## Northern Ireland

## Road and Rail Transport Statistics

## Quarterly Bulletin

## 1st January 2006 to 31st March 2006



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## Vehicle registrations

- There were 24,003 new cars registered during the quarter, an increase of $8 \%$ on the number of new cars $(22,311)$ registered during the corresponding quarter of 2005. (Table 2.1)
- $3 \%$ (824) of all new cars registered for the first time were imported from the Republic of Ireland. (Table 2.2)
- Ford was the most popular make of new car accounting for $13 \%$ $(3,048)$ of all new cars registered during the quarter. (Table 2.2)
- $2 \%$ (195) of all used cars registered for the first time during the quarter were imported from outside the UK. (Table 2.3)
- There were 4,102 new and used light goods vehicles registered for the first time during the quarter representing an increase of $2 \%$ on the corresponding quarter of 2005. (Table 3.1)
- $59 \%$ (623) of the 1052 heavy goods vehicles registered for the first time in Northern Ireland were previously used vehicles. (Table 4.1)

Figure 1 Car registrations: Jan-Mar 2002 to Jan-Mar 2006

$\square$ Total new cars $\square$ Total used cars

Figure 2 Light goods registrations: Jan-Mar 2002 to Jan-Mar 2006

$\square$ New light goods $\square$ Used light goods
1.1 Mechanically-propelled road vehicles registered for the first time: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 | Jul-Sep 05 | Oct-Dec 05 | Jan-Mar 06 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Private Cars |  |  |  |  |  |
| New cars | 19554 | 14599 | 14892 | 7347 | 21443 |
| New cars exempt - Govt owned | 2 | 8 | 2 | 4 | 5 |
| New cars exempt - Non govt owned | 2755 | 3050 | 2549 | 2099 | 2555 |
| Used cars | 7228 | 7822 | 7615 | 6892 | 8089 |
| Used cars exempt - Govt owned | 0 | 0 | 0 | 0 | 0 |
| Used cars exempt - Non govt owned | 373 | 446 | 380 | 289 | 341 |
| Total private cars | 29912 | 25925 | 25438 | 16631 | 32433 |
| Total buses | 128 | 128 | 155 | 147 | 174 |
| Light goods |  |  |  |  |  |
| Light goods | 3922 | 3288 | 2807 | 2357 | 3982 |
| Light goods exempt - Govt owned | 28 | 11 | 15 | 56 | 52 |
| Light goods exempt - Non govt owned | 64 | 64 | 37 | 30 | 68 |
| Total light goods | 4014 | 3363 | 2859 | 2443 | 4102 |


| Heavy goods |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Heavy goods | 911 | 1055 | 894 | 943 | 1014 |
| Heavy goods exempt - Govt owned | 12 | 15 | 7 | 12 | 23 |
| Heavy goods exempt - Non govt owned | 14 | 11 | 3 | 7 | 15 |
| Total heavy goods | $\mathbf{9 3 7}$ | $\mathbf{1 0 8 1}$ | $\mathbf{9 0 4}$ | $\mathbf{9 6 2}$ | $\mathbf{1 0 5 2}$ |

## Tractors

| Tractors | 0 | 0 | 1 | 2 | 0 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tractors exempt - Govt owned | 9 | 2 | 0 | 2 | 14 |
| Tractors exempt - Non govt owned | 371 | 466 | 342 | 238 | 404 |
| Total tractors |  |  |  |  | $\mathbf{4 1 8}$ |


| Motorcycles |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Motorcycles | 976 | 1875 | 1160 | 638 | 872 |
| Motorcycles exempt - Govt owned | 0 | 0 | 0 | 0 | 0 |
| Motorcycles exempt - Non govt owned | 32 | 24 | 9 | 14 | 20 |
| Total motorcyles | 1008 | 1899 | 1169 | 652 | 892 |
| Total other exempt | 0 | 0 | 0 | 0 | 0 |
| Total other non-exempt | 0 | 0 | 0 | 0 | 0 |
| General Haulage and Special Types | 1 | 4 | 6 | 4 | 13 |
| Total all vehicles | 36380 | 32868 | 30874 | 21081 | 39084 |

1.2 Mechanically-propelled road vehicles registered for the first time by month: Jan-Mar 06

|  | 2006 |  | Jan-Mar 06 |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Jan | Feb | Mar | Total |
| Private Cars |  |  |  |  |
| New cars | 7156 | 5409 | 8878 | 21443 |
| New cars exempt - Govt owned | 0 | 2 | 3 | 5 |
| New cars exempt - Non govt owned | 776 | 739 | 1040 | 2555 |
| Used cars | 2419 | 2693 | 2977 | 8089 |
| Used cars exempt - Govt owned | 0 | 0 | 0 | 0 |
| Used cars exempt - Non govt owned | 100 | 120 | 121 | 341 |
| Total private cars | 10451 | 8963 | 13019 | 32433 |
| Total buses | 46 | 35 | 93 | 174 |
| Light goods |  |  |  |  |
| Light goods | 1228 | 1042 | 1712 | 3982 |
| Light goods exempt - Govt owned | 36 | 1 | 15 | 52 |
| Light goods exempt - Non govt owned | 23 | 15 | 30 | 68 |
| Total light goods | 1287 | 1058 | 1757 | 4102 |
| Heavy goods |  |  |  |  |
| Heavy goods | 300 | 336 | 378 | 1014 |
| Heavy goods exempt - Govt owned | 2 | 6 | 15 | 23 |
| Heavy goods exempt - Non govt owned | 1 | 4 | 10 | 15 |
| Total heavy goods | 303 | 346 | 403 | 1052 |
| Tractors |  |  |  |  |
| Tractors | 0 | 0 | 0 | 0 |
| Tractors exempt - Govt owned | 9 | 0 | 5 | 14 |
| Tractors exempt - Non govt owned | 131 | 111 | 162 | 404 |
| Total tractors | 140 | 111 | 167 | 418 |
| Motorcycles |  |  |  |  |
| Motorcycles | 235 | 224 | 413 | 872 |
| Motorcycles exempt - Govt owned | 0 | 0 | 0 | 0 |
| Motorcycles exempt - Non govt owned | 1 | 14 | 5 | 20 |
| Total motorcyles | 236 | 238 | 418 | 892 |
| Total other exempt | 0 | 0 | 0 | 0 |
| Total other non-exempt | 0 | 0 | 0 | 0 |
| General Haulage and Special Types | 3 | 5 | 5 | 13 |
| Total all vehicles | 12466 | 10756 | 15862 | 39084 |

