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Forbartha Réigiúnaí

MÁNNYSTRIE FUR

Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

April to June 2010



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USER INFORMATION

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

Background Information

Background and Uses of the Publication

The first Quarterly Road and Rail Transport Statistics Bulletin (October to December 1996) was developed to meet the need for more frequent and timely information. It contains a subset of the information that appears in the Annual (NI Transport Statistics published each year in September). This includes vehicle registrations, public transport, petrol and diesel deliveries and driver and vehicle testing. The reports are published approximately 3 months after the quarter to which they refer.

Aside from being of general interest, the car registrations information in the quarterly Road and Rail Transport Statistics Bulletin is used for input into economic models managed by bank economists. It is also used by some car dealers to monitor the market. The figures were used by some media commentators as one of the indicators of the credit crunch (fewer new car registrations at that time).

The 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 CSR 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 (for example, monthly data) may be available directly from the individual data suppliers.

National Statistics

The Northern Ireland Road and Rail Transport Statistics compendium publication is badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. Northern Ireland Road and Rail Transport Statistics 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, the petrol and diesel deliveries data published in Table 6.1 of this publication have been designated as National Statistics in their own right. This has been highlighted in the relevant table.

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

General guidance on using the data

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

Vehicle registrations (Table 1.1 to 4.2)

Description of the data

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

Website of data provider

<http://www.dvni.gov.uk/>

Data Quality Assessment

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

Guidance on using the data

- *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 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.

Public Transport (Table 5.1 to 5.4)

Description of the data

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

Website of data provider

<http://www.translink.co.uk/>

Data Quality Assessment

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

Guidance on using the data

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

Petroleum (Table 6.1)

These data are National Statistics.

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources. The Department of Energy and Climate Change (DECC) is the source for these data (data are provided by the Department of Enterprise, Trade and Investment (DETI)).

Website of data provider

<http://www.detini.gov.uk/>

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 quarterly 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 and non-UK sources.

Driver and vehicle testing (Tables 7.1 to 8.6)

Description of the data

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

Websites of data providers

<http://www.dvani.gov.uk/>

<http://www.dft.gov.uk/dsa/>

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 quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- The % retests figure in Tables 7.1 to 7.4 represents an estimate of the vehicle test failure rate. It is the total number of retests carried out over the period as a percentage of the total number of full tests. A retest is carried out if the vehicle fails the full test. For a full description of the retest data, see Technical Notes on Tables 7.1 to 7.4 (page 27).
- The driving test pass rate comparisons between NI and GB do not currently take into account the age profile of the persons being tested. If driving test success is related to age, and the age profile of persons being tested varies between countries, then this could account for some of the difference in the observed overall pass rates (it may be possible to provide pass rates for individual age groups in future bulletins).

- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.

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 8.3, page 28). 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 October to December 2008, 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. In addition as quarterly figures are more prone to fluctuation it can be difficult to determine if an increase or decrease can be attributed to the change in test format or is simply a short term trend. At the moment, it seems:

- In Northern Ireland, the test changes seem to have had little impact on the actual numbers of tests being conducted when comparing the 2009 quarters (after the test had changed) with corresponding 2008 quarters (before the change). The pass rates (which are based on the last 4 quarters' data) seem to have increased since the introduction of the new 2 module test in December 2008. However, a similar trend can be noted in the equivalent car driving test pass rates (where there has been no change to the test). It is therefore unclear whether this represents an increase caused by changes to the motorcycle test. If data on each test module can be obtained this may 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. 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 rates since the introduction of the new 2 module test in April 2009. Note that pass rates are based on the last 4 quarters' data. However, this is only speculation, at this stage, and a longer run of data will be needed to help quantify the impact.

Changes since previous publication

Note that there have been no changes to the data since the previous publication.

VEHICLE REGISTRATIONS

Summary of Vehicle Registrations Section

Figures quoted are for the current quarter, April to June 2010, unless otherwise stated.

