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Contents

	Page
Chapter 1 - Introduction and Commentary	
Introduction	7
Key results for 2012	8
Main use of vehicle	9
Business of owner	9
Size of vehicles in fleet	10
Age of fleet	11
Length of haul	12
Commodity transported	12
Active and inactive vehicles	13
Main type of work carried out	14
National and international road freight activity	15
Comparison with 2011 results	17
 Chapter 2 - Tables	
Table 1 Transport activity classified by business of owner and main use of vehicle, 2012	21
Table 2 Transport activity classified by vehicle capacity, national/international journeys and main use of vehicle, 2012	22
Table 3 Transport activity classified by business of owner, unladen weight and main use of vehicle, 2012	23
Table 4 Transport activity classified by region of origin and main use of vehicle, 2012	23
Table 5 Transport activity classified by business of owner, length of haul and main use of vehicle, 2012	24
Table 6 Transport activity classified by main type of work and main use of vehicle, 2012	25
Table 7 Transport activity classified by national/international journeys and main use of vehicle, 2012	25
Table 8 Transport activity classified by national/international journeys, quarter and main use of vehicle, 2012	26
Table 9 Transport activity classified by group of goods and national/international journeys, 2012	26
Table 10 Transport activity classified by group of goods and main use of vehicle, 2012	27
Table 11 Average number of vehicles classified by unladen weight and year of manufacture of vehicle, 2012	27
Table 12 Transport activity classified by year of manufacture and main use of vehicle, 2012	28
Table 13 Transport activity classified by body type and main use of vehicle, 2012	28
Table 14 Vehicle kilometres travelled classified by business of owner and main use of vehicle, 2012	29

Chapter 2 - Tables (contd.)

Table 15	Transport activity classified by national/international journeys, axle configuration and main use of vehicle, 2012	30
Table 16	Transport activity classified by region of origin and region of destination, 2012	31
Table 17	Vehicle kilometres travelled classified by region of origin and region of destination, 2012	32
Table 18	Transport activity classified by country of origin and country of destination, 2012	33
Table 19	Vehicle kilometres classified by country of origin and country of destination, 2012	34

Chapter 3 - Methodology

Introduction	37
Legal framework	37
Scope of the survey	37
Sampling frame	37
Periodicity	38
Sample design	38
Response rates	39
Respondent burden	39
Compilation and grossing	40
Changes to commodity classification	40
Reliability of results	41
Definitions used	42

Appendices

A. Structure of the Standard Goods Classification for Transport Statistics (NST 2007)	45
B. The NUTS 3 regions of Ireland	47
C. Definition of strata used in sample selection and in the grossing up of survey returns	48
D. Goods vehicle category types	49
E. Survey questionnaire and instructions	51

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

Introduction & Commentary

Introduction

This report contains the results of the “National Survey of Transport of Goods by Road” conducted for the year 2012. The survey was undertaken as part of an EU-wide project in accordance with Council Regulation (EC) 70/2012 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 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)

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

Key results for 2012

- Between 2011 and 2012, the amount of freight activity by Irish Registered goods vehicles remained virtually unchanged at 9.9 billion tonne-kilometres (tonne-km).
- Over the same period, the quantity of goods transported decreased by 2% to 108 million tonnes and the number of vehicle kilometres travelled by Irish registered goods vehicles fell by 1.6% to 1.3 billion kilometres.
- The average number of registered vehicles fell by 1.5% in 2012, down from 81,178 in 2011 to just under 80,000 in 2012.
- The amount of freight activity by vehicles used for hire or reward increased by 1% to 7.6 billion tonne-km while the activity of own account operators fell by 5% to 2.3 billion tonne-km.
- The quantity of goods carried by businesses owned by transport companies increased by 6.4% to 58.3 million tonnes in 2012. The amount of goods carried by all other businesses fell by 10.2% with freight activity down 8.8% to 3 billion tonne-km.

Table A: Key road freight statistics, 2002-2012

Year	Tonne-km	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>
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
2011	9,941	110,260	1,338	81,178	10,168
2012	9,895	108,078	1,316	79,971	10,057

Main use of vehicle

Vehicles used for *hire or reward* performed 77% of total road freight activity, amounting to 7.6 billion tonne-km in 2012. These vehicles carried 67.9 million tonnes and travelled a total of 760 million vehicle kilometres during 2012. Vehicles used for *own account* purposes accounted for 2.3 billion tonne-km (23%) of total activity, and travelled a total of 557 million vehicle kilometres, carrying 40.2 million tonnes of goods (see tables B and 1).

Table B: Road freight activity by main use of vehicle, 2012

Main use of vehicle	Tonne-km		Tonnes carried		Vehicle kilometres	
	million	%	thousand	%	million	%
Hire or reward	7,615	77.0	67,879	62.8	760	57.7
Own account	2,281	23.0	40,199	37.2	557	42.3
Total	9,895	100.0	108,078	100.0	1,316	100.0

Business of owner

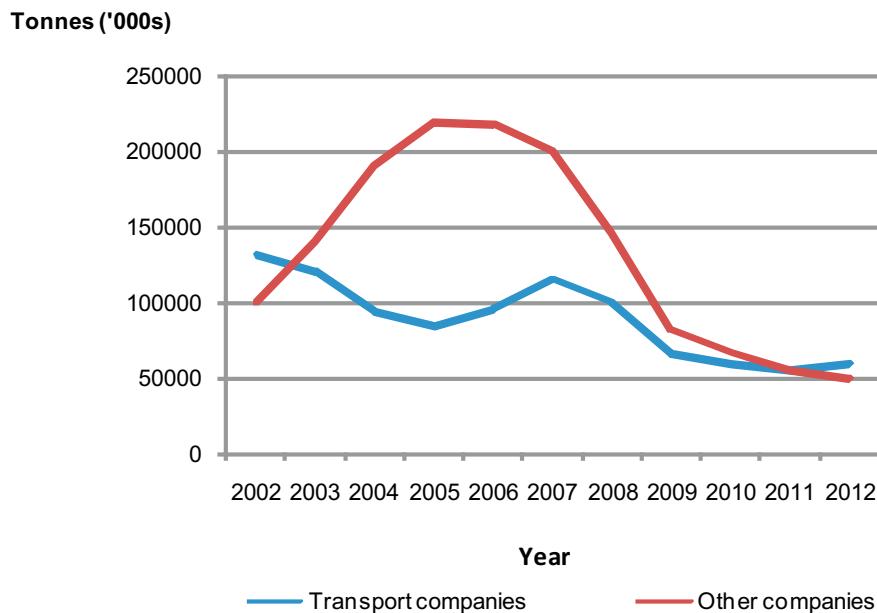
Vehicles owned by transport companies carried 58.3 million tonnes of goods in 2012 compared to 49.7 million tonnes by all other road freight vehicles. Although carrying a greater quantity of goods, vehicles owned by transport companies travelled less, covering 642 million vehicle kilometres. By comparison, non-transport companies undertook more than 51% of total vehicle kilometres. Just under 65% of their journeys were laden compared with 35% for vehicles within the transport sector (see tables C and 3).

