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Road Freight Transport Survey

2010

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Contents

	Page
Chapter 1 - Commentary	
Introduction	7
Scope of Survey	7
Goods Vehicle Activity in 2010	8
Main Use of Vehicle	9
Business of Owner	9
Size of Vehicles in Fleet	10
Age of Fleet	10
Length of Haul	11
Commodity Transported	13
Vehicle Use	13
International Transport	14
Comparison with 2009 Results	14
Chapter 2 - Tables	
Table 1 Transport Activity classified by Business of Owner and Main Use of Vehicle, 2010	18
Table 2 Transport Activity classified by Vehicle Capacity, National/International Journeys and Main Use of Vehicle, 2010	19
Table 3 Transport Activity classified by Business of Owner, Unladen Weight and Main Use of Vehicle, 2010	20
Table 4 Transport Activity classified by Region of Origin and Main Use of Vehicle, 2010	20
Table 5 Transport Activity classified by Business of Owner, Length of Haul and Main Use of Vehicle, 2010	21
Table 6 Transport Activity classified by Main Type of Work and Main Use of Vehicle, 2010	22
Table 7 Transport Activity classified by National/International Journeys and Main Use of Vehicle, 2010	22
Table 8 Transport Activity classified by National/International Journeys, Quarter and Main Use of Vehicle, 2010	23
Table 9 Transport Activity classified by Group of Goods and National/International Journeys, 2010	23
Table 10 Transport Activity classified by Group of Goods and Main Use of Vehicle, 2010	24
Table 11 Average Number of Vehicles classified by Unladen Weight and Year of Manufacture of Vehicle, 2010	24
Table 12 Transport Activity classified by Year of Manufacture and Main Use of Vehicle, 2010	25
Table 13 Transport Activity classified by Body Type and Main Use of Vehicle, 2010	25
Table 14 Vehicle Kilometres Travelled classified by Business of Owner and Main Use of Vehicle, 2010	26
Table 15 Transport Activity classified by National/International Journeys, Axle Configuration and Main Use of Vehicle, 2010	27
Table 16 Transport Activity classified by Region of Origin and Region of Destination of Journey, 2010	28

Chapter 2 (contd.)

Table 17	Vehicle Kilometres Travelled classified by Region of Origin and Region of Destination, 2010	29
Table 18	Transport Activity classified by Country of Origin and Country of Destination, 2010	30
Table 19	Vehicle Kilometres classified by Country of Origin and Country of Destination, 2010	31

Chapter 3 - Methodology

Legal Framework	34
Data	34
Sample Design	34
Data Collection	35
Response Rates	35
Respondent Burden	36
Compilation and Grossing	36
Changes to Commodity Classification	37
Reliability of Results	37
Definitions Used	38

Appendices

A. Structure of the Standard Goods Classification for Transport Statistics (NST 2007)	40
B. The NUTS 3 Regions of Ireland	42
C. Definition of Strata used in Sample Selection and in the Grossing up of Survey Returns	43
D. Goods Vehicle Category Types	44
E. Survey Questionnaire and Instructions	45

Note

Rounding: Due to the fact that individual figures have been rounded independently there may be slight discrepancies between the sum of the constituent items and the totals shown.

Chapter 1

Commentary

Introduction

This report contains the results of the “National Survey of Transport of Goods by Road” conducted for the year 2010. The survey was undertaken as part of an EU-wide project in accordance with Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road.

During the reference year, information was collected with respect to one week’s transport activity for a random sample of goods vehicles. The sample was spread over each week of the year. The sample data has been grossed to the national fleet to provide estimates for road freight transport activity by all goods vehicles in the survey year.

The CSO wishes to place on record its thanks and appreciation for the co-operation of the vehicle owners who responded to the survey.

The survey questionnaire and instructions are shown in Appendix E.

The principle measures used in this report to assess transport activity are:

- (a) the weight of goods carried (given in tonnes)
and
- (b) the quantity of work done (given in tonne-kilometres)
(See definitions used, page 42).

Scope of Survey

This report covers the survey period beginning the first week of January 2010 and ending the last week of December 2010. Irish registered vehicles that:

- (a) belonged to the motor taxation class, *Goods Vehicles*
- (b) had a valid motor tax disk during the relevant survey week¹
- (c) had an unladen weight of two tonnes and over
and
- (d) had a vehicular body type appropriate for carrying freight²

came within the scope of the survey.

No other vehicles were covered. In particular this meant that vehicles in other motor taxation classes such as agricultural tractors, general haulage tractors, dumpers and exempt vehicles (i.e. vehicles exempt from liability to pay road tax which include state owned, diplomatic, fire services or disabled drivers) were not included in the survey.

All activity of goods vehicles within the scope of the survey engaged in the carriage of goods, either on own account or for hire or reward, on the public road was covered. Excluded, therefore, was activity such as site work off the public road or work of a mainly service nature (e.g. carriage of personnel to or from places of work).

¹ In practice, as the survey sample was selected several weeks before the survey week, vehicles where the motor tax had expired no more than three months previously, were also included within the scope.

² See Appendix D for a list of vehicular body types that have been excluded.

Goods Vehicle Activity 2010

Chart 1: Number of goods vehicles within the scope of the survey by year, 2000 - 2010

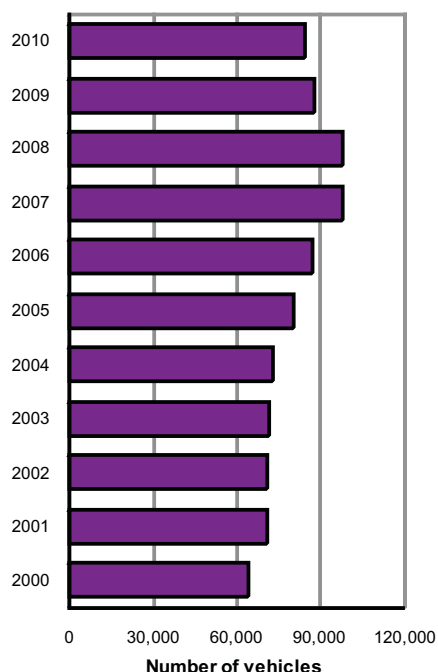
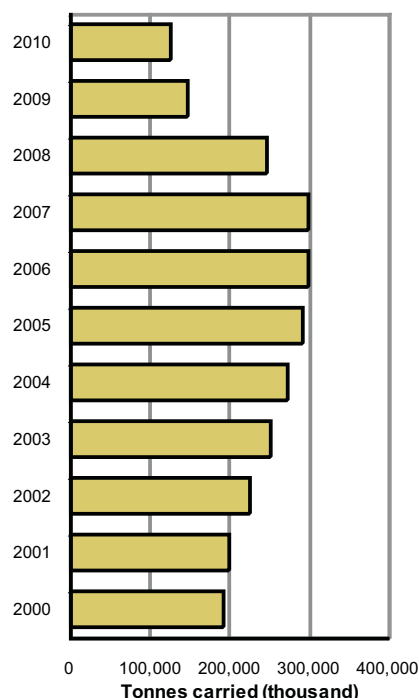


Chart 2: Weight of goods carried by year, 2000 - 2010



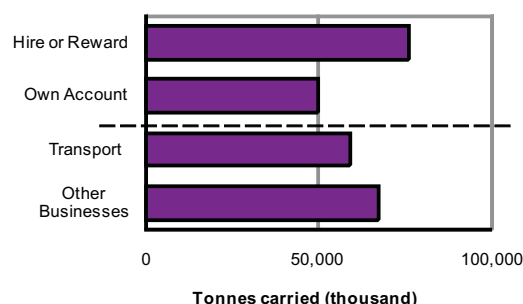
In 2010, Irish registered goods vehicles transported a total of 126 million tonnes of goods by road. This represents a decrease of 15% on the previous year and a decrease of 34% on the 2000 figure. Activity in terms of tonne-kilometres decreased by 10% from 12,071 million in 2009 to 10,924 million in 2010. There was a decrease of 11% in the figure for tonne kilometres over the ten-year period from 2000 to 2010. A total of 1,457 million vehicle kilometres were travelled in 2010, a decrease of 8% on the 2009 figure of 1,585 million and a decrease of 9% on the 2000 figure.

The average number of goods vehicles under current license during 2010 within the scope of the survey, was 84,025, representing a decrease of 4% on the 2009 figure. The fleet size increased by 31% since 2000. These goods vehicles completed 11 million loaded journeys in 2010, almost 12% less than in 2009 and 28% less than in 2000.

Table A below shows the main figures outlined above for the years 2000 to 2010. (See Charts 1 and 2 also).

Table A

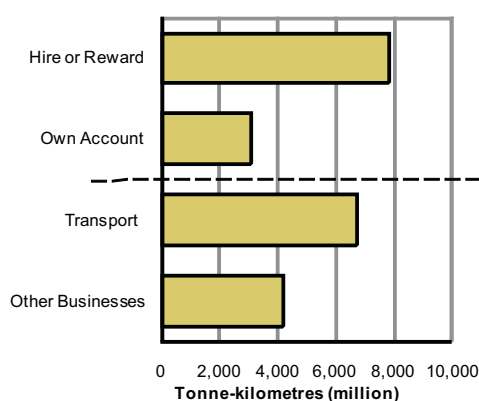
Year	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	<i>million</i>	<i>thousand</i>	<i>million</i>	<i>number</i>	<i>thousand</i>
2000	12,263	191,264	1,595	64,248	15,605
2001	12,291	199,829	1,585	70,825	15,770
2002	14,282	224,907	1,851	71,005	17,621
2003	15,679	251,791	1,966	71,459	19,709
2004	17,011	273,557	2,139	73,075	20,767
2005	17,819	291,883	2,312	79,916	22,425
2006	17,322	299,030	2,242	87,135	23,248
2007	18,707	299,307	2,332	97,752	23,646
2008	17,289	245,788	2,207	97,640	20,085
2009	12,071	148,328	1,585	87,616	12,659
2010	10,924	125,865	1,457	84,025	11,177

Chart 3: Weight of goods carried, 2010**Main use of Vehicle**

Vehicles used mainly for hire or reward in the transport of goods were responsible for 60% of the total weight of goods carried in 2010. These vehicles also performed 72% of the total activity in terms of tonne-kilometres and travelled 53% of total vehicle kilometres. (See Table B and upper part of Charts 3, 4 and 5).