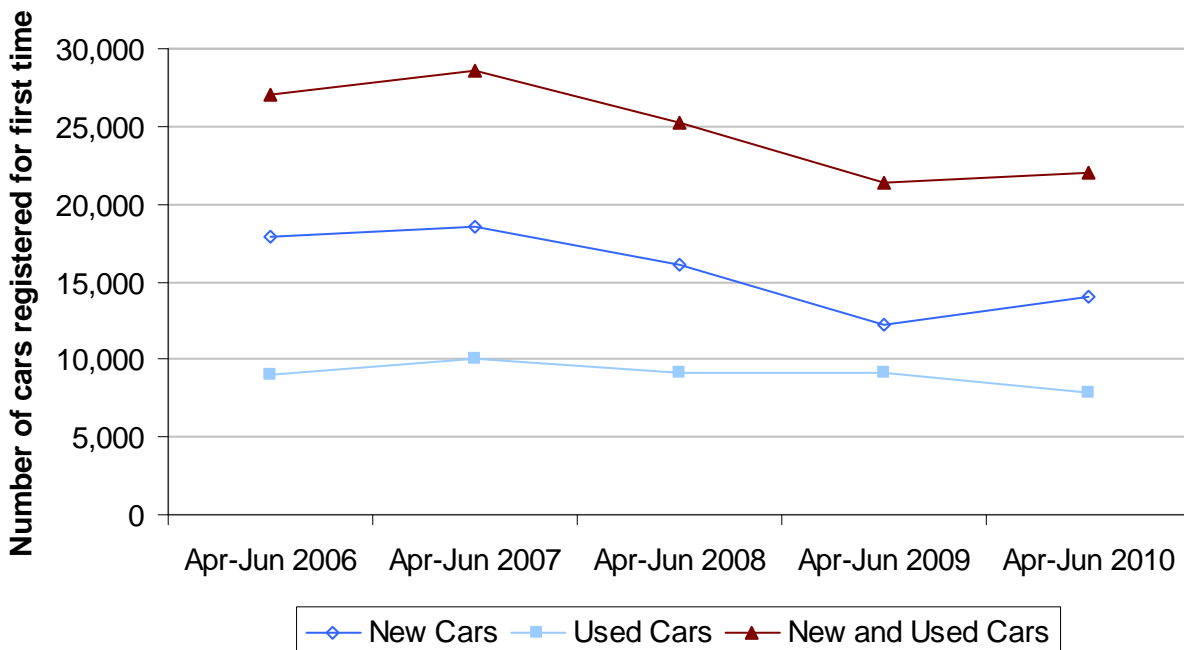
New vehicle registrations

- There were 26,194 vehicles registered for the first time in Northern Ireland during the quarter, a decrease of 1% when compared with the same quarter in 2009 (Table 1.1).

Car registrations

- There were 21,956 new and used cars registered for the first time during the quarter. 64% (14,041) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has increased by 3% since the corresponding quarter last year. This is the fourth consecutive quarter to show an increase when compared to the corresponding time period in the previous year (Table 2.1).
- The number of new cars registered for the first time during the quarter increased by 15% (rising from 12,209 to 14,041) compared with the same quarter in 2009. There was a decrease of 13% over the same time period for used cars registered for the first time (Table 2.1, Figure 2.1).

Figure 2.1: Cars registered for the first time by new/used breakdown: April-June quarter 2006 to 2010



Car registrations continued

- Ford was the most popular make of new car, accounting for 12% (1,702) of all new cars registered. The second and third most popular makes of new car were Vauxhall (1,447) and Renault (1,409), respectively (Table 2.2).
- Of the 7,915 used cars registered for the first time, 2% (189) were imported from outside Great Britain (Table 2.3).

Light goods registrations

- There were 1,924 new and used light goods vehicles registered for the first time. This represents a decrease of 21% on the corresponding quarter of 2009. (Table 3.1).

Heavy goods registrations

- Of the 695 heavy goods vehicles registered for the first time in Northern Ireland, 80% (553) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 8% since the corresponding quarter of 2009. (Table 4.1)

Symbols and conventions

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

Table 1.1 Motor vehicles registered for the first time: Apr-Jun 09 to Apr-Jun 10

	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10
Private Cars					
New cars	9,556	12,570	7,187	16,686	10,825
New cars exempt - Govt owned	1	0	0	7	0
New cars exempt - Non govt owned	2,652	2,493	2,328	3,103	3,216
Used cars	8,754	8,186	6,849	7,787	7,627
Used cars exempt - Govt owned	0	0	0	0	0
Used cars exempt - Non govt owned	361	299	196	251	288
All private cars	21,324	23,548	16,560	27,834	21,956
All buses	141	87	133	173	172
Light goods					
Light goods	2,384	2,198	1,822	2,379	1,859
Light goods exempt - Govt owned	16	1	3	30	7
Light goods exempt - Non govt owned	50	44	22	56	58
All light goods	2,450	2,243	1,847	2,465	1,924
Heavy goods					
Heavy goods	712	809	612	662	684
Heavy goods exempt - Govt owned	12	1	15	17	0
Heavy goods exempt - Non govt owned	33	20	13	22	11
All heavy goods	757	830	640	701	695
Tractors					
Tractors	1	1	1	0	0
Tractors exempt - Govt owned	0	0	0	0	8
Tractors exempt - Non govt owned	554	471	310	538	550
All tractors	555	472	311	538	558
Motorcycles					
Motorcycles	1,226	861	467	611	855
Motorcycles exempt - Govt owned	29	0	0	14	4
Motorcycles exempt - Non govt owned	52	35	21	22	25
All motorcycles	1,307	896	488	647	884
General Haulage and Special Types	7	9	0	5	5
All Vehicles	26,541	28,085	19,979	32,363	26,194

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Apr-Jun 10

	2010			All registrations Apr-Jun 10
	Apr	May	Jun	
Private Cars				
New cars	3,256	3,179	4,390	10,825
New cars exempt - Govt owned	0	0	0	0
New cars exempt - Non govt owned	1,096	952	1,168	3,216
Used cars	2,586	2,385	2,656	7,627
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	107	94	87	288
All private cars	7,045	6,610	8,301	21,956
All buses	56	64	52	172
Light goods				
Light goods	590	516	753	1,859
Light goods exempt - Govt owned	6	0	1	7
Light goods exempt - Non govt owned	20	23	15	58
All light goods	616	539	769	1,924
Heavy goods				
Heavy goods	233	214	237	684
Heavy goods exempt - Govt owned	0	0	0	0
Heavy goods exempt - Non govt owned	7	3	1	11
All heavy goods	240	217	238	695
Tractors				
Tractors	0	0	0	0
Tractors exempt - Govt owned	8	0	0	8
Tractors exempt - Non govt owned	173	168	209	550
All tractors	181	168	209	558
Motorcycles				
Motorcycles	295	281	279	855
Motorcycles exempt - Govt owned	2	2	0	4
Motorcycles exempt - Non govt owned	1	16	8	25
All motorcycles	298	299	287	884
General Haulage and Special Types	3	0	2	5
All Vehicles	8,439	7,897	9,858	26,194