Table C: Road freight activity by business of owner, 2012

Business of owner	Tonne-km		Tonnes carried		Vehicle kilometres		Laden journeys	
	million	%	thousand	%	million	%	thousand	%
Transport	6,862	69.3	58,337	54.0	642	48.8	3,532	35.1
Other	3,033	30.7	49,741	46.0	674	51.2	6,525	64.9
Total	9,895	100.0	108,078	100.0	1,316	100.0	10,057	100.0

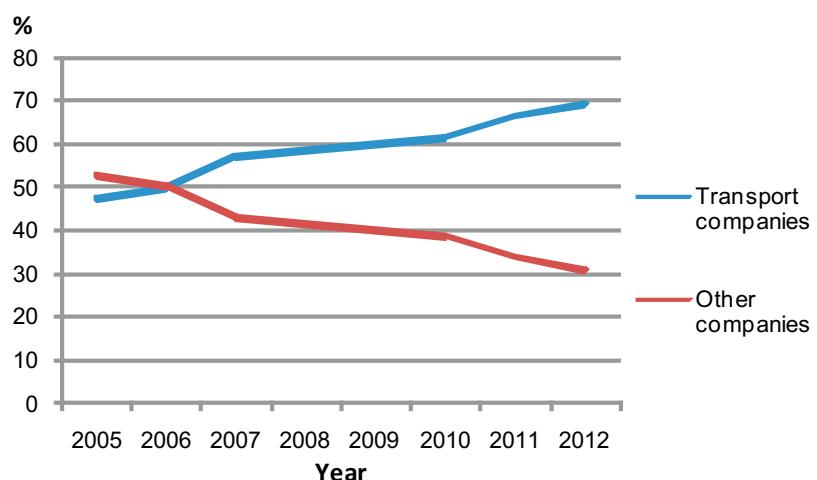
In 2012, vehicles owned by transport companies carried more goods than all other goods vehicles for the first time since 2002. The difference between both was at its highest between 2004 and 2007. Since then, the amount of goods carried by vehicles owned by businesses outside the transport sector has declined at a much faster rate than those within the sector (see chart A).

Chart A : Quantity of goods carried by business of owner, 2002-2012



The contribution of vehicles owned by transport companies, in terms of tonne-km, to overall road freight activity was 69.3% in 2012 and this has been increasing steadily since 2005 when it was just 47.3%. This change has been at the expense of vehicles owned by other businesses, whose share of total activity has fallen from 52.7% in 2005 to just 30.7% in 2012 (see chart B).

Chart B: Share of road freight activity (tonne-km) by business of owner, 2005-2012



Size of vehicles in fleet

In 2012, two thirds (66.2%) of the total fleet of 79,971 vehicles had an unladen weight of between 2 to 5 tonnes. However, these vehicles were responsible for just 4.4% of the total weight of goods transported and 2.9% of total activity in terms of tonne-km. They also made nearly one third of all laden journeys. Vehicles with an unladen weight of at least 10 tonnes accounted for 20.9% of the vehicle fleet but were responsible for 88% of total activity in terms of tonne-km. These vehicles carried 92 million tonnes of goods, representing 85.1% of the total tonnes carried and made just over half of all laden journeys (see tables D and 3).

Table D: Road freight activity by unladen weight of vehicle, 2012

Unladen weight (tonnes)	Tonne-km		Tonnes carried		No. of vehicles		Laden journeys	
	million	%	thousand	%	number	%	thousand	%
2 - 5	285	2.9	4,707	4.4	52,942	66.2	3,302	32.8
5 - 7.5	206	2.1	2,495	2.3	5,068	6.3	646	6.4
7.5 - 10	697	7.0	8,914	8.2	5,237	6.5	1,056	10.5
10 - 12.5	2,898	29.3	32,965	30.5	7,261	9.1	2,003	19.9
Over 12.5	5,809	58.7	58,996	54.6	9,463	11.8	3,050	30.3
Total	9,895	100.0	108,078	100.0	79,971	100.0	10,057	100.00

Age of fleet

Vehicles manufactured in the years 2005 to 2008 accounted for almost half of the goods vehicle fleet in 2012. These vehicles carried 55% of all goods and accounted for 56% of overall road freight activity (tonne-km). Almost one quarter of all vehicles were aged 10 years or more and they carried 16% of all goods. Just 2% of all goods vehicles were manufactured in 2012 (see tables E, 11 and 12).

Table E: Road freight activity by age of vehicle, 2012

Year of manufacture	Tonne-km		Tonnes carried		Vehicle kilometres		No. of vehicles	
	million	%	thousand	%	million	%	number	%
2012	601	6.1	3831	3.5	65	4.9	1,658	2.1
2011	530	5.4	4,045	3.7	77	5.9	3,135	3.9
2010	396	4.0	3,050	2.8	60	4.6	2,524	3.2
2009	281	2.8	2,877	2.7	50	3.8	2,514	3.1
2008	1,300	13.1	12,517	11.6	161	12.2	7,888	9.9
2007	1,394	14.1	16,432	15.2	189	14.4	11,651	14.6
2006	1,610	16.3	17,050	15.8	192	14.6	10,181	12.7
2005	1,283	13.0	13,021	12.0	159	12.1	8,588	10.7
2004	855	8.6	10,485	9.7	112	8.5	6,245	7.8
2003	541	5.5	7,578	7.0	75	5.7	6,386	8.0
2002 or before	1,104	11.2	17,190	15.9	176	13.4	19,201	24.0
Total	9,895	100.0	108,078	100	1,316	100	79,971	100

Length of haul

In 2012, the bulk of road freight activity (88%) was carried out over distances greater than 50 kilometres. A total of 52.5 million tonnes of goods (49% of the total) was transported over these longer distances, covering 754 million vehicle kilometres. For distances of 50 km and less, the total amount of goods carried was greater (56 million tonnes) but they represented just over 12% of the overall road activity, as measured by tonne-km (see tables F and 5).

Table F: Road freight activity by length of haul, 2012

Length of haul	Tonne-km		Tonnes carried		Vehicle kilometres	
	million	%	thousand	%	million	%
Up to 10 km	70	0.7	11,573	10.7	453	34.4
10 - 25 km	410	4.1	23,295	21.6	40	3.0
25 - 50 km	734	7.4	20,722	19.2	70	5.3
50 - 150 km	2,635	26.6	30,385	28.1	249	18.9
150 - 500 km	4,446	44.9	20,425	18.9	401	30.5
Over 500 km	1,599	16.2	1,678	1.6	104	7.9
Total	9,895	100.0	108,078	100.0	1,316	100.0

Commodity transported

Of the total weight of goods carried, the commodity group *quarry products, metal ores and peat* accounted for the largest share at 22% (23.5 million tonnes) in 2012. This was followed by *foodstuffs* at 19% (20.9 million tonnes). However, the contribution of *quarry products, metal ores and peat* to overall road freight activity, in terms of tonne-km, was just 8%, reflecting heavier loads carried over shorter distances. In contrast, *foodstuffs* accounted for 26% of total tonne-km (see tables G, 9 and 10).

Table G: Road freight activity by commodity group carried, 2012

Commodity	Tonne-km		Tonnes carried		Vehicle kilometres	
	million	thousand	thousand	million	thousand	million
Products of agriculture, forestry and fishing	1,153	13,517	13,517	86	86	86
Coal and natural gas	49	800	800	3	3	3
Quarry products, metal ores and peat	793	23,474	23,474	43	43	43
Foodstuffs	2,612	20,923	20,923	214	214	214
Textiles and leather	116	852	852	20	20	20
Wood, pulp and paper	528	4,332	4,332	43	43	43
Coke and refined petroleum products	689	8,219	8,219	46	46	46
Chemicals and plastics	415	3,560	3,560	33	33	33
Other non-metallic mineral products	617	12,555	12,555	44	44	44
Metal products (except machinery and equipment)	244	1,788	1,788	21	21	21
Machinery and equipment	319	1,751	1,751	41	41	41
Furniture and other manufactured goods	120	980	980	25	25	25
Secondary raw materials and waste	256	3,474	3,474	27	27	27
Other goods	1,983	11,853	11,853	670	670	670
Total	9,895	108,078	108,078	1,316	1,316	1,316

Active and inactive vehicles

The average vehicle fleet size during 2012 was 79,971 vehicles. The greatest proportion of these vehicles (66%) was in the "2 - 5" tonnes unladen weight category. There were 24,986 idle¹ vehicles and these accounted nearly one third of the total fleet. The smaller weight categories had a higher proportion of idle vehicles. For example, one third of vehicles with an unladen weight of less than 7.5 tonnes were idle, while less than a quarter of those with an unladen weight in excess of 10 tonnes were idle (see *table H*).

