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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

Introduction

This report contains the results of the “National Survey of Transport of Goods by Road” carried out for the year 2002. The survey was conducted 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 year information was collected concerning one week’s transport activity for a random sample of goods vehicles. The sample was spread evenly over each week in the year. The sample data has been grossed to the level of 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 to and appreciation of the co-operation received from the vehicle owners who responded to the survey. The survey questionnaire and instructions are shown in Appendix D.

The principal 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 41*).

Scope of Survey

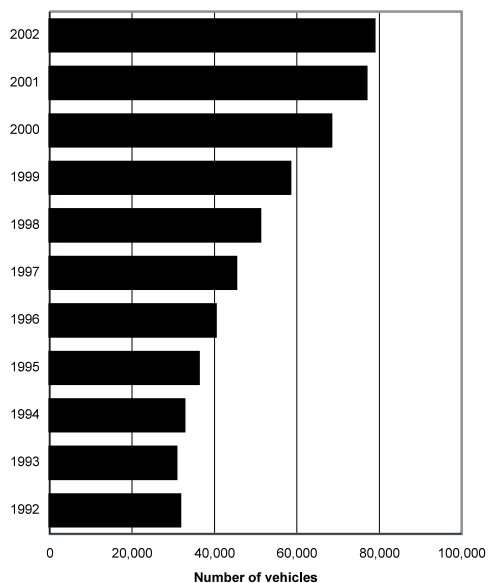
The report covers the survey period beginning on 1 January 2002 and ending on 31 December 2002. Irish registered vehicles belonging to the motor taxation class *goods vehicles with an unladen weight of 2 tonnes and over* came within the scope of the survey.

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.

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).

Goods Vehicle Activity 2002

Chart 1: Number of goods vehicles with unladen weight of 2 tonnes and over by year



In 2002, Irish registered goods vehicles transported a total of almost 231 million tonnes of goods by road. This represents an increase of 13% on the previous year and an increase of 175% over the last ten years. Activity in terms of tonne-kilometres increased by 16% from 12,405 million in 2001 to 14,448 million in 2002. There was an increase of 181% in the figure for tonne kilometres over the ten-year period from 1992 to 2002. The figure for vehicle kilometres travelled by Irish registered goods vehicles increased considerably also. A total of 1,973 million vehicle kilometres were travelled in 2002, an increase of 18% on the 2001 figure of 1,668 million and an increase of 142% on the 1992 figure.

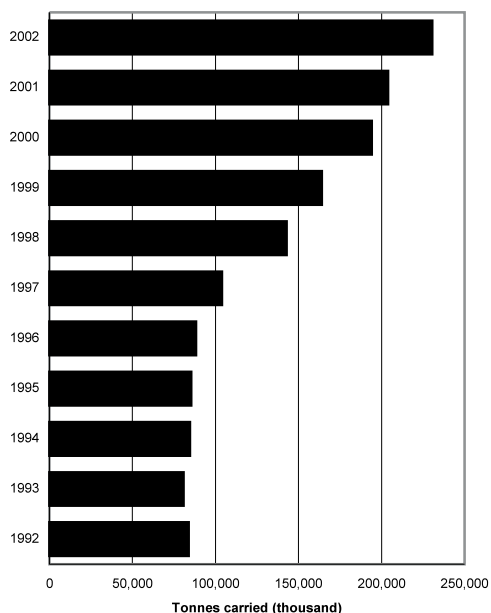
The average number of goods vehicles with an unladen weight of 2 tonnes and over, under current licence during 2002 was 78,753, representing an increase of about 2% on the 2001 figure. The fleet size increased by almost 149% since 1992. These goods vehicles travelled approximately 18.6 million loaded journeys in 2002, 13% more than in 2001 and 139% more than in 1992.

Table A.1 below shows a record of the main figures for the years 1992 to 2002. (See Charts 1 and 2).

Table A.1

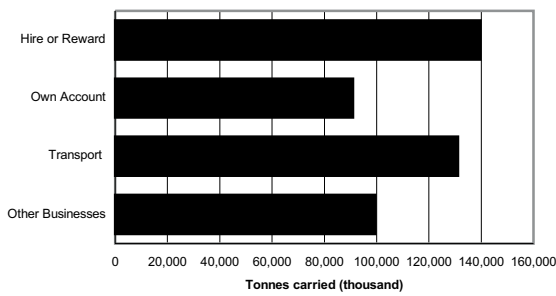
Year	Tonne-Kilometres <i>million</i>	Tonnes Carried <i>thousand</i>	Vehicle Kilometres <i>million</i>	Average Number of Vehicles
1992	5,150	83,851	815	31,657
1993	5,095	80,761	807	30,669
1994	5,258	84,587	826	32,669
1995	5,493	85,317	974	36,107
1996	6,316	88,322	1,175	40,255
1997	6,998	103,836	1,208	45,256
1998	8,203	142,911	1,344	51,037
1999	10,275	163,972	1,452	58,388
2000	12,348	194,135	1,657	68,278
2001	12,405	203,849	1,668	76,875
2002	14,448	230,591	1,973	78,753

Chart 2: Weight of goods carried by year



Main use of vehicle

Chart 3: Weight of goods carried



Vehicles used mainly for hire or reward transport of goods were responsible for 61% of the total weight of goods carried in 2002. These vehicles also performed 73% of the total activity in terms of tonne-kilometres and travelled 58% of total vehicle kilometres. Given that these vehicles accounted for only 28% of the fleet size, it is clear that they were used more intensively than those vehicles used mainly for own account transport. Of vehicles that were mainly used for hire or reward transport, on average 19% were idle during any one survey week as compared to 24% of vehicles used mainly for own account transport. Vehicles used mainly for hire or reward transport accounted for 35% of all relevant vehicles. (See Tables B.1 and B.2 in addition to Charts 3, 4 and 5).

Table B.1

Main use of Vehicle	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	<i>million</i>	%	<i>thousand</i>	%	<i>million</i>	%
Hire or Reward	10,527	72.9	139,653	60.6	1,148	58.2
Own Account	3,921	27.1	90,938	39.4	824	41.8
Total	14,448	100.0	230,591	100.0	1,973	100.0

Chart 4: Activity in tonne-kilometres

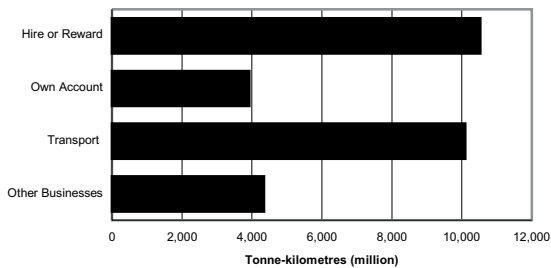


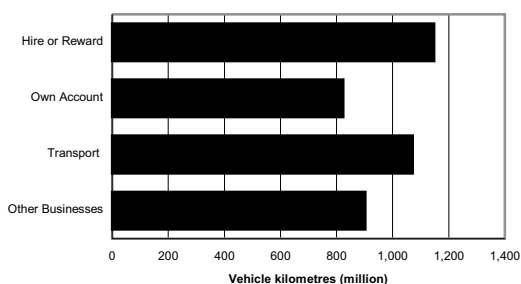
Table B.2

Main use of Vehicle	Number of Vehicles		Relevant Vehicles		Idle Vehicles	
		%		%		%
Hire or Reward	22,260	28.3	20,166	34.5	4,171	23.3
Own Account	56,493	71.7	38,348	65.5	13,717	76.7
Total	78,753	100.0	58,514	100.0	17,888	100.0

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.

Chart 5: Vehicle kilometres travelled



Almost 70% of total activity in terms of tonne-kilometres was performed by vehicles owned by transport businesses. These vehicles also transported 57% of the total weight of goods carried and travelled 54% of the total vehicle kilometres. Vehicles owned by transport businesses were responsible for 44% of all laden journeys. (See Table C.1 and Charts 3, 4 and 5).