Source: DVA

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

Make	Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10		Apr-Jun 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	49	20	70	27	37	18	27	27	50	16
Audi	560	692	589	641	254	495	663	541	533	526
Austin	0	12	0	9	0	7	0	13	0	9
BMW	547	703	754	651	379	480	748	525	556	450
Carbodies	0	8	0	6	0	6	0	2	0	3
Chevrolet	114	16	160	12	60	7	192	13	80	20
Chrysler	9	46	25	33	8	22	19	28	7	18
Citroen	415	287	549	240	481	188	640	208	534	226
Daewoo	0	6	0	3	0	7	0	7	0	4
Daihatsu	10	11	53	14	12	9	24	13	6	12
Daimler	1	1	0	1	0	7	0	3	0	3
Dodge	5	5	52	5	15	9	35	8	3	9
Eunos	0	0	0	0	0	0	0	1	0	0
Ferrari	4	4	4	4	0	0	2	2	2	1
Fiat	121	107	203	106	153	75	233	66	189	61
Ford	1,666	662	1,797	667	1,005	678	2,470	856	1,702	845
Honda	483	334	474	310	202	278	445	294	301	280
Hyundai	597	53	964	44	638	35	1,148	32	571	53
Isuzu	0	7	0	5	0	2	0	7	0	4
Jaguar	42	80	48	85	27	58	94	48	65	57
Jeep	12	21	30	14	32	18	48	17	9	15
Kia	312	49	440	64	327	62	685	69	500	81
Land Rover	55	116	129	122	46	107	274	95	126	81
Lexus	24	73	32	96	5	68	32	78	26	77
Lotus	0	3	0	11	0	3	0	2	0	6
Maserati	3	1	1	2	3	1	5	4	2	3
Mazda	311	113	434	87	228	67	584	82	291	96
Mercedes	309	250	344	301	252	322	551	286	405	291
MG	0	66	0	50	1	35	0	19	0	48
Mini	185	73	272	99	195	60	337	45	314	51
Mitsubishi	54	101	101	116	99	74	181	78	188	80
Nissan	795	163	1,039	144	454	150	1,119	234	882	154
Opel	1	14	2	6	0	6	0	7	1	11
Peugeot	717	648	753	507	520	433	1,202	615	799	548
Porsche	19	49	20	34	11	26	35	28	29	24
Proton	9	3	5	3	3	2	13	4	11	5
Renault	499	299	888	246	877	221	1,450	211	1,409	267
Rolls Royce	0	1	0	1	0	3	2	3	0	5
Rover	0	47	0	64	0	51	0	32	0	44
Saab	38	150	39	107	16	90	28	89	17	81
Seat	224	278	362	292	245	214	414	303	290	297
Skoda	219	148	221	154	212	87	332	103	272	106
Smart	23	8	17	6	14	6	29	5	13	6
Ssangyong	27	7	54	7	29	2	44	4	14	5
Subaru	21	42	13	46	14	48	48	33	10	23
Suzuki	426	25	410	35	243	33	373	29	247	25
Toyota	800	691	861	607	495	546	1,306	594	651	611
Triumph	0	8	0	9	0	5	0	2	0	7
Vauxhall	1,252	1,125	1,342	1,052	1,013	838	1,787	844	1,447	826
Volkswagen	1,065	1,127	1,296	1,069	703	901	1,871	1,221	1,254	1,252
Volvo	168	129	204	132	199	118	296	141	223	113
Other	18	233	12	139	8	67	10	67	12	79
All New/Used Cars	12,209	9,115	15,063	8,485	9,515	7,045	19,796	8,038	14,041	7,915
All Cars	21,324		23,548		16,560		27,834		21,956	

Source: DVA

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

Make	New (includes exempt and imports)			All new cars Apr-Jun 10	Imported during quarter from			Exempt
	Apr	May	Jun		ROI	Continent	Other	
Alfa Romeo	21	20	9	50	0	0	0	12
Audi	198	156	179	533	0	0	0	32
Austin	0	0	0	0	0	0	0	0
BMW	179	172	205	556	0	0	0	41
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	38	29	13	80	8	0	0	11
Chrysler	1	1	5	7	2	0	0	0
Citroen	175	175	184	534	0	0	0	252
Daewoo	0	0	0	0	0	0	0	0
Daihatsu	3	1	2	6	5	0	0	1
Daimler	0	0	0	0	0	0	0	0
Dodge	2	1	0	3	0	0	0	0
Eunos	0	0	0	0	0	0	0	0
Ferrari	1	1	0	2	0	0	0	0
Fiat	54	78	57	189	3	1	0	8
Ford	520	461	721	1,702	147	1	0	527
Honda	61	77	163	301	0	0	0	25
Hyundai	178	235	158	571	1	0	0	78
Isuzu	0	0	0	0	0	0	0	0
Jaguar	21	18	26	65	1	0	0	1
Jeep	6	2	1	9	2	0	0	0
Kia	233	145	122	500	0	0	0	60
Land Rover	22	37	67	126	4	0	0	3
Lexus	12	10	4	26	0	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	0	1	1	2	0	0	0	0
Mazda	87	98	106	291	0	0	0	48
Mercedes	83	93	229	405	2	0	0	38
MG	0	0	0	0	0	0	0	0
Mini	75	99	140	314	0	0	0	19
Mitsubishi	28	13	147	188	0	0	0	1
Nissan	215	259	408	882	20	0	0	452
Opel	0	0	1	1	1	0	0	0
Peugeot	220	249	330	799	1	0	0	220
Porsche	10	6	13	29	0	0	0	0
Proton	5	5	1	11	0	0	0	1
Renault	514	340	555	1,409	2	0	0	516
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	4	5	8	17	0	0	0	2
Seat	78	123	89	290	0	0	0	48
Skoda	81	73	118	272	1	0	0	21
Smart	5	3	5	13	0	0	0	1
Ssangyong	4	5	5	14	4	0	0	1
Subaru	1	2	7	10	0	0	0	1
Suzuki	56	66	125	247	2	0	0	2
Toyota	189	218	244	651	3	0	0	36
Triumph	0	0	0	0	0	0	0	0
Vauxhall	464	407	576	1,447	0	0	0	476
Volkswagen	434	380	440	1,254	3	0	0	234
Volvo	71	61	91	223	0	0	0	48
Other	3	6	3	12	6	0	0	0
All New Cars	4,352	4,131	5,558	14,041	218	2	0	3,216