Almost 24,400 vehicles were regarded as non-relevant², representing 31% of the fleet. Four out of every 10 vehicles with unladen weight of less than 5 tonnes were deemed to be non relevant. By comparison, only 8% of vehicles with unladen weight of 10 tonnes or more were non-relevant (see *table H*).

Table H: Goods vehicle use in 2012

Unladen weight (tonnes)	Number of vehicles		Number of idle vehicles		Number of non-relevant vehicles	
	number	%	number	%	number	%
2 - 5	52,942	66.2	17,623	70.5	21,382	87.7
5 - 7.5	5,068	6.3	1,743	7.0	1,099	4.5
7.5 - 10	5,237	6.5	1,566	6.3	637	2.6
10 - 12.5	7,261	9.1	1,989	8.0	561	2.3
Over 12.5	9,463	11.8	2,065	8.3	714	2.9
Total	79,971	100.0	24,986	100.0	24,393	100.0

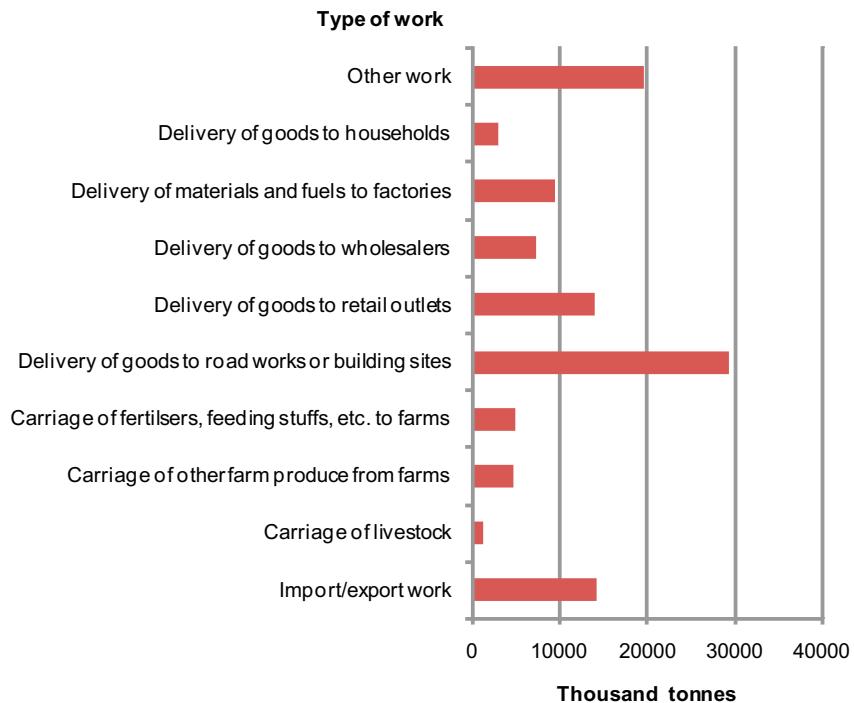
¹ Vehicles can be idle for various reasons, such as undergoing repairs, no work being available, awaiting resale at vehicle dealers, holidays etc. Furthermore, some of the old vehicles are retained by their owners but used infrequently.

² 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 estimates. They were, however, included in all fleet analyses.

Main type of work carried out

Goods vehicles involved in the *delivery of goods to road works or building sites* carried 29.3 million tonnes of goods in 2012, which was the highest among all types of work carried out by goods vehicles. This was followed by those involved in *import/export work* at 14.2 million (see chart C and table 6).

Chart C: Quantity of goods carried by main type of work, 2012



Looking at the contribution of each category to overall road freight activity a slightly different picture emerges. Vehicles involved in *import/export work* (3 billion tonne-km) were the largest contributors, representing 30% of total tonne-km. This was followed by those involved in *delivery of goods to retail outlets* (15%) (see chart D and table 6).

Chart D: Percentage contribution to road freight activity (tonne-km) by main type of work, 2012



National and international road freight activity

The vast majority of the 108 million tonnes of goods transported by Irish goods vehicles in 2012 was carried out within the Republic of Ireland. National transport accounted for 94% (101.2 million tonnes) of the total with international transport representing just 6%. In terms of overall activity as expressed by tonne-km, the difference was not quite as significant, with almost three quarters (74%) of tonne-km transported within the national territory (see tables I, 2, 7 and 8).

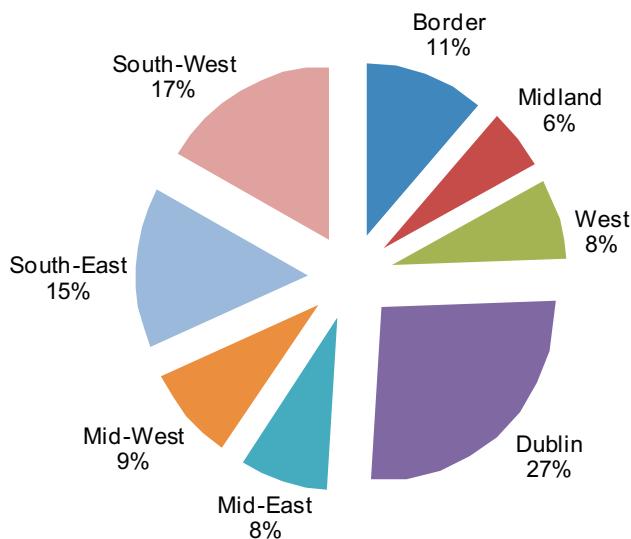
Table I: National and international road freight activity in 2012

Type of transport	Tonne-km	Tonnes carried		
	million	%	thousand	%
National	7,344	74.2	101,154	93.6
International	2,551	25.8	6,924	6.4
Total	9,895	100.0	108,078	100.0

Quarry products, metal ores, peat and foodstuffs were the main products transported domestically in 2012 and together accounted for 41.5% of total goods transported within the Republic of Ireland (see table 9).

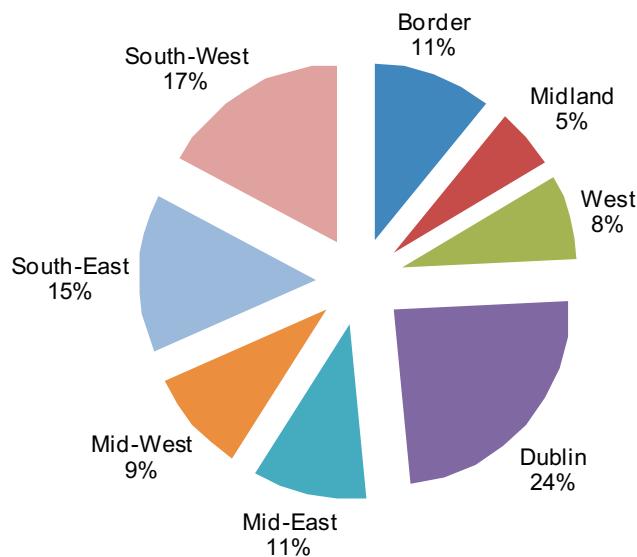
Dublin, South West and South East were the regions where the greatest share of domestic road freight activity occurred in 2012. Together, they accounted for (59%) of overall domestic road freight activity (see chart E and table 16).

