	8,652	-100
Vancouver	0	0	0	7,082	7,082	0	-100
Dominican Republic							
Puerto Plata	702	0	702	971	0	971	-28
Egypt							
Sharm El Sheikh (Ophira)	410	0	410	0	0	0	-
Israel							
Tel Aviv	0	0	0	450	0	450	-100
Mexico							
Acapulco	273	0	273	190	0	190	44
Cancun	1,474	0	1,474	1,776	0	1,776	-17
Morocco							
Ouarzazate	180	0	180	0	0	0	-
Senegal							
Dakar	0	0	0	26	0	26	-100
Tunisia							
Monastir	11,087	0	11,087	6,455	0	6,455	72
U.S.A							
Las Vegas	0	0	0	1,816	0	1,816	-100
Miami International	201	0	201	222	0	222	-9
New York (Newark)	99,794	99,794	0	99,714	99,714	0	0
Sanford	23,875	9,737	14,138	27,276	16,543	10,733	-12
All routes	1,666,385	1,194,946	471,439	2,122,419	1,449,071	673,348	-21

1 Excludes air taxi operations.

Source: CAA Statistics

Table 7.6b International air passenger traffic to and from George Best Belfast City airport¹: 2008 and 2009

George Best Belfast City Airport							Number/Percentage
Country/Airport	2009			2008			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Austria							
Salzburg	4,139	0	4,139	4,708	0	4,708	-12
France							
Chambery	3,371	0	3,371	5,239	0	5,239	-36
Lyon	287	0	287	0	0	0	-
Paris (Charles de Gaulle)	5,054	5,054	0	12,736	12,736	0	-60
Paris (Le Bourget)	0	0	0	95	0	95	-100
Rennes	814	814	0	1,607	1,607	0	-49
Ireland (Republic)							
Cork	34,282	34,282	0	44,647	44,559	88	-23
Galway	0	0	0	279	138	141	-100
Kerry	97	0	97	0	0	0	-
Netherlands							
Amsterdam	44	0	44	0	0	0	-
Rotterdam	0	0	0	49	0	49	-100
Spain							
Reus	3,647	0	3,647	0	0	0	-
Europe-Other							
Switzerland							
Geneva	3,783	0	3,783	1,330	0	1,330	184
All routes	55,518	40,150	15,368	70,690	59,040	11,650	-21

Source: CAA Statistics

1 Excludes air taxi operations.

Table 7.6c International air passenger traffic to and from City of Derry airport¹: 2008 and 2009

City of Derry Airport							Number/Percentage
Country/Airport	2009			2008			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Bulgaria							
Sofia	187	0	187	0	0	0	-
Germany							
Cologne Bonn	53	0	53	0	0	0	-
Ireland (Republic)							
Cork	0	0	0	260	0	260	-100
Donegal	0	0	0	22	0	22	-100
Dublin	21,371	21,371	0	24,728	24,701	27	-14
Kerry	0	0	0	78	0	78	-100
Spain							
Alicante	13,061	13,061	0	0	0	0	-
Palma De Mallorca (Majorca)	4,391	0	4,391	5,813	0	5,813	-24
Reus	5,051	0	5,051	6,884	0	6,884	-27
All routes	44,114	34,432	9,682	37,785	24,701	13,084	17

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 2010 there were 44,950 people in transport related employment in Northern Ireland. Of these, 76% were male and 24% were female employees. Considering hours worked, 90% of males were full time employees compared to 57% of females. The sale of cars, motorcycles and fuel accounted for 35% of people in transport related employment in March 2010 with a further 31% of people employed in land transport and transport via pipelines (Table 8.1).
- 8.2 In 2009 the most frequently used method of travel to work in Northern Ireland was car, van or minibus, with 86% of the workforce interviewed in October to December using these methods. This compares to 71% in the United Kingdom as a whole (Table 8.3).
- 8.3 During 2009-10, 975,220 tonnes of petrol and diesel were delivered for use in Northern Ireland. This is 19% more than the 817,617 tonnes in 2008-09. In 2009-10, 42% of tonnes delivered were unleaded petrol and 58% were diesel (Table 8.6).
- 8.4 There were 563 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre in 2009, which is an increase of 19% on the 2008 figure. Of all the search and rescue operations in 2009, 40% were due to pleasure craft getting into difficulties (Table 8.7).
- 8.5 2.2 million sea passengers travelled between Northern Ireland and Great Britain ports during 2009 with an additional 19,000 travelling by sea between Northern Ireland and the Isle of Man (Table 8.8, Figure 8.1).