Source: DVA

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

Make	Used cars (includes exempt and imports)			All used cars Apr-Jun 10	Imported from				Exempt
	Apr	May	Jun		GB	ROI	Continent	Other	
Alfa Romeo	4	5	7	16	16	0	0	0	0
Audi	181	147	198	526	523	0	3	0	13
Austin	3	4	2	9	7	0	0	1	6
BMW	165	131	154	450	440	4	3	0	9
Carbodies	1	2	0	3	3	0	0	0	0
Chevrolet	6	7	7	20	18	2	0	0	1
Chrysler	9	6	3	18	18	0	0	0	2
Citroen	69	84	73	226	226	0	0	0	8
Daewoo	2	0	2	4	3	1	0	0	1
Daihatsu	3	5	4	12	11	1	0	0	1
Daimler	1	0	2	3	2	0	1	0	0
Dodge	4	3	2	9	8	0	1	0	1
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	1	0	0	1	1	0	0	0	0
Fiat	24	14	23	61	51	7	0	2	4
Ford	268	253	324	845	808	11	1	20	32
Honda	103	101	76	280	272	3	4	1	6
Hyundai	21	14	18	53	49	4	0	0	1
Isuzu	0	1	3	4	4	0	0	0	0
Jaguar	27	14	16	57	56	0	0	1	3
Jeep	4	6	5	15	14	0	1	0	1
Kia	21	30	30	81	80	1	0	0	4
Land Rover	22	22	37	81	79	1	0	0	0
Lexus	32	25	20	77	77	0	0	0	2
Lotus	1	4	1	6	6	0	0	0	0
Maserati	1	1	1	3	3	0	0	0	1
Mazda	31	36	29	96	87	0	3	3	0
Mercedes	95	89	107	291	281	5	4	1	8
MG	15	15	18	48	47	0	1	0	8
Mini	21	13	17	51	50	0	0	0	1
Mitsubishi	28	23	29	80	66	6	7	1	0
Nissan	68	44	42	154	142	8	2	2	7
Opel	4	4	3	11	7	4	0	0	0
Peugeot	172	192	184	548	543	3	0	0	14
Porsche	9	5	10	24	21	1	1	0	1
Proton	3	0	2	5	5	0	0	0	1
Renault	71	92	104	267	259	7	0	0	5
Rolls Royce	2	1	2	5	5	0	0	0	2
Rover	15	9	20	44	41	2	0	0	2
Saab	31	29	21	81	81	0	0	0	3
Seat	87	112	98	297	294	3	0	0	8
Skoda	41	29	36	106	106	0	0	0	6
Smart	2	0	4	6	6	0	0	0	0
Ssangyong	2	1	2	5	5	0	0	0	0
Subaru	3	11	9	23	19	0	3	1	0
Suzuki	10	9	6	25	24	1	0	0	4
Toyota	211	201	199	611	583	16	5	6	29
Triumph	2	3	2	7	7	0	0	0	2
Vauxhall	292	247	287	826	824	0	0	1	34
Volkswagen	430	387	435	1,252	1,231	10	4	1	39
Volvo	43	32	38	113	112	0	0	0	3
Other	32	16	31	79	76	0	2	1	15
All Used Cars	2,693	2,479	2,743	7,915	7,697	101	46	42	288