### 2.1 New and used cars registered for the first time by make: Jan-Mar 05 to Jan-Mar 06

| Make | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | New | Used | New | Used | New | Used | New | Used | New | Used |
| Alfa Romeo | 58 | 33 | 45 | 25 | 25 | 27 | 6 | 34 | 33 | 27 |
| Audi | 594 | 310 | 416 | 357 | 277 | 380 | 200 | 384 | 547 | 374 |
| Austin | 0 | 17 | 434 | 30 | 111 | 14 | 0 | 9 | 0 | 14 |
| BMW | 863 | 418 | 490 | 514 | 902 | 500 | 345 | 460 | 1147 | 526 |
| Carbodies | 0 | 13 | 0 | 18 | 0 | 15 | 0 | 17 | 0 | 17 |
| Chrysler | 74 | 9 | 69 | 4 | 57 | 11 | 15 | 6 | 96 | 10 |
| Citroen | 834 | 196 | 691 | 224 | 846 | 217 | 472 | 188 | 892 | 253 |
| Daewoo | 78 | 21 | 32 | 51 | 0 | 16 | 13 | 8 | 0 | 21 |
| Daihatsu | 59 | 7 | 35 | 13 | 29 | 13 | 27 | 8 | 35 | 6 |
| Daimler | 0 | 2 | 0 | 6 | 0 | 2 | 0 | 2 | 0 | 3 |
| Eunos | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferrari | 5 | 4 | 6 | 4 | 2 | 1 | 0 | 5 | 7 | 5 |
| Fiat | 258 | 92 | 143 | 88 | 171 | 84 | 118 | 76 | 412 | 83 |
| Ford | 2978 | 701 | 1984 | 741 | 2054 | 707 | 1105 | 686 | 3048 | 716 |
| Honda | 601 | 146 | 396 | 191 | 510 | 185 | 160 | 118 | 703 | 178 |
| Hyundai | 593 | 77 | 431 | 83 | 510 | 75 | 245 | 50 | 625 | 89 |
| Isuzu | 17 | 12 | 11 | 11 | 11 | 8 | 4 | 8 | 0 | 12 |
| Jaguar | 162 | 42 | 84 | 41 | 109 | 47 | 36 | 45 | 157 | 39 |
| Jeep | 36 | 9 | 30 | 10 | 42 | 13 | 4 | 10 | 54 | 15 |
| Kia | 238 | 58 | 206 | 11 | 204 | 43 | 96 | 9 | 227 | 23 |
| Land Rover | 341 | 70 | 218 | 62 | 272 | 73 | 99 | 61 | 416 | 82 |
| Lexus | 38 | 23 | 45 | 26 | 23 | 30 | 12 | 22 | 108 | 20 |
| Lotus | 0 | 1 | 0 | 8 | 2 | 3 | 0 | 4 | 1 | 2 |
| Maserati | 4 | 2 | 3 | 2 | 2 | 0 | 1 | 0 | 4 | 0 |
| Mazda | 490 | 29 | 316 | 50 | 346 | 68 | 127 | 63 | 572 | 98 |
| Mercedes | 429 | 382 | 402 | 439 | 408 | 367 | 264 | 348 | 578 | 464 |
| MG | 311 | 33 | 7 | 44 | 37 | 40 | 51 | 30 | 85 | 31 |
| Mini | 313 | 30 | 275 | 47 | 280 | 42 | 129 | 32 | 312 | 50 |
| Mitsubishi | 273 | 66 | 281 | 84 | 259 | 74 | 122 | 88 | 503 | 112 |
| Nissan | 807 | 146 | 795 | 123 | 772 | 139 | 390 | 164 | 837 | 210 |
| Opel | 37 | 13 | 23 | 14 | 12 | 12 | 8 | 5 | 14 | 10 |
| Peugeot | 1407 | 559 | 1043 | 622 | 1120 | 609 | 800 | 551 | 1579 | 481 |
| Porsche | 75 | 20 | 67 | 26 | 49 | 24 | 24 | 20 | 81 | 30 |
| Proton | 23 | 6 | 19 | 2 | 13 | 4 | 12 | 2 | 19 | 1 |
| Renault | 2528 | 617 | 2395 | 666 | 2050 | 614 | 1078 | 538 | 2267 | 614 |
| Rolls Royce | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 3 | 0 | 2 |
| Rover | 369 | 212 | 8 | 208 | 48 | 179 | 74 | 126 | 75 | 117 |
| Saab | 114 | 51 | 114 | 52 | 130 | 60 | 72 | 51 | 183 | 93 |
| Seat | 492 | 283 | 387 | 248 | 369 | 259 | 123 | 237 | 679 | 267 |
| Skoda | 327 | 67 | 349 | 58 | 327 | 63 | 144 | 48 | 317 | 62 |
| Ssangyong | 13 | 0 | 18 | 1 | 8 | 1 | 4 | 0 | 32 | 2 |
| Subaru | 68 | 34 | 63 | 32 | 38 | 46 | 36 | 43 | 114 | 44 |
| Suzuki | 496 | 7 | 391 | 20 | 471 | 33 | 324 | 15 | 602 | 14 |
| Toyota | 1543 | 577 | 1354 | 549 | 1332 | 591 | 601 | 550 | 1853 | 623 |
| Triumph | 0 | 6 | 0 | 16 | 0 | 5 | 0 | 6 | 0 | 3 |
| Vauxhall | 2275 | 1094 | 1924 | 1259 | 1496 | 1144 | 1008 | 959 | 2265 | 1243 |
| Volkswagen | 1751 | 906 | 1300 | 963 | 1419 | 952 | 943 | 882 | 2089 | 1108 |
| Volvo | 244 | 126 | 193 | 110 | 126 | 108 | 76 | 121 | 206 | 139 |
| Other | 95 | 70 | 164 | 109 | 174 | 92 | 82 | 89 | 229 | 97 |
| Sub Total | 22311 | 7601 | 17657 | 8268 | 17443 | 7995 | 9450 | 7181 | 24003 | 8430 |
| Overall Total | 29912 |  | 25925 |  | 254 |  | 166 |  | 324 |  |