Chart 6: Activity in tonne-kilometres by unladen weight

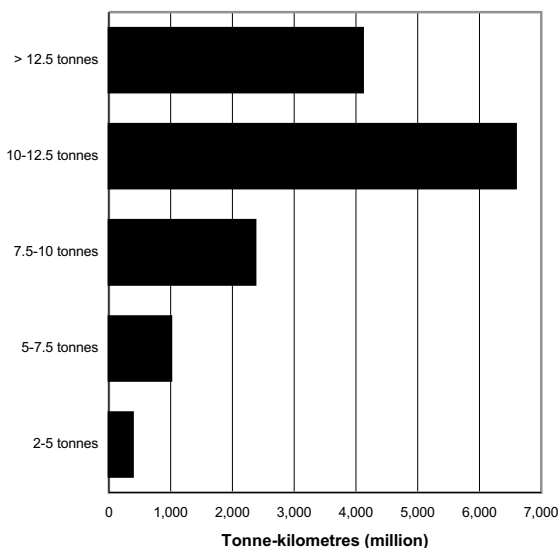


Chart 7: Weight of goods carried by year of manufacture of vehicle

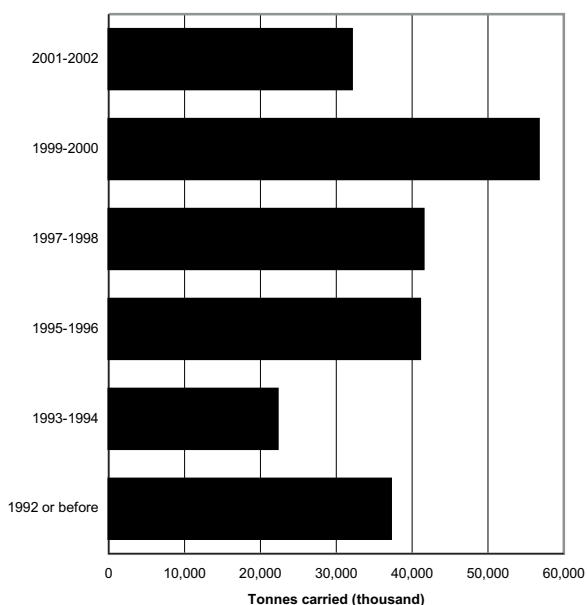


Table C.1

Business of owner	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		Laden Journeys	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>
Transport	10,102	69.9	131,102	56.9	1,071	54.3	8,097	43.6
Other	4,346	30.1	99,489	43.1	902	45.7	10,489	56.4
Total	14,448	100.0	230,591	100.0	1,973	100.0	18,586	100.0

Size of Vehicles in Fleet

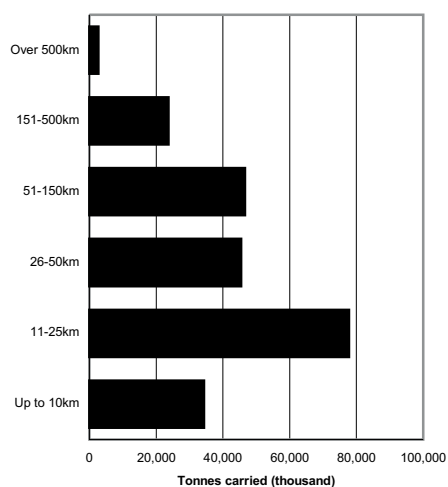
It can be seen from the table below that the smallest vehicles, in the “2 to 5 tonnes” unladen weight category, accounted for almost 39% of the vehicle fleet. However such vehicles were responsible for only about 4% of the total weight of goods transported and about 3% of activity in terms of tonne-kilometres. Their share of total vehicle kilometres was larger at almost 18%. Vehicles in the unladen weight category “10 to 12.5 tonnes” accounted for 19% of the vehicle fleet and had the largest share of activity in terms of tonne kilometres accounting for almost 46% of the total. These vehicles were also responsible for about 33% of total vehicle kilometres travelled and 41% of total tonnes carried. The largest vehicles in the category “over 12.5 tonnes” unladen weight, accounted for 10% of the vehicle fleet and transported almost a third of the total weight of goods carried. They travelled 19% of total vehicle kilometres and were responsible for 28% of activity in terms of tonne kilometres. (See Table D.1 and Chart 6).

Table D.1

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>%</i>	
2-5	382	2.6	8,132	3.5	346	17.5	30,570	38.8
5-7.5	1,006	7.0	17,505	7.6	229	11.6	11,906	15.1
7.5-10	2,367	16.4	36,594	15.9	371	18.8	13,187	16.7
10-12.5	6,586	45.6	94,528	41.0	644	32.6	15,088	19.2
Over 12.5	4,107	28.4	73,833	32.0	382	19.4	8,002	10.2
Total	14,448	100.0	230,591	100.0	1,973	100.0	78,753	100.0

Age of Fleet

In 2002, vehicles manufactured from 1999 onwards accounted for 28% of the vehicle fleet. These vehicles transported 38% of the total weight of goods carried, travelled 41% of total vehicle kilometres and were responsible for 42% of total activity in terms of tonne-kilometres. The oldest vehicles, those manufactured in 1992 or before, accounted for 31% of the vehicle fleet but were not used as intensively as the newer vehicles. They were responsible for only 9% of total activity in tonne-kilometres. They transported 16% of the total weight of goods carried and travelled 11% of total vehicle kilometres. (See Table E.1 and Chart 7)

Chart 8: Weight of goods carried by length of haul**Table E.1**

Year of Manufacture	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		No. of Vehicles	
	<i>million</i>	%	<i>thousand</i>	%	<i>million</i>	%		%
2001-2002	2,458	17.0	32,005	13.9	332	16.8	9,228	11.7
1999-2000	3,650	25.3	56,663	24.6	473	24.0	12,726	16.2
1997-1998	2,862	19.8	41,493	18.0	365	18.5	11,143	14.1
1995-1996	2,845	19.7	41,003	17.8	378	19.2	11,390	14.5
1993-1994	1,346	9.3	22,252	9.6	201	10.2	9,907	12.6
1992 or before	1,287	8.9	37,176	16.1	223	11.3	24,359	30.9
Total	14,448	100.0	230,591	100.0	1,973	100.0	78,753	100.0

Length of Haul

Almost half of the total weight of goods carried in 2002 was transported on journeys of 25km or less. 43% of total vehicle kilometres were travelled on these short journeys but they accounted for only 10% of total tonne-kilometres. The longest journeys, of 151km or over, accounted for 53% of activity in terms of tonne kilometres and 33% of vehicle kilometres travelled, but only 11% of the total weight of goods carried. (See Table F.1 and Chart 8).

Table F.1

Length of Haul	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	<i>million</i>	%	<i>thousand</i>	%	<i>million</i>	%
Up to 10 km	181	1.3	34,339	14.9	756	38.3
11 to 25 km	1,252	8.7	77,775	33.7	97	4.9
26 to 50 km	1,569	10.9	45,418	19.7	133	6.7
51 to 150 km	3,787	26.2	46,621	20.2	339	17.2
151 to 500 km	5,075	35.1	23,717	10.3	451	22.9
Over 500 km	2,584	17.9	2,721	1.2	196	9.9
Total	14,448	100.0	230,591	100.0	1,973	100.0

