



Central Statistics Office
An Phríomh-Oifig Staidrimh

Road Freight Transport Survey

2009

Published by the Stationery Office, Dublin, Ireland.

To be purchased from the:

Central Statistics Office, Information Section, Skehard Road, Cork,

Government Publications Sales Office, Sun Alliance House,
Molesworth Street, Dublin 2,

or through any bookseller.

© Government of Ireland 2010

Material compiled and presented by
Central Statistics Office.

Reproduction is authorised, except for commercial
purposes, provided the source is acknowledged.

ISSN 0790-9934

ISBN 978-1-4064-2372-3

Contents

| | Page | |
|--------------------------------|--|----|
| Chapter 1 - Commentary | | |
| Introduction | 7 | |
| Scope of Survey | 7 | |
| Goods Vehicle Activity in 2009 | 8 | |
| Main Use of Vehicle | 9 | |
| Business of Owner | 9 | |
| Size of Vehicles in Fleet | 10 | |
| Age of Fleet | 10 | |
| Length of Haul | 11 | |
| Commodity Transported | 13 | |
| Vehicle Use | 13 | |
| International Transport | 14 | |
| Comparison with 2008 Results | 14 | |
| Chapter 2 - Tables | | |
| Table 1 | Transport Activity classified by Business of Owner and Main Use of Vehicle, 2009 | 18 |
| Table 2 | Transport Activity classified by Vehicle Capacity, National/International Journeys and Main Use of Vehicle, 2009 | 19 |
| Table 3 | Transport Activity classified by Business of Owner, Unladen Weight and Main Use of Vehicle, 2009 | 20 |
| Table 4 | Transport Activity classified by Region of Origin and Main Use of Vehicle, 2009 | 20 |
| Table 5 | Transport Activity classified by Business of Owner, Length of Haul and Main Use of Vehicle, 2009 | 21 |
| Table 6 | Transport Activity classified by Main Type of Work and Main Use of Vehicle, 2009 | 22 |
| Table 7 | Transport Activity classified by National/International Journeys and Main Use of Vehicle, 2009 | 22 |
| Table 8 | Transport Activity classified by National/International Journeys, Quarter and Main Use of Vehicle, 2009 | 23 |
| Table 9 | Transport Activity classified by Group of Goods and National/International Journeys, 2009 | 23 |
| Table 10 | Transport Activity classified by Group of Goods and Main Use of Vehicle, 2009 | 24 |
| Table 11 | Average Number of Vehicles classified by Unladen Weight, Year of Manufacture and Main Use of Vehicle, 2009 | 24 |
| Table 12 | Transport Activity classified by Year of Manufacture and Main Use of Vehicle, 2009 | 25 |
| Table 13 | Transport Activity classified by Body Type and Main Use of Vehicle, 2009 | 25 |
| Table 14 | Vehicle Kilometres travelled classified by Business of Owner and Main Use of Vehicle, 2009 | 26 |
| Table 15 | Transport Activity classified by National/International Journeys, Axle Configuration and Main Use of Vehicle, 2009 | 27 |
| Table 16 | Transport Activity classified by Region of Origin and Region of Destination of Journey, 2009 | 28 |

Chapter 2 (contd.)

| | | |
|----------|--|----|
| Table 17 | Vehicle Kilometres travelled classified by Region of Origin and Region of Destination of Journey 2009 | 29 |
| Table 18 | Transport Activity classified by Country of Origin and Country of Destination of Journey, 2009 | 30 |
| Table 19 | Weight of Goods carried classified by Country of Origin and Country of Destination of Journey, 2009 | 32 |
| Table 20 | Vehicle Kilometres travelled classified by Country of Origin and Country of Destination of Journey, 2009 | 34 |