**Figure 8.1 Domestic sea passengers travelling between
NI and GB ports 2005 to 2009**

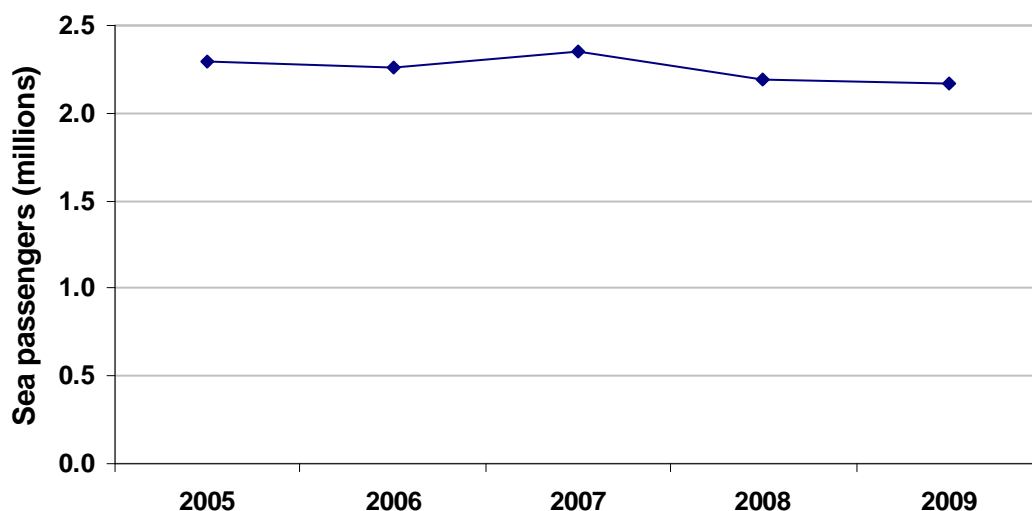


Table 8.1 Employees in transport related employment¹ in NI by gender: March 2010^P

		Number					
Class	Standard Industrial Classification 2003	Males			Females		
		Full time	Part time	All males	Full time	Part time females	All employees
34	Manufacture of motor vehicles, trailers and semi-trailers	2,410	20	2,430	160	30	2,620
35	Manufacture of other transport equipment	4,790	90	4,880	690	60	5,640
50	Sale, maintenance and repair of motor vehicles and motorcycles; retail sale of automotive fuel	9,330	1,510	10,840	2,210	2,740	15,790
60	Land transport; transport via pipelines	10,300	1,390	11,690	1,100	1,050	13,840
61	Water transport	330	0	330	130	30	490
62	Air transport	270	20	290	260	110	670
63	Supporting and auxiliary transport activities, activities of travel agents	3,230	350	3,570	1,630	710	5,910
All employees		30,660	3,380	34,030	6,180	4,730	44,950

Source: Quarterly Employment Survey

¹ Figures are rounded to the nearest 10 and may not sum due to rounding.**Table 8.2 Employees in transport related employment in NI¹: March 2006-2010**

		Number				
Class	Standard Industrial Classification 2003	2006 ^r	2007 ^r	2008 ^r	2009 ^r	2010 ^P
34	Manufacture of motor vehicles, trailers and semi-trailers	3,550	3,340	3,370	3,160	2,620
35	Manufacture of other transport equipment	6,490	6,300	6,090	6,030	5,640
50	Sale, maintenance and repair of motor vehicles and motorcycles; retail sale of automotive fuel	15,850	16,350	16,120	15,790	15,790
60	Land transport; transport via pipelines	13,380	13,360	14,070	13,770	13,840
61	Water transport	600	560	600	560	490
62	Air transport	700	610	770	770	670
63	Supporting and auxiliary transport activities, activities of travel agents	5,310	5,520	6,190	6,070	5,910
All employees		46,870	46,050	47,210	46,140	44,950

Source: Quarterly Employment Survey

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

Table 8.3 Method of travel to work, UK/NI comparison^{1, 2}: 2009 Quarter 4

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,864	70.8	584	86.2
Motorbike, moped, scooter	202	0.8	*	*
Bicycle	706	3.0	*	*
Bus, coach	1,620	6.8	21	3.1
Taxi	72	0.3	9	1.3
Railway train	1,149	4.8	*	*
Underground train, tram	634	2.7	*	*
Walk	2,457	10.3	50	7.3
Other method	127	0.5	*	*
All Methods of travel³	23,832	100.0	678	100.0

Source: Labour Force Survey, October to December 2009 (UK - ONS; NI - DETI)

1 Figures rounded to the nearest thousand and so may not add to the total.

They 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 2010, a reweighting exercise revised data according to the latest population estimates. Data in this table have been revised accordingly.

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

* 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}: 2005-2009

Method of travel	Percentage				
	2005	2006 ^f	2007 ^f	2008 ^f	2009
Car, van, minibus	84.4	83.6	83.8	82.7	86.2
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	5.3	4.7	3.4	4.6	3.1
Taxi	*	*	*	*	1.3
Railway train	*	*	*	*	*
Walk	7.3	8.8	9.2	9.4	7.3
Other method	*	*	*	*	*
All Methods of travel	100.0	100.0	100.0	100.0	100.0

Source Labour Force Survey (NI - DETI)

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 There has been a change in the way Labour Force Survey information is presented:

For 2005, figures based on Autumn quarter (September to November).