Chart 9: Tonnes Carried by Commodity

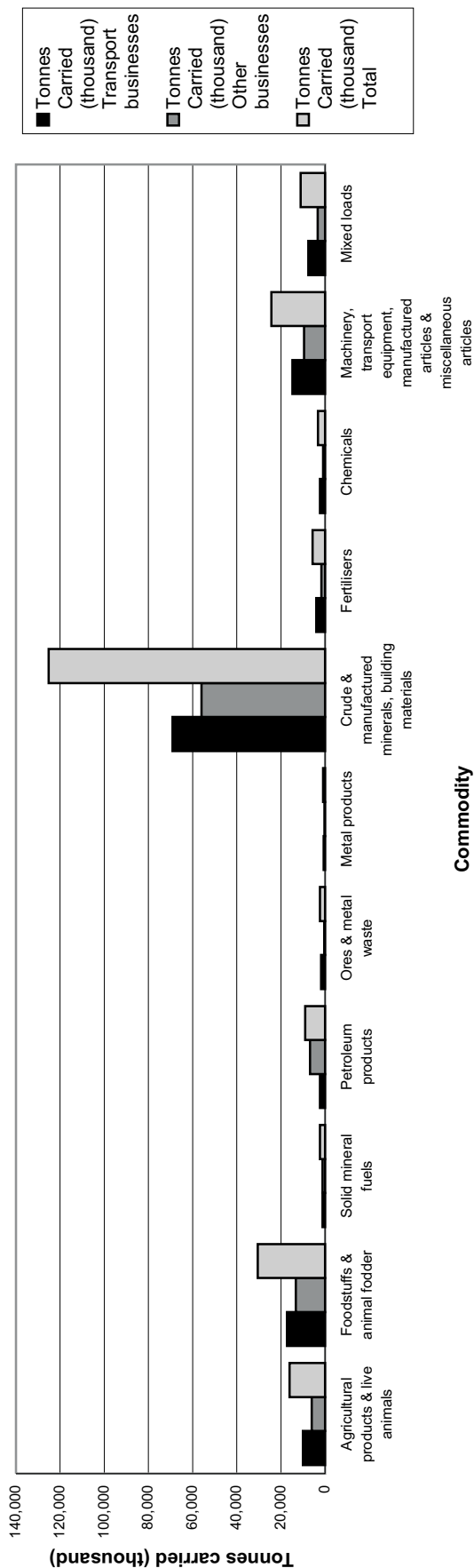
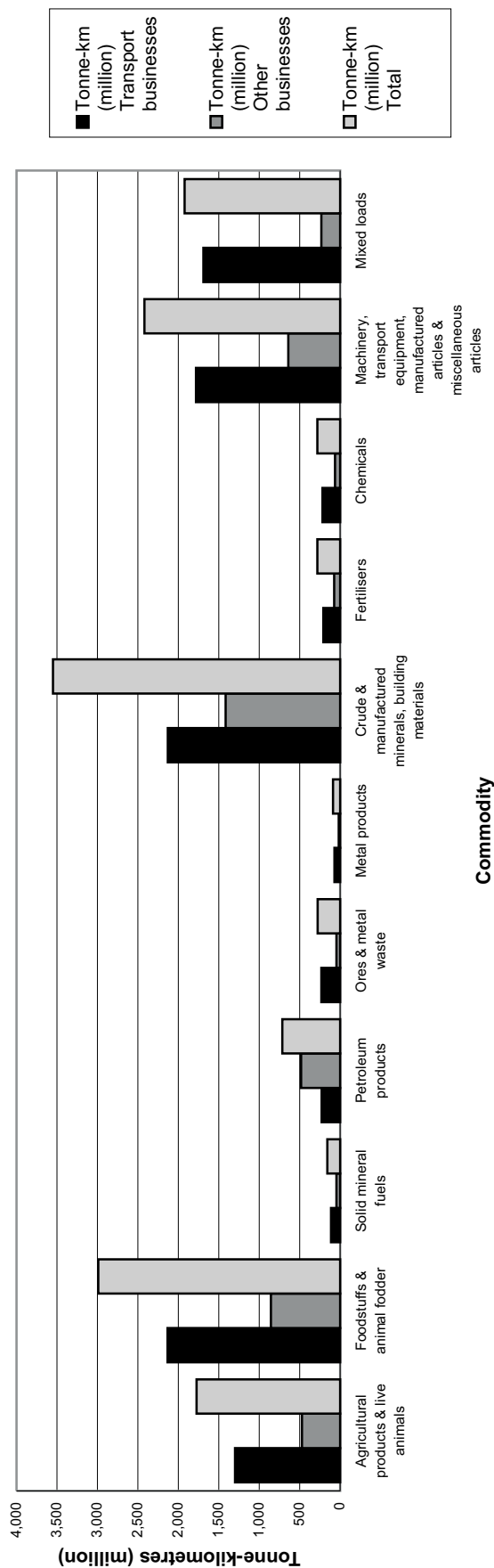


Chart 10: Tonne-Kilometres by Commodity



Commodity by Business of Owner

The commodity data below is classified according to the chapter headings of the Standard Goods Classification for Transport Statistics of the European Union (NST/R), the composition of which is shown in Appendix C.

Table G.1

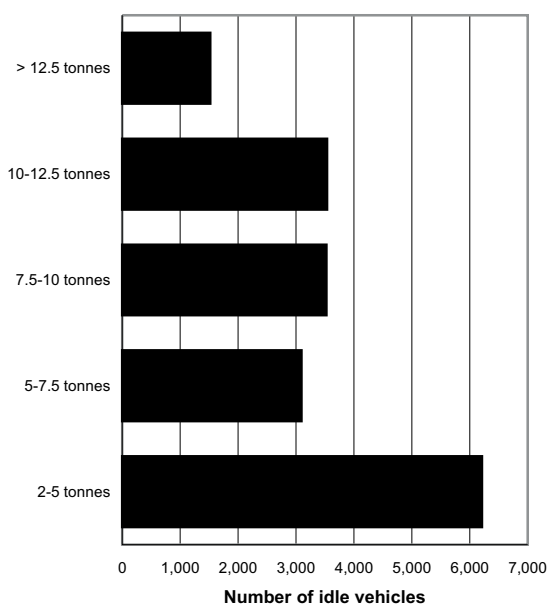
Commodity	Transport Businesses		Other Businesses		Total	
	Tonne-Kilometres	Tonnes Carried	Tonne-Kilometres	Tonnes Carried	Tonne-Kilometres	Tonnes Carried
	<i>million</i>	<i>thousand</i>	<i>million</i>	<i>thousand</i>	<i>million</i>	<i>thousand</i>
Agricultural Products & Live						
Animals	1,300	10,026	473	6,024	1,773	16,050
Foodstuffs and Animal						
Fodder	2,133	17,306	855	13,254	2,988	30,560
Solid Mineral Fuels	112	1,172	45	1,138	158	2,309
Petroleum Products	230	2,258	483	6,807	714	9,064
Ores and Metal Waste	232	1,865	46	450	278	2,315
Metal Products	70	650	18	242	87	891
Crude and Manufactured						
Minerals, Building Materials	2,131	69,156	1,417	56,032	3,549	125,188
Fertilisers	206	3,959	74	1,682	280	5,641
Chemicals	218	2,261	62	919	280	3,180
Machinery, Transport						
Equipment, Manufactured						
Articles & Miscellaneous						
Articles	1,780	14,801	640	9,549	2,420	24,350
Mixed Loads	1,690	7,649	232	3,392	1,922	11,041
Total	10,102	131,102	4,346	99,489	14,448	230,591

Over half of the total weight of goods carried were in the group *Crude and Manufactured Minerals, Building Materials*. This group accounted for 53% of the weight of goods carried by vehicles owned by transport businesses and 56% of the weight of goods carried by vehicles owned by other businesses. It was also the largest group in terms of tonne-kilometres but with a much smaller 25% share of the total. The second largest group in terms of tonne-kilometres was *Foodstuffs and Animal Fodder*, which accounted for 21% of total tonne-kilometres. This group accounted for only 13% of the total weight of goods carried. (See *Table G.1 and Charts 9 and 10*).

Vehicle Use

Vehicles were idle for various reasons such as being under repair, 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, though taxed as *goods vehicles*, are used as passenger vehicles or for service type work. These vehicles are classified as non-relevant and are not included in the survey's activity estimates. They are, however, included in all fleet analyses.

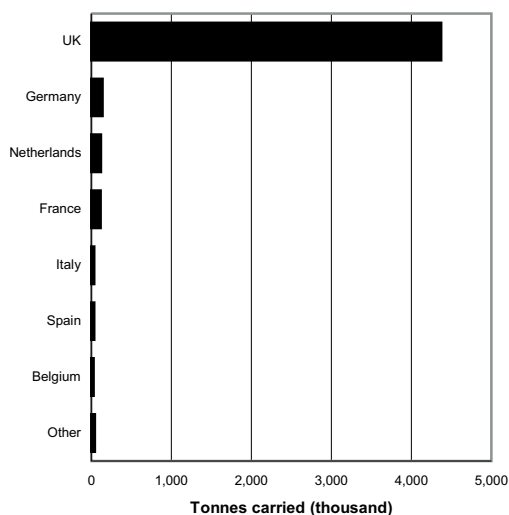
Chart 11: Number of idle vehicles by unladen weight**Table H.1**

Unladen Weight	Number of Vehicles	Number of Idle Vehicles	Number of Non-Relevant Vehicles
2-5 tonnes	30,570	6,209	11,837
5-7.5 tonnes	11,906	3,096	2,654
7.5-10 tonnes	13,187	3,527	2,401
10-12.5 tonnes	15,088	3,536	2,273
Over 12.5 tonnes	8,002	1,521	1,073
Total	78,753	17,888	20,239

On average, 23% of the vehicle fleet was idle in any one week during the year. This percentage was largest at almost 27% for vehicles in the unladen weight category "7.5 to 10 tonnes" and smallest at 19% for vehicles in the unladen weight category "over 12.5 tonnes". Vehicles regarded as non-relevant accounted for 26% of the fleet. The unladen weight category "2 to 5 tonnes" had the highest percentage of non-relevant vehicles at 39% while only 13% of vehicles in the unladen weight category "over 12.5 tonnes" were non-relevant. (See Table H.1 and Chart 11).