Chapter 3 - Methodology

| | |
|-------------------------------------|----|
| Legal Framework | 38 |
| Data | 38 |
| Sample Design | 38 |
| Data Collection | 39 |
| Response Rates | 39 |
| Respondent Burden | 40 |
| Compilation and Grossing | 40 |
| Changes to Commodity Classification | 41 |
| Reliability of Results | 41 |
| Definitions Used | 42 |

Appendices

| | |
|---|----|
| A. Structure of the Standard Goods Classification for Transport Statistics (NST 2007) | 44 |
| B. The NUTS 3 Regions of Ireland | 46 |
| C. Definition of Strata used in Sample Selection and in the Grossing up of Survey Returns | 47 |
| D. Goods Vehicle Category Types | 48 |
| E. Survey Questionnaire and Instructions | 49 |

Note

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

Chapter 1
Commentary

Introduction

This report contains the results of the “National Survey of Transport of Goods by Road” conducted for the year 2009. The survey was undertaken as part of an EU-wide project in accordance with Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road.

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

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

The survey questionnaire and instructions are shown in appendix E.

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

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

Scope of Survey

This report covers the survey period beginning the first week of January 2009 and ending the last week of December 2009. Irish registered vehicles that:

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

came within the scope of the survey.

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

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

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

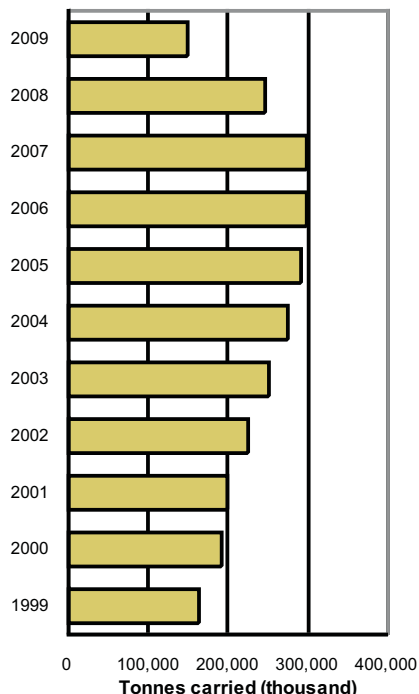
² See Appendix D for a list of vehicular body types that have been excluded.

Goods Vehicle Activity 2009

Chart 1: Number of goods vehicles within the scope of the survey by year, 1999 - 2009



Chart 2: Weight of goods carried by year, 1999 - 2009



In 2009, Irish registered goods vehicles transported a total of 148 million tonnes of goods by road. This represents a decrease of 40% on the previous year and a decrease of 9% on the 1999 figure. Activity in terms of tonne-kilometres decreased by 30% from 17,289 million in 2008 to 12,069 million in 2009. There was an increase of 18% in the figure for tonne kilometres over the ten-year period from 1999 to 2009. A total of 1,580 million vehicle kilometres were travelled in 2009, a decrease of 28% on the 2008 figure of 2,207 million and an increase of 12% on the 1999 figure.

The average number of goods vehicles within the scope of the survey, under current license during 2009 was 87,556, representing a decrease of 10% on the 2008 figure. The fleet size increased by 56% since 1999. These goods vehicles completed 13 million loaded journeys in 2009, over 37% less than in 2008 and 10% less than in 1999.

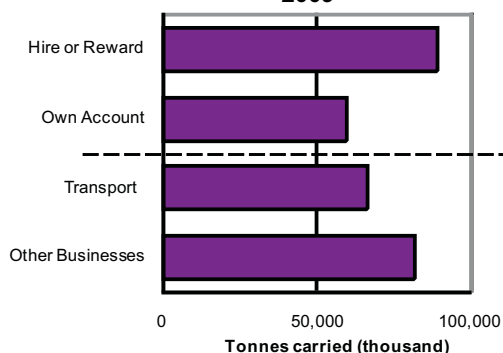
Table A below shows the main figures outlined above for the years 1999 to 2009. (See Charts 1 and 2 also).