2.2 New cars registered for the first time by make: Jan-Mar 06


| Make | Used cars (includes exempt and imports) |  |  | $\begin{array}{\|c\|} \hline \text { Total used } \\ \text { cars } \end{array}$ | Imported from |  |  |  | Exempt |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | GB | ROI | Continent | Other |  |
| Alfa Romeo | 7 | 8 | 12 |  | 27 | 27 | 0 | 0 | 0 | 1 |
| Audi | 91 | 124 | 159 | 374 | 367 | 1 | 1 | 1 | 7 |
| Austin | 2 | 6 | 6 | 14 | 14 | 0 | 0 | 0 | 13 |
| BMW | 172 | 162 | 192 | 526 | 519 | 0 | 1 | 4 | 15 |
| Carbodies | 5 | 4 | 8 | 17 | 17 | 0 | 0 | 0 | 0 |
| Chrysler | 3 | 5 | 2 | 10 | 8 | 0 | 2 | 0 | 0 |
| Citroen | 75 | 94 | 84 | 253 | 253 | 0 | 0 | 0 | 21 |
| Daewoo | 5 | 5 | 11 | 21 | 19 | 2 | 0 | 0 | 2 |
| Daihatsu | 2 | 2 | 2 | 6 | 6 | 0 | 0 | 0 | 0 |
| Daimler | 2 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 1 |
| Eunos | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferrari | 0 | 2 | 3 | 5 | 5 | 0 | 0 | 0 | 0 |
| Fiat | 30 | 20 | 33 | 83 | 74 | 6 | 6 | 2 | 3 |
| Ford | 204 | 234 | 278 | 716 | 682 | 2 | 1 | 5 | 24 |
| Honda | 46 | 54 | 78 | 178 | 173 | 0 | 1 | 4 | 8 |
| Hyundai | 27 | 26 | 36 | 89 | 87 | 0 | 1 | 1 | 4 |
| Isuzu | 5 | 2 | 5 | 12 | 9 | 0 | 0 | 1 | 1 |
| Jaguar | 10 | 17 | 12 | 39 | 39 | 0 | 0 | 0 | 0 |
| Jeep | 2 | 5 | 8 | 15 | 15 | 0 | 0 | 0 | 0 |
| Kia | 4 | 7 | 12 | 23 | 23 | 0 | 0 | 0 | 5 |
| Land Rover | 20 | 31 | 31 | 82 | 80 | 0 | 2 | 0 | 6 |
| Lexus | 7 | 6 | 7 | 20 | 20 | 0 | 0 | 0 | 0 |
| Lotus | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| Maserati | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mazda | 21 | 40 | 37 | 98 | 93 | 1 | 2 | 1 | 1 |
| Mercedes | 121 | 154 | 189 | 464 | 454 | 0 | 0 | 3 | 23 |
| MG | 8 | 13 | 10 | 31 | 29 | 0 | 1 | 0 | 6 |
| Mini | 19 | 14 | 17 | 50 | 50 | 0 | 0 | 0 | 1 |
| Mitsubishi | 30 | 39 | 43 | 112 | 80 | 0 | 10 | 14 | 6 |
| Nissan | 62 | 81 | 67 | 210 | 190 | 3 | 3 | 11 | 15 |
| Opel | 4 | 4 | 2 | 10 | 7 | 2 | 1 | 0 | 0 |
| Peugeot | 149 | 161 | 171 | 481 | 467 | 0 | 2 | 3 | 23 |
| Porsche | 11 | 7 | 12 | 30 | 29 | 0 | 1 | 0 | 0 |
| Proton | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Renault | 167 | 208 | 239 | 614 | 601 | 4 | 1 | 1 | 42 |
| Rolls Royce | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 2 |
| Rover | 29 | 42 | 46 | 117 | 113 | 0 | 1 | 0 | 1 |
| Saab | 44 | 20 | 29 | 93 | 88 | 1 | 0 | 0 | 2 |
| Seat | 70 | 80 | 117 | 267 | 249 | 1 | 0 | 16 | 13 |
| Skoda | 21 | 22 | 19 | 62 | 61 | 1 | 0 | 0 | 5 |
| Ssangyong | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 |
| Subaru | 12 | 8 | 24 | 44 | 29 | 1 | 0 | 12 | 0 |
| Suzuki | 3 | 5 | 6 | 14 | 14 | 0 | 0 | 0 | 4 |
| Toyota | 201 | 226 | 196 | 623 | 575 | 5 | 14 | 12 | 32 |
| Triumph | 1 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| Vauxhall | 393 | 411 | 439 | 1243 | 1217 | 1 | 2 | 0 | 83 |
| Volkswagen | 353 | 378 | 377 | 1108 | 1087 | 1 | 1 | 3 | 56 |
| Volvo | 51 | 42 | 46 | 139 | 136 | 2 | 0 | 0 | 3 |
| Other | 28 | 40 | 29 | 97 | 83 | 0 | 4 | 9 | 21 |
| Total | 2519 | 2813 | 3098 | 8430 | 8102 | 34 | 58 | 103 | 450 |