Source: DVA

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

Make	Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10		Apr-Jun 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	0	0	0	0	1	0	0	0	1
Bedford	0	0	0	1	0	2	0	1	0	1
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	79	195	98	228	36	155	140	153	68	129
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	1	0	1	0	1	0	2
Fiat	9	19	3	25	8	18	9	16	12	10
Ford	347	430	223	410	158	352	269	378	162	302
Freight Rover	0	0	0	0	0	0	0	0	0	0
Honda	1	0	0	0	1	2	0	1	1	0
Hyundai	0	2	3	0	1	1	3	2	2	0
Isuzu	11	6	19	4	7	5	26	4	17	8
Iveco	6	20	11	13	5	11	13	14	3	12
Iveco-Ford (UK)	0	0	0	0	1	3	1	0	0	0
Land Rover	25	15	23	16	17	9	46	7	34	12
LDV	2	18	2	17	1	16	5	12	1	9
Leyland	0	0	0	0	0	0	0	0	0	1
Leyland Daf	0	0	0	0	0	0	0	0	0	0
Mazda	4	1	10	3	6	3	26	0	1	2
Mercedes	68	77	95	60	76	67	61	52	72	67
Mitsubishi	19	59	43	60	3	42	59	38	47	25
Nissan	83	42	40	43	7	30	65	32	39	27
Opel	0	0	0	0	12	3	0	2	0	0
Peugeot	63	77	39	84	37	66	119	79	92	61
Renault	56	53	90	57	52	43	133	39	82	40
Rover	0	2	0	0	0	1	0	1	0	1
Seat	0	2	0	4	0	3	0	3	0	2
Skoda	0	0	0	0	0	1	0	0	0	0
Subaru	0	0	0	0	0	1	0	0	0	0
Suzuki	1	0	0	1	0	1	0	0	0	1
Talbot	0	0	0	0	0	0	0	0	0	1
Tata	0	0	0	0	0	4	0	1	0	0
Toyota	100	29	68	31	31	34	147	35	66	37
Vauxhall	142	76	40	80	124	69	95	52	78	43
Volkswagen	124	129	143	124	188	115	215	100	221	93
Volvo	2	0	1	0	0	0	0	0	4	0
Other	28	28	12	18	7	10	7	3	21	14
All New/Used Light Goods	1,170	1,280	963	1,280	778	1,069	1,439	1,026	1,023	901
All Light Goods	2,450		2,243		1,847		2,465		1,924	

Source: DVA

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

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Apr	May	Jun	Apr-Jun 10	Apr	May	Jun	Apr-Jun 10	Apr-Jun 10
Austin	0	0	0	0	0	0	1	1	1
Bedford	0	0	0	0	0	1	0	1	1
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	20	14	34	68	47	41	41	129	197
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	2	0	0	2	2
Fiat	4	1	7	12	2	3	5	10	22
Ford	35	36	91	162	108	91	103	302	464
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	0	1	1	0	0	0	0	1
Hyundai	0	1	1	2	0	0	0	0	2
Isuzu	7	3	7	17	3	3	2	8	25
Iveco	0	1	2	3	7	1	4	12	15
Iveco-Ford (UK)	0	0	0	0	0	0	0	0	0
Land Rover	9	8	17	34	6	2	4	12	46
LDV	1	0	0	1	1	7	1	9	10
Leyland	0	0	0	0	0	1	0	1	1
Leyland Daf	0	0	0	0	0	0	0	0	0
Mazda	1	0	0	1	2	0	0	2	3
Mercedes	29	20	23	72	16	29	22	67	139
Mitsubishi	4	14	29	47	10	8	7	25	72
Nissan	12	12	15	39	7	7	13	27	66
Opel	0	0	0	0	0	0	0	0	0
Peugeot	23	14	55	92	24	22	15	61	153
Renault	25	18	39	82	20	8	12	40	122
Rover	0	0	0	0	0	1	0	1	1
Seat	0	0	0	0	0	2	0	2	2
Skoda	0	0	0	0	0	0	0	0	0
Subaru	0	0	0	0	0	0	0	0	0
Suzuki	0	0	0	0	0	1	0	1	1
Talbot	0	0	0	0	0	1	0	1	1
Tata	0	0	0	0	0	0	0	0	0
Toyota	22	29	15	66	11	14	12	37	103
Vauxhall	48	9	21	78	13	11	19	43	121
Volkswagen	65	50	106	221	26	33	34	93	314
Volvo	3	0	1	4	0	0	0	0	4
Other	0	16	5	21	3	6	5	14	35
All Light Goods	308	246	469	1,023	308	293	300	901	1,924

Source: DVA

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

Make	Apr-Jun 09		Jul-Sep 09		Oct-Dec 09		Jan-Mar 10		Apr-Jun 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	1	0	0	0	0	0	0
Bedford	2	0	0	1	0	0	0	2	0	1
Case	0	0	0	0	0	1	0	0	0	0
Caterpillar	0	0	0	0	1	1	0	0	0	0
DAF	21	102	16	99	18	101	31	137	27	129
Dennis	10	2	4	1	3	1	1	4	1	1
Dodge	0	0	0	1	0	0	0	0	0	0
ERF	0	9	0	6	0	5	0	9	0	5
Fiat	12	16	3	12	3	6	9	8	13	7
Foden	0	4	0	3	0	5	0	2	0	4
Ford	1	2	3	2	0	0	0	6	5	4
Grove Coles	1	0	1	0	0	1	0	0	0	0
Hino	0	4	0	1	0	4	1	7	0	3
Isuzu	1	3	0	2	1	5	0	6	0	5
Iveco	24	11	25	19	23	25	36	33	32	22
Iveco-Ford	0	20	0	15	0	15	0	12	0	25
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	0	24	0	24	1	11	3	20	0	12
JCB	1	2	4	1	2	1	1	3	3	3
Johnston	0	0	2	0	0	0	0	1	0	1
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	3	0	3	0	2	0	3	0	0
Leyland Daf	0	18	3	18	0	17	2	11	0	17
MAN	16	60	21	39	10	65	12	45	4	43
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	0	0	1	0	0	0	0	1	2	1
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	50	25	42	51	10	45	31	42	15	54
Merlo	1	0	1	2	1	0	0	1	7	2
Mitsubishi	0	3	1	5	0	1	0	1	0	4
New Holland	0	0	0	0	0	0	0	0	0	0
Renault	14	9	16	23	15	22	9	9	6	15
Renault (UK)	0	2	0	5	0	2	0	5	0	0
Scania	11	80	17	110	28	71	6	92	5	81
Seddon/Atkinson	0	1	0	2	0	0	0	2	0	2
Thwaites	0	0	0	0	0	2	0	0	0	1
Volkswagen	0	1	0	0	1	2	0	0	0	1
Volvo	18	100	86	111	10	81	12	77	21	100
Other	31	42	11	16	11	10	7	1	1	10
All New/Used Heavy Goods	214	543	257	573	138	502	161	540	142	553
All Heavy Goods	757		830		640		701		695	