For 2006 onwards, figures based on Quarter 4 (October to December).

3 In 2010, a reweighting exercise revised data according to the latest population estimates. Data in this table have been revised accordingly. For 2006 onwards, figures are based on the latest population estimates

* 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: 2009-10

									Number
	DRD ¹			Private sector ¹				All spaces	All car parks
	Spaces	Car parks	On-street	Multi storey		Surface			
			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	321	4	0	0	0	0	0	321	4
Ballymoney	216	2	0	0	0	0	0	216	2
Moyle	0	0	0	0	0	0	0	0	0
Coleraine	1,015	5	0	0	0	0	0	1,015	5
Limavady	274	2	0	0	0	0	0	274	2
Londonderry	675	9	0	2,000	3	0	0	2,675	12
Northern Division	4,831	30	0	2,930	4	200	1	7,961	35
Ards	685	10	0	0	0	0	0	685	10
Armagh	472	3	0	0	0	0	0	472	3
Banbridge	182	2	0	0	0	0	0	182	2
Craigavon	708	4	0	0	0	0	0	708	4
Down	380	5	0	0	0	0	0	380	5
Newry & Mourne	865	7	446	0	0	0	0	1,311	7
Southern Division	3,292	31	446	0	0	0	0	3,738	31
Belfast North/South	1,978	18	1,613	6,591	13	1,701	20	11,883	51
C' fergus/N' abbey	641	6	0	0	0	0	0	641	6
Castlereagh	0	0	0	0	0	0	0	0	0
Lisburn	738	8	235	1,720	3	128	1	2,821	12
North Down	676	10	0	450	1	406	1	1,532	12
Eastern Division	4,033	42	1,848	8,761	17	2,235	22	16,877	81
Cookstown	0	0	0	0	0	0	0	0	0
Dungannon	317	4	0	0	0	0	0	317	4
Fermanagh	642	7	0	0	0	0	0	642	7
Magherafelt	399	2	0	0	0	0	0	399	2
Omagh	619	5	0	0	0	0	0	619	5
Strabane	216	4	0	0	0	0	0	216	4
Western Division	2,193	22	0	0	0	0	0	2,193	22
All Divisions	14,349	125	2,294	11,691	21	2,435	23	30,769	169

Source: DRD Roads Service

¹ All figures refer to chargeable spaces/road service car parks only.

Table 8.6 Deliveries of petrol and diesel for use in NI: 2005-06 to 2009-10

	Tonnes/Percentage									
	2005-06		2006-07		2007-08		2008-09 ^{r,p,1}		2009-10 ^{p,1}	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol²										
Super ³	8,190	1.1	16,111	2.1	11,355	1.4	9,085	1.1	25,032	2.6
Premium (95 Ron) ⁴	342,701	46.7	341,587	45.0	324,859	40.3	326,750	40.0	389,166	39.9
All unleaded petrol	350,891	47.9	357,698	47.1	336,214	41.7	335,835	41.1	414,198	42.5
Sulphur free⁵ petrol										
Super ³	:	:	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
All sulphur free petrol	47	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leaded petrol										
LRP ⁶	110	0.0	100	0.0	25	0.0	0	0.0	0	0.0
All leaded petrol	110	0.0	100	0.0	25	0.0	0	0.0	0	0.0
All Petrol	351,048	47.9	357,798	47.1	336,239	41.7	335,835	41.1	414,198	42.5
DIESEL										
ULSD ⁷	336,666	45.9	325,872	42.9	394,026	48.9	385,904	47.2	501,476	51.4
Sulphur free ⁵	45,507	6.2	75,406	9.9	76,219	9.5	95,878	11.7	59,546	6.1
All Diesel	382,173	52.1	401,278	52.9	470,245	58.3	481,782	58.9	561,022	57.5
All Petrol and Diesel	733,221	100.0	759,076	100.0	806,484	100.0	817,617	100.0	975,220	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 Engined Road Vehicle) fuel with a sulphur content not exceeding 50 parts per million (0.005% by weight).