| Make | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | New | Used | New | Used | New | Used | New | Used | New | Used |
| Austin | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| Bedford | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| Chrysler | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Citroen | 393 | 118 | 127 | 162 | 106 | 156 | 96 | 178 | 188 | 214 |
| Daf | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daihatsu | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| Fiat | 18 | 17 | 17 | 22 | 29 | 16 | 14 | 19 | 19 | 23 |
| Ford | 589 | 398 | 510 | 423 | 443 | 365 | 295 | 409 | 611 | 431 |
| Freight Rover | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honda | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Hyundai | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Isuzu | 149 | 1 | 109 | 6 | 54 | 3 | 50 | 5 | 82 | 9 |
| Iveco | 66 | 21 | 52 | 24 | 32 | 18 | 74 | 24 | 40 | 29 |
| Iveco-Ford (UK) | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Land Rover | 44 | 9 | 36 | 13 | 43 | 9 | 22 | 9 | 68 | 10 |
| LDV | 19 | 14 | 25 | 25 | 17 | 6 | 3 | 45 | 24 | 12 |
| Leyland | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Leyland Daf | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| Mazda | 18 | 2 | 19 | 2 | 8 | 2 | 3 | 4 | 15 | 2 |
| Mercedes | 99 | 49 | 125 | 52 | 117 | 50 | 100 | 42 | 97 | 51 |
| Mitsubishi | 108 | 13 | 92 | 15 | 40 | 20 | 44 | 20 | 138 | 28 |
| Nissan | 144 | 19 | 119 | 27 | 132 | 14 | 66 | 25 | 194 | 41 |
| Opel | 2 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 1 |
| Peugeot | 283 | 70 | 112 | 62 | 107 | 83 | 74 | 76 | 185 | 76 |
| Renault | 345 | 59 | 262 | 59 | 215 | 51 | 146 | 47 | 286 | 59 |
| Rover | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| Seat | 0 | 9 | 0 | 10 | 0 | 6 | 0 | 2 | 0 | 8 |
| Skoda | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Subaru | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Suzuki | 2 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Tata | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 |
| Toyota | 137 | 42 | 63 | 40 | 82 | 41 | 55 | 39 | 284 | 51 |
| Vauxhall | 240 | 76 | 299 | 88 | 190 | 81 | 159 | 72 | 218 | 102 |
| Volkswagen | 355 | 58 | 262 | 79 | 239 | 48 | 145 | 57 | 408 | 71 |
| Volvo | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Other | 8 | 9 | 5 | 8 | 6 | 7 | 6 | 7 | 12 | 6 |
| Subtotal | 3021 | 993 | 2237 | 1126 | 1869 | 990 | 1359 | 1084 | 2873 | 1229 |
| Overall total |  |  |  |  |  |  |  |  |  |  |


| Make | New (includes imports and exempt) |  |  | Total newJan-Mar | Used (includes imports and exempt) |  |  | Total usedJan-Mar | Overall total$\text { Jan-Mar } 06$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Jan | Feb | Mar |  | Jan | Feb | Mar |  |  |
| Austin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bedford | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |
| Chrysler | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Citroen | 69 | 55 | 64 | 188 | 69 | 65 | 80 | 214 | 402 |
| Daf | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daihatsu | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 |
| Fiat | 9 | 1 | 9 | 19 | 11 | 2 | 10 | 23 | 42 |
| Ford | 135 | 153 | 323 | 611 | 131 | 155 |  | 431 | 1042 |
| Freight Rover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Honda | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyundai | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 |
| Isuzu | 37 | 20 | 25 | 82 | 2 | 3 | 4 | 9 | 91 |
| Iveco | 8 | 14 | 18 | 40 | 11 | 9 | 9 | 29 | 69 |
| Iveco-Ford (UK) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Rover | 27 | 17 | 24 | 68 | 5 | 4 | 1 | 10 | 78 |
| LDV | 0 | 1 | 23 | 24 | 4 | 2 | 6 | 12 | 36 |
| Leyland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leyland Daf | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Mazda | 10 | 4 | 1 | 15 | 1 | 0 | 1 | 2 | 17 |
| Mercedes | 25 | 17 | 55 | 97 | 12 | 19 | 20 | 51 | 148 |
| Mitsubishi | 27 | 14 | 97 | 138 | 7 | 12 | 9 | 28 | 166 |
| Nissan | 73 | 29 | 92 | 194 | 15 | 11 | 15 | 41 | 235 |
| Opel | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peugeot | 49 | 52 | 84 | 185 | 18 | 27 | 31 | 76 | 261 |
| Renault | 146 | 38 | 102 | 286 | 24 | 12 | 23 | 59 | 345 |
| Rover | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Seat | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 8 | 8 |
| Skoda | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subaru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Suzuki | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tata | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| Toyota | 112 | 87 | 85 | 284 | 16 | 16 | 19 | 51 | 335 |
| Vauxhall | 33 | 45 | 140 | 218 | 31 | 38 | 33 | 102 | 320 |
| Volkswagen | 137 | 108 | 163 | 408 | 20 | 20 | 31 | 71 | 479 |
| Volvo | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Other | 4 | 1 | 7 | 12 | 1 | 2 | 3 | 6 | 18 |
| Total | 902 | 658 | 1313 | 2873 | 385 | 400 | 444 | 1229 | 4102 |