Source: DVA

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

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Apr	May	Jun	Apr-Jun 10	Apr	May	Jun	Apr-Jun 10	Apr-Jun 10
All Wheel Drive	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	1	1	1
Case	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	0	0	0
DAF	12	4	11	27	39	47	43	129	156
Dennis	1	0	0	1	1	0	0	1	2
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	1	2	2	5	5
Fiat	6	3	4	13	4	3	0	7	20
Foden	0	0	0	0	2	1	1	4	4
Ford	0	0	5	5	3	0	1	4	9
Grove Coles	0	0	0	0	0	0	0	0	0
Hino	0	0	0	0	1	0	2	3	3
Isuzu	0	0	0	0	2	2	1	5	5
Iveco	3	7	22	32	9	8	5	22	54
Iveco-Ford	0	0	0	0	7	8	10	25	25
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	0	0	0	0	7	4	1	12	12
JCB	0	1	2	3	3	0	0	3	6
Johnston	0	0	0	0	0	0	1	1	1
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	11	6	0	17	17
MAN	1	1	2	4	19	9	15	43	47
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	1	0	1	2	0	1	0	1	3
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	2	7	6	15	17	23	14	54	69
Merlo	0	0	7	7	2	0	0	2	9
Mitsubishi	0	0	0	0	3	0	1	4	4
New Holland	0	0	0	0	0	0	0	0	0
Renault	4	1	1	6	2	6	7	15	21
Renault (UK)	0	0	0	0	0	0	0	0	0
Scania	2	2	1	5	23	30	28	81	86
Seddon/Atkinson	0	0	0	0	1	1	0	2	2
Thwaites	0	0	0	0	1	0	0	1	1
Volkswagen	0	0	0	0	0	1	0	1	1
Volvo	7	6	8	21	36	30	34	100	121
Other	1	0	0	1	6	3	1	10	11
All Heavy Goods	40	32	70	142	200	185	168	553	695

Source: DVA

PUBLIC TRANSPORT

Summary of Public Transport Section

- There were 18.19 million bus passenger journeys made during the quarter. This represents a weekly average of 1.40 million, a decrease of 1% from 1.42 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 2% from 0.89 million to 0.87 million miles since the corresponding quarter in 2009 (Table 5.3).
- Weekly average bus passenger receipts have decreased by less than 1%, from £2.41 million to £2.40 million, compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles have increased by 12% to 3.53 million from 3.16 million since the corresponding quarter of 2009 (Table 5.4).
- Weekly average rail passenger journeys have increased by 5% to 0.20 million from 0.19 million since the corresponding quarter of 2009 (Table 5.4, Figure 5.1).
- Compared to the same period in the previous year, the weekly average rail passenger receipts increased by 13% to £0.60 million from £0.53 million (Table 5.4).

Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: Apr-Jun 2009 and Apr-Jun 2010^p



Symbols and conventions

p Data are provisional

r Data have been revised from previous publication

Table 5.1 Ulsterbus passenger journeys, bus miles and passenger receipts: Apr-Jun 09 to Apr-Jun 10

	Millions				
	Apr-Jun 09	Jul-Sep 09^P	Oct-Dec 09^P	Jan-Mar 10^P	Apr-Jun 10^P
Passenger journeys					
All passenger journeys	11.83	7.18	11.72	11.17	11.58
Weekly average	0.91	0.55	0.90	0.86	0.89
Bus miles					
All bus miles	9.48	8.38	9.20	9.07	9.18
Weekly average	0.73	0.64	0.71	0.70	0.71
Passenger receipts £s					
All passenger receipts	22.87	15.33	23.45	21.96	22.78
Weekly average	1.76	1.18	1.80	1.69	1.75

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Apr-Jun 09 to Apr-Jun 10

	Millions				
	Apr-Jun 09	Jul-Sep 09^P	Oct-Dec 09^P	Jan-Mar 10^P	Apr-Jun 10^P
Passenger journeys					
All passenger journeys	6.64	6.04	7.14	6.52	6.61
Weekly average	0.51	0.46	0.55	0.50	0.51
Bus miles					
All bus miles	2.04	1.97	2.12	2.07	2.09
Weekly average	0.16	0.15	0.16	0.16	0.16
Passenger receipts £s					
All passenger receipts	8.40	7.65	9.12	8.32	8.42
Weekly average	0.65	0.59	0.70	0.64	0.65

Source: Translink

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

	Millions				
	Apr-Jun 09	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P	Apr-Jun 10 ^P
Passenger journeys					
All passenger journeys	18.46	13.22	18.86	17.69	18.19
Weekly average	1.42	1.02	1.45	1.36	1.40
Bus miles					
All bus miles	11.52	10.35	11.32	11.14	11.27
Weekly average	0.89	0.80	0.87	0.86	0.87
Passenger receipts £s					
All passenger receipts	31.27	22.98	32.57	30.28	31.20
Weekly average	2.41	1.77	2.51	2.33	2.40