International Transport

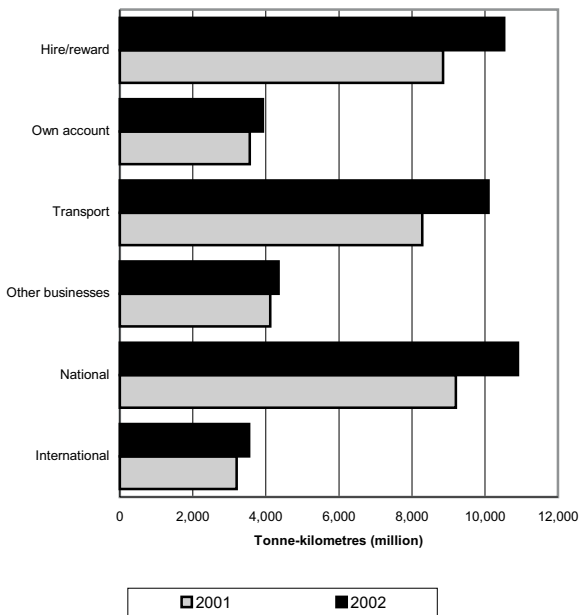
Table I.1 below shows the top countries to which goods were brought from Ireland and from which goods were brought to Ireland by Irish registered goods vehicles. As would be expected the largest share of our international transport is with the UK. Irish goods vehicles transported 4,372 thousand tonnes of goods from the UK to Ireland and 2,691 thousand tonnes of goods to the UK from Ireland. Figures for the UK include transport to and from Northern Ireland. Goods received from the UK accounted for 89% of all tonnage received from abroad and goods dispatched to the UK accounted for 84% of goods transported abroad by Irish goods vehicles. (See Table I.1 and Chart 12).

Chart 12: Weight of goods transported to Ireland by Irish registered goods vehicles by country of origin**Table I.1**

Country	Tonnage Received		Tonnage Dispatched	
	<i>thousand</i>	%	<i>thousand</i>	%
United Kingdom	4,372	89.4	2,691	83.8
Germany	139	2.8	138	4.3
Netherlands	119	2.4	73	2.3
France	114	2.3	129	4.0
Italy	37	0.8	51	1.6
Spain	35	0.7	30	0.9
Belgium	29	0.6	34	1.1
Other Countries	44	0.9	65	2.0
Total	4,889	100.0	3,211	100.0

Comparison with 2001 Results

Chart 13: Activity in terms of tonne-kilometres



The weight of goods carried by vehicles owned by transport businesses increased by 29% between 2001 and 2002. Activity in terms of tonne-kilometres and vehicle kilometres for transport businesses increased by about 22% on the 2001 figures. The increases for transport of goods by other types of business were considerably smaller. The weight of goods transported by vehicles owned by other businesses decreased by 3%, activity in terms of tonne-kilometres increased by 6% and vehicle kilometres increased by 14%. Vehicles owned by transport businesses carried almost 57% of the total weight of goods transported in 2002 as compared to their 50% share in 2001.

Vehicles used mainly for hire or reward transport carried about 140 million tonnes of goods in 2002, an increase of 21% on the 2001 figure. There was an increase of 17% in the vehicle kilometres travelled by these vehicles and an increase of 19% in the activity in terms of tonne-kilometres on the 2001 figures. In 2002 vehicles used mainly for hire or reward transport carried 61% of the total weight of goods as compared to 56% in 2001. The weight of goods carried on own account transport increased by 2% between 2001 and 2002, tonne-kilometres increased by 10% and vehicle kilometres increased by 20%.

Between 2001 and 2002, the weight of goods carried on national journeys increased by 15% while the weight of goods carried on international journeys decreased by 16%. In 2002, national transport accounted for almost 95% of the total weight of goods carried, compared with 93% in 2001. National transport activity in terms of tonne-kilometres increased by 19% between 2001 and 2002, while international transport activity increased by 11%. Vehicle kilometres travelled on national journeys increased by 21% and vehicle kilometres travelled on international journeys increased by 4%. Overall growth rates for national transport are much higher than for international transport. (See Table J.1 and Charts 13 and 14).

Chart 14: Weight of goods carried

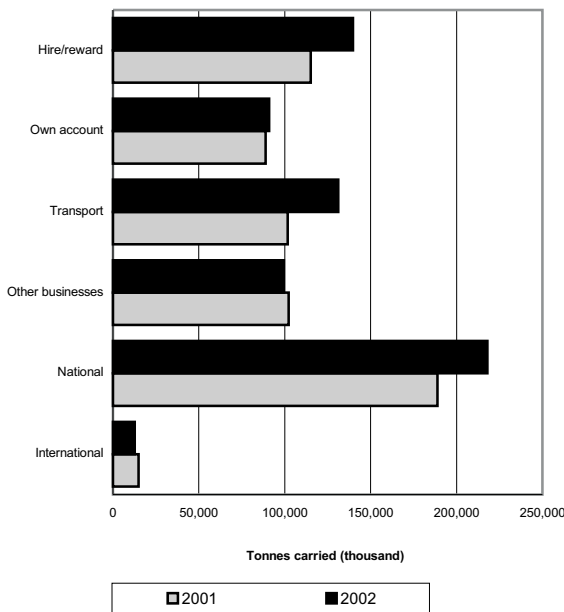


Table J.1

	Owner, Use, National/International		Tonne- Kilometres		Tonnes Carried	
	2001	2002	2001	2002	2001	2002
	million	% Change	thousand	% Change		
Business of Owner						
Transport	8,284	10,102	21.9	101,644	131,102	29.0
Other	4,121	4,346	5.5	102,205	99,489	-2.7
Main Use of Vehicle						
Hire or Reward	8,849	10,527	19.0	115,059	139,653	21.4
Own Account	3,556	3,921	10.3	88,790	90,938	2.4
National/International						
National	9,202	10,903	18.5	188,922	217,994	15.4
International	3,203	3,545	10.7	14,927	12,597	-15.6
Total	12,405	14,448	16.5	203,849	230,591	13.1

Chapter 2

Detailed Results

Table 1 Transport Activity classified by Business of owner and Main use of vehicle, 2002

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	10,102	10,102	0	131,102	131,102
Manufacturing industry	1,469	0	1,469	37,303	0	37,303
Mining & quarrying (incl. sand & gravel merchants)	409	0	409	15,147	0	15,147
Creameries & agricultural cooperative societies	100	0	100	2,671	0	2,671
Manufacture of food & feeding stuffs	206	0	206	2,927	0	2,927
Manufacture of drink & tobacco	89	0	89	851	0	851
Manufacture of glass, cement & clay products	414	0	414	11,816	0	11,816
Other manufacturing	251	0	251	3,891	0	3,891
Building & Construction	291	0	291	12,156	0	12,156
Distribution	1,312	169	1,481	21,593	3,455	25,048
Agriculture & livestock dealing	226	39	265	3,879	335	4,213
Local Authorities	169	0	169	6,485	0	6,485
Other	455	217	672	9,523	4,761	14,284
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 2 Transport Activity classified by Vehicle capacity, National/International journeys and Main use of vehicle, 2002

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	157	51	208	3,804	652	4,456
5,001 - 10,000	322	155	476	8,220	2,703	10,924
10,001 - 15,000	417	258	675	8,541	5,624	14,165
15,001 - 20,000	754	1,087	1,841	20,333	26,538	46,871
20,001 - 25,000	397	1,236	1,633	11,286	21,069	32,355
25,001 - 35,000	1,125	3,117	4,242	28,053	58,230	86,283
Over 35,000	481	1,346	1,827	6,517	16,424	22,941
Total	3,653	7,250	10,903	86,755	131,239	217,994
International journeys						
Vehicle capacity (kg)						
Up to 5,000	7	0	8	49	2	51
5,001 - 10,000	7	4	11	46	21	66
10,001 - 15,000	13	71	84	252	165	417
15,001 - 20,000	35	340	375	599	1,043	1,642
20,001 - 25,000	47	980	1,027	1,013	1,568	2,580
25,001 - 35,000	81	1,013	1,094	1,483	3,590	5,073
Over 35,000	77	869	946	742	2,026	2,768
Total	268	3,276	3,545	4,183	8,414	12,597
Total						
Vehicle capacity (kg)						
Up to 5,000	164	51	215	3,853	653	4,506
5,001 - 10,000	329	158	487	8,266	2,724	10,990
10,001 - 15,000	430	329	758	8,793	5,789	14,582
15,001 - 20,000	789	1,427	2,216	20,932	27,581	48,513
20,001 - 25,000	444	2,216	2,661	12,299	22,636	34,935
25,001 - 35,000	1,206	4,130	5,337	29,536	61,820	91,356
Over 35,000	558	2,215	2,774	7,259	18,450	25,709
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 3 Transport Activity classified by Business of owner, Unladen weight and Main use of vehicle, 2002