Source: DVLNI

### 4.1 New and used heay goods registered for the first time by make: Jan-Mar 05 to Jan-Mar 06


4.2 Heavy goods registered for the first time by make, month and new/used breakdown: Jan-Mar 06

| Make | New (includes imports and exempt) |  |  | $\begin{array}{\|c\|} \hline \text { Total new } \\ \text { Jan-Mar } \end{array}$ | Used |  |  | Total usedJan-Mar | Overall total$\text { Jan-Mar } 06$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Jan | Feb | Mar |  | Jan | Feb | Mar |  |  |
| All Wheel Drive | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bedford | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Case | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| Caterpillar | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daf | 27 | 38 | 46 | 111 | 28 | 34 | 27 | 89 | 200 |
| Dennis | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 3 |
| Dodge | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 6 |
| ERF | 0 | 2 | 0 | 2 | 7 | 3 | 9 | 19 | 21 |
| Foden | 0 | 0 | 0 | 0 | 4 | 3 | 10 | 17 | 17 |
| Ford | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 6 | 7 |
| Grove Coles | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Hino | 4 | 2 | 1 | 7 | 0 | 2 | 1 | 3 | 10 |
| Isuzu | 1 | 2 | 2 | 5 | 0 | 1 | 0 | 1 | 6 |
| Iveco | 10 | 8 | 35 | 53 | 0 | 1 | 3 | 4 | 57 |
| Iveco-Ford | 0 | 0 | 0 | 0 | 18 | 15 | 10 | 43 | 43 |
| 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 | 1 | 1 | 1 | 6 | 3 | 10 | 11 |
| JCB | 3 | 0 | 0 | 3 | 5 | 1 | 0 | 6 | 9 |
| Johnston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kato | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leyland | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 8 |
| Leyland Daf | 0 | 0 | 0 | 0 | 19 | 19 | 20 | 58 | 58 |
| MAN | 9 | 2 | 7 | 18 | 19 | 20 | 24 | 63 | 81 |
| MAN/VW | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| Manitou | 2 | 1 | 3 | 6 | 0 | 0 | 1 | 1 | 7 |
| Matbro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mercedes | 20 | 29 | 19 | 68 | 16 | 21 | 23 | 60 | 128 |
| Merlo | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Mitsubishi | 1 | 0 | 1 | 2 | 1 | 2 | 1 | 4 | 6 |
| New Holland | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Renault | 0 | 0 | 1 | 1 | 6 | 8 | 6 | 20 | 21 |
| Renault (UK) | 7 | 6 | 6 | 19 | 1 | 0 | 0 | 1 | 20 |
| Scania | 10 | 17 | 11 | 38 | 24 | 17 | 20 | 61 | 99 |
| Seddon/Atkinson | 0 | 0 | 3 | 3 | 2 | 0 | 3 | 5 | 8 |
| Thwaites | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volkswagen | 1 | 0 | 4 | 5 | 1 | 0 | 2 | 3 | 8 |
| Volvo | 9 | 19 | 16 | 44 | 36 | 34 | 48 | 118 | 162 |
| Other | 3 | 18 | 15 | 36 | 2 | 4 | 5 | 11 | 47 |
| Total | 108 | 148 | 173 | 429 | 195 | 198 | 230 | 623 | 1052 |

Source: DVLNI

## Use of public transport

- There were 17.72 million public bus passenger journeys made during the quarter, resulting in a weekly average of 1.36 million. This is an increase of $2 \%$ compared to the weekly average of 1.33 million journeys made during the same quarter of last year. (Table 5.3)
- The weekly average bus miles has decreased from 0.82 to 0.81 million quarter on quarter. (Table 5.3)
- Bus passenger receipts have increased by $4 \%$ from $£ 1.79$ million to $£ 1.86$ million on a weekly average basis compared to the same period in the previous year. (Table 5.3)
- Rail passenger miles have increased to a weekly average of 2.94 million for the quarter compared to 2.63 million for the corresponding quarter of 2005. (Table 5.4)
- Compared to the same period in the previous year, the weekly average rail passenger receipts rose by $12.5 \%$ to $£ 0.36$ million from £0.32 million. (Table 5.4)

Figure 3 Bus journeys, miles and receipts: Jan-Mar 2002 to Jan-Mar 2006 (Weekly Averages)

$\square$ Bus passenger journeys $\square$ Bus miles $\square$ Receipts

Figure 4 Railway journeys, miles and receipts Jan-Mar 02 to Jan-Mar 06 (Weekly Averages)