Table A

| Year | Tonne-Kilometres <i>million</i> | Tonnes Carried <i>thousand</i> | Vehicle Kilometres <i>million</i> | Average Number of Vehicles <i>number</i> | Laden Journeys <i>thousand</i> |
|------|------------------------------------|-----------------------------------|--------------------------------------|---|-----------------------------------|
| 1999 | 10,228 | 162,355 | 1,416 | 56,090 | 14,014 |
| 2000 | 12,263 | 191,264 | 1,595 | 64,248 | 15,605 |
| 2001 | 12,291 | 199,829 | 1,585 | 70,825 | 15,770 |
| 2002 | 14,282 | 224,907 | 1,851 | 71,005 | 17,621 |
| 2003 | 15,679 | 251,791 | 1,966 | 71,459 | 19,709 |
| 2004 | 17,011 | 273,557 | 2,139 | 73,075 | 20,767 |
| 2005 | 17,819 | 291,883 | 2,312 | 79,916 | 22,425 |
| 2006 | 17,322 | 299,030 | 2,242 | 87,135 | 23,248 |
| 2007 | 18,707 | 299,307 | 2,332 | 97,752 | 23,646 |
| 2008 | 17,289 | 245,788 | 2,207 | 97,640 | 20,085 |
| 2009 | 12,069 | 148,304 | 1,580 | 87,556 | 12,646 |

Main use of Vehicle

Chart 3: Weight of goods carried, 2009

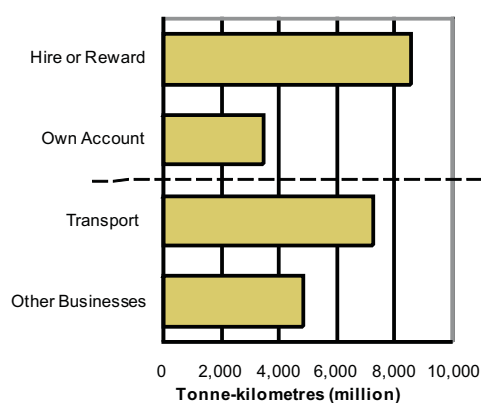


Vehicles used mainly for hire or reward in the transport of goods were responsible for 60% of the total weight of goods carried in 2009. These vehicles also performed 71% of the total activity in terms of tonne-kilometres and travelled 53% of total vehicle kilometres. Given that these vehicles accounted for only 20% of the fleet size, it is clear that they were used more intensively than those vehicles used mainly for own account transport. (See Table B and upper part of Charts 3, 4 and 5).

Table B 2009

| Main use of Vehicle | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | | Number of Vehicles | |
|---------------------|------------------|--------------|----------------|--------------|--------------------|--------------|--------------------|--------------|
| | million | % | thousand | % | million | % | number | % |
| Hire or Reward | 8,594 | 71.2 | 88,805 | 59.9 | 832 | 52.7 | 17,558 | 20.1 |
| Own Account | 3,474 | 28.8 | 59,499 | 40.1 | 747 | 47.3 | 69,998 | 79.9 |
| Total | 12,069 | 100.0 | 148,304 | 100.0 | 1,580 | 100.0 | 87,556 | 100.0 |

Chart 4: Activity in tonne-kilometres, 2009



Business of Owner

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

In 2009, vehicles owned by transport businesses performed 60% of the total activity in terms of tonne-kilometres. These vehicles transported 45% of the total weight of goods carried and travelled 41% of the total vehicle kilometres. Vehicles owned by transport businesses were responsible for 30% of all laden journeys. (See Table C and lower part of Charts 3, 4 and 5).