Table B 2010

Main use of Vehicle	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	million	%	thousand	%	million	%
Hire or Reward	7,843	71.8	75,998	60.4	777	53.3
Own Account	3,081	28.2	49,867	39.6	680	46.7
Total	10,924	100.0	125,865	100.0	1,457	100.0

Chart 4: Activity in tonne-kilometres, 2010**Business of Owner**

In the "Business of Owner" classification, "Transport" covers both licensed hauliers and other hauliers. All activity of vehicles owned by transport businesses was classified to "Transport" even if the vehicle activity was mainly for the own account transport of the business. Likewise, all activity of vehicles owned by non-transport businesses was classified to the "Other" heading even if the vehicle was used for hire or reward.

In 2010, vehicles owned by transport businesses performed 62% of the total activity in terms of tonne-kilometres. These vehicles transported 47% of the total weight of goods carried and travelled 43% of the total vehicle kilometres. Vehicles owned by transport businesses were responsible for 31% of all laden journeys. (See Table C and lower part of Charts 3, 4 and 5).

Table C 2010

Business of owner	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		Laden Journeys	
	million	%	thousand	%	million	%	thousand	%
Transport	6,740	61.7	58,839	46.7	623	42.8	3,437	30.8
Other	4,184	38.3	67,027	53.3	834	57.2	7,740	69.2
Total	10,924	100.0	125,865	100.0	1,457	100.0	11,177	100.0

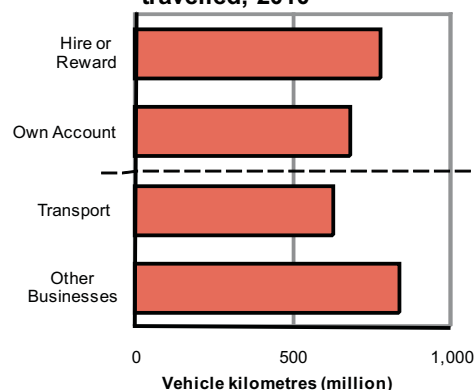
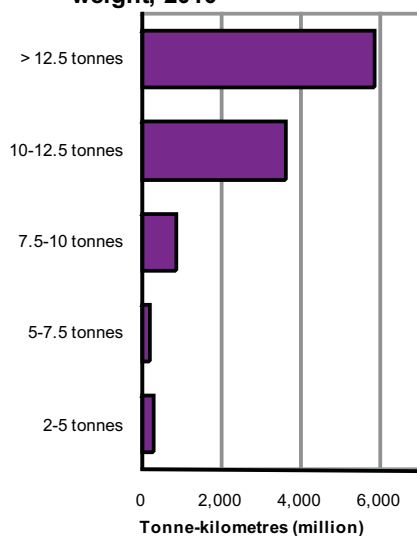
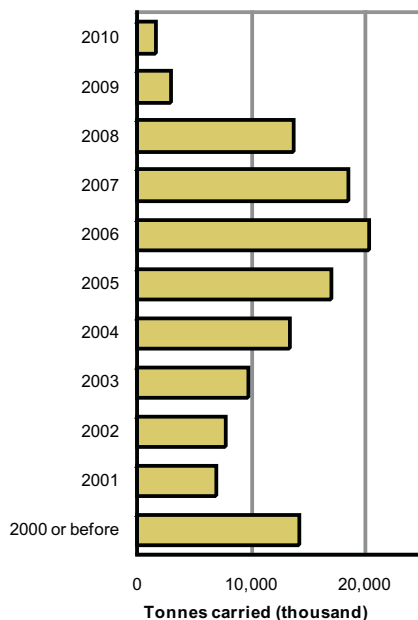
Chart 5: Vehicle kilometres travelled, 2010

Chart 6: Activity in tonne-kilometres by unladen weight, 2010**Chart 7: Weight of goods carried by year of manufacture of vehicle, 2010**

Size of Vehicles in Fleet

It can be seen from the last column in the table below that the smallest vehicles, in the “2 to 5 tonnes” unladen weight category, accounted for 64% of the vehicle fleet. However such vehicles were responsible for only 4% of the total weight of goods transported and 3% of activity in terms of tonne-kilometres. Their share of total vehicle kilometres was 24%. Vehicles in the unladen weight category “10 to 12.5 tonnes” accounted for 10% of the vehicle fleet and were responsible for 34% of activity in terms of tonne-kilometres. These vehicles were also responsible for 24% of total vehicle kilometres travelled and 34% of total tonnes carried. The largest vehicles, in the category “over 12.5 tonnes” unladen weight, accounted for 12% of the vehicle fleet and transported 51% of the total weight of goods carried. They travelled 35% of total vehicle kilometres and had the largest share of activity in terms of tonne-kilometres accounting for 54% of the total. (See Table D and Chart 6).

Table D 2010

Unladen Weight (tonnes)	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		No. of Vehicles	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>number</i>	<i>%</i>
2-5	328	3.0	5,267	4.2	351	24.1	53,579	63.8
5-7.5	232	2.1	3,279	2.6	94	6.5	5,732	6.8
7.5-10	856	7.8	10,755	8.5	152	10.4	5,998	7.1
10-12.5	3,656	33.5	42,121	33.5	350	24.0	8,645	10.3
Over 12.5	5,852	53.6	64,444	51.2	510	35.0	10,071	12.0
Total	10,924	100.0	125,865	100.0	1,457	100.0	84,025	100.0

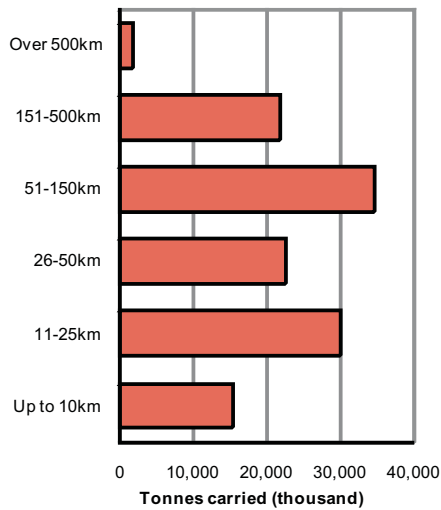
Age of Fleet

In 2010, vehicles manufactured from 2007 onwards accounted for 29% of the vehicle fleet. These vehicles transported 29% of the total weight of goods carried, travelled 35% of the total vehicle kilometres and were responsible for 34% of total activity in terms of tonne-kilometres. The oldest vehicles, those manufactured in 2000 or before, accounted for 19% of the vehicle fleet but were not used as intensively as the newer vehicles. They were responsible for only 8% of total activity in tonne-kilometres. They transported 11% of the total weight of goods carried and travelled 10% of total vehicle kilometres. (See Table E and Chart 7).

Table E 2010

Year of Manufacture	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		No. of Vehicles	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>number</i>	<i>%</i>
2010	203	1.9	1,507	1.2	29	2.0	990	1.2
2009	332	3.0	2,933	2.3	57	3.9	2,647	3.2
2008	1,534	14.0	13,689	10.9	199	13.6	8,429	10.0
2007	1,594	14.6	18,511	14.7	224	15.4	12,033	14.3
2006	1,960	17.9	20,387	16.2	218	15.0	10,167	12.1
2005	1,541	14.1	17,049	13.5	177	12.1	8,163	9.7
2004	1,074	9.8	13,285	10.6	142	9.7	7,430	8.8
2003	844	7.7	9,645	7.7	109	7.5	7,224	8.6
2002	509	4.7	7,759	6.2	87	6.0	5,944	7.1
2001	513	4.7	6,881	5.5	71	4.9	4,717	5.6
2000 or before	822	7.5	14,219	11.3	145	9.9	16,282	19.4
Total	10,924	100.0	125,865	100.0	1,457	100.0	84,025	100.0

Chart 8: Weight of goods carried by length of haul, 2010



Length of Haul

In 2010, almost 36% of the total weight of goods carried was transported on journeys of 25 km or less. Some 39% of total vehicle kilometres were travelled on these short journeys, but they accounted for only 6% of total tonne-kilometres. Journeys of 151 km or over accounted for 60% of activity in terms of tonne-kilometres and 37% of vehicle kilometres travelled, but only 19% of the total weight of goods carried. (See *Table F* and *Chart 8*).

Table F 2010

Length of Haul	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	<i>million</i>	%	<i>thousand</i>	%	<i>million</i>	%
Up to 10 km	95	0.9	15,381	12.2	514	35.3
11 to 25 km	522	4.8	29,840	23.7	47	3.2
26 to 50 km	809	7.4	22,397	17.8	75	5.1
51 to 150 km	2,993	27.4	34,607	27.5	281	19.3
151 to 500 km	4,765	43.6	21,786	17.3	428	29.4
Over 500 km	1,740	15.9	1,855	1.5	113	7.8
Total	10,924	100.0	125,865	100.0	1,457	100.0