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	75	75	0	1,065	1,065
5,001 - 7,500	0	586	586	0	7,175	7,175
7,501 - 10,000	0	1,500	1,500	0	20,009	20,009
10,001 - 12,500	0	5,304	5,304	0	62,756	62,756
Over 12,500	0	2,637	2,637	0	40,098	40,098
Total	0	10,102	10,102	0	131,102	131,102
Other businesses						
Unladen weight (kg)						
2,000 - 5,000	280	27	306	6,771	296	7,067
5,001 - 7,500	389	31	420	9,943	387	10,330
7,501 - 10,000	755	112	867	15,050	1,535	16,585
10,001 - 12,500	1,139	144	1,283	28,352	3,420	31,772
Over 12,500	1,358	112	1,470	30,822	2,913	33,735
Total	3,921	425	4,346	90,938	8,551	99,489
Total						
Unladen weight (kg)						
2,000 - 5,000	280	102	382	6,771	1,361	8,132
5,001 - 7,500	389	616	1,006	9,943	7,561	17,505
7,501 - 10,000	755	1,612	2,367	15,050	21,544	36,594
10,001 - 12,500	1,139	5,447	6,586	28,352	66,176	94,528
Over 12,500	1,358	2,749	4,107	30,822	43,011	73,833
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 4 Transport Activity classified by Region of origin and Main use of vehicle, 2002

Region of Origin	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Border	691	1,239	1,930	14,331	14,946	29,277
Midland	217	540	757	5,530	8,574	14,104
West	429	703	1,132	11,908	14,572	26,479
Dublin	508	1,832	2,340	12,970	27,461	40,431
Mid-East	404	947	1,351	9,353	19,429	28,782
Mid-West	351	780	1,132	8,112	12,595	20,707
South-East	492	1,263	1,755	11,677	14,352	26,029
South-West	639	1,207	1,846	13,619	21,778	35,397
Other	190	2,016	2,206	3,438	5,947	9,385
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 5 Transport Activity classified by Business of owner, Length of haul and Main use of vehicle, 2002

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	94	94	0	17,185	17,185
11-25	0	688	688	0	42,407	42,407
26-50	0	890	890	0	25,249	25,249
51-150	0	2,354	2,354	0	27,607	27,607
151-500	0	3,709	3,709	0	16,464	16,464
Over 500	0	2,366	2,366	0	2,190	2,190
Total	0	10,102	10,102	0	131,102	131,102
Other businesses						
Length of haul (km)						
Up to 10	77	10	87	15,504	1,650	17,153
11-25	519	45	564	32,495	2,873	35,368
26-50	633	46	679	18,741	1,428	20,169
51-150	1,303	129	1,432	17,164	1,850	19,014
151-500	1,222	143	1,366	6,558	695	7,253
Over 500	167	51	218	476	56	532
Total	3,921	425	4,346	90,938	8,551	99,489
Total						
Length of haul (km)						
Up to 10	77	105	181	15,504	18,835	34,339
11-25	519	733	1,252	32,495	45,280	77,775
26-50	633	936	1,569	18,741	26,677	45,418
51-150	1,303	2,483	3,787	17,164	29,457	46,621
151-500	1,222	3,853	5,075	6,558	17,159	23,717
Over 500	167	2,417	2,584	476	2,245	2,721
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 6 Transport Activity classified by Main type of work and Main use of vehicle, 2002

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	80	3,330	3,410	524	14,290	14,814
Carriage of livestock	81	119	200	1,225	1,361	2,585
Carriage of other farm produce from farms	103	195	298	2,232	2,725	4,957
Carriage of fertilisers, feedingstuffs etc. to farms	220	264	485	4,164	3,954	8,118
Delivery of goods to road works or building sites	996	1,629	2,625	41,035	61,201	102,236
Delivery of goods to retail outlets	675	1,301	1,976	8,572	11,659	20,231
Delivery of goods to wholesalers	221	806	1,028	2,260	8,016	10,277
Delivery of materials and fuels to factories	364	828	1,192	4,249	11,260	15,510
Delivery of goods to households	224	28	252	4,463	577	5,040
Other work	958	2,025	2,983	22,214	24,610	46,824
Total	3,921	10,527	14,448	90,938	139,653	230,591

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, 2002

Type of Journey	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National Journeys	3,653	7,250	10,903	86,755	131,239	217,994
International Journeys						
Goods loaded in Ireland	78	1,260	1,339	746	2,466	3,212
Goods unloaded in Ireland	135	1,206	1,341	1,799	3,090	4,888
Cross trade	0	445	445	0	408	408
Cabotage	55	365	420	1,639	2,449	4,088
Total International	268	3,276	3,545	4,183	8,414	12,597
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 8 Transport Activity classified by National/International journeys, Quarter and Main use of vehicle, 2002

National/International and Quarter	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National journeys						
January - March	924	1,800	2,724	20,983	30,868	51,851
April - June	944	2,031	2,975	22,807	37,355	60,162
July - September	901	1,823	2,723	21,665	38,420	60,085
October - December	884	1,597	2,481	21,300	24,596	45,896
Total	3,653	7,250	10,903	86,755	131,239	217,994
International journeys						
January - March	68	893	961	991	2,368	3,358
April - June	61	708	769	961	1,971	2,932
July - September	76	903	979	996	2,026	3,022
October - December	64	772	835	1,236	2,049	3,285
Total	268	3,276	3,545	4,183	8,414	12,597
Total						
January - March	992	2,694	3,685	21,974	33,236	55,209
April - June	1,005	2,739	3,744	23,768	39,326	63,094
July - September	977	2,726	3,703	22,660	40,446	63,107
October - December	947	2,368	3,316	22,536	26,645	49,181
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 9 Transport Activity classified by Group of goods and National/International journeys, 2002

Group of goods (NST/R Chapter)	Tonne-km (million)			Tonnes carried (thousand)		
	National journeys	International journeys	Total	National journeys	International journeys	Total
Agricultural products & live animals	1,310	463	1,773	14,526	1,525	16,050
Foodstuffs & animal fodder	2,141	846	2,988	28,525	2,035	30,560
Solid mineral fuels	144	13	158	2,248	61	2,309
Petroleum products	699	14	714	8,858	207	9,064
Ores & metal waste	203	74	278	1,950	366	2,315
Metal products	71	16	87	817	75	891
Crude & manufactured minerals, building materials	3,279	270	3,549	120,321	4,868	125,188
Fertilisers	240	40	280	5,451	190	5,641
Chemicals	186	94	280	2,894	286	3,180
Machinery, transport equipment, manufactured articles & miscellaneous articles	1,747	673	2,420	22,803	1,547	24,350
Mixed loads	882	1,040	1,922	9,602	1,438	11,041
Total	10,903	3,545	14,448	217,994	12,597	230,591

Table 10 Transport Activity classified by Group of goods and Main use of vehicle, 2002

Group of goods (NST/R Chapter)	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Agricultural products & live animals	416	1,357	1,773	5,515	10,536	16,050
Foodstuffs & animal fodder	759	2,229	2,988	11,689	18,871	30,560
Solid mineral fuels	45	113	158	1,135	1,175	2,309
Petroleum products	480	234	714	6,740	2,325	9,064
Ores & metal waste	46	232	278	450	1,865	2,315
Metal products	17	70	87	229	663	891
Crude & manufactured minerals, building materials	1,312	2,236	3,549	50,920	74,269	125,188
Fertilisers	74	207	280	1,654	3,987	5,641
Chemicals	55	225	280	871	2,309	3,180
Machinery, transport equipment, manufactured articles & miscellaneous articles	551	1,869	2,420	8,793	15,557	24,350
Mixed loads	166	1,756	1,922	2,944	8,097	11,041
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 11 Average Number of vehicles classified by Unladen weight, Year of manufacture and Main use of vehicle, 2002

Unladen weight and Year of manufacture of vehicle	Number of vehicles			Number of relevant vehicles		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Unladen weight (kg)						
2,000 - 5,000	27,697	2,873	30,570	16,481	2,252	18,733
5,001 - 7,500	9,118	2,788	11,906	6,744	2,508	9,252
7,501 - 10,000	8,364	4,823	13,187	6,401	4,385	10,786
10,001 - 12,500	7,059	8,029	15,088	5,321	7,494	12,815
Over 12,500	4,254	3,747	8,002	3,400	3,528	6,928
Total	56,493	22,260	78,753	38,348	20,166	58,514
Year of manufacture						
2001-2002	6,431	2,797	9,228	4,057	2,584	6,640
1999-2000	8,554	4,172	12,726	6,161	3,810	9,971
1997-1998	7,334	3,809	11,143	4,874	3,487	8,361
1995-1996	7,272	4,118	11,390	5,091	3,889	8,980
1993-1994	7,071	2,836	9,907	4,679	2,616	7,295
1992 or before	19,830	4,529	24,359	13,486	3,781	17,267
Total	56,493	22,260	78,753	38,348	20,166	58,514