$\square$ Rail passenger journeys $\square$ Rail miles $\square$ Receipts
5.1 Ulsterbus passenger journeys, bus miles and passenger receipts: Jan-Mar 05 to Jan-Mar 06

|  |  |  | Millions |
| :--- | ---: | ---: | ---: | ---: | ---: |

5.2 Citybus passenger journeys, bus miles and passenger receipts: Jan-Mar 05 to Jan-Mar 06

Millions

|  | $\begin{array}{r} \text { Jan-Mar } 05 \\ \text { (13 weeks) } \\ \text { up to } 28 / 03 / 05 \end{array}$ | $\begin{array}{r} \text { Apr-Jun 05p } \\ \text { (13 weeks) } \\ \text { up to 28/06/05 } \end{array}$ | $\begin{array}{r} \text { Jul-Sep 05p } \\ \text { (13 weeks) } \\ \text { up to } 28 / 09 / 05 \end{array}$ | $\begin{array}{r} \text { Oct-Dec 05p } \\ (13 \text { weeks }) \\ \text { up to } 28 / 12 / 05 \end{array}$ | $\begin{array}{r} \text { Jan-Mar 06p } \\ \text { (13 weeks) } \\ \text { up to 28/03/06 } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Passenger journeys |  |  |  |  |  |
| Total | 5.30 | 5.68 | 5.27 | 6.76 | 6.05 |
| Weekly average | 0.41 | 0.44 | 0.41 | 0.52 | 0.47 |
| Bus miles |  |  |  |  |  |
| Total | 1.75 | 1.78 | 1.66 | 1.70 | 1.86 |
| Weekly average | 0.13 | 0.14 | 0.13 | 0.13 | 0.14 |
| Passenger receipts $\mathbf{£}^{\prime} \mathbf{s}$ |  |  |  |  |  |
| Total | 5.51 | 6.04 | 5.34 | 6.93 | 6.24 |
| Weekly average | 0.42 | 0.46 | 0.41 | 0.53 | 0.48 |

5.3 Total bus passenger journeys, bus miles and passenger receipts: Jan-Mar 05 to Jan-Mar 06

| Millions |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Jan-Mar 05 ( 13 weeks) up to $28 / 03 / 05$ | $\begin{array}{r} \text { Apr-Jun } 05 p \\ (13 \text { weeks) } \\ \text { up to } 28 / 06 / 05 \\ \hline \end{array}$ | Jul-Sep 05p $(13$ weeks) up to $28 / 09 / 05$ | Oct-Dec 05p (13 weeks) up to $28 / 12 / 05$ | $\begin{array}{r} \hline \text { Jan-Mar 06p } \\ (13 \text { weeks }) \\ \text { up to 28/03/06 } \\ \hline \end{array}$ |
| Passenger journeys |  |  |  |  |  |
| Total | 17.25 | 17.82 | 12.50 | 19.16 | 17.72 |
| Weekly average | 1.33 | 1.37 | 0.96 | 1.47 | 1.36 |
| Bus miles |  |  |  |  |  |
| Total | 10.66 | 10.89 | 9.47 | 11.13 | 10.55 |
| Weekly average | 0.82 | 0.84 | 0.73 | 0.86 | 0.81 |
| Passenger receipts £'s |  |  |  |  |  |
| Total | 23.31 | 24.56 | 17.81 | 26.30 | 24.20 |
| Weekly average | 1.79 | 1.89 | 1.37 | 2.02 | 1.86 |

5.4 NIR passenger journeys, passenger miles and passenger receipts: Jan-Mar 05 to Jan-Mar 06

|  |  |  |  | Millions |
| :--- | ---: | ---: | ---: | ---: | ---: |

## Deliveries of petroleum

- 194,411 tonnes of petroleum were delivered during the quarter, an increase of $7 \%$ on the tonnage delivered during the corresponding quarter of 2005. (Table 6.1)
6.1 Deliveries of petroleum for use in Northern Ireland: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Unleaded petrol | Tonnes | \% | Tonnes | \% | Tonnes | \% | Tonnes | \% | Tonnes | \% |
| Super | 1171 | 0.6 | 2087 | 1.1 | 1697 | 1.0 | 1745 | 0.9 | 1852 | 1.0 |
| Premium | 16 | 0.0 | 20 | 0.0 | 16 | 0.0 | 5 | 0.0 | 4 | 0.0 |
| ULSP | 80945 | 44.8 | 84372 | 44.2 | 75459 | 44.4 | 87788 | 43.9 | 81522 | 41.9 |
| Total unleaded | 82132 | 45.4 | 86479 | 45.3 | 77172 | 45.4 | 89538 | 44.7 | 83378 | 42.9 |
| Leaded petrol |  |  |  |  |  |  |  |  |  |  |
| Lead replacement | 39 | 0.0 | 39 | 0.0 | 41 | 0.0 | 17 | 0.0 | 13 | 0.0 |
| Total leaded | 39 | 0.0 | 39 | 0.0 | 41 | 0.0 | 17 | 0.0 | 13 | 0.0 |
| Total Petrol | 82171 | 45.4 | 86518 | 45.3 | 77213 | 45.4 | 89555 | 44.8 | 83391 | 42.9 |
| Automotive diesel | 98691 | 54.6 | 104299 | 54.7 | 92848 | 54.6 | 110544 | 55.2 | 111020 | 57.1 |
| Total | 180862 | 100.0 | 190817 | 100.0 | 170061 | 100.0 | 200099 | 100.0 | 194411 | 100.0 |