Chart 9: Tonnes Carried by Commodity, 2010

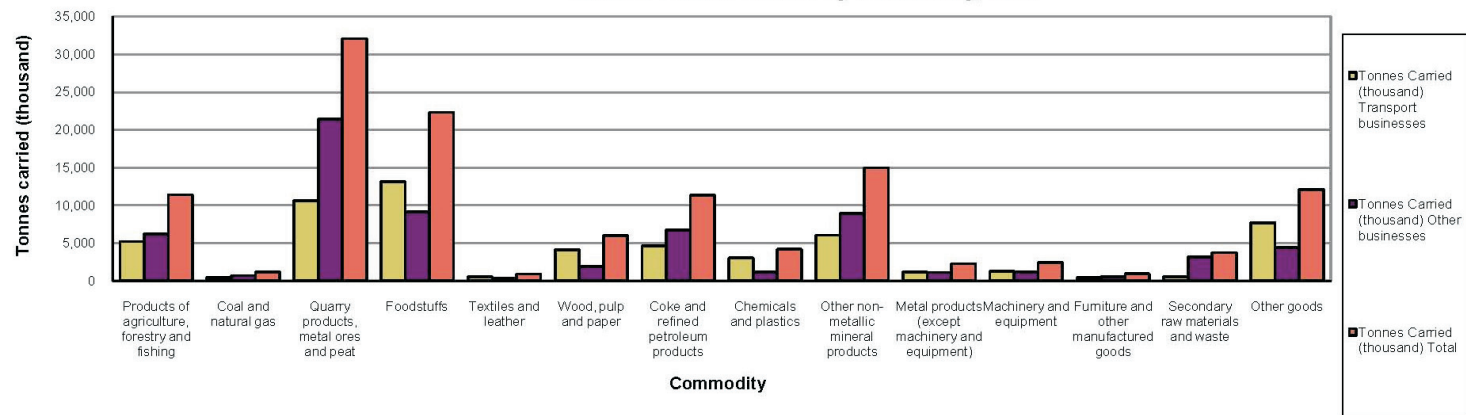
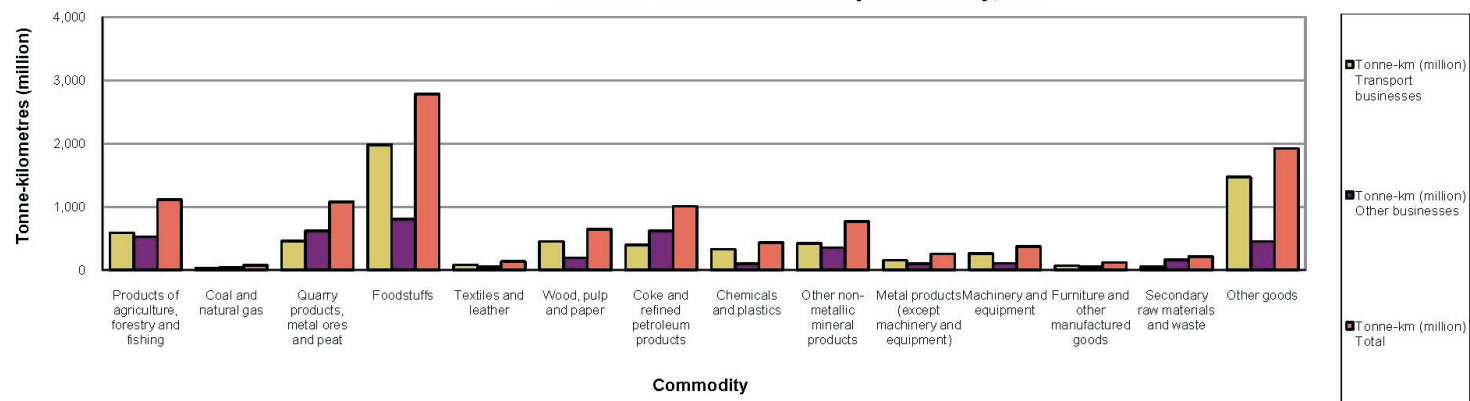


Chart 10: Tonne-Kilometres by Commodity, 2010



Commodity Transported

The commodity data below is classified according to the chapter headings of the Standard Goods Classification for Transport Statistics of the European Union (NST 2007) and the composition of this classification is shown in Appendix A.

Table G 2010

Commodity	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres
	<i>million</i>	<i>thousand</i>	<i>million</i>
Products of agriculture, forestry and fishing	1,112	11,400	82
Coal and natural gas	74	1,141	5
Quarry products, metal ores and peat	1,082	32,043	57
Foodstuffs	2,791	22,326	246
Textiles and leather	134	890	21
Wood, pulp and paper	641	6,014	49
Coke and refined petroleum products	1,010	11,382	55
Chemicals and plastics	432	4,208	39
Other non-metallic mineral products	770	14,974	58
Metal products (except machinery and equipment)	252	2,250	24
Machinery and equipment	371	2,449	46
Furniture and other manufactured goods	119	955	26
Secondary raw materials and waste	212	3,727	25
Other goods	1,924	12,105	724
Total	10,924	125,865	1,457

Of the total weight of goods carried, over 25% was in the group *Quarry products, metal ores and peat*. The *Foodstuff* group had the largest share of tonne-kilometres with 26% of the total. This group also accounted for 18% of the total weight of goods carried. The second largest group in terms of tonne-kilometres was *Products of agriculture, forestry and fishery*, which accounted for 10% of total tonne-kilometres. (See Table G and Charts 9 and 10).

Vehicle Use

Vehicles can be idle for various reasons such as undergoing repairs, no work being available, awaiting resale at vehicle dealers, holidays, etc. Furthermore, some of the old vehicles in the fleet are retained by their owners but used infrequently.

Some vehicles surveyed, though taxed as goods vehicles and capable of carrying freight, were found to be used exclusively as passenger vehicles or for service type work. These vehicles were classified as non-relevant and were not included in the survey's activity estimates. They were, however, included in all fleet analyses.

Table H 2010

Unladen Weight	Number of Vehicles	Number of Idle Vehicles	Number of Non-Relevant Vehicles
2-5 tonnes	53,579	16,573	22,414
5-7.5 tonnes	5,732	1,738	1,223
7.5-10 tonnes	5,998	1,796	636
10-12.5 tonnes	8,645	2,455	536
Over 12.5 tonnes	10,071	2,389	547
Total	84,025	24,950	25,357

On average, 30% of the vehicle fleet was idle in any one week during the year. This percentage was largest at 31% for vehicles in the unladen weight category of “2 to 5 tonnes” and smallest at 24% for vehicles in the unladen weight category “Over 12.5 tonnes”. Vehicles regarded as non-relevant accounted for 30% of the fleet. The unladen weight category “2 to 5 tonnes” had the highest percentage of non-relevant vehicles at 42% while 5% of vehicles in the unladen weight category “Over 12.5 tonnes” were non-relevant. (See Table H).

International Transport

Table I below shows the top countries, by weight of goods transported, to which goods were both brought from Ireland and from which goods were brought to Ireland by Irish registered goods vehicles. As would be expected, the largest share of our international transport is with the UK. Irish goods vehicles transported 2,145 thousand tonnes of goods from the UK to Ireland and 2,424 thousand tonnes of goods to the UK from Ireland. Figures for the UK include transport to and from Northern Ireland. Goods received from Northern Ireland accounted for 50% (1,079 thousand tonnes) of UK traffic and goods dispatched to Northern Ireland accounted for 67% (1,627 thousand tonnes) of UK traffic. (See Table I).

Table I 2010

Country	Tonnage Received		Tonnage Dispatched	
	<i>thousand</i>	<i>%</i>	<i>thousand</i>	<i>%</i>
United Kingdom	2,145	87.5	2,424	84.6
(of which Northern Ireland)	(1,079)	(44.0)	(1,627)	(56.8)
France	108	4.4	159	5.6
Germany	34	1.4	49	1.7
Netherlands	53	2.2	40	1.4
Italy	45	1.8	69	2.4
Spain	17	0.7	46	1.6
Other Countries	47	1.9	76	2.7
Total	2,451	100.0	2,864	100.0

Comparison with 2009 Results

Vehicles used mainly for hire or reward transport carried 76 million tonnes of goods in 2010, a decrease of 14% on the 2009 figures while activity in terms of tonne-kilometres for hire or reward transport decreased by 9% over the same period. As in 2009, vehicles used mainly for hire or reward transport carried 60% of the total weight of goods. The weight of goods carried on own account transport decreased by 16% between 2009 and 2010 and tonne-kilometres decreased by 11%.

Chart 11: Activity in terms of tonne-kilometres, 2009 - 2010**Chart 12: Weight of goods carried, 2009 - 2010**

The weight of goods carried by vehicles owned by transport businesses decreased by 12% between 2009 and 2010. Activity in terms of tonne-kilometres decreased by 7% on the 2009 figures. Figures for transport of goods by other types of business also showed substantial decreases. The weight of goods transported by vehicles owned by other businesses decreased by 18% and activity in terms of tonne-kilometres decreased by 13%. Vehicles owned by transport businesses carried 47% of the total weight of goods transported in 2010 as compared to their 45% share in 2009.

Between 2009 and 2010, the weight of goods carried on national journeys decreased by 16% while the weight of goods carried on international journeys showed a decrease of 8%. In 2010, national transport accounted for 94% of the total weight of goods carried as compared to 95% in 2009. National transport activity in terms of tonne-kilometres decreased by 6% between 2009 and 2010, while international transport activity decreased by 18%.

It's notable that the weight of goods carried by vehicles that delivered goods to road works or building sites as their main type of work decreased by 35% between 2009 and 2010. In absolute terms this was a decrease of 19,098 thousand tonnes, representing 85% of the total decrease in tonnes carried for all vehicles. The tonne-kilometres for vehicles that delivered goods to road works or building sites as their main type of work decreased by 24% in the same period. (See Table J and Charts 11 and 12).

Table J 2009 - 2010

Category	Tonne-Kilometres			Tonne Carried		
	2009 <i>million</i>	2010 <i>million</i>	<i>Change</i> %	2009 <i>thousand</i>	2010 <i>thousand</i>	<i>Change</i> %
Business of owner						
Transport	7,264	6,740	-7.2	66,478	58,839	-11.5
Other	4,804	4,184	-12.9	81,826	67,027	-18.1
Main Use of Vehicle						
Hire or Reward	8,594	7,843	-8.7	88,805	75,998	-14.4
Own Account	3,474	3,081	-11.3	59,499	49,867	-16.2
Journey						
National	8,750	8,198	-6.3	140,189	118,360	-15.6
International	3,319	2,727	-17.8	8,115	7,505	-7.5
Main Type of Work						
Import/export work	3,438	2,728	-20.7	12,658	12,289	-2.9
Carriage of livestock	86	130	51.2	1,071	1,220	13.9
Carriage of other farm produce from farms	323	325	0.6	5,084	5,255	3.4
Carriage of fertilisers, feeding stuffs, etc. to farms	364	429	17.9	5,153	6,127	18.9
Delivery of goods to road works or building sites	1,610	1,224	-24.0	54,980	35,882	-34.7
Delivery of goods to retail outlets	1,803	1,604	-9.0	17,931	15,460	-13.8
Delivery of goods to wholesalers	786	943	20.0	7,113	7,810	9.8
Delivery of materials and fuels to factories	1,180	981	-16.9	11,509	11,674	1.4
Delivery of goods to households	313	264	-15.7	4,420	3,690	-16.5
Other Work	2,165	2,260	4.4	28,386	26,456	-6.8
Total	12,069	10,924	-9.5	148,304	125,865	-15.1

Chapter 2

Tables

Table 1 Transport Activity classified by Business of Owner and Main Use of Vehicle, 2010