Chart E: Percentage contribution to domestic road freight activity (tonne-km) by region, 2012



Dublin was the region of origin and destination for nearly one quarter (24%) of all goods carried within the national territory. The South-West and South-East followed with 17% and 15% respectively (see chart F and table 16).

Chart F: Percentage distribution of quantity of goods carried by region, 2012



On the international front, the United Kingdom (including Northern Ireland) continues to be the major source/destination region for the transport of goods to and from the Republic of Ireland. In total, 4.6 million tonnes of goods were transported. 2.1 million tonnes were received and almost 2.5 million tonnes were dispatched from the Republic of Ireland to the UK. Northern Ireland represented close to three quarters of the total activity with the United Kingdom (see tables J and 16).

Table J: Tonnes of goods received/dispatched by country, 2012

Country	Tonnage received		Tonnage dispatched		Total tonnage	
	thousand	%	thousand	%	thousand	%
United Kingdom	2,099	87.5	2,464	86.2	4,563	86.8
(of which Northern Ireland)	1,505	62.8	1,847	64.6	3,352	63.8
France	61	2.5	130	4.5	191	3.6
Germany	79	3.3	74	2.6	153	2.9
Netherlands	77	3.2	71	2.5	148	2.8
Italy	21	0.9	29	1.0	50	1.0
Spain	15	0.6	32	1.1	47	0.9
Other Countries	47	2.0	59	2.1	106	2.0
Total	2,398	100.0	2,859	100.0	5,258	100.0

Foodstuffs, other goods and products of agriculture, forestry & fishing were the main products transported internationally in 2012 and these accounted for two thirds of all goods transported to and from the Republic of Ireland (see table 9).

Comparison with 2011 results

The weight of goods carried by road on Irish registered vehicles fell slightly to 108 million tonnes between 2011 and 2012. Although the weight of goods carried by vehicles owned by transport companies increased by 6% to 58 million tonnes, this was more than offset by a fall of 10% to 50 million in the total weight of goods carried by all other goods vehicles (see table K).

The share of goods transported by vehicles owned by transport companies increased from 50% in 2011 to 54% in 2012 (see table K).

Overall road freight activity, as measured by tonne-km, remained virtually unchanged at 9.9 billion. Vehicles owned by transport companies saw an increase in activity of 3.7% to 6.9 billion while activity for all other vehicles fell by 9% to 3 billion (see table K).

The weight of goods carried by vehicles involved in the *delivery of goods to wholesalers* fell by 19% while those involved in *import/export* work carried 17% more goods in 2012 than in the previous year. There was a fall of 12% in the weight of *other farm produce carried from farms* and 9% less in the *delivery of goods to households* (see table K).

Table K: Road freight activity, a comparison between 2011 and 2012

Category	Tonne-km			Tonnes carried		
	2011	2012	Change	2011	2012	Change
	million	million	%	thousand	thousand	%
Total	9,941	9,895	-0.5	110,260	108,078	-2.0
Business of owner						
Transport	6,614	6,862	3.7	54,839	58,337	6.4
Other	3,327	3,033	-8.8	55,421	49,741	-10.2
Main use of vehicle						
Hire or reward	7,542	7,615	1.0	67,596	67,879	0.4
Own account	2,399	2,281	-4.9	42,664	40,199	-5.8
Journey						
National	7,331	7,344	0.2	102,695	101,154	-1.5
International	2,611	2,551	-2.3	7,565	6,924	-8.5
Main type of work						
Import/export work	2,708	2,973	9.8	12,144	14,235	17.2
Carriage of livestock	128	107	-16.4	1,449	1,367	-5.7
Carriage of other farm produce from farms	326	280	-14.1	5,459	4,802	-12.0
Carriage of fertilisers, feeding stuffs, etc. to farms	330	348	5.5	4,873	5,051	3.7
Delivery of goods to road works or building sites	980	995	1.5	30,981	29,291	-5.5
Delivery of goods to retail outlets	1,583	1,447	-8.6	14,934	13,910	-6.9
Delivery of goods to wholesalers	1,059	825	-22.1	9,164	7,415	-19.1
Delivery of materials and fuels to factories	910	875	-3.8	8,660	9,517	9.9
Delivery of goods to households	193	174	-9.8	3,282	2,979	-9.2
Other work	1,725	1,871	8.5	19,315	19,511	1.0

Chapter 2

Tables

Table 1 Transport activity classified by business of owner and main use of vehicle, 2012

Business of owner of vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own account	Hire or reward	Total	Own account	Hire or reward	Total
Transport	0	6,862	6,862	0	58,337	58,337
Manufacturing industry	659	0	659	14,659	0	14,659
Mining & quarrying (incl. sand & gravel merchants)	133	0	133	5,426	0	5,426
Creameries & agricultural cooperative societies	23	0	23	396	0	396
Manufacture of food & feeding stuffs	148	0	148	1,975	0	1,975
Manufacture of drink & tobacco	9	0	9	87	0	87
Manufacture of glass, cement & clay products	188	0	188	5,142	0	5,142
Other manufacturing	158	0	158	1,633	0	1,633
Building & construction	140	0	140	4,218	0	4,218
Distribution	991	592	1,583	12,189	7,651	19,840
Agriculture & livestock dealing	148	34	182	2,428	361	2,789
Local authorities	85	0	85	2,667	0	2,667
Other	257	126	383	4,037	1,530	5,567
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 2 Transport activity classified by vehicle capacity, national/international journeys and main use of vehicle, 2012

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	83	42	125	1,828	436	2,264
5,001 - 10,000	98	48	146	2,065	576	2,640
10,001 - 15,000	117	97	214	2,084	1,105	3,188
15,001 - 20,000	289	267	556	5,604	4,195	9,798
20,001 - 25,000	46	205	251	1,182	2,806	3,988
25,001 - 35,000	857	2,634	3,491	18,265	34,262	52,527
Over 35,000	639	1,922	2,561	8,372	18,376	26,748
Total	2,129	5,215	7,344	39,399	61,755	101,154
International journeys						
vehicle capacity (kg)						
Up to 5,000	3	0	4	15	1	16
5,001 - 10,000	7	12	19	32	45	77
10,001 - 15,000	4	14	18	23	42	65
15,001 - 20,000	8	88	97	72	235	306
20,001 - 25,000	7	267	275	3	444	447
25,001 - 35,000	56	1,103	1,158	444	3,193	3,637
Over 35,000	65	915	980	212	2,165	2,376
Total	151	2,400	2,551	800	6,124	6,924
All journeys						
Vehicle capacity (kg)						
Up to 5,000	86	42	128	1,842	437	2,279
5,001 - 10,000	106	60	165	2,096	621	2,717
10,001 - 15,000	121	111	232	2,107	1,147	3,253
15,001 - 20,000	297	356	653	5,675	4,429	10,105
20,001 - 25,000	54	472	526	1,185	3,250	4,435
25,001 - 35,000	913	3,737	4,650	18,708	37,455	56,163
Over 35,000	704	2,837	3,541	8,584	20,541	29,125
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 3 Transport activity classified by business of owner, unladen weight and main use of vehicle, 2012