Table 12 Transport Activity classified by Year of manufacture and Main use of vehicle, 2002

Year of manufacture of vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
2001-2002	583	1,875	2,458	12,044	19,960	32,005
1999-2000	954	2,697	3,650	22,335	34,328	56,663
1997-1998	718	2,144	2,862	15,322	26,170	41,493
1995-1996	709	2,136	2,845	14,945	26,058	41,003
1993-1994	392	954	1,346	8,812	13,440	22,252
1992 or before	565	722	1,287	17,479	19,697	37,176
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 13 Transport Activity classified by Body type and Main use of vehicle, 2002

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	196	220	416	4,834	6,182	11,016
Tipper	709	936	1,645	30,776	42,570	73,346
Tanker or other bulk carrier	375	55	430	8,599	1,848	10,447
Insulated or refrigerated box	114	69	183	1,855	487	2,342
Box or van body	316	269	585	5,116	2,545	7,660
Livestock carrier	49	55	104	769	697	1,466
Other	366	594	960	9,015	13,831	22,846
Total	2,126	2,198	4,323	60,963	68,160	129,123
Articulated						
Platform or sided	281	1,657	1,938	3,837	12,358	16,196
Tipper	284	998	1,282	8,332	17,829	26,161
Tanker or other bulk carrier	416	904	1,320	6,521	11,155	17,675
Insulated or refrigerated box	121	1,316	1,438	802	3,530	4,332
Box or van body	58	656	714	414	3,365	3,780
Livestock carrier	21	37	58	241	308	549
Other	615	2,760	3,375	9,828	22,948	32,776
Total	1,795	8,329	10,125	29,975	71,493	101,468
All Vehicles						
Platform or sided	477	1,877	2,354	8,671	18,540	27,211
Tipper	993	1,934	2,927	39,108	60,399	99,506
Tanker or other bulk carrier	791	959	1,750	15,120	13,003	28,123
Insulated or refrigerated box	236	1,385	1,621	2,657	4,017	6,674
Box or van body	374	925	1,299	5,530	5,910	11,440
Livestock carrier	70	92	161	1,010	1,005	2,014
Other	981	3,354	4,335	18,843	36,780	55,623
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 14 Vehicle Kilometres travelled classified by Business of owner and Main use of vehicle, 2002

Business of owner of vehicle	Loaded vehicle kilometres (million)			Total vehicle kilometres (million)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport	0	693	693	0	1,071	1,071
Manufacturing industry	138	0	138	244	0	244
Mining & quarrying (incl. sand & gravel merchants)	22	0	22	43	0	43
Creameries & agricultural cooperative societies	13	0	13	22	0	22
Manufacture of food & feeding stuffs	27	0	27	44	0	44
Manufacture of drink & tobacco	7	0	7	10	0	10
Manufacture of glass, cement & clay products	24	0	24	47	0	47
Other manufacturing	45	0	45	78	0	78
Building & Construction	38	0	38	69	0	69
Distribution	204	19	222	321	29	350
Agriculture & livestock dealing	36	3	39	64	5	69
Local Authorities	18	0	18	36	0	36
Other	54	28	82	90	43	133
Total	489	743	1,232	824	1,148	1,973

Table 15 Transport Activity classified by National/International Journeys, Axle configuration and Main use of Vehicle, 2002

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	905	524	1,429	19,293	8,049	27,342
3 axle	527	313	840	15,878	9,386	25,264
Other rigid	561	1,088	1,649	22,854	48,271	71,125
Rigid + trailer	33	120	153	485	1,081	1,565
Articulated						
3 axle	148	228	376	3,541	3,855	7,397
4 axle	310	743	1,053	8,400	11,342	19,742
5 axle	914	3,591	4,505	13,852	41,434	55,286
Other articulated	255	643	898	2,451	7,821	10,273
Total	3,653	7,250	10,903	86,755	131,239	217,994
International journeys						
Rigid						
2 axle	22	72	94	285	181	465
3 axle	21	23	45	583	164	747
Other rigid	56	33	89	1,579	1,008	2,587
Rigid + trailer	0	25	25	6	22	27
Articulated						
3 axle	14	75	89	290	221	511
4 axle	10	330	340	308	764	1,072
5 axle	115	2,445	2,560	916	5,405	6,321
Other articulated	30	273	304	215	651	866
Total	268	3,276	3,545	4,183	8,414	12,597
Total						
Rigid						
2 axle	927	596	1,522	19,578	8,229	27,807
3 axle	549	336	885	16,462	9,550	26,011
Other rigid	617	1,121	1,738	24,434	49,279	73,712
Rigid + trailer	34	145	179	490	1,103	1,593
Articulated						
3 axle	162	303	465	3,831	4,076	7,907
4 axle	320	1,074	1,393	8,708	12,106	20,814
5 axle	1,029	6,036	7,065	14,768	46,839	61,607
Other articulated	285	917	1,202	2,667	8,472	11,139
Total	3,921	10,527	14,448	90,938	139,653	230,591

Table 16 Transport Activity classified by Region of origin and Region of destination, 2002

Region of Origin	Region of Destination									Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Other	
Tonne-km (million)										
Border	770	107	151	271	106	52	71	44	357	1,930
Midland	83	208	74	114	40	38	51	66	84	757
West	118	75	573	120	39	39	57	28	84	1,132
Dublin	233	140	181	576	241	131	231	298	309	2,340
Mid-East	125	66	77	371	396	38	98	73	106	1,351
Mid-West	27	29	60	104	28	453	118	221	89	1,132
South-East	70	74	76	205	103	70	694	246	217	1,755
South-West	38	27	68	212	36	138	206	1,029	92	1,846
Other	203	55	62	614	59	64	159	125	865	2,206
Total	1,666	783	1,322	2,584	1,049	1,024	1,686	2,130	2,203	14,448
Tonnes carried (thousand)										
Border	20,740	962	951	2,955	1,555	238	309	151	1,416	29,277
Midland	948	8,345	1,109	1,139	612	725	709	378	138	14,104
West	996	954	22,847	581	216	406	247	126	107	26,479
Dublin	1,893	1,289	884	26,442	5,851	688	1,667	1,139	579	40,431
Mid-East	3,018	762	472	8,731	13,895	254	1,050	305	294	28,782
Mid-West	115	306	486	547	162	15,089	1,416	2,454	133	20,707
South-East	321	884	360	1,418	1,112	633	18,946	1,959	396	26,029
South-West	121	145	325	883	150	1,210	1,590	30,823	149	35,397
Other	2,737	219	183	1,108	158	110	183	192	4,496	9,385
Total	30,890	13,866	27,616	43,803	23,710	19,353	26,117	37,527	7,708	230,591

Table 17 Vehicle Kilometres travelled classified by Region of origin and Region of destination, 2002

Region of Origin	Region of Destination									Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Other	
Vehicle kilometres (million)										
Border	121	13	18	37	16	6	8	5	29	252
Midland	13	36	12	18	7	5	8	8	7	115
West	17	11	97	21	7	10	7	8	7	185
Dublin	38	19	22	123	46	20	35	30	31	365
Mid-East	17	11	7	46	65	5	16	10	8	184
Mid-West	5	5	9	19	6	75	13	29	9	172
South-East	8	8	7	33	15	13	105	27	15	230
South-West	5	6	8	28	9	29	28	167	8	289
Other	20	5	4	46	7	6	13	9	70	180
Total	243	115	184	373	179	169	232	294	184	1,973

Table 18 Transport Activity classified by Country of origin and Country of destination, 2002