Business of Owner of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport	-	6,740	6,740	-	58,839	58,839
Manufacturing industry	851	0	851	16,391	0	16,391
Mining & quarrying (incl. sand & gravel merchants)	138	0	138	5,021	0	5,021
Creameries & agricultural cooperative societies	32	0	32	750	0	750
Manufacture of food & feeding stuffs stuffs	220	0	220	2,595	0	2,595
Manufacture of drink & tobacco	45	0	45	377	0	377
Manufacture of glass, cement & clay products	185	0	185	5,329	0	5,329
Other manufacturing	231	0	231	2,319	0	2,319
Building & Construction	207	0	207	5,164	0	5,164
Distribution	1,455	928	2,382	17,940	15,155	33,095
Agriculture & livestock dealing	152	25	177	2,405	97	2,502
Local Authorities	99	0	99	2,727	0	2,727
Other	316	151	467	5,240	1,908	7,148
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 2 Transport Activity classified by Vehicle Capacity, National/International Journeys and Main Use of Vehicle, 2010

Type of Journey and Vehicle Capacity	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National Journeys						
Vehicle Capacity (kg)						
Up to 5,000	98	30	128	1,657	271	1,928
5,001 - 10,000	135	54	189	2,677	633	3,310
10,001 - 15,000	218	347	565	3,103	3,626	6,729
15,001 - 20,000	385	399	785	6,919	5,524	12,443
20,001 - 25,000	86	220	306	1,610	2,964	4,573
25,001 - 35,000	1,062	2,625	3,687	21,494	39,279	60,772
Over 35,000	921	1,618	2,539	11,325	17,279	28,604
Total	2,905	5,293	8,198	48,785	69,575	118,360
International Journeys						
Vehicle Capacity (kg)						
Up to 5,000	1	1	2	7	2	9
5,001 - 10,000	3	0	3	24	0	24
10,001 - 15,000	11	118	129	93	332	425
15,001 - 20,000	17	285	302	82	474	556
20,001 - 25,000	6	203	209	21	438	459
25,001 - 35,000	56	1,139	1,195	414	2,968	3,382
Over 35,000	83	806	888	441	2,209	2,651
Total	176	2,550	2,727	1,082	6,423	7,505
Total						
Vehicle Capacity (kg)						
Up to 5,000	99	31	129	1,664	273	1,937
5,001 - 10,000	138	54	191	2,701	633	3,333
10,001 - 15,000	229	465	693	3,196	3,958	7,154
15,001 - 20,000	402	685	1,087	7,001	5,998	12,999
20,001 - 25,000	92	423	515	1,630	3,402	5,032
25,001 - 35,000	1,118	3,763	4,882	21,908	42,246	64,154
Over 35,000	1,004	2,423	3,427	11,767	19,488	31,255
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 3 Transport Activity classified by Business of Owner, Unladen Weight and Main Use of Vehicle, 2010

Business of Owner and Unladen Weight of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport						
Unladen Weight (kg)						
2,000 - 5,000	-	54	54	-	332	332
5,001 - 7,500	-	81	81	-	678	678
7,501 - 10,000	-	410	410	-	3,858	3,858
10,001 - 12,500	-	2,502	2,502	-	21,633	21,633
Over 12,500	-	3,694	3,694	-	32,338	32,338
Total	-	6,740	6,740	-	58,839	58,839
Other businesses						
Unladen Weight (kg)						
2,000 - 5,000	240	34	274	4,488	448	4,935
5,001 - 7,500	126	26	152	2,255	346	2,601
7,501 - 10,000	350	96	446	5,407	1,489	6,896
10,001 - 12,500	758	396	1,154	13,810	6,679	20,489
Over 12,500	1,607	551	2,158	23,908	8,198	32,106
Total	3,081	1,103	4,184	49,867	17,160	67,027
Total						
Unladen Weight (kg)						
2,000 - 5,000	240	88	328	4,488	779	5,267
5,001 - 7,500	126	107	232	2,255	1,024	3,279
7,501 - 10,000	350	506	856	5,407	5,348	10,755
10,001 - 12,500	758	2,898	3,656	13,810	28,311	42,121
Over 12,500	1,607	4,245	5,852	23,908	40,536	64,444
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 4 Transport Activity classified by Region of Origin¹ and Main Use of Vehicle, 2010

Region of Origin	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Border	331	728	1,059	5,457	6,782	12,240
Midland	226	338	563	3,906	3,585	7,490
West	302	355	657	5,013	4,564	9,577
Dublin	621	1,528	2,148	8,697	17,244	25,941
Mid-East	327	644	971	6,519	8,968	15,487
Mid-West	315	611	926	5,706	7,362	13,068
South-East	370	1,027	1,397	5,792	10,157	15,949
South-West	503	1,097	1,600	8,178	13,294	21,471
Other	87	1,516	1,603	599	4,042	4,641
Total	3,081	7,843	10,924	49,867	75,998	125,865

¹ See Appendix B

Table 5 Transport Activity classified by Business of Owner, Length of Haul and Main Use of Vehicle, 2010

Business of Owner of Vehicle and Length of Haul	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport						
Length of Haul (km)						
Up to 10	-	35	35	-	5,734	5,734
11-25	-	207	207	-	11,632	11,632
26-50	-	359	359	-	9,732	9,732
51-150	-	1,576	1,576	-	17,051	17,051
151-500	-	3,044	3,044	-	13,139	13,139
Over 500	-	1,519	1,519	-	1,551	1,551
Total	-	6,740	6,740	-	58,839	58,839
Other businesses						
Length of Haul (km)						
Up to 10	46	14	60	7,380	2,267	9,647
11-25	226	89	315	13,157	5,051	18,207
26-50	334	116	450	9,430	3,235	12,666
51-150	1,051	366	1,417	13,126	4,431	17,557
151-500	1,303	418	1,721	6,598	2,048	8,647
Over 500	122	100	221	176	128	304
Total	3,081	1,103	4,184	49,867	17,160	67,027
Total						
Length of Haul (km)						
Up to 10	46	50	95	7,380	8,001	15,381
11-25	226	296	522	13,157	16,683	29,840
26-50	334	475	809	9,430	12,967	22,397
51-150	1,051	1,942	2,993	13,126	21,482	34,607
151-500	1,303	3,462	4,765	6,598	15,187	21,786
Over 500	122	1,619	1,740	176	1,679	1,855
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 6 Transport Activity classified by Main Type of Work and Main Use of Vehicle, 2010

Main Type of Work done by Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Import/export work ¹	47	2,681	2,728	302	11,988	12,289
Carriage of livestock	56	74	130	678	543	1,220
Carriage of other farm produce from farms	88	237	325	1,891	3,364	5,255
Carriage of fertilisers, feeding stuffs etc. to farms	136	293	429	2,107	4,021	6,127
Delivery of goods to road works or building sites	547	677	1,224	16,686	19,196	35,882
Delivery of goods to retail outlets	748	892	1,640	7,889	7,571	15,460
Delivery of goods to wholesalers	229	713	943	1,858	5,952	7,810
Delivery of materials and fuels to factories	188	793	981	2,200	9,474	11,674
Delivery of goods to households	225	38	264	3,071	619	3,690
Other work	817	1,444	2,260	13,186	13,270	26,456
Total	3,081	7,843	10,924	49,867	75,998	125,865

¹ Includes work done to and from ports as well as roll-on/roll-off and cross-border work

Table 7 Transport Activity classified by National/International Journeys and Main Use of Vehicle, 2010

Type of Journey	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National Journeys	2,905	5,293	8,198	48,785	69,575	118,360
International Journeys						
Goods loaded in Ireland	89	1,035	1,123	483	2,380	2,864
Goods unloaded in Ireland	65	847	912	325	2,126	2,451
Cross trade	8	604	612	22	1,283	1,305
Cabotage	14	65	79	252	634	886
Total International	176	2,551	2,726	1,082	6,423	7,506
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 8 Transport Activity classified by National/International Journeys, Quarter and Main Use of Vehicle, 2010

National/International Journeys and Quarter	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National journeys						
January - March	770	1,274	2,044	11,945	18,094	30,039
April - June	834	1,495	2,329	14,094	18,811	32,905
July - September	664	1,377	2,041	12,373	17,473	29,847
October - December	636	1,146	1,783	10,373	15,196	25,570
Total	2,905	5,293	8,198	48,785	69,575	118,360
International journeys						
January - March	46	615	660	320	1,386	1,706
April - June	40	636	676	262	1,615	1,877
July - September	39	646	686	264	1,525	1,789
October - December	51	653	705	236	1,897	2,133
Total	176	2,550	2,727	1,082	6,423	7,505
Total						
January - March	816	1,889	2,705	12,265	19,481	31,746
April - June	874	2,131	3,006	14,355	20,426	34,782
July - September	704	2,023	2,727	12,637	18,998	31,635
October - December	688	1,800	2,487	10,610	17,093	27,703
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 9 Transport Activity classified by Group of Goods and National/International Journeys, 2010

Group of Goods (NST 2007)	Tonne-km (million)			Tonnes carried (thousand)		
	National journeys	International journeys	Total	National journeys	International journeys	Total
Products of agriculture, forestry & fishing	844	268	1,112	10,306	1,095	11,400
Coal & natural gas	65	8	74	1,071	70	1,141
Quarry products, metal ores & peat	1,046	37	1,082	31,697	346	32,043
Foodstuffs	1,750	1,040	2,791	20,204	2,122	22,326
Textiles & leather	98	36	134	799	90	890
Wood, pulp & paper	566	75	641	5,667	347	6,014
Coke & refined petroleum products	958	52	1,010	11,001	381	11,382
Chemicals & plastics	337	95	432	3,906	302	4,208
Other non-metallic mineral products	662	108	770	14,599	375	14,974
Metal products (exc. machinery & equipment)	183	70	252	1,877	372	2,250
Machinery & equipment	196	174	371	2,081	368	2,449
Furniture & other manufactured goods	77	42	119	816	139	955
Secondary raw materials & waste	205	7	212	3,696	31	3,727
Other goods	1,210	714	1,924	10,638	1,467	12,105
Total	8,198	2,727	10,924	118,360	7,505	125,865

Table 10 Transport Activity classified by Group of Goods and Main Use of Vehicle, 2010

Group of Goods (NST 2007)	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Products of agriculture, forestry & fishing	300	813	1,112	3,720	7,681	11,400
Coal & natural gas	28	46	74	572	569	1,141
Quarry products, metal ores & peat	465	617	1,082	15,717	16,326	32,043
Foodstuffs	556	2,235	2,791	6,619	15,708	22,326
Textiles & leather	48	86	134	332	558	890
Wood, pulp & paper	116	525	641	1,222	4,793	6,014
Coke & refined petroleum products	589	421	1,010	6,390	4,992	11,382
Chemicals & plastics	76	356	432	864	3,345	4,208
Other non-metallic mineral products	257	513	770	6,055	8,919	14,974
Metal products (exc. machinery & equip.)	79	174	252	935	1,314	2,250
Machinery & equipment	88	282	371	1,012	1,437	2,449
Furniture & other manufactured goods	45	74	119	436	519	955
Secondary raw materials & waste	154	58	212	2,807	920	3,727
Other goods	279	1,645	1,924	3,187	8,918	12,105
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 11 Average Number of Vehicles classified by Unladen Weight and Year of Manufacture of Vehicle, 2010