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	0	69	69	0	498	498
5,001 - 7,500	0	83	83	0	786	786
7,501 - 10,000	0	378	378	0	3,632	3,632
10,001 - 12,500	0	2,159	2,159	0	19,208	19,208
Over 12,500	0	4,173	4,173	0	34,213	34,213
Total	0	6,862	6,862	0	58,337	58,337
Other businesses						
Unladen weight (kg)						
2,000 - 5,000	177	39	216	3,801	408	4,209
5,001 - 7,500	100	24	124	1,576	134	1,709
7,501 - 10,000	258	61	319	4,524	758	5,282
10,001 - 12,500	566	173	739	11,078	2,679	13,757
Over 12,500	1,180	456	1,636	19,220	5,563	24,783
Total	2,281	753	3,033	40,199	9,542	49,741
All businesses						
Unladen weight (kg)						
2,000 - 5,000	177	108	285	3,801	906	4,707
5,001 - 7,500	100	107	206	1,576	919	2,495
7,501 - 10,000	258	439	697	4,524	4,391	8,914
10,001 - 12,500	566	2,332	2,898	11,078	21,887	32,965
Over 12,500	1,180	4,628	5,809	19,220	39,776	58,996
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 4 Transport activity classified by region of origin¹ and main use of vehicle, 2012

Region of origin	Tonne-km (million)			Tonnes carried (thousand)		
	Own account	Hire or reward	Total	Own account	Hire or reward	Total
Border	279	676	956	4,926	6,599	11,526
Midland	178	294	472	2,599	2,988	5,586
West	211	436	647	4,513	3,736	8,249
Dublin	422	1,815	2,236	7,059	17,941	25,000
Mid-East	248	462	710	5,010	5,930	10,941
Mid-West	229	525	754	4,341	5,312	9,652
South-East	301	1,032	1,333	5,465	9,669	15,134
South-West	348	972	1,321	5,891	12,034	17,925
Other	65	1,402	1,467	395	3,670	4,064
Total	2,281	7,615	9,895	40,199	67,879	108,078

¹ See Appendix B

Table 5 Transport activity classified by business of owner, length of haul and main use of vehicle, 2012

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	0	26	26	0	4,546	4,546
11-25	0	185	185	0	10,423	10,423
26-50	0	369	369	0	10,224	10,224
51-150	0	1,580	1,580	0	17,339	17,339
151-500	0	3,267	3,267	0	14,337	14,337
Over 500	0	1,436	1,436	0	1,467	1,467
Total	0	6,862	6,862	0	58,337	58,337
Other businesses						
Length of haul (km)						
Up to 10	39	6	45	5,901	1,126	7,026
11-25	190	35	225	10,809	2,062	12,872
26-50	305	61	366	8,790	1,707	10,498
51-150	798	257	1,055	10,057	2,988	13,046
151-500	859	321	1,180	4,509	1,578	6,088
Over 500	90	73	163	131	80	211
Total	2,281	753	3,033	40,199	9,542	49,741
All businesses						
Length of haul (km)						
Up to 10	39	32	70	5,901	5,672	11,573
11-25	190	220	410	10,809	12,486	23,295
26-50	305	430	734	8,790	11,932	20,722
51-150	798	1,836	2,635	10,057	20,327	30,385
151-500	859	3,588	4,446	4,509	15,915	20,425
Over 500	90	1,509	1,599	131	1,547	1,678
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 6 Transport activity classified by main type of work and main use of vehicle, 2012

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	87	2,886	2,973	362	13,873	14,235
Carriage of livestock	48	58	107	690	677	1,367
Carriage of other farm produce from farms	71	209	280	1,523	3,280	4,802
Carriage of fertilisers, feeding stuffs etc. to farms	120	227	348	1,998	3,053	5,051
Delivery of goods to road works or building sites	469	525	995	15,522	13,768	29,291
Delivery of goods to retail outlets	502	945	1,447	5,593	8,317	13,910
Delivery of goods to wholesalers	187	638	825	1,698	5,716	7,415
Delivery of materials and fuels to factories	169	707	875	2,120	7,397	9,517
Delivery of goods to households	156	18	174	2,614	366	2,979
Other work	472	1,400	1,871	8,079	11,432	19,511
Total	2,281	7,615	9,895	40,199	67,879	108,078

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, 2012

Type of journey	Tonne-km (million)			Tonnes carried (thousand)		
	Own account	Hire or reward	Total	Own account	Hire or reward	Total
National journeys	2,129	5,215	7,344	39,399	61,755	101,154
International journeys						
Goods loaded in Ireland	87	997	1,084	405	2,454	2,859
Goods unloaded in Ireland	45	819	864	330	2,068	2,398
Cross trade	18	542	560	41	1,056	1,098
Cabotage	2	42	43	24	545	569
Total international	152	2,400	2,551	800	6,123	6,924
Total journeys	2,281	7,615	9,895	40,199	67,879	108,078

Table 8 Transport activity classified by national/international journeys, quarter and main use of vehicle, 2012

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	550	1,224	1,775	9,673	15,024	24,697
April - June	550	1,352	1,902	10,662	15,171	25,833
July - September	543	1,407	1,950	10,363	16,640	27,003
October - December	486	1,231	1,717	8,701	14,921	23,622
Total	2,129	5,215	7,344	39,399	61,755	101,154
International journeys						
January - March	53	799	852	181	1,872	2,053
April - June	45	623	669	257	1,509	1,765
July - September	28	501	529	205	1,395	1,600
October - December	25	476	501	157	1,348	1,505
Total	151	2,400	2,551	800	6,124	6,924
All journeys						
January - March	604	2,023	2,627	9,854	16,896	26,750
April - June	595	1,975	2,571	10,918	16,680	27,598
July - September	571	1,909	2,480	10,568	18,035	28,603
October - December	510	1,708	2,218	8,858	16,269	25,126
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 9 Transport activity classified by group of goods and national/international journeys, 2012

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	890	263	1,153	12,427	1,090	13,517
Coal & natural gas	39	10	49	719	81	800
Quarry products, metal ores & peat	757	36	793	23,246	228	23,474
Foodstuffs	1,667	946	2,612	18,772	2,151	20,923
Textiles & leather	109	6	116	829	23	852
Wood, pulp & paper	471	57	528	3,980	353	4,332
Coke & refined petroleum products	648	42	689	7,983	236	8,219
Chemicals & plastics	307	108	415	3,211	349	3,560
Other non-metallic mineral products	537	80	617	12,204	350	12,555
Metal products (exc. machinery & equipment)	189	55	244	1,600	188	1,788
Machinery & equipment	149	169	319	1,409	342	1,751
Furniture & other manufactured goods	90	31	120	890	90	980
Secondary raw materials & waste	251	6	257	3,424	50	3,474
Other goods	1,241	742	1,983	10,460	1,393	11,853
Total	7,344	2,551	9,895	101,154	6,924	108,078

Table 10 Transport activity classified by group of goods and main use of vehicle, 2012

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	288	866	1,153	4,380	9,137	13,517
Coal & natural gas	13	36	49	207	592	800
Quarry products, metal ores & peat	322	471	793	11,593	11,881	23,474
Foodstuffs	422	2,190	2,612	5,201	15,722	20,923
Textiles & leather	43	73	116	389	463	852
Wood, pulp & paper	69	460	528	764	3,569	4,332
Coke & refined petroleum products	343	347	689	4,357	3,862	8,219
Chemicals & plastics	41	373	415	475	3,085	3,560
Other non-metallic mineral products	229	388	617	6,537	6,018	12,555
Metal products (exc. machinery & equip.)	63	181	244	590	1,198	1,788
Machinery & equipment	48	271	319	566	1,185	1,751
Furniture & other manufactured goods	39	81	120	381	599	980
Secondary raw materials & waste	155	101	256	2,513	960	3,494
Other goods	207	1,776	1,983	2,245	9,609	11,853
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 11 Average number of vehicles classified by unladen weight and year of manufacture of vehicle, 2012