Source: Department Of Trade \& Industry

Figure 5 Total deliveries of petroleum by fuel type: Jan-Mar 2002 to Jan-Mar 2006


Figure 6 Percentage breakdown of petroleum by fuel type: Jan-Mar 2002 to Jan-Mar 06

$\square$ Unleaded $\square$ Leaded $\square$ Diesel

## Driver and vehicle testing

- Due to industrial action the data relating to Driver and Vehicle testing have been affected. As a result some data are not available.
- Compared to the corresponding quarter in 2005, the four quarter rolling average pass rate for ' $L$ ' driving tests for males rose from $53 \%$ to $54 \%$ and for females rose from $43 \%$ to $44 \%$, both higher than the equivalent GB pass rates. (Table 8.1)
- The four quarter rolling average pass rate for touch screen theory tests for private car drivers was $69 \%$ for males and $75 \%$ for females, both having increased compared to $64 \%$ and $73 \%$, respectively, in the corresponding quarter of the previous year. (Table 8.2)
- The four quarter rolling average pass rate for motorcycle touch screen theory tests has risen to $86 \%$ from $84 \%$ in the corresponding period in 2005. (Table 8.4)
- The overall pass rate for large goods vehicle driving tests was $59 \%$, compared to $67 \%$ in the corresponding quarter of the previous year. (Table 8.5)

Figure 7 'L' Driving test/written theory test pass rate for cars by gender:Jan-Mar 2005 to Jan-Mar 2006

7.1 Road vehicle testing scheme (MOT) - Motor cars: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 | Jul-Sep 05 | Oct-Dec 05 | Jan-Mar 06 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tests completed | . | .. | 108543 | 115431 | 122832 |
| Retests | . | .. | 25173 | 28444 | 29850 |
| 4 quarter rolling average (\% retests) | .. | .. | 23 | 25 | 24 |

7.2 Road vehicle testing scheme (MOT) - Motorcycles: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 | Jul-Sep 05 | Oct-Dec 05 | Jan-Mar 06 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tests completed | . | . | 4338 | 1859 | 3120 |
| Retests | . | .. | 388 | 198 | 198 |
| 4 quarter rolling average (\% retests) | . | .. | 9 | 11 | 6 |

### 7.3 Public service vehicle testing scheme: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 | Jul-Sep 05 | Oct-Dec 05 | Jan-Mar 06 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tests completed | 3364 | 3420 | 3601 | 4350 | 3783 |
| Retests | 953 | 1165 | 1072 | 1412 | 1176 |
| 4 quarter rolling average (\% retests) | 28 | 34 | 29 | 32 | 31 |

7.4 Goods vehicle testing scheme: Jan-Mar 05 to Jan-Mar 06

|  | Jan-Mar 05 | Apr-Jun 05 | Jul-Sep 05 | Oct-Dec 05 | Jan-Mar 06 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Tests completed | 21432 | 22491 | 16489 | 20724 | 23578 |
| Retests | 6843 | 7733 | 5419 | 6376 | 7758 |
| 4 quarter rolling average (\% retests) | 32 | 34 | 32 | 31 | 32 |

## 8.1 'L' driving tests, NI/GB comparison: Jan-Mar 05 to Jan-Mar 06

|  |  | Jan-Mar 05 |  | Apr-Jun 05 |  | $\text { Jul-Sep } 05$ |  | Oct-Dec 05 |  | Jan-Mar 06p |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NI |  | NI |  | NI |  | NI |  | NI |  |
| Tests | Male | 5557 |  | 5949 |  | 6805 |  | 6777 |  | 7140 |  |
| Conducted | Female | 6203 |  | 6864 |  | 7751 |  | 7677 |  | 8022 |  |
|  | Total | 11760 |  | 12813 |  | 14556 |  | 14454 |  | 15162 |  |
| Tests | Male | 2964 |  | 3181 |  | 3738 |  | 3556 |  | 3902 |  |
| Passed | Female | 2639 |  | 2942 |  | 3445 |  | 3452 |  | 3599 |  |
|  | Total | 5603 |  | 6123 |  | 7183 |  | 7008 |  | 7501 |  |
|  |  | NI | GB | NI | GB | NI | GB | NI | GB | NI | GB |
| 4 Quarter | Male | 53 | 46 | 53 | 45 | 54 | 45 | 54 | 45 | 54 | 46 |
| rolling average | Female | 43 | 39 | 43 | 39 | 44 | 39 | 44 | 40 | 44 | 40 |
| (\% passed) | Total | 48 | 42 | 48 | 42 | 49 | 42 | 48 | 42 | 49 | 43 |

### 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Jan-Mar 05 to Jan-Mar 06

|  |  | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NI |  | NI |  | NI |  | NI |  | NI |  |
| Tests | Male | 5435 |  | 6098 |  | 5685 |  | 5149 |  | 5206 |  |
| Conducted | Female | 4599 |  | 5185 |  | 5482 |  | 4566 |  | 4448 |  |
|  | Total | 10034 |  | 11283 |  | 11167 |  | 9715 |  | 9654 |  |
| Tests | Male | 3546 |  | 3984 |  | 3713 |  | 3673 |  | 3856 |  |
| Passed | Female | 3385 |  | 3806 |  | 3985 |  | 3538 |  | 3524 |  |
|  | Total | 6931 |  | 7790 |  | 7698 |  | 7211 |  | 7380 |  |
|  |  | NI | GB | NI | GB | NI | GB | NI | GB | NI | GB |
| 4 Quarter | Male | 64 | 61 | 65 | 61 | 65 | 62 | 67 | 65 | 69 | 66 |
| rolling average | Female | 73 | 69 | 73 | 69 | 73 | 70 | 74 | 72 | 75 | 74 |
| (\% passed) | Total | 68 | 64 | 69 | 65 | 69 | 66 | 70 | 68 | 72 | 70 |