Year of Manufacture of Vehicle	Unladen Weight (kg)					
	2,000 - 5,000	5001 - 7,500	7,501 - 10,000	10,001 - 12,500	Over 12,500	Total
Year of Manufacture						
2010	675	55	50	72	138	990
2009	2,015	164	116	113	238	2,647
2008	5,794	416	415	583	1,221	8,429
2007	8,962	374	480	742	1,475	12,033
2006	6,526	426	552	1,138	1,526	10,167
2005	5,083	302	448	1,103	1,227	8,163
2004	4,732	387	404	841	1,067	7,430
2003	4,701	458	437	806	823	7,224
2002	3,746	429	478	707	584	5,944
2001	2,580	457	408	643	629	4,717
2000	2,717	452	459	554	476	4,659
1999 or before	6,048	1,814	1,751	1,342	667	11,623
Total	53,579	5,732	5,998	8,645	10,071	84,025

Table 12 Transport Activity classified by Year of Manufacture and Main Use of Vehicle, 2010

Year of Manufacture of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
2010	92	111	203	821	686	1,507
2009	116	217	332	1,436	1,497	2,933
2008	432	1,101	1,534	5,331	8,358	13,689
2007	503	1,091	1,594	8,138	10,372	18,511
2006	478	1,481	1,960	8,216	12,171	20,387
2005	343	1,199	1,541	6,235	10,814	17,049
2004	292	781	1,074	5,079	8,206	13,285
2003	227	616	844	3,328	6,317	9,645
2002	158	351	509	2,749	5,010	7,759
2001	137	376	513	2,583	4,299	6,881
2000 or before	303	519	822	5,950	8,270	14,219
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 13 Transport Activity classified by Body Type and Main Use of Vehicle, 2010

Type of Vehicle and Body Type	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Rigid/Rigid with Trailer						
Platform or sided	139	134	273	2,061	1,538	3,599
Tipper	396	407	803	13,237	13,031	26,268
Tanker or other bulk carrier	329	123	452	3,857	1,775	5,632
Insulated or refrigerated box	119	270	389	1,609	1,221	2,830
Box or van body	248	294	542	3,148	2,282	5,430
Livestock carrier	34	34	69	492	381	873
Other	304	656	960	7,067	6,871	13,938
Total	1,571	1,916	3,488	31,471	27,099	58,571
Articulated						
Platform or sided	128	539	668	1,135	4,914	6,049
Tipper	226	681	907	4,732	10,880	15,613
Tanker or other bulk carrier	369	872	1,242	4,552	10,492	15,044
Insulated or refrigerated box	168	1,309	1,477	1,456	4,304	5,760
Box or van body	105	371	476	641	2,322	2,963
Livestock carrier	34	73	107	334	274	607
Other	480	2,081	2,560	5,546	15,713	21,259
Total	1,510	5,927	7,437	18,396	48,899	67,295
All Vehicles						
Platform or sided	268	673	941	3,196	6,452	9,648
Tipper	622	1,088	1,710	17,969	23,911	41,880
Tanker or other bulk carrier	699	995	1,694	8,409	12,267	20,676
Insulated or refrigerated box	287	1,579	1,865	3,065	5,525	8,590
Box or van body	354	664	1,018	3,789	4,605	8,393
Livestock carrier	68	107	176	826	654	1,480
Other	784	2,737	3,521	12,613	22,584	35,197
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 14 Vehicle Kilometres Travelled classified by Business of Owner and Main Use of Vehicle, 2010

Business of Owner of Vehicle	Loaded vehicle kilometres (million)			Empty vehicle kilometres (million)			Total vehicle kilometres (million)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport	-	418	418	-	205	205	-	623	623
Manufacturing industry	99	0	99	63	0	63	162	0	162
Mining & quarrying (incl. sand & gravel merchants)	8	0	8	7	0	7	15	0	15
Creameries & agricultural cooperative societies	3	0	3	2	0	2	5	0	5
Manufacture of food & feeding stuffs	35	0	35	17	0	17	52	0	52
Manufacture of drink & tobacco	4	0	4	1	0	1	5	0	5
Manufacture of glass, cement & clay products	13	0	13	12	0	12	25	0	25
Other manufacturing	36	0	36	24	0	24	60	0	60
Building & Construction	31	0	31	23	0	23	54	0	54
Distribution	226	66	291	111	42	153	337	108	445
Agriculture & livestock dealing	23	2	25	17	1	18	40	3	43
Local Authorities	13	0	13	9	0	9	23	0	23
Other	43	34	77	23	10	33	67	43	110
Total	434	519	954	246	258	504	680	777	1,457

Table 15 Transport Activity classified by National/International Journeys, Axle Configuration and Main Use of Vehicle, 2010

Type of Journey and Axle Configuration	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National journeys						
Rigid						
2 axle	524	300	824	9,098	3,199	12,298
3 axle	401	127	528	6,601	1,752	8,353
Other rigid	425	490	915	13,564	15,625	29,189
Rigid + trailer	173	543	716	1,795	5,464	7,259
Articulated						
3 axle	36	70	106	579	721	1,300
4 axle	245	431	676	4,179	7,422	11,601
5 axle	559	1,704	2,263	6,367	17,244	23,611
Other articulated	542	1,627	2,168	6,602	18,148	24,750
Total	2,905	5,293	8,198	48,785	69,575	118,360
International journeys						
Rigid						
2 axle	22	10	32	106	28	134
3 axle	7	14	21	65	65	130
Other rigid	8	37	45	145	151	296
Rigid + trailer	11	395	406	98	814	912
Articulated						
3 axle	1	20	21	7	72	79
4 axle	13	130	142	91	404	495
5 axle	85	1,452	1,537	382	3,211	3,593
Other articulated	30	492	522	189	1,677	1,866
Total	176	2,550	2,727	1,082	6,423	7,505
Total						
Rigid						
2 axle	546	310	856	9,204	3,228	12,432
3 axle	408	141	549	6,666	1,817	8,483
Other rigid	433	527	960	13,708	15,777	29,485
Rigid + trailer	184	938	1,122	1,893	6,278	8,170
Articulated						
3 axle	37	90	128	586	793	1,379
4 axle	258	560	818	4,270	7,826	12,096
5 axle	644	3,157	3,800	6,748	20,456	27,204
Other articulated	571	2,119	2,691	6,792	19,825	26,616
Total	3,081	7,843	10,924	49,867	75,998	125,865

Table 16 Transport Activity classified by Region of Origin and Region of Destination, 2010

Region of Origin ¹	Region of Destination ¹										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Tonne-km (million)											
Border	375	62	74	134	47	18	63	41	57	189	1,059
Midland	63	135	43	90	35	34	37	40	24	61	563
West	43	24	297	100	18	37	42	41	11	43	657
Dublin	216	147	161	392	193	154	255	374	87	170	2,148
Mid-East	66	64	38	242	240	34	90	71	31	94	971
Mid-West	27	38	60	102	33	338	95	179	8	47	926
South-East	37	50	29	217	78	113	487	242	51	93	1,397
South-West	27	38	34	162	65	151	239	724	14	145	1,600
Northern Ireland	46	12	24	38	5	3	44	10	36	56	274
Other Countries	91	20	20	386	38	31	71	74	45	554	1,329
Total	990	591	781	1,862	752	914	1,423	1,797	364	1,450	10,924
Tonnes carried (thousand)											
Border	7,773	564	519	1,181	881	74	253	115	602	278	12,240
Midland	727	3,694	419	894	535	416	353	208	122	121	7,490
West	362	303	7,502	467	105	344	201	208	42	43	9,577
Dublin	1,712	1,620	764	12,864	4,197	779	1,730	1,457	503	317	25,941
Mid-East	1,104	891	208	4,817	6,806	178	898	311	150	121	15,487
Mid-West	98	481	432	526	235	8,301	1,027	1,877	25	65	13,068
South-East	163	545	131	1,406	698	1,114	9,710	1,901	150	131	15,949
South-West	79	194	175	629	257	1,411	1,882	16,651	33	161	21,471
Northern Ireland	463	67	114	229	34	12	135	25	624	92	1,796
Other Countries	279	37	27	728	93	41	94	71	82	1,392	2,845
Total	12,761	8,399	10,292	23,741	13,841	12,672	16,282	22,824	2,333	2,721	125,865

¹ See Appendix B

Table 17 Vehicle Kilometres Travelled classified by Region of Origin and Region of Destination, 2010

Region of Origin ¹	Region of Destination ¹										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Vehicle kilometres (million)											
Border	70	9	9	27	12	3	5	5	6	10	155
Midland	9	30	6	18	8	5	5	5	2	3	90
West	9	6	62	18	5	8	4	5	1	3	120
Dublin	29	18	20	84	37	16	31	30	8	12	284
Mid-East	12	9	5	38	48	5	14	8	3	6	148
Mid-West	3	4	8	16	4	60	14	22	0	4	136
South-East	5	6	4	29	15	13	80	24	3	6	186
South-West	4	5	5	26	9	22	26	109	1	9	215
Northern Ireland	6	2	2	7	2	0	3	1	4	4	29
Other Countries	6	2	1	22	3	2	5	5	3	44	93
Total	153	90	120	284	143	135	187	214	30	100	1,457

¹ See Appendix B

Table 18 Transport Activity classified by Country of Origin and Country of Destination, 2010