Year of manufacture of vehicle	Unladen weight (kg)					Total
	2,000 - 5,000	5,001 - 7,500	7,501 - 10,000	10,001 - 12,500	Over 12,500	
2012	1,101	47	32	68	410	1,658
2011	2,472	89	82	132	360	3,135
2010	1,972	84	114	93	262	2,524
2009	1,770	187	135	128	294	2,514
2008	5,506	363	315	515	1,189	7,888
2007	8,757	375	443	723	1,353	11,651
2006	6,786	413	576	1,035	1,372	10,181
2005	5,494	387	507	1,086	1,113	8,588
2004	3,783	405	418	694	944	6,245
2003	4,449	339	337	622	639	6,386
2002	3,063	338	405	500	401	4,707
2001 or before	7,786	2,041	1,873	1,666	1,127	14,494
Total	52,942	5,068	5,237	7,261	9,463	79,971

Table 12 Transport activity classified by year of manufacture and main use of vehicle, 2012

Year of manufacture of vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own account	Hire or reward	Total	Own account	Hire or reward	Total
2012	77	524	601	855	2,976	3,831
2011	107	422	530	1,127	2,918	4,045
2010	122	274	396	1,246	1,804	3,050
2009	105	176	281	1,583	1,294	2,877
2008	295	1,006	1,300	4,469	8,048	12,517
2007	360	1,034	1,394	7,115	9,317	16,432
2006	323	1,287	1,610	5,861	11,188	17,050
2005	254	1,029	1,283	4,265	8,756	13,021
2004	168	687	855	3,225	7,260	10,485
2003	146	395	541	3,191	4,388	7,578
2002 or before	324	780	1,104	7,260	9,930	17,190
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 13 Transport activity classified by body type and main use of vehicle, 2012

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	83	70	153	1,563	1,122	2,684
Tipper	260	233	493	10,071	8,732	18,803
Tanker or other bulk carrier	196	34	229	3,410	716	4,126
Insulated or refrigerated box	86	57	143	1,310	494	1,804
Box or van body	200	195	395	2,686	1,698	4,384
Livestock carrier	28	27	56	431	336	768
Other	179	232	411	4,304	3,308	7,612
Total	1,032	849	1,881	23,775	16,405	40,180
Articulated						
Platform or sided	101	655	756	920	4,997	5,917
Tipper	236	660	896	4,794	10,147	14,941
Tanker or other bulk carrier	304	796	1,100	4,733	8,730	13,463
Insulated or refrigerated box	131	1,533	1,664	867	6,475	7,343
Box or van body	88	665	753	574	3,650	4,224
Livestock carrier	22	50	72	284	435	719
Other	368	2,406	2,774	4,252	17,040	21,292
Total	1,249	6,765	8,014	16,424	51,474	67,898
All vehicles						
Platform or sided	184	726	910	2,483	6,119	8,601
Tipper	496	893	1,389	14,866	18,879	33,744
Tanker or other bulk carrier	499	830	1,329	8,143	9,445	17,589
Insulated or refrigerated box	217	1,590	1,807	2,177	6,969	9,146
Box or van body	288	860	1,148	3,260	5,348	8,607
Livestock carrier	50	78	128	715	772	1,486
Other	546	2,638	3,185	8,556	20,348	28,903
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 14 Vehicle kilometres travelled classified by business of owner and main use of vehicle, 2012

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	0	436	436	0	206	206	0	642	642
Manufacturing industry	69	0	69	44	0	44	114	0	114
Mining & quarrying (incl. sand & gravel merchants)	7	0	7	6	0	6	13	0	13
Creameries & agricultural cooperative societies	4	0	4	2	0	2	5	0	5
Manufacture of food & feeding stuffs	22	0	22	12	0	12	35	0	35
Manufacture of drink & tobacco	1	0	1	0	0	0	1	0	1
Manufacture of glass, cement & clay products	11	0	11	10	0	10	22	0	22
Other manufacturing	24	0	24	14	0	14	38	0	38
Building & construction	23	0	23	19	0	19	41	0	41
Distribution	186	50	236	95	25	119	281	75	355
Agriculture & livestock dealing	23	4	27	16	3	19	39	7	46
Local authorities	10	0	10	8	0	8	18	0	18
Other	45	27	72	18	9	27	63	36	99
Total	356	517	873	201	243	444	557	760	1,316

Table 15 Transport activity classified by national/international journeys, axle configuration and main use of vehicle, 2012

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	379	276	655	7,030	2,747	9,776
3 axle	266	96	362	5,138	1,542	6,680
Other rigid	303	326	629	10,789	10,951	21,741
Rigid + trailer	47	77	125	547	873	1,420
Articulated						
3 axle	13	56	70	343	593	936
4 axle	219	320	539	4,168	4,619	8,787
5 axle	416	2,134	2,550	4,698	21,456	26,154
Other articulated	485	1,929	2,415	6,686	18,974	25,660
Total	2,129	5,215	7,344	39,399	61,755	101,154
International journeys						
Rigid						
2 axle	14	32	46	77	85	162
3 axle	8	8	16	61	34	95
Other rigid	5	11	16	76	88	164
Rigid + trailer	9	23	31	56	86	142
Articulated						
3 axle	1	15	16	3	44	47
4 axle	5	61	65	61	218	278
5 axle	69	1,616	1,685	283	3,441	3,724
Other articulated	41	634	675	183	2,129	2,312
Total	151	2,400	2,551	800	6,124	6,924
All journeys						
Rigid						
2 axle	393	308	701	7,107	2,832	9,939
3 axle	275	104	379	5,199	1,576	6,775
Other rigid	308	337	645	10,865	11,039	21,904
Rigid + trailer	56	100	156	604	958	1,562
Articulated						
3 axle	14	71	85	346	637	983
4 axle	224	380	604	4,228	4,837	9,065
5 axle	485	3,750	4,236	4,981	24,897	29,878
Other articulated	526	2,563	3,089	6,869	21,103	27,972
Total	2,281	7,615	9,895	40,199	67,879	108,078

Table 16 Transport activity classified by region of origin and region of destination, 2012

Region of origin ¹	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other countries	Region of destination ¹		Total
											Tonne-km (million)		
Border	302	35	67	140	40	13	89	36	9	225	956	956	
Midland	60	94	32	75	36	35	36	50	1	53	472	472	
West	38	31	225	107	37	27	63	37	0	81	647	647	
Dublin	192	153	233	416	165	185	249	379	7	256	2,236	2,236	
Mid-East	61	45	46	166	162	21	77	44	0	88	710	710	
Mid-West	45	21	55	110	29	206	104	118	1	65	754	754	
South-East	55	52	41	213	117	66	428	209	10	142	1,333	1,333	
South-West	18	36	32	204	52	93	165	575	2	144	1,321	1,321	
Northern Ireland	3	1	4	5	1	1	13	4	2	2	36	36	
Other countries	136	24	37	323	58	31	152	69	5	595	1,431	1,431	
Total	910	493	773	1,759	697	680	1,375	1,521	37	1,650	9,895		
Tonnes carried (thousand)													
Border	7,572	300	455	1,197	504	61	375	108	95	858	11,526	11,526	
Midland	626	2,518	277	723	355	332	359	236	5	156	5,586	5,586	
West	446	272	5,998	485	191	282	287	187	0	102	8,249	8,249	
Dublin	1,548	1,628	1,124	12,566	3,262	871	1,620	1,469	40	871	25,000	25,000	
Mid-East	849	771	219	3,059	4,797	120	747	192	1	186	10,941	10,941	
Mid-West	164	201	475	570	158	5,602	909	1,480	4	89	9,652	9,652	
South-East	254	451	236	1,426	1,254	621	8,836	1,769	29	257	15,134	15,134	
South-West	56	178	143	793	194	868	1,242	14,285	4	163	17,925	17,925	
Northern Ireland	49	7	16	25	5	4	40	9	62	3	219	219	
Other countries	798	99	79	711	134	60	260	104	6	1,595	3,846	3,846	
Total	12,362	6,423	9,021	21,555	10,856	8,821	14,675	19,839	245	4,280	108,078		