### 8.3 Motorcycle 'L' driving tests, NI/GB comparison: Jan-Mar 05 to Jan-Mar 06

|  |  | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06p |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NI |  | NI |  | NI |  | NI |  | NI |  |
| Tests | Male | 245 |  | 490 |  | 497 |  | 547 |  | 321 |  |
| Conducted | Female | 26 |  | 59 |  | 73 |  | 83 |  | 41 |  |
|  | Total | 271 |  | 549 |  | 570 |  | 630 |  | 362 |  |
| Tests | Male | 166 |  | 361 |  | 359 |  | 364 |  | 216 |  |
| Passed | Female | 17 |  | 40 |  | 49 |  | 59 |  | 25 |  |
|  | Total | 183 |  | 401 |  | 408 |  | 423 |  | 241 |  |
|  |  | NI | GB | NI | GB | NI | GB | NI | GB | NI | GB |
| 4 Quarter | Male | 72 | 66 | 72 | 66 | 71 | 66 | 70 | 66 | 70 | 66 |
| rolling average | Female | 80 | 53 | 78 | 53 | 77 | 52 | 68 | 52 | 68 | 52 |
| (\% passed) | Total | 73 | 64 | 73 | 64 | 72 | 64 | 70 | 64 | 70 | 64 |

Sources: NI - DVTA; GB - DSA
8.4 Touch screen theory tests for motorcyclists, NI/GB comparison: Jan-Mar 05 to Jan-Mar 06

8.5 Large goods vehicle driving tests, N/GB comparison: Jan-Mar 05 to Jan-Mar 06

|  |  | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06p |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NI |  | NI |  | NI |  | NI | NI |  |  |
| Tests | Male | 696 |  | 304 |  | 246 |  | 266 |  | 314 |  |
| Conducted | Female | 25 |  | 5 |  | 11 |  | 10 |  | 10 |  |
|  | Total | 721 |  | 309 |  | 257 |  | 276 |  | 324 |  |
| Tests | Male | 423 |  | 179 |  | 153 |  | 156 |  | 185 |  |
| Passed | Female | 10 |  | 1 |  | 6 |  | 6 |  | 7 |  |
|  | Total | 433 |  | 180 |  | 159 |  | 162 |  | 192 |  |
|  |  | NI | GB | NI | GB | NI | GB | NI | GB | NI | GB |
| 4 Quarter | Male | 67 | 47 | 67 | 46 | 68 | 46 | 60 | 46 | 60 | 46 |
| rolling average | Female | 53 | 45 | 48 | 45 | 45 | 44 | 45 | 43 | 56 | 43 |
| (\% passed) | Total | 67 | 47 | 47 | 46 | 68 | 46 | 60 | 45 | 59 | 45 |

Sources: NI -DVTA; GB - DSA
8.6 Passenger carrying vehicle driving tests, NJ/GB comparison: Jan-Mar 05 to Jan-Mar 06

|  |  | Jan-Mar 05 |  | Apr-Jun 05 |  | Jul-Sep 05 |  | Oct-Dec 05 |  | Jan-Mar 06p |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NI |  | NI |  | NI |  | NI |  | NI |  |
| Tests | Male | 113 |  | 100 |  | 142 |  | 121 |  | 104 |  |
| Conducted | Female | 16 |  | 20 |  | 19 |  | 16 |  | 17 |  |
|  | Total | 129 |  | 120 |  | 161 |  | 137 |  | 121 |  |
| Tests | Male | 77 |  | 48 |  | 96 |  | 85 |  | 79 |  |
| Passed | Female | 4 |  | 10 |  | 13 |  | 10 |  | 14 |  |
|  | Total | 81 |  | 58 |  | 109 |  | 95 |  | 93 |  |
|  |  | NI | GB | NI | GB | NI | GB | NI | GB | NI | GB |
| 4 Quarter | Male | 65 | 43 | 60 | 44 | 63 | 44 | 64 | 44 | 66 | 44 |
| rolling average | Female | 57 | 46 | 53 | 45 | 53 | 45 | 52 | 46 | 65 | 47 |
| (\% passed) | Total | 64 | 44 | 60 | 44 | 61 | 44 | 63 | 44 | 66 | 45 |

## Appendix

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 an apparent 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. Total New cars and Total Used cars will not equal total Imports as total Imports excludes NI figures.

## Tables 5.1 to 5.4

Ulsterbus, Citybus 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.

Table 7.1
With effect from 1 April 1996 all private cars and motorcycles (that is, all motor vehicles other than Large Passenger Carrying Vehicles, Goods Vehicles, Trailers and Public Service Vehicles) becoming four years old must be tested at four years and over on the fourth anniversary of first registration and yearly thereafter. Before this date the requirement was to test at five years and over on the fifth anniversary of first registration. Large Passenger Carrying Vehicles are tested on the first anniversary of registration and yearly thereafter.

Table 7.3
Covers Omnibuses, Taxis. Vehicles are tested on application for a licence and yearly thereafter.

## Table 7.4

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

## Tables 8.2 and 8.4

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

## Table 8.3

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

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