Country of Origin	Country of Destination									Total
	France	Germany	Ireland	Italy	Netherlands	Spain	United Kingdom	Other EU	Other Countries ¹	
Tonne-km (million)										
France	8	2	106	1	2	6	44	4	0	173
Germany	0	2	44	0	3	0	41	0	0	91
Ireland	152	53	8,198	117	43	80	569	100	10	9,321
Italy	2	2	85	9	0	0	41	2	0	141
Netherlands	0	2	45	0	10	0	11	5	0	73
Spain	6	0	37	0	0	5	26	1	0	73
United Kingdom	21	3	518	13	6	8	313	37	0	919
Other EU	2	6	73	0	2	0	32	7	1	122
Other Countries ¹	0	0	4	0	0	0	3	4	0	11
Total	191	71	9,109	140	64	99	1,079	160	11	10,924
Tonnes carried (thousand)										
France	22	4	108	3	3	5	69	2	0	217
Germany	1	8	34	0	4	0	41	0	1	88
Ireland	159	49	118,360	69	40	46	2,424	70	6	121,224
Italy	2	3	45	25	0	0	24	3	0	102
Netherlands	0	6	53	0	4	0	18	5	0	87
Spain	3	0	17	0	0	13	15	2	0	49
United Kingdom	25	3	2,145	6	8	6	1,765	24	0	3,982
Other EU	3	12	45	0	1	0	29	14	1	104
Other Countries ¹	0	0	3	0	0	0	2	6	0	11
Total	215	85	120,811	103	61	70	4,387	125	8	125,865

¹ Includes any country which is not a member state of the EU

Table 19 Vehicle Kilometres classified by Country of Origin and Country of Destination, 2010

Country of Origin	Country of Destination									Total
	France	Germany	Ireland	Italy	Netherlands	Spain	United Kingdom	Other EU	Other Countries ¹	
Vehicle kilometres (million)										
France	1	0	6	0	0	0	3	1	0	12
Germany	0	1	3	0	0	0	2	0	0	7
Ireland	8	4	1,258	6	3	5	44	6	1	1,335
Italy	0	0	5	2	0	0	2	0	0	9
Netherlands	0	0	3	0	1	0	1	0	0	5
Spain	1	0	3	0	0	1	1	0	0	5
United Kingdom	1	0	44	1	0	0	27	2	0	76
Other EU	0	1	5	0	0	0	2	1	0	8
Other Countries ¹	0	0	0	0	0	0	0	0	0	1
Total	11	6	1,327	8	5	7	82	10	1	1,457

¹ Includes any country which is not a member state of the EU

Chapter 3

Methodology

Legal Framework The “National Survey of Transport of Goods by Road” was undertaken as part of an EU wide project, in accordance with Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road.

Data The sampling frame for the Survey comes from the Department of Transport's database on vehicles taxed as goods vehicles.

The sampling frame/register was updated every eight weeks during 2009 with information from the Department regarding vehicles:

- (i) being registered for the first time
- (ii) having their motor taxation class changed
- (iii) being formally scrapped
- (iv) having their registered owner changed.

The information required of each vehicle contained on the register for survey purposes were as follows:

- year of manufacture of the vehicle
- date of first registration of the vehicle
- an indication as to whether the vehicle had been taxed for the carriage of goods on own account or for hire or reward
- unladen weight of vehicle
- name and address of the person in whose name the vehicle was most recently taxed (referred to as the owner of the vehicle in the following paragraphs).

Sample Design Information was collected in respect of one week's transport activity for a random sample of goods vehicles. Every week a sample of vehicles was selected from the register and a questionnaire, seeking information on the vehicle and an account of the vehicle's activity during that week, was issued to the owner of the vehicle. For the purposes of sample selection vehicles were divided into 20 strata. These strata were created on the basis of four criteria:

- (i) The unladen weight of the vehicle
- (ii) Year of first registration of the vehicle
- (iii) Whether the vehicle had been taxed for the carriage of goods on own account or for hire or reward
- (iv) Year of manufacture

A full description of the 20 strata used is given in Appendix C, along with the estimated average vehicle population in each stratum. These strata were specifically used to cater for the following in the sample of vehicles selected:

- (i) The tendency of vehicles with higher unladen weights to be involved in greater transport activity
- (ii) Possible under-representation in the sample of vehicles registered for the first time during the survey year
- (iii) Possible varying response between vehicles which had been taxed for the carriage of goods on own account on the one hand or for hire or reward on the other
- (iv) The likelihood of newer vehicles being used more intensively.

In 2010, four strata turned out to be null strata (i.e. no vehicles in the population fell into those four categories). However, the strata were retained in the design to keep the design consistent with previous years.

A random sample was drawn from each of the sixteen relevant strata. Different sampling proportions were applied in each stratum to maximise sampling accuracy for the overall sample. However, these rates remained effectively constant from one week to another to ensure that the sampling remained as consistent as possible throughout the year.

Table K - 2010

Year of Manufacture	Unladen Weight			Total
	2 - 5 tonnes	5 - 10 tonnes	10 tonnes and over	
	Sampling Proportion %			
Before 2002	13	70	89	43
2002 - 2006	16	73	81	39
After 2006	20	67	80	37
Total	17	70	83	39

Data Collection Survey questionnaires (see Appendix E) were issued during the week prior to the survey week to which they referred. When necessary, reminders were issued 10 days, 20 days and 30 days after the survey week.

Response Rates Out of a total of 32,870 vehicles surveyed, a satisfactory return was received in respect of 17,396 vehicles, representing an overall response rate of 53%. However, this rate varied across the differing survey strata. Response rates broken down by the unladen weight and the year of manufacture of vehicle are presented in Table L.

Table L - 2010

Year of Manufacture	Unladen Weight						Total	
	2 - 5 tonnes		5 - 10 tonnes		10 tonnes and over			
	Forms issued	% Response	Forms issued	% Response	Forms issued	% Response	Forms issued	% Response
Before 2002	1,479	61	3,742	55	3,853	49	9,074	53
2002 - 2006	2,963	60	2,434	55	5,832	48	11,229	53
After 2006	4,692	58	2,049	52	5,826	49	12,567	53
Total	9,134	59	8,225	54	15,511	49	32,870	53

Respondent Burden As part of the survey respondents were asked to record how many minutes it took them to complete the questionnaire (see Appendix E). Of the 17,396 satisfactory returns to the survey just 6,018 (35%) answered this question. Of this subset of respondents 1,825 (30%) reported that it took 10 minutes or less to complete the survey form. Only 125 respondents (2%) reported that it took more than an hour to complete the form. On average it took respondents 22 minutes to complete the survey form. The individual response burden, broken down by main use of vehicle and unladen weight of vehicle category, is given in table M.

Table M - 2010

Main use of Vehicle and Unladen Weight	Response Burden (minutes)						Total	Average
	1-10	11-20	21-30	31-45	45-60	More than 60		
Own Account								
2 - 5 tonnes	315	351	177	62	51	26	982	23
5 - 10 tonnes	406	393	191	84	69	36	1,179	23
Over 10 tonnes	379	526	215	95	64	30	1,309	22
Total	1,100	1,270	583	241	184	92	3,470	23
Hire or Reward								
2 - 5 tonnes	42	53	16	15	6	2	134	21
5 - 10 tonnes	162	215	105	21	18	5	526	20
Over 10 tonnes	521	760	349	155	77	26	1,888	22
Total	725	1,028	470	191	101	33	2,548	21
Total								
2 - 5 tonnes	357	404	193	77	57	28	1,116	22
5 - 10 tonnes	568	608	296	105	87	41	1,705	22
Over 10 tonnes	900	1,286	564	250	141	56	3,197	22
Total	1,825	2,298	1,053	432	285	125	6,018	22

Compilation and Grossing

Survey returns were processed on a quarterly basis and in each year the results obtained for each of the four quarters were combined to provide the annual results contained in this report. The same processing method was used for each quarter and this involved stringent checking of returns including comparisons with activity levels in previous quarters.

For the aggregation of survey returns to the level of the goods vehicle fleet as a whole, the 20 strata in the sample design were used. For each stratum, for each quarter, the average number of goods vehicles in the national fleet were estimated from the data provided by the Department of Transport. This average was then divided by the number of survey returns to provide a vehicle grossing factor.

The weekly activity measures (tonnes carried, tonne-kilometres done etc.) for each vehicle return were multiplied by 13 to expand them to quarterly levels and then by the relevant vehicle grossing factor to obtain the quarterly estimate covering all vehicles. The estimates for each quarter were then added together to provide the annual results.

It should be borne in mind, therefore, that the total fleet size estimated in the annual results is an average of the number of goods vehicles potentially or actually involved in road freight transport activity throughout the year. It is not a snapshot of the number of vehicles taxed as goods vehicles in the national fleet at any particular point in time.

Changes to Commodity Classification

In 2007, the standard goods classification for transport statistics, NST/R, was revised by the United Nations Economic Commission for Europe (UNECE). A new version, NST 2007, was introduced to be consistent with the revised NACE (Statistical Classification of Economic Activities in the European Community). This new goods classification came into force in 2008.

Accordingly, the goods commodities collected and published in the "National Survey of Transport of Goods by Road" have been revised in line with this new goods classification, effective from 2009 onwards. The new list commodities, and their NST 2007 Division, is given in Appendix A. Unfortunately, this revision means that the results by commodity for 2010 are not directly comparable with 2008 or previous years.

Reliability of Results

Estimation of survey results from data relating to only one week's activity for a sample of vehicles introduces a statistical variability which would not be present if a full year's data had been collected for every vehicle. This means that the survey results cannot be taken as accurate to the full degree shown in this report.

This variability is expressed by means of the coefficient of variation. This coefficient gives the relative size of the "sampling error" (variability) present in an estimate compared with the estimate itself. In general, estimates can be said to have a relative precision of twice their coefficient of variation. The estimated coefficients of variation for the overall tonnes carried, tonne-kilometres and vehicle kilometres estimates are shown in Table N below.

In general, the more detailed the classification provided the greater the coefficient of variation of the estimates. In the derivation of the results the assumption was made that non-respondents had similar characteristics and activity levels to those of respondents in the same stratification cell. This assumption, which is a standard one in surveys such as this, may have resulted in some degree of bias being introduced into the results. Moreover, although every effort was made to ensure that the returns received were correct in all respects it is inevitable that some minor non-sampling errors remained undetected.

Table N - 2010

Unladen Weight (tonnes)	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	Survey Estimate	Coefficient of Variation	Survey Estimate	Coefficient of Variation	Survey Estimate	Coefficient of Variation
	<i>million</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>million</i>	<i>%</i>
2 - 5	328	8	5,267	5	351	3
5 - 7.5	232	5	3,279	4	94	2
7.5 - 10	856	4	10,755	4	152	2
10 - 12.5	3,656	2	42,121	2	350	1
Over 12.5	5,852	2	64,444	2	510	1
Total	10,924	1	125,865	1	1,457	1

Definitions Used Type of Journey

Two basic categories of journey are distinguished – split delivery/collection journeys and end-to-end journeys.