¹ See Appendix B

Table 17 Vehicle kilometres travelled classified by region of origin and region of destination, 2012

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	56	7	9	27	9	4	6	4	1	15	138
Midland	8	20	6	15	7	5	5	5	0	3	74
West	8	7	53	18	5	7	6	6	0	6	117
Dublin	29	17	19	87	29	18	30	34	1	21	286
Mid-East	8	7	4	28	32	3	11	6	0	7	108
Mid-West	4	4	7	18	3	40	11	16	0	5	109
South-East	7	5	5	30	12	11	69	19	1	10	169
South-West	4	5	7	30	6	17	20	103	0	9	201
Northern Ireland	1	0	0	1	0	0	1	0	0	0	4
Other Countries	13	3	3	27	5	2	10	5	0	43	110
Total	137	75	114	281	109	107	170	199	4	119	1,316

¹ See Appendix B

Table 18 Transport activity classified by country of origin and country of destination, 2012

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	4	71	5	0	7	39	5	3	141
Germany	0	17	106	0	2	0	42	3	2	172
Ireland	109	99	7,344	57	75	72	585	65	22	8,428
Italy	7	0	39	5	0	0	28	0	0	79
Netherlands	1	5	69	0	5	0	19	0	0	99
Spain	17	0	36	0	0	4	43	3	0	104
United Kingdom	13	12	476	5	15	0	211	18	1	751
Other EU	2	8	63	1	2	0	23	13	0	111
Other countries ¹	0	0	5	1	0	0	4	0	0	10
Total	157	144	8,208	75	100	83	992	108	28	9,895
Tonnes carried (thousand)										
France	19	5	61	4	0	5	63	9	5	173
Germany	0	31	79	0	8	0	45	7	2	172
Ireland	130	74	101,154	29	71	32	2,464	42	16	104,013
Italy	6	0	21	16	0	0	15	0	0	57
Netherlands	3	9	77	0	31	0	33	0	0	153
Spain	12	0	15	0	0	9	21	3	0	60
United Kingdom	28	14	2,098	4	24	0	1,132	22	1	3,325
Other EU	6	16	44	1	6	0	23	17	0	113
Other countries ¹	0	0	3	4	0	0	2	0	2	11
Total	204	150	103,552	59	141	46	3,799	100	26	108,078

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, 2012

Country of origin	Country of destination						Total
	France	Germany	Ireland	Italy	Netherlands	Spain	
	Vehicle kilometres (million)						
France	1	0	6	0	0	0	2
Germany	0	2	6	0	1	0	2
Ireland	8	6	1,121	4	5	4	49
Italy	1	0	3	1	0	0	1
Netherlands	0	1	4	0	1	0	1
Spain	1	0	2	0	0	1	1
United Kingdom	1	1	46	0	1	0	17
Other EU	0	1	4	0	0	0	1
Other countries ¹	0	0	1	0	0	0	0
Total	11	10	1,193	5	7	5	76
							2
							1,316

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

Chapter 3

Methodology

Survey Methodology

Introduction

This report contains the results of the 'National Survey of Transport Goods by Road' which is conducted on a weekly basis throughout the year.

Legal framework

This is a statutory survey conducted under the Statistics (Road Freight) Order, 2012 (SI No 583 of 2012) to meet Ireland's EU requirements under Council Regulation (EC) 70/2012 on statistical returns in respect of the carriage of goods by road.

Scope of the survey

This report covers the survey period beginning the first week of January 2012 and ending the last week of December 2012. Irish registered vehicles that come within the scope of the survey must meet the following criteria:

- a) belong to the motor taxation class 'Goods Vehicles'
- b) have a valid motor tax disk during the relevant survey week. However, 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 in the scope.
- c) have an unladen weight of two tonnes and over
- d) have a vehicular body type appropriate for carrying freight (see appendix D for a list of vehicular types that have been excluded)

No other vehicles are covered. In particular, this means 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 includes state owned, diplomatic, fire services or disabled drivers) are not included in the survey.

All activity of goods vehicles within the scope of the survey engaged in the carriage of goods on the public road, either on own account or for hire or reward, are covered. Excluded, therefore, is 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).

Sampling frame

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

The sampling frame/register is updated every eight weeks during the year 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 on the register for survey purposes is as follows:

- (a) year of manufacture of the vehicle
- (b) date of first registration of the vehicle

- (c) an indication as to whether the vehicle has been taxed for the carriage of goods on own account or for hire or reward
- (d) the unladen weight of the vehicle
- (e) 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).

Periodicity

The results are published on an annual basis.

Sample design

Information is collected in respect of one week's transport activity for a random sample of goods vehicles. Each week a sample of vehicles is selected from the register and a survey questionnaire (see appendix E), seeking information on the vehicle and an account of the vehicle's activity during that week, is issued by post to the owner of the vehicle. For the purposes of sample selection, vehicles are divided into 20 strata. These strata were created on the basis of four criteria:

- the unladen weight of the vehicle
- year of first registration of the vehicle
- whether the vehicle had been taxed for the carriage of goods on own account or for hire or reward
- 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 are specifically used to cater for the following in the sample of vehicles selected:

- (a) the tendency of vehicles with higher unladen weights to be involved in greater transport activity
- (b) possible under-representation in the sample of vehicles registered for the first time during the survey year;
- (c) 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
- (d) the likelihood of newer vehicles being used more intensively.

In 2012, seven strata turned out to be null strata (i.e. no vehicles in the population fell into those seven categories). However, the strata were retained to keep the design consistent with previous years.

A random sample was drawn from each of the thirteen remaining 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 L: Sampling proportions by age and unladen weight of vehicle, 2012

Year of manufacture	Unladen weight				Total
	2 - 5 tonnes	5 - 10 tonnes	10 tonnes and over		
Sampling proportion %					
Before 2004	5	34	81		26
2004 - 2008	10	55	85		31
After 2008	11	54	75		27
Total	9	44	82		29

Response rates

Out of a total of 22,902 vehicles surveyed, a satisfactory return was received in respect of 11,640 vehicles, representing an overall response rate of 51%. 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 M.

Table M: Response rates by age and unladen weight of vehicle, 2012

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 2004	801	63	1,848	56	4,036	46	6,685	51
2004 - 2008	2,388	60	1,942	51	7,085	46	11,415	50
After 2008	1,437	60	786	54	2,579	50	4,802	53
Total	4,626	60	4,576	54	13,700	47	22,902	51

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 11,640 satisfactory returns to the survey just 5,199 (45%) answered this question. Of this subset of respondents 1,695 (33%) reported that it took 10 minutes or less to complete the survey form. Only 108 of these 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 N.

Table N: Response burden by main use and unladen weight of vehicle, 2012

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	181	216	101	45	30	19	592	25	
5 - 10 tonnes	254	258	139	53	45	19	768	23	
Over 10 tonnes	436	478	215	96	64	21	1,310	21	
Total	871	952	455	194	139	59	2,670	23	
Hire or reward									
2 - 5 tonnes	30	35	25	10	7	-	107	22	
5 - 10 tonnes	143	147	51	26	17	4	388	19	
Over 10 tonnes	651	775	315	159	89	45	2,034	22	
Total	824	957	391	195	113	49	2,529	21	
Total									
2 - 5 tonnes	211	251	126	55	37	19	699	24	
5 - 10 tonnes	397	405	190	79	62	23	1,156	22	
Over 10 tonnes	1,087	1,253	530	255	153	66	3,344	22	
Total	1,695	1,909	846	389	252	108	5,199	22	

Compilation and grossing

Survey returns are processed on a quarterly basis and in each year the results obtained for each of the four quarters are combined to provide the annual results contained in this report. The same processing method is used for each quarter and this involves 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 are used. For each stratum, for each quarter, the average number of goods vehicles in the national fleet is estimated from the data provided by the Department of Transport, Tourism and Sport. This average is 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 are 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 are 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, are given in Appendix A. Unfortunately, this revision means that the results by commodity for 2012 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 above.