Country of Origin	Country of Destination									
	Austria	Belgium	Denmark	Finland	France	Germany	Greece	Ireland	Italy	Luxembourg
	Tonne-km (million)									
Austria	0	0	0	0	2	7	0	9	0	0
Belgium	0	0	5	0	0	1	0	23	0	0
Denmark	0	0	0	0	0	0	0	20	0	0
Finland	0	0	0	0	0	0	0	0	0	0
France	0	0	0	0	15	3	0	142	39	0
Germany	5	3	5	0	1	3	0	185	0	0
Greece	0	0	0	0	0	0	0	3	0	0
Ireland	40	28	6	0	141	182	0	10,903	98	0
Italy	0	0	0	0	12	0	0	73	2	0
Luxembourg	0	0	0	0	0	0	0	0	0	0
Netherlands	0	0	3	0	0	3	0	120	0	0
Portugal	0	0	0	0	0	0	0	42	0	0
Spain	0	0	0	0	25	0	0	69	0	0
Sweden	0	0	5	0	0	0	0	0	0	0
United Kingdom	0	0	0	0	0	9	13	652	10	0
Other Countries	0	0	0	0	0	6	0	6	0	0
Total	45	31	23	0	198	214	13	12,245	148	0

**Table 18 Transport Activity classified by Country of origin and Country of destination, 2002
-continued**

Country of Origin	Country of Destination						Total
	Netherlands	Portugal	Spain	Sweden	United Kingdom	Other Countries	
Tonne-km (million)							
Austria	0	0	0	0	8	0	26
Belgium	1	0	0	0	17	0	47
Denmark	0	0	0	2	2	0	24
Finland	0	0	0	0	0	0	0
France	0	7	29	0	31	0	266
Germany	4	0	0	0	41	2	249
Greece	0	0	0	0	0	0	3
Ireland	78	4	56	41	632	33	12,242
Italy	0	0	0	0	41	0	128
Luxembourg	0	0	0	0	0	0	0
Netherlands	1	0	0	0	6	10	142
Portugal	0	0	0	0	0	0	42
Spain	0	0	3	0	0	0	96
Sweden	0	0	0	0	22	0	27
United Kingdom	6	0	29	0	396	16	1,132
Other Countries	0	0	0	0	13	0	24
Total	90	11	117	42	1,210	60	14,448

Table 19 Weight of goods carried classified by Country of origin and Country of destination, 2002

Country of Origin	Country of Destination									
	Austria	Belgium	Denmark	Finland	France	Germany	Greece	Ireland	Italy	Luxembourg
Tonnes carried (thousand)										
Austria	0	0	0	0	10	15	0	5	0	0
Belgium	0	0	6	0	0	5	0	29	0	0
Denmark	0	0	1	0	0	0	0	16	0	0
Finland	0	0	0	0	0	0	0	0	0	0
France	0	0	0	0	34	5	0	114	31	0
Germany	10	4	6	0	3	21	0	139	0	0
Greece	0	0	0	0	0	0	0	1	0	0
Ireland	23	34	4	0	129	138	0	217,994	51	0
Italy	0	0	0	0	8	0	0	37	7	0
Luxembourg	0	0	0	0	0	0	0	0	0	0
Netherlands	0	0	4	0	0	6	0	119	0	0
Portugal	0	0	0	0	0	0	0	18	0	0
Spain	0	0	0	0	21	0	0	35	0	0
Sweden	0	0	5	0	0	0	0	0	0	0
United Kingdom	0	0	0	0	5	13	4	4,372	5	0
Other Countries	0	0	0	0	0	3	0	4	0	0
Total	32	38	26	0	210	205	4	222,883	94	0

**Table 19 Weight of goods carried classified by Country of origin and Country of destination, 2002
-continued**

Country of Origin	Country of Destination						Total
	Netherlands	Portugal	Spain	Sweden	United Kingdom	Other Countries	
Tonnes carried (thousand)							
Austria	0	0	0	0	4	0	34
Belgium	3	0	0	0	21	0	64
Denmark	0	0	0	3	6	0	25
Finland	0	0	0	0	0	0	0
France	0	4	21	0	29	0	237
Germany	8	0	0	0	44	3	237
Greece	0	0	0	0	0	0	1
Ireland	73	2	30	18	2,691	18	221,206
Italy	0	0	0	0	26	0	79
Luxembourg	0	0	0	0	0	0	0
Netherlands	7	0	0	0	7	6	149
Portugal	0	0	0	0	0	0	18
Spain	0	0	13	0	0	0	69
Sweden	0	0	0	0	11	0	16
United Kingdom	8	0	13	0	4,006	11	8,436
Other Countries	0	0	0	0	11	0	19
Total	99	6	77	21	6,857	38	230,591

Table 20 Vehicle Kilometres travelled classified by Country of origin and Country of destination, 2002

Country of Origin	Country of Destination									
	Austria	Belgium	Denmark	Finland	France	Germany	Greece	Ireland	Italy	Luxembourg
Vehicle kilometres (million)										
Austria	0	0	0	0	0	1	0	0	0	0
Belgium	0	0	0	0	0	0	0	2	0	0
Denmark	0	0	0	0	0	0	0	2	0	0
Finland	0	0	0	0	0	0	0	0	0	0
France	0	0	0	0	2	0	0	9	3	0
Germany	0	1	0	0	0	1	0	13	0	0
Greece	0	0	0	0	0	0	0	1	0	0
Ireland	2	3	1	0	11	13	0	1,678	7	0
Italy	0	0	0	0	1	0	0	6	1	0
Luxembourg	0	0	0	0	0	0	0	0	0	0
Netherlands	0	0	0	0	0	0	0	8	0	0
Portugal	0	0	0	0	0	0	0	2	0	0
Spain	0	0	0	0	1	0	0	4	0	0
Sweden	0	0	1	0	0	0	0	0	0	0
United Kingdom	0	0	0	0	0	1	1	63	0	0
Other Countries	0	0	0	0	0	1	0	0	0	0
Total	2	3	3	0	16	18	1	1,788	11	0

**Table 20 Vehicle Kilometres travelled classified by Country of origin and Country of destination, 2002
-continued**

Country of Origin	Country of Destination						Total
	Netherlands	Portugal	Spain	Sweden	United Kingdom	Other Countries	
Vehicle kilometres (million)							
Austria	0	0	0	0	0	0	2
Belgium	0	0	0	0	1	0	4
Denmark	0	0	0	0	0	0	3
Finland	0	0	0	0	0	0	0
France	0	0	1	0	2	0	19
Germany	1	0	0	0	3	0	20
Greece	0	0	0	0	0	0	1
Ireland	6	1	5	2	63	1	1,792
Italy	0	0	0	0	3	0	10
Luxembourg	0	0	0	0	0	0	0
Netherlands	0	0	0	0	0	1	9
Portugal	0	0	0	0	0	0	3
Spain	0	0	0	0	0	0	6
Sweden	0	0	0	0	1	0	1
United Kingdom	1	0	1	0	32	1	100
Other Countries	0	0	0	0	1	0	3
Total	7	2	8	2	106	4	1,973

Chapter 3

Methodology

Survey Methodology

Legal Framework The “National Survey of Transport of Goods by Road” was carried out 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 Data on all vehicles taxed as goods vehicles is made available by the Department of the Environment and Local Government for the survey. From this a basic survey register is constructed. It comprises all goods vehicles which had been under licence at any time after 31 December 1988.

The register was updated every eight weeks during 2002 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 details relating to each vehicle contained on the register which were required for survey purposes were as follows:

- year of manufacture of the vehicle,
- date of first registration of 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 and
- 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 regarding one week’s transport activity for a random sample of goods vehicles. The sample was spread evenly over each week during the year. Each 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 3 strata depending on their unladen weight. A random sample was taken within each of the three unladen weight strata. Different sampling rates were applied in each unladen weight stratum to maximise sampling accuracy for the overall sample. Steps were taken to ensure that the sample rates remained constant across the three vehicle age categories shown in Appendix A. Table K.1 shows the sampling rates used. A breakdown of the three selection strata is shown in Appendix A. The sampling rates remained constant throughout the year and accordingly, since newly registered goods vehicles were being added to the register at regular intervals, the weekly sample size increased gradually as the year progressed.

Table K.1

Unladen Weight		
2-5 tonnes	5-10 tonnes	10 tonnes and over
Sampling Rate %		
15	50	90

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

Response Rates Overall, out of a total of 24,137 vehicles surveyed, a satisfactory return was received in respect of 9,287 vehicles and represented an overall response rate of 38%. However, this rate varied across the different unladen weight strata and also differed across the year of manufacture. Response rates for the unladen weight stratum broken down by year of manufacture are presented in Table L.1:

Table L.1

Year of Manufacture	Unladen Weight					
	2-5 tonnes		5-10 tonnes		10 tonnes and over	
	Questionnaires Issued	% Response	Questionnaires Issued	% Response	Questionnaires Issued	% Response
Before 1994	1,674	34	3,531	32	3,167	27
1994-1998	1,693	45	2,329	44	4,486	39
After 1998	2,078	44	1,308	45	3,871	43

When transfer of ownership or change of address of owner occurred before the survey week, every effort was made to trace the new owner or to ascertain the new address. However, this was not always possible and as a result response rates were lower than would otherwise have been the case.