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Apr-Jun 09 to Apr-Jun 10

	Millions				
	Apr-Jun 09	Jul-Sep 09 ^P	Oct-Dec 09 ^P	Jan-Mar 10 ^P	Apr-Jun 10 ^P
Passenger journeys					
All passenger journeys	2.43	2.45	2.58	2.49	2.61
Weekly average	0.19	0.19	0.20	0.19	0.20
Passenger miles					
All passenger miles	41.11	43.29	43.59	44.31	45.90
Weekly average	3.16	3.33	3.35	3.41	3.53
Passenger receipts £s					
All passenger receipts	6.87	7.37	7.07	7.16	7.84
Weekly average	0.53	0.57	0.54	0.55	0.60

Source: Translink

PETROLEUM

Summary of Petroleum Section

- From April to June 2010, 222,063 tonnes of petrol and diesel were delivered for use in Northern Ireland. More tonnes of diesel than petrol were delivered to Northern Ireland during the quarter, with diesel accounting for 60% of all petroleum deliveries (Table 6.1).
- These data are National Statistics (see User Information section (page 2) for definition).

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

	Tonnes/Percentage									
	<u>Apr-Jun 09^{P, 1}</u>		<u>Jul-Sep 09^{P, 1}</u>		<u>Oct-Dec 09^{P, 1}</u>		<u>Jan-Mar 10^{P, 1}</u>		<u>Apr-Jun 10^{P, 1}</u>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol²										
Super ³	4,230	1.9	5,792	2.3	7,837	2.9	7,173	3.1	6,059	2.7
Premium (95 Ron) ⁴	91,477	41.2	102,349	41.2	108,818	39.6	86,522	37.6	82,998	37.4
All unleaded petrol	95,707	43.1	108,141	43.6	116,655	42.5	93,695	40.7	89,057	40.1
Sulphur free petrol⁵										
Super ³	0	0.0	0	0.0	0	0.0	0	0.0	160	0.1
Premium (95 Ron) ⁴	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Sulphur free petrol	0	0.0	0	0.0	0	0.0	0	0.0	160	0.1
Leaded petrol										
LRP ⁶	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All leaded petrol	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Petrol	95,707	43.1	108,141	43.6	116,655	42.5	93,695	40.7	89,217	40.2
DIESEL										
ULSD ⁷	110,391	49.7	126,731	51.1	142,266	51.8	122,088	53.0	121,916	54.9
Sulphur free ⁵	15,988	7.2	13,287	5.4	15,699	5.7	14,572	6.3	10,930	4.9
All Diesel	126,379	56.9	140,018	56.4	157,965	57.5	136,660	59.3	132,846	59.8
All Petrol and Diesel	222,086	100.0	248,159	100.0	274,620	100.0	230,355	100.0	222,063	100.0

Source: Department of Energy and Climate Change (DECC)

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

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

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

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

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

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

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

DRIVER AND VEHICLE TESTING

Summary of Driving and Vehicle Testing Section

Vehicle testing

- 169,375 annual vehicle tests for motor cars were conducted during the quarter, an increase of 7% from the corresponding quarter of 2009 (158,883) (Table 7.1).
- The estimated test failure rate for motor cars over the period July 2009 to June 2010 was 21%, the same as the failure rate for the corresponding period in the previous year. The estimated failure rate is number of retests expressed as a percentage of the total number of full tests completed over the same period (see Technical Notes (page 27) (Table 7.1).

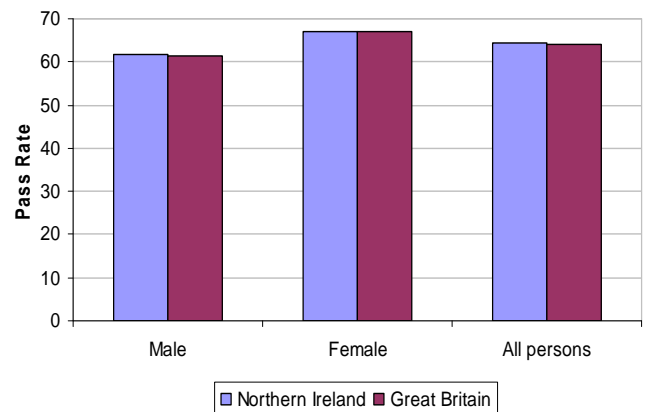
Driving tests

- Over the period July 2009 to June 2010 the pass rate for car 'L' driver tests was 57% for males and 46% for females in Northern Ireland. During the same time period in Great Britain the pass rate for car 'L' driver tests was 49% for males and 43% for females (Table 8.1, Figure 8.1).
- Over the period July 2009 to June 2010, the pass rate for touch screen theory tests for private car drivers was 62% for males and 67% for females in Northern Ireland. In Great Britain during the same time period the pass rate was 61% for males and 67% for females (Table 8.2, Figure 8.2).

Figure 8.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB April to June 2010



Figure 8.2: Touch screen theory tests for private car drivers: % Pass Rates for Males/Females in NI/GB April to June 2010



- From July 2009 to June 2010, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 75%, 76% for males and 64% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 80% during the same time period, 80% for males and 85% for females (Tables 8.3 and 8.4).