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 is made that non-respondents have 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 result in some degree of bias being introduced into the results. Moreover, although every effort is made to ensure that the returns received are correct in all respects it is inevitable that some minor non-sampling errors remain undetected.

Table O: Accuracy indicators for road freight activity, 2012

Unladen weight (tonnes)	Tonne-km		Tonnes carried		Vehicle kilometres	
	Survey estimate	Coefficient of variation	Survey estimate	Coefficient of variation	Survey estimate	Coefficient of variation
	million	%	million	%	million	%
2 - 5	285	9	4,707	7	334	4
5 - 7.5	206	7	2,495	5	77	3
7.5 - 10	697	7	8,914	5	122	3
10 - 12.5	2,898	2	32,965	2	281	1
Over 12.5	5,809	2	58,996	2	502	1
Total	9,895	1	108,078	1	1,316	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. A common example of such a journey would be the delivery of beer to public houses and the 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 are taken as the weight of goods at the start of the journey plus the weight of any other goods collected during the journey.

Tonne-Kilometres (tonne-kms)

- 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*.

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 the Republic of 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 parchemicals

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 2012
	Year of Manufacture	Unladen Weight	Taxation use ¹	Year of First Registration	
1	Before 2003	2-5 tonnes	Immaterial	Immaterial	15,298
2	"	5-10 tonnes	Own Account	"	5,334
3	"	"	Hire or Reward	"	0
4	"	10 tonnes or over	Own Account	"	4,944
5	"	"	Hire or Reward	"	10
6	2003-2007	2-5 tonnes	Immaterial	"	24,821
7	"	5-10 tonnes	Own Account	"	3,524
8	"	"	Hire or Reward	"	0
9	"	10 tonnes or over	Own Account	"	8,320
10	"	"	Hire or Reward	"	0
11	2008 or later	2-5 tonnes	Immaterial	Before 2010	8,892
12	"	"	"	2010 or later	3,930
13	"	5-10 tonnes	Own Account	Before 2010	1,183
14	"	"	"	2010 or later	265
15	"	"	Hire or Reward	Before 2010	0
16	"	"	"	2010 or later	0
17	"	10 tonnes or over	Own Account	Before 2010	2,336
18	"	"	"	2010 or later	1,115
19	"	"	Hire or Reward	Before 2010	0
20	"	"	"	2010 or later	0
Total:					79,971

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	
		All	Survey Scope
2	Station Wagon/Jeep	719	-
3	Minibus	25	-
5	Bus	28	-
6	Van	28,309	28,309
7	Open Lorry & Container	308	308
8	Open Lorry only	1,246	1,246
13	Travelling Machine/Workshop	50	-
14	Mobile Shop	100	-
15	Hoist/Crane	22	-
22	Low Loader	15	15
23	Tanker	382	382
24	Concrete Mixer/Concrete Pump	63	63
25	Horse Box/Animal Transporter	978	978
26	Dumper	1	1
30	Refuse Collector	557	557
31	Gritter/Chip Spreader	1	-
35	Adapted Saloon	2	-
37	Other	4,441	4,441
40	Hatchback	2	-
48	Pick Up	684	684
50	Van with Side Windows	83	83
51	Other light goods	47	47
52	Box van	1,991	1,991
53	Luton Van	307	307
54	Insulated/Refrigerated Van	619	619
55	Glass Carrier	9	9
56	Other Van	14	14
58	Drop-Side Lorry	475	475
59	Hopper Truck	1	1
60	Recovery Vehicle	139	-
61	Solid Bulk Carrier	6	6
63	Car Transporter	27	27
64	Other Goods Heavy	4,202	4,202
69	Road Maintenance Vehicle	4	-
70	Road Tar Sprayer	3	-
75	Articulated Tractor Unit	10,866	10,866
76	Jeep	15,656	-
77	Estate	877	-
78	Liftback	1	-
81	Rigid	3,859	3,859
82	Crew Cab	10,414	10,414
83	Rescue Vehicle	1	-
85	Well Driller/Drilling Machine	1	-
86	Curtain Sider	945	945
87	Tipper	1,883	1,883
88	Skip Loader	178	178
89	Telescopic Handler	3	-
90	Drain Cleaner	9	-
91	Security Van/Truck	88	88
92	MPV	11	-
95	Chassis Cab	6,973	6,973
TOTAL:		97,626	79,971

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.

CONFIDENTIAL



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

Official use only	
Coded	
Checked	

CENTRAL STATISTICS OFFICE

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

This statutory survey is conducted under the Statistics (Road Freight) Order, 2012 (S.I. No. 583 of 2012). The survey is conducted in compliance with Council Regulation (EC) No. 70/2012. 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 [REDACTED]
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.

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

PLEASE SEE OVER



IDLE

1

SUNDAY SATURDAY FRIDAY THURSDAY WEDNESDAY TUESDAY

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

4. CARRYING CAPACITY (i.e. heaviest load possible)

OF VEHICLE

Kgs

5. If the vehicle is used to draw a trailer then give the

UNLADEN WEIGHT of the trailer

Kgs

CARRYING CAPACITY of trailer

Kgs

6. TYPE OF BODY (please ✓ appropriate box)

Tipper

1

Insulated or refrigerated

2

Tanker or other bulk carrier

3

Livestock carrier

4

Box or Van body

5

Platform or sided

6

Other (specify.....)

7

**7. TYPE OF WORK NORMALLY CARRIED OUT BY VEHICLE
(please ✓ appropriate box)**

Import/export work

1

(i.e. international carriage or delivery/
collection in connection with international
trade)

Delivering goods to retail outlets

2

Delivering goods to households

3

Delivering goods to wholesalers

4

Delivery of materials or Fuels
to factories

5

Delivery of goods to road works
or building sites

6

Carriage of livestock

7

Carriage of other farm produce
from farms

8

Carriage of fertilisers, feeding
stuffs etc. to farms

9

Other work (specify)

0

**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



11



12



13



14

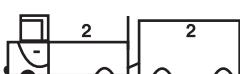
Other Rigid.....

15

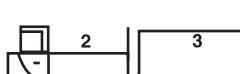
RIGID + TRAILER



26



21



22



23



24

Other Rigid + Trailer.....

25

ARTICULATED



31



32



33



34



35

Other Articulated.....

36

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

DG20 - Gases

DG30 - Flammable liquid

DG41 - Flammable solids

DG42 - Substances liable to spontaneous combustion

DG43 - Substances which catch fire in contact with water

DG51 - Oxidising substances

DG52 - Organic peroxides

DG61 - Poisonous (toxic)substances

DG62 - Infectious materials

DG70 - Radioactive materials

DG80 - Corrosive materials

DG90 - Other

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)

ILLUSTRATIVE EXAMPLES

Example 1

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

On Wednesday, a lorry leaves a soft drinks company in Galway with a 3,500 KG load (weight of soft drinks + bottles + crates). It goes to Tuam visiting 20 customers (12 on the way and 8 in Tuam). In all it delivers 3,500 KG and collects (at all but 2 of the customers) empties which weigh 1,500KGs. It then returns to the factory in Galway with these empties.

Example 3

- 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.