Where returned questionnaires were either incomplete or unsatisfactorily completed the vehicle owners were queried regarding omissions or erroneous entries. Unless satisfactory replies were received to such queries these questionnaires were not used in the processing of the survey results and are not included in the calculation of response rates above. Vehicles that had been scrapped before the relevant survey week accounted for 1,064 returns in addition to the 9,287 satisfactory returns.

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 scheme was used for each quarter and this involved stringent checking of returns including comparisons with activity levels in previous quarters.

For the grossing up of survey returns to the level of the goods vehicle fleet as a whole, vehicles were classified into a total of 20 strata by subdividing the 3 strata used in sample selection via three additional criteria. These criteria were:

- 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 and;
- Year of manufacture.

A full description of the 20 strata used, together with their relationship to the 3 sample selection strata, is given in Appendix A. These additional strata were introduced to cater for the following:

- (a) possible under-representation in the sample of vehicles registered for the first time during the survey year;
- (b) 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.

In each stratum the total number of vehicles on the register was first adjusted to take account of the estimated number of scrapped vehicles. The resultant total number of non-scrapped (i.e. active) vehicles was then divided by the number of non-scrapped vehicles in the sample to provide the stratum vehicle grossing factor.

The weekly activity measures (tonnes carried, tonne-kilometres done etc.) for each sample vehicle 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 *active* vehicles. The estimates for each quarter were then added together to provide the annual results.

The total fleet size for which estimated analyses are provided is the *average* of the number of *active* vehicles in each quarter. Thus the total of vehicles analysed in this report does not relate to the actual goods vehicle fleet at any particular time during the survey year but to the average fleet size during the year. Similarly the fleet classifications provided refer to the average position during the year.

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.

The 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 M.1 below.

Table M.1

Unladen Weight (Tonnes)	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	Survey Estimate	Co-efficient of Variation	Survey Estimate	Co-efficient of Variation	Survey Estimate	Co-efficient of Variation
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>
2-5	382	6	8,132	6	346	4
5-7.5	1,006	7	17,505	11	229	4
7.5-10	2,367	7	36,594	5	371	5
10-12.5	6,586	4	94,528	3	644	4
Over 12.5	4,107	6	73,833	4	382	3
Total	14,448	2	230,591	1	1,973	2

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 slight 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.

Definitions Used **Type of Journey**

Two basic categories of journey were 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

In the context of this report, 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

In the context of this report, 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

In the context of this report, 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) located in two different countries and cabotage by road as defined above. It may involve transit through one or more additional countries.

National Transport

In the context of this report, 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

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

Vehicle Characteristics				Stratum Number	
Year of Manufacture	Unladen Weight	Taxation Use ¹	Year of First Registration	Grossing Up	Sample Selection
Before 1994	2-5 tonnes	Immaterial	Immaterial	1	1
“	5-10 tonnes	Own Account	“	2	2
“	“	Hire or Reward	“	3	
“	10 tonnes or over	Own Account	“	4	3
“		Hire or Reward	“	5	
1994 to 1998	2-5 tonnes	Immaterial	“	6	4
“	5-10 tonnes	Own Account	“	7	5
“		Hire or Reward	“	8	
“	10 tonnes or over	Own Account	“	9	6
“		Hire or Reward	“	10	
1999 or later	2-5 tonnes	Immaterial	Before 1998	11	7
“	“	“	1998 or later	12	
“	5-10 tonnes	Own Account	Before 1998	13	8
“		“	1998 or later	14	
“	“	Hire or Reward	Before 1998	15	
“	“	“	1998 or later	16	
“	10 tonnes or over	Own Account	Before 1998	17	9
“		“	1998 or later	18	
“	“	Hire or Reward	Before 1998	19	
“	“	“	1998 or later	20	

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

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 Laoighis, 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

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

CHAPTER TITLE**Contents**

Agricultural products and live animals

- Live animals
- Cereals
- Potatoes
- Other fresh or frozen fruit and vegetables
- Textile materials and man-made fibres
- Wood and Cork
- Sugar beet
- Other raw animal and vegetable materials

Foodstuffs and animal fodder

- Sugars
- Beverages
- Stimulants and spices
- Perishable foodstuffs
- Other non-perishable foodstuffs and hops
- Animal food and foodstuffs waste
- Oil seeds and oleaginous fruit and fats

Solid mineral fuels

- Coal
- Lignite and peat
- Coke

Petroleum products

- Crude petroleum
- Fuel derivatives
- Gaseous hydrocarbons, liquid or compressed
- Non-fuel derivatives

Ores and metal waste

- Iron ore
- Non-ferrous ores and waste
- Iron and steel waste and blast-furnace dust

Metal products

- Pig-iron and crude steel; ferro-alloys
- Semi-finished rolled steel products
- Bars, sections, wire rod, railway and tramway track
 construction material of iron or steel
- Steel sheets, plates, hoop and strip
- Tubes, pipes, iron and steel castings and forgings
- Non-ferrous metals

Appendix C (contd.)

Crude and manufactured minerals, building materials

- Sand, gravel, clay and slag
- Salt, iron pyrites, sulphur
- Other stone earths and minerals
- Cement, lime
- Plasters
- Other manufactured building materials

Fertilisers

- Natural fertilisers
- Chemical fertilisers

Chemicals

- Basic chemicals
- Aluminium oxide and hydroxide
- Coal chemicals
- Paper pulp and waste paper
- Other chemical products

Machinery, transport equipment, manufactured articles and miscellaneous articles

- Transport equipment
- Tractors; agricultural machinery and equipment
- Other machinery, apparatus and appliances, engines, parts thereof
- Manufactures of metal
- Glass, glassware, ceramic products
- Leather, textiles and clothing
- Other manufactured articles
- Miscellaneous articles

Mixed loads

- Loads containing goods belonging to different categories



NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

Enquiries to:

Transport Section
Central Statistics Office
Skehard Road
Cork

Phone **021-453 5000** or **01-497 7144**

LoCall 1890 313 414

Fax 021-453 5299

Official use only	
Coded	
Checked	

Amend if incorrect in any respect

This statutory survey is conducted under the Statistics (Road Freight) Order, 2002 (S.I. No. 465 of 2002). 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 **Monday**. 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 Friday of the form**. **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.

Donal Garvey

Donal Garvey
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

- 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 product as shown on instruction sheet enclosed.
 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).

DAY OF WEEK	JOURNEYS (Please give nearest town and district)		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		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	MILES	MILES	NO.	KGS	NO.	KGS	NO.
TUESDAY											

SUNDAY

SATURDAY

FRIDAY

THURSDAY









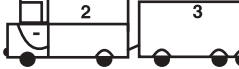






WEDNESDAY

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) OF VEHICLE Kgs</p> <p>5. If the vehicle is used to draw a trailer then give the UNLADEN WEIGHT of the trailer Kgs</p> <p>CARRYING CAPACITY of trailer Kgs</p> <p>6. TYPE OF BODY (please ✓ appropriate box)</p> <p>Tipper <input type="checkbox"/> 1</p> <p>Insulated or refrigerated <input type="checkbox"/> 2</p> <p>Tanker or other bulk carrier <input type="checkbox"/> 3</p> <p>Livestock carrier <input type="checkbox"/> 4</p> <p>Box or Van body <input type="checkbox"/> 5</p> <p>Platform or sided <input type="checkbox"/> 6</p> <p>Other (specify.....) <input type="checkbox"/> 7</p>	<p>7. TYPE OF WORK NORMALLY CARRIED OUT BY VEHICLE (please ✓ appropriate box)</p> <p>Import/export work <input type="checkbox"/> 1 <small>(i.e. international carriage or delivery/ collection in connection with international trade)</small></p> <p>Delivering goods to retail outlets <input type="checkbox"/> 2</p> <p>Delivering goods to households <input type="checkbox"/> 3</p> <p>Delivering goods to wholesalers <input type="checkbox"/> 4</p> <p>Delivery of materials or Fuels to factories <input type="checkbox"/> 5</p> <p>Delivery of goods to road works or building sites <input type="checkbox"/> 6</p> <p>Carriage of livestock <input type="checkbox"/> 7</p> <p>Carriage of other farm produce from farms <input type="checkbox"/> 8</p> <p>Carriage of fertilisers, feeding stuffs etc. to farms <input type="checkbox"/> 9</p> <p>Other work (specify) <input type="checkbox"/> 0</p>
---	---

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

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)