Symbols and conventions

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

Table 7.1 Road annual vehicle test (MOT) - Motor cars: Apr-Jun 09 to Apr-Jun 10

	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10
Full Tests completed	158,883	147,117	135,218	164,414	169,375
Retests	33,342	30,763	32,239	31,643	34,801
4 quarter rolling average (% retests) ¹	21	21	21	21	21

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period July 2009 to June 2010 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.2 Road annual vehicle test (MOT) - Motorcycles: Apr-Jun 09 to Apr-Jun 10

	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10
Full Tests completed	8,780	5,324	2,224	3,609	9,231
Retests	591	329	173	166	514
4 quarter rolling average (% retests) ¹	7	7	7	6	6

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period July 2009 to June 2010 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.3 Public service vehicles annual vehicle test: Apr-Jun 09 to Apr-Jun 10

	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10
Full Tests completed	4,393	3,984	4,315	4,040	4,245
Retests	1,075	956	1,151	1,056	1,105
4 quarter rolling average (% retests) ¹	24	24	25	25	26

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period July 2009 to June 2010 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.4 Goods vehicles annual vehicle test: Apr-Jun 09 to Apr-Jun 10

	Apr-Jun 09	Jul-Sep 09	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10
Full Tests completed	25,975	24,646	23,858	21,907	27,038
Retests	7,014	6,328	6,585	6,314	7,392
4 quarter rolling average (% retests) ¹	27	26	26	27	27

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period July 2009 to June 2010 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 8.1 Car 'L' driving tests, NI/GB comparison: Apr-Jun 09 to Apr-Jun 10

		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>	
		NI		NI		NI		NI		NI	
Tests Conducted	Male	7,870		7,588		6,864		5,920		6,871	
	Female	9,140		9,285		8,008		6,666		8,437	
	All persons	17,010		16,873		14,872		12,586		15,308	
Tests Passed	Male	4,267		4,229		3,918		3,351		3,921	
	Female	4,071		4,305		3,736		3,056		3,955	
	All persons	8,338		8,534		7,654		6,407		7,876	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
4 Quarter rolling average (% passed)¹	Male	52	49	53	49	55	49	56	49	57	49
	Female	43	42	44	42	45	43	46	43	46	43
	All persons	47	45	48	46	50	46	50	46	51	46

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

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

		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>	
		NI		NI		NI		NI		NI	
Tests Conducted	Male	6,646		6,895		6,514		5,919		6,365	
	Female	6,003		6,677		5,723		5,222		5,929	
	All persons	12,649		13,572		12,237		11,141		12,294	
Tests Passed	Male	4,052		4,326		3,994		3,676		3,909	
	Female	4,007		4,581		3,779		3,528		3,884	
	All persons	8,059		8,907		7,773		7,204		7,793	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
4 Quarter rolling average (% passed)¹	Male	62	61	61	60	62	61	62	61	62	61
	Female	66	67	66	66	66	67	67	67	67	67
	All persons	64	64	63	63	64	64	64	64	64	64

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

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

		<u>Apr-Jun 09¹</u>		<u>Jul-Sep 09¹</u>		<u>Oct-Dec 09¹</u>		<u>Jan-Mar 10¹</u>		<u>Apr-Jun 10¹</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	786		890		615		319		726	
	Female	90		130		117		39		87	
	All persons	876		1,020		732		358		813	
Tests Passed	Male	582		676		469		247		553	
	Female	51		85		67		28		60	
	All persons	633		761		536		275		613	
4 Quarter rolling average (% passed)²	Male	72	68	73	68	74	69	76	70	76	70
	Female	61	56	60	59	61	63	61	67	64	70
	All persons	71	67	71	67	73	68	74	69	75	70

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 6).

2 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

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

		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	542		488		278		237		557	
	Female	46		66		52		25		68	
	All persons	588		554		330		262		625	
Tests Passed	Male	439		387		224		187		444	
	Female	44		55		45		21		59	
	All persons	483		442		269		208		503	
4 Quarter rolling average (% passed)¹	Male	78	80	79	81	80	81	80	81	80	81
	Female	82	85	82	86	87	86	87	85	85	86
	All persons	79	81	80	81	81	81	81	81	80	81

Sources: NI - DVA; GB - DSA

1 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

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

		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	712		864		827		822		903	
Conducted	Female	52		61		41		34		72	
	All persons	764		925		868		856		975	
Tests	Male	442		518		502		492		570	
Passed	Female	30		34		25		13		35	
	All persons	472		552		527		505		605	
4 Quarter	Male	57	49	59	50	60	50	61	51	61	51
rolling average	Female	53	54	54	54	57	54	54	55	51	55
(% passed)¹	All persons	57	50	58	50	60	51	60	51	60	52

Sources: NI - DVA; GB - DSA

1 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

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

		<u>Apr-Jun 09</u>		<u>Jul-Sep 09</u>		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	140		111		124		147		165	
Conducted	Female	8		18		14		17		6	
	All persons	148		129		138		164		171	
Tests	Male	94		83		80		103		123	
Passed	Female	6		10		8		10		4	
	All persons	100		93		88		113		127	
4 Quarter	Male	65	52	66	52	66	52	69	51	71	52
rolling average	Female	69	56	68	58	68	57	60	58	58	58
(% passed)¹	All persons	65	52	66	53	66	53	68	53	70	53

Sources: NI - DVA; GB - DSA

1 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period July 2009 to June 2010

TECHNICAL NOTES

The following symbols are used throughout:

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

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

Tables 1.1 and 1.2

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

Tables 2.2 and 2.3

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

Tables 5.1 to 5.4

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

Table 6.1

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

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

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

Tables 7.1 to 7.4

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

Tables 7.1 and 7.2

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

Table 7.3

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

Table 7.4

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

Tables 8.2 and 8.4

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

Table 8.3

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 figures in this publication are the 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. The GB April to June 2009 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 – 30/06/09). The GB figures for the other quarters in this publication are based on the Module 2 test (number taking/number passing Module 2 test).

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