- End-to-end journeys are those which have no intermediate collection or delivery points between their origin and destination.
- Split delivery/collection journeys involved the depositing and/or collection of part of the load carried at one or more stopping points along the way. Common examples of such journeys are household bread delivery runs or delivering of beer to public houses with concomitant collection of empties.

Tonnes Carried

- This is the weight of goods (including empties) carried inclusive of packaging etc. but excluding the weight of demountable containers (if any) in which the goods are carried.
- For split delivery/collection journeys tonnes carried is taken as the weight of goods at the start of the journey plus the weight of any other goods collected during the journey.

Tonne-Kilometre

- For end-to-end journeys this is the result of multiplying the weight of goods carried by the distance they were carried.
- For split delivery/collection journeys more complex formulae were used. These involved multiplying the distance travelled with a load by an estimate of the average weight of load carried.

Road Cabotage Transport

Road cabotage transport is the carriage of goods by road by Irish registered goods vehicles between two places (a place of loading/embarkment and a place of unloading/disembarkment) *located in the same country provided that this country is not the Republic of Ireland*. It may involve transit through one or more additional countries.

Cross Trade

Cross trade is the carriage of goods by road by Irish registered goods vehicles between two places (a place of loading/embarkment and a place of unloading/disembarkment) *located in two different countries, provided that neither of these countries is the Republic of Ireland*. It may involve transit through one or more additional countries.

International Road Transport

International transport is the carriage of goods by road by Irish registered goods vehicles between two places (a place of loading/embarkment and a place of unloading/disembarkment) *at least one of which is not located in Ireland*. It may involve transit through one or more additional countries.

National Transport

National transport is the carriage of goods by road by Irish registered goods vehicles between two places (a place of loading/embarkment and a place of unloading/disembarkment) *both of which are located in the Republic of Ireland*.

Appendices

Appendix A

Structure of the Standard Goods Classification for Transport Statistics (NST 2007)

Division
01 Products of agriculture, forestry and fishing Cereals Potatoes Sugar Beet Other fresh fruit and vegetables Products of forestry and logging Live animals Raw milk Other raw materials of animal origin Fish and other fishing products
02 Coal and natural gas Coal Crude petroleum Natural gas
03 Quarry products, metal ores, peat Stone Sand Gravel Iron ores Non-ferrous metal ores Chemical and natural fertilizer minerals Peat
04 Foodstuffs Meat and meat products Processed fish products Processed fruit and vegetables Dairy products Beverages Prepared animal feeds
05 Textiles and leather Textiles Leather and leather products

^[1] NST 2007 contains 20 separate Divisions, numbered 01 to 20 respectively. Divisions 01 to 11 and 13 to 14 are given in the commodities above (named informally). Divisions 12 - *Transport equipment*, 15 - *Mail and parcels*, 16 - *Equipment used in the transport of goods*, 17 - *Removals*, 18 - *Mixed goods*, 19 - *Unidentifiable goods* and 20 - *Other goods not classified elsewhere* have been grouped together under the commodity heading *Other goods* in this publication.

Appendix A (Contd.)

06 Wood, pulp, paper

- Products of wood (except furniture)
- Pulp, paper and paper products
- Printed matter and recorded media

07 Coke and refined petroleum products

- Petrol and diesel
- Liquid petroleum gas
- Coke

08 Chemicals and plastics

- Basic chemical products
- Nitrogen compounds and fertilizers (except natural fertilizers)
- Plastic and plastic products
- Rubber and rubber products
- Pharmaceuticals and paracheicals

09 Other non-metallic mineral products

- Glass and glass products
- Cement, lime and plaster
- Other construction materials

10 Metal products (except machinery and equipment)

- Basic iron and steel
- Structural metal products
- Non-ferrous metals and products

11 Machinery and equipment

- Electric machinery and apparatus
- Office machinery and computers
- Domestic appliances
- Electronic components
- Machine tools and parts

13 Furniture and other manufactured goods

- Furniture
- Other manufactured goods

14 Secondary raw materials and waste

- Household and municipal waste
- Other waste and secondary raw materials

Appendix B

The NUTS 3¹ Regions of Ireland

NUTS 3 Region	Composition
Border	Counties of Cavan, Donegal, Leitrim, Louth, Monaghan and Sligo.
Midland	Counties of Laois, Longford, Offaly, and Westmeath.
West	Galway City and County, Mayo and Roscommon.
Dublin	Dublin City, Dun Laoghaire-Rathdown, Fingal, and South Dublin.
Mid-East	Counties of Kildare, Meath and Wicklow.
Mid-West	Limerick City and County, Clare and North Tipperary.
South-East	Waterford City and County, Carlow, Kilkenny, South Tipperary and Wexford.
South-West	Cork City and County and County of Kerry.

¹ Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the member states of the European Union.

Appendix C

Definition of Strata used in Sample Selection and in the Grossing up of Survey Returns

Stratum Number	Vehicle Characteristics				Estimated Average Vehicle Population 2010
	Year of Manufacture	Unladen Weight	Taxation use ¹	Year of First Registration	
1	Before 2002	2-5 tonnes	Immaterial	Immaterial	11,345
2	"	5-10 tonnes	Own Account	"	5,283
3	"	"	Hire or Reward	"	58
4	"	10 tonnes or over	Own Account	"	4,241
5	"	"	Hire or Reward	"	71
6	2002-2006	2-5 tonnes	Immaterial	"	18,262
7	"	5-10 tonnes	Own Account	"	3,341
8	"	"	Hire or Reward	"	1
9	"	10 tonnes or over	Own Account	"	7,158
10	"	"	Hire or Reward	"	2
11	2007 or later	2-5 tonnes	Immaterial	Before 2009	20,182
12	"	"	"	2009 or later	3,790
13	"	5-10 tonnes	Own Account	Before 2009	2,548
14	"	"	"	2009 or later	500
15	"	"	Hire or Reward	Before 2009	0
16	"	"	"	2009 or later	0
17	"	10 tonnes or over	Own Account	Before 2009	6,366
18	"	"	"	2009 or later	879
19	"	"	Hire or Reward	Before 2009	0
20	"	"	"	2009 or later	0
Total:					84,025

¹ This is the use (viz. **carriage for hire or reward** or **own account carriage**) stated by the declarant when taxing the vehicle.

Appendix D

Goods Vehicle Category Types

Code	Body Type	Goods Vehicle Population ¹ 2010	
		All	Survey Scope
2	Station Wagon/Jeep	876	-
3	Minibus	38	-
5	Bus	33	-
6	Van	27,980	27,980
7	Open Lorry & Container	508	508
8	Open Lorry only	1,624	1,624
13	Travelling Machine/Workshop	69	-
14	Mobile Shop	115	-
15	Hoist/Crane	15	-
22	Low Loader	20	20
23	Tanker	417	417
24	Concrete Mixer/Concrete Pump	71	71
25	Horse Box/Animal Transporter	938	938
26	Dumper	1	1
30	Refuse Collector	582	582
31	Gritter/Chip Spreader	2	-
35	Adapted Saloon	2	-
37	Other	6,010	6,010
40	Hatchback	6	-
48	Pick Up	723	723
50	Van with Side Windows	98	98
51	Other light goods	32	32
52	Box van	2,097	2,097
53	Luton Van	291	291
54	Insulated/Refrigerated Van	661	661
55	Glass Carrier	8	8
56	Other Van	18	18
57	Bottle Float	-	-
58	Drop-Side Lorry	481	481
59	Hopper Truck	2	2
60	Recovery Vehicle	181	-
61	Solid Bulk Carrier	9	9
63	Car Transporter	32	32
64	Other Goods Heavy	5,269	5,269
69	Road Maintenance Vehicle	5	-
70	Road Tar Sprayer	8	-
71	Road Marking Machine	1	-
75	Articulated Tractor Unit	11,647	11,647
76	Jeep	16,404	-
77	Estate	859	-
78	Liftback	1	-
81	Rigid	3,925	3,925
82	Crew Cab	10,055	10,055
83	Rescue Vehicle	1	-
83	Well Driller/Drilling Machine	1	-
86	Curtain Sider	1,019	1,019
87	Tipper	2,149	2,149
88	Skip Loader	203	203
89	Telescopic Handler	3	-
90	Drain Cleaner	12	-
91	Security Van/Truck	80	80
92	MPV	8	-
95	Chassis Cab	7,075	7,075
TOTAL:		102,665	84,025

¹ This annual population estimate is an average of four quarterly population estimates. Vehicles under two tonnes unladen weight or with motor tax expired for more than 3 months are not included in these estimates.



Appendix E

Enquiries to:

Transport Section
Central Statistics Office
Skehard Road
Cork

Phone 021 453 5000
or 01 498 4000
LoCall 1890 313 414
Fax 021 453 5299
Website www.cso.ie

Amend if incorrect in any respect

CENTRAL STATISTICS OFFICE**NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD**

This statutory survey is conducted under the Statistics (Road Freight) Order, 2007 (S.I. No. 672 of 2007). The survey is conducted in compliance with Council Regulation (EC) No. 1172/98. Results from the survey provide valuable information on the scale and development of carriage of goods by road by Irish Registered Goods Vehicles.

The vehicle whose registration number is shown, has been selected for inclusion in the survey for the week beginning . Please ensure that a record of all journeys made during the survey week is entered on the form. The completed form must be returned in the pre-paid envelope provided not later than

Please read the instruction sheet enclosed to ensure accurate completion of the form.

The information you provide will be treated as strictly confidential in accordance with Section 33 of the Statistics Act, 1993 and cannot be accessed under the terms of the Freedom of Information Act, 1997. It will be used only for statistical purposes and will not be disclosed to any other Government Department or body.

Notice is served under Section 26 of the Statistics Act, 1993. You are obliged by law to complete and return this form to the Central Statistics Office.

Gerard O'Hanlon
Director General

CHANGE OF OWNERSHIP OR VEHICLE SCRAPPED

To be completed if the vehicle has been sold or scrapped and the **form returned immediately**.

If you sold the vehicle

If the vehicle has been scrapped

STATE YEAR SOLD

STATE YEAR SCRAPPED

IF THIS SECTION IS COMPLETED GO TO THE CERTIFICATION ON PAGE 4 OF THE FORM

BUSINESS DETAILS

1. What is the main type of business carried on by the vehicle owner?.....
(E.g. Wholesaling, farming, haulage, manufacturing, etc.). If a manufacturer specify main product.

Yes

No

2. Is the vehicle used under a National or International Road Freight Carrier's Licence (✓)

☐
☐

3. Is the vehicle used mainly for

Carriage of your own goods?