Table 8.7 HM Coastguard statistics Belfast Marine Rescue Co-ordination Centre (MRCC): 2005-2009

	Number				
	2005	2006	2007	2008	2009
Search and rescue operations					
Commercial vessels	15	14	16	14	47
Fishing vessels	22	23	30	27	25
Pleasure craft	179	215	189	195	225
Incidents to persons	108	117	122	124	151
Medical evacuations	14	30	27	32	49
Other craft	30	25	27	30	10
No persons or craft involved	36	41	59	52	56
All Search and rescue operations	404	465	470	474	563
Persons involved in incidents					
Persons rescued	311	156	186	160	211
Persons assisted	520	517	1,133	515	900
Lives lost	10	19	15	13	12
All Persons involved in incidents	841	692	1,334	688	1,123

Source: Maritime and Coastguard Agency

Table 8.8 Domestic Sea Passengers at Northern Ireland Ports¹ 2005-2009

		Thousands				
NI PORT	GB PORT	2005	2006	2007	2008	2009
Belfast	Heysham	6	5	4	3	3
Belfast	Liverpool	167	171	187	190	187
Belfast	Stranraer	1,235	1,212	1,217	1,104	1,101
Larne	Cairnryan	602	595	646	628	602
Larne	Fleetwood	62	59	61	58	54
Larne	Troon	214	208	231	206	213
Warrenpoint	Heysham	7	7	5	6	7
All NI Ports		2,292	2,257	2,351	2,194	2,167

NI PORT	IOM PORT	2005	2006	2007	2008	2009
Belfast	Douglas	18	18	22	21	19
Larne	Douglas ²	2	4	6	3	-
All NI Ports^r		20	22	28	24	19

Source: Maritime Statistics DfT

1 Belfast - Troon route has now been removed from the table as this route closed in December 2004.

2 Larne - Douglas route closed in June 2008. This is the first time data on this route have been provided for the publication.

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 16, 18, 67, 73, 75, 82, 93, 98 and 99 - removed from table because there have been no vehicles registered in these categories over the past 5 years.

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: 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 : 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.

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).

CHAPTER 3 ROAD NETWORK

Tables 3.1-3.3

- 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.

CHAPTER 4 FREIGHT

Table 4.1

A road freight licence is needed to carry goods for reward in a vehicle of more than 3.5 tonnes.

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. In 2008-09, Day Care Nursery providers were added into this sector.

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 of 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

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 13).

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

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.

CHAPTER 6 PUBLIC TRANSPORT

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- 2007-08 covers a 53 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 8.3 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 8.5

Data for the Armagh, Banbridge and Craigavon areas within the Southern Division are included for the first time since 2002-03 due to the identification of a data source for these areas.

Table 8.6

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 (i.e. do not include data such as imports, e.g. by hyper/supermarket companies).

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 and false alarms.

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.

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-catagories/stats-catagories-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-catagories/ni_road_and_rail_transport_statistics.htm
E-mail: csrb@drdni.gov.uk

Regional Transportation Strategy for Northern Ireland 2002-2012

Available in both electronic
and hard copy:

Regional Transportation Strategy Secretariat
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0186
Textphone: 028 9054 0642
Fax: 028 9054 0604
Website: http://www.drdni.gov.uk/Transport_Planning.htm
E-mail: shapingourfuture@drdni.gov.uk

Northern Ireland Ports Traffic 2008

Available in both electronic
and hard copy:

Mark McFetridge
Statistics Research Branch
DETI
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: mark.mcfetridge@detini.gov.uk

Transport Statistics Great Britain 2009

Available in both electronic
and hard copy £39:

Department for Transport
Zone 2/29
Great Minister House
76 Marsham Street
LONDON SW1P 4DR

Telephone: 020 7944 3098
Website:
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/tsgb/>
E-mail: publicationgeneral.enq@dft.gov.uk

ROI Road Freight Transport Survey 2009 / Transport 2008

Available in both electronic
and hard copy €15:

Central Statistics Office
Information Section
Skehard Road
Cork
IRELAND

Telephone: 00353 2145 35000
Fax: 00353 2145 35555
Website: http://www.cso.ie/releasespublications/pr_transport.htm
E-mail: transport@cso.ie

PSNI Injury Road Traffic Collision & Casualties 2009/10

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

DVA - Driver and Vehicle Agency

www.dvni.gov.uk

Table 1.15 to 1.16

NISRA – Northern Ireland Statistics and Research Agency

www.nisra.gov.uk

Tables 1.15, 4.3 to 4.5, 5.6 to 5.8, 8.8

and GB & UK transport statistics publications

DfT - Department for Transport

www.dft.gov.uk

Tables 2.4 to 2.8

DSA - Driving Standards Agency

www.dsa.gov.uk

Tables 3.1 to 3.4, 8.5

Roads Service

www.roadsni.gov.uk

Tables 4.1 to 4.2

RTLD - Road Transport Licensing Division

www.dvni.gov.uk

Tables 4.6, 7.1 to 7.4, 7.6

CAA - Civil Aviation Authority

www.caa.co.uk

Tables 5.1 to 5.8

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/>

Table 8.7

Maritime and Coastguard Agency

www.mcga.gov.uk/c4mca/mcga07-home

Tables 8.1 to 8.4, 8.6

DETI – Department of Enterprise, Trade and Investment

www.detini.gov.uk

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