☐
☐
☐

Carriage of other persons/companies goods?

Hire to others?

**PLEASE ✓
APPROPRIATE
BOX**

RECORD OF WORK DONE BY VEHICLE DURING THE WEEK BEGINNING

- NOTES
- 1. Details of all journeys should be recorded as they are made.
 - 2. Record outward and return journeys on separate lines.
 - 3. Give details of all empty journeys.
 - 4. For type of goods carried (column 4) state main commodity; if no main commodity enter "Sundries". If goods are a **dangerous substance** please code the product as shown on the enclosed instruction sheet.
 - 5. Weights should be specified in Kgs. If exact weights are not available, please give estimates or specify other units e.g. Litres, Tonnes, Tons, Cubic Metres, Cubic Feet, etc.
 - 6. If the same journey with a similar load was repeated during the day only one entry is required with the number of such journeys entered in column (12).
 - 7. If the vehicle was idle for the entire survey week, please tick the "IDLE" box at the bottom of the page and go to "Certification" on page 4 of the form.

DAY OF WEEK	JOURNEYS <i>(Please give nearest town and district)</i>		TYPE OF GOODS CARRIED Give full details <i>(See Note 4 above)</i>	WEIGHT OF GOODS CARRIED AT BEGINNING OF JOURNEY <i>(See Note 5)</i>	Distance Travelled Kilometres <input type="checkbox"/> Miles <input type="checkbox"/> <i>(Please tick as appropriate)</i>		Complete only for split delivery/ collection journeys				NO. of times the same journey with similar load was carried out during the day
	ORIGIN <i>(Include ferry route and countries in transit, if appropriate)</i>	DESTINATION			LOADED	EMPTY	NO. of stops for collection	WEIGHT of all extra loads collected	NO. of stops for delivery	WEIGHT of all goods delivered	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
MONDAY				KGS			NO.	KGS	NO.	KGS	NO.
TUESDAY											

6

IDLE

SUNDAY

SATURDAY

FRIDAY

THURSDAY

WEDNESDAY






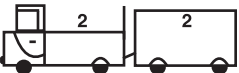


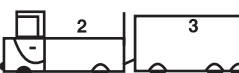
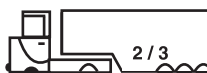

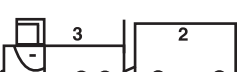
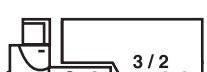


PLEASE SEE OVER



THIS PAGE SHOULD BE COMPLETED UNLESS YOU HAVE SOLD OR SCRAPPED THE VEHICLE

<p>4. CARRYING CAPACITY (i.e. heaviest load possible)</p> <p>OF VEHICLE Kgs</p> <p>5. If the vehicle is used to draw a trailer then give the</p> <p>UNLADEN WEIGHT of the trailer Kgs</p> <p>CARRYING CAPACITY of trailer Kgs</p> <p>6. TYPE OF BODY (please ✓ appropriate box)</p> <table style="width: 100%;"> <tr><td>Tipper</td><td style="text-align: right;"><input type="checkbox"/> 1</td></tr> <tr><td>Insulated or refrigerated</td><td style="text-align: right;"><input type="checkbox"/> 2</td></tr> <tr><td>Tanker or other bulk carrier</td><td style="text-align: right;"><input type="checkbox"/> 3</td></tr> <tr><td>Livestock carrier</td><td style="text-align: right;"><input type="checkbox"/> 4</td></tr> <tr><td>Box or Van body</td><td style="text-align: right;"><input type="checkbox"/> 5</td></tr> <tr><td>Platform or sided</td><td style="text-align: right;"><input type="checkbox"/> 6</td></tr> <tr><td>Other (specify.....)</td><td style="text-align: right;"><input type="checkbox"/> 7</td></tr> </table>	Tipper	<input type="checkbox"/> 1	Insulated or refrigerated	<input type="checkbox"/> 2	Tanker or other bulk carrier	<input type="checkbox"/> 3	Livestock carrier	<input type="checkbox"/> 4	Box or Van body	<input type="checkbox"/> 5	Platform or sided	<input type="checkbox"/> 6	Other (specify.....)	<input type="checkbox"/> 7	<p>7. TYPE OF WORK NORMALLY CARRIED OUT BY VEHICLE (please ✓ appropriate box)</p> <table style="width: 100%;"> <tr><td>Import/export work (i.e. international carriage or delivery/ collection in connection with international trade)</td><td style="text-align: right;"><input type="checkbox"/> 1</td></tr> <tr><td>Delivering goods to retail outlets</td><td style="text-align: right;"><input type="checkbox"/> 2</td></tr> <tr><td>Delivering goods to households</td><td style="text-align: right;"><input type="checkbox"/> 3</td></tr> <tr><td>Delivering goods to wholesalers</td><td style="text-align: right;"><input type="checkbox"/> 4</td></tr> <tr><td>Delivery of materials or Fuels to factories</td><td style="text-align: right;"><input type="checkbox"/> 5</td></tr> <tr><td>Delivery of goods to road works or building sites</td><td style="text-align: right;"><input type="checkbox"/> 6</td></tr> <tr><td>Carriage of livestock</td><td style="text-align: right;"><input type="checkbox"/> 7</td></tr> <tr><td>Carriage of other farm produce from farms</td><td style="text-align: right;"><input type="checkbox"/> 8</td></tr> <tr><td>Carriage of fertilisers, feeding stuffs etc. to farms</td><td style="text-align: right;"><input type="checkbox"/> 9</td></tr> <tr><td>Other work (specify</td><td style="text-align: right;"><input type="checkbox"/> 0</td></tr> </table>	Import/export work (i.e. international carriage or delivery/ collection in connection with international trade)	<input type="checkbox"/> 1	Delivering goods to retail outlets	<input type="checkbox"/> 2	Delivering goods to households	<input type="checkbox"/> 3	Delivering goods to wholesalers	<input type="checkbox"/> 4	Delivery of materials or Fuels to factories	<input type="checkbox"/> 5	Delivery of goods to road works or building sites	<input type="checkbox"/> 6	Carriage of livestock	<input type="checkbox"/> 7	Carriage of other farm produce from farms	<input type="checkbox"/> 8	Carriage of fertilisers, feeding stuffs etc. to farms	<input type="checkbox"/> 9	Other work (specify	<input type="checkbox"/> 0
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8. POSITION OF AXLES (please ✓ box which describes the positions of the axles on the vehicle and on the trailer, if a trailer was used during the week)

RIGID	RIGID + TRAILER	ARTICULATED
 OR  <input type="checkbox"/> 11	 <input type="checkbox"/> 26	 <input type="checkbox"/> 31
 <input type="checkbox"/> 12	 <input type="checkbox"/> 21	 <input type="checkbox"/> 32
 <input type="checkbox"/> 13	 <input type="checkbox"/> 22	 <input type="checkbox"/> 33
 <input type="checkbox"/> 14	 <input type="checkbox"/> 23	 <input type="checkbox"/> 34
Other Rigid..... <input type="checkbox"/> 15	 <input type="checkbox"/> 24	 <input type="checkbox"/> 36
	Other Rigid + Trailer..... <input type="checkbox"/> 25	Other Articulated..... <input type="checkbox"/> 35

9. RESPONDENT BURDEN How long (ie how many minutes in total) did it take to complete this form? **Minutes**

CERTIFICATION

I hereby declare that the information given in this return is complete and accurate to the best of my knowledge.

Signature	Date
Status	Phone
(Owner, Secretary, etc.)	

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

INSTRUCTIONS FOR COMPLETION OF QUESTIONNAIRE

- **Complete Pages 1 and 4 immediately.** The Questionnaire should accompany the vehicle and details of each journey made by the vehicle during the survey week should be recorded at the end of each day as shown in the examples.
- If the vehicle was leased or rented to another party during the Survey week, please ensure that the details of all journeys made are recorded for entry on the questionnaire.
- The details requested in **questions 4 and 5** on the carrying capacity of Vehicle/Trailer can be obtained from the Vehicle/Trailer Handbook, if not please give your best estimate.
- For all journeys, the **weight of goods carried** (column 5) should be the weight of the load at the **start** of the journey.

Single Delivery/Collection Journey

- See example 1 overleaf

Multiple Delivery/Collection Journey

- See example 2 overleaf

International Journeys

- The distance travelled - (at columns 6 and 7) should **exclude** the distance for which the vehicle was carried by sea on ferries
- The ferry route used should be entered under Origin (column 2)
- The origin and destination (town/city) of the entire journey should be stated. List also all countries crossed in transit under columns 2 and 3
- See **example 3 overleaf** which gives details on how to complete the questionnaire in respect of a journey falling partially within the survey week

Dangerous Goods

Please record if the goods are classified as dangerous by adding to the description of the type of goods one of the following codes:

DG10 - Explosives	DG52 - Organic peroxides
DG20 - Gases	DG61 - Poisonous (toxic) substances
DG30 - Flammable liquid	DG62 - Infectious materials
DG41 - Flammable solids	DG70 - Radioactive materials
DG42 - Substances liable to spontaneous combustion	DG80 - Corrosive materials
DG43 - Substances which catch fire in contact with water	DG90 - Other
DG51 - Oxidising substances	

Demountable Containers or Lift Vans

Full

- State weight of goods carried only (exclude weight of container/lift van)
- Include weight of normal packaging

Empty

- Write 'Empty Container' under type of goods carried (column 4)
- State weight of container/lift van under weight of goods carried (column 5)

On Monday, a lorry leaves a depot in Dorset Street, Dublin with 60 bags of coal (50 KGs each) which is delivered at Drogheda. The lorry then returns empty and repeats the trip with the same load in the afternoon.

Example 2

[illegible]

- A haulier is bringing a 6,000 Kgs load of textiles from Moscow to Limerick. He commences the journey on the Thursday preceding the survey week and by the Monday of the survey week he has arrived in Paris. Beginning on Monday morning he leaves Paris, drives to Cherbourg, crosses to Rosslare and drives to Limerick where he arrives on Wednesday.
- This trip comprises a journey falling only partially within the survey week. Due to the fact that the goods were delivered to Limerick during the survey week the origin, destination and mileage for the entire trip must be stated.
- All countries crossed in transit must be stated along with the Ferry Route under columns 2 and 3.
- The distance in column 6 comprises 3,206 Km from Moscow to Cherbourg + 195 Km from Rosslare to Limerick.
- All details must be entered under the day the goods were delivered to the final destination during the survey week.

[illegible]