Table C 2009

| Business of owner | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | | Laden Journeys | |
|-------------------|------------------|--------------|----------------|--------------|--------------------|--------------|----------------|--------------|
| | million | % | thousand | % | million | % | thousand | % |
| Transport | 7,264 | 60.2 | 66,478 | 44.8 | 653 | 41.3 | 3,801 | 30.1 |
| Other | 4,804 | 39.8 | 81,826 | 55.2 | 927 | 58.7 | 8,845 | 69.9 |
| Total | 12,069 | 100.0 | 148,304 | 100.0 | 1,580 | 100.0 | 12,646 | 100.0 |

Chart 5: Vehicle kilometres travelled, 2009

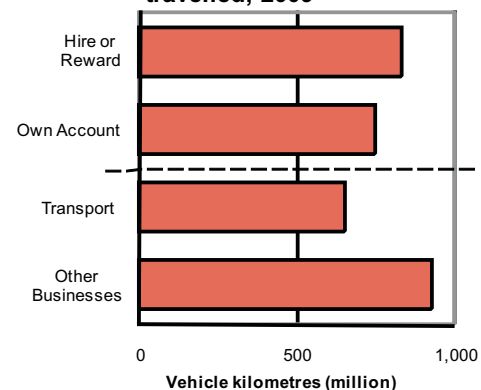
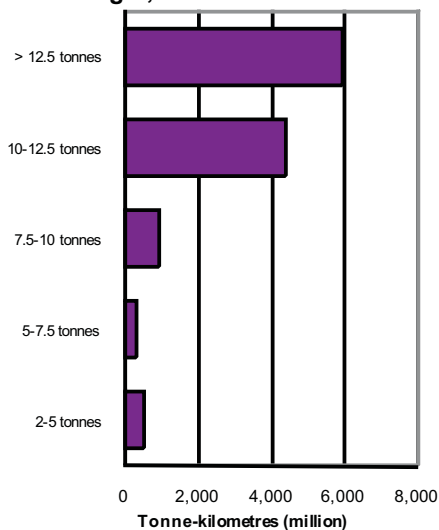
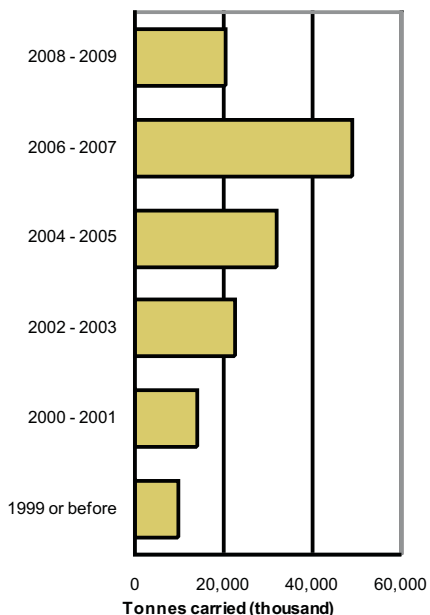


Chart 6: Activity in tonne-kilometres by unladen weight, 2009**Chart 7: Weight of goods carried by year of manufacture of vehicle, 2009**

Size of Vehicles in Fleet

It can be seen from the last column in the table below that the smallest vehicles, in the “2 to 5 tonnes” unladen weight category, accounted for 61% of the vehicle fleet. However such vehicles were responsible for only 5% of the total weight of goods transported and 4% of activity in terms of tonne-kilometres. Their share of total vehicle kilometres was 26%. Vehicles in the unladen weight category “10 to 12.5 tonnes” accounted for 11% of the vehicle fleet and were responsible for 36% of activity in terms of tonne-kilometres. These vehicles were also responsible for 24% of total vehicle kilometres travelled and 34% of total tonnes carried. The largest vehicles, in the category “over 12.5 tonnes” unladen weight, accounted for 13% of the vehicle fleet and transported 50% of the total weight of goods carried. They travelled 33% of total vehicle kilometres and had the largest share of activity in terms of tonne-kilometres accounting for 49% of the total. (See Table D and Chart 6).

Table D 2009

| Unladen Weight (tonnes) | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | | No. of Vehicles | |
|-------------------------|------------------|--------------|----------------|--------------|--------------------|--------------|-----------------|--------------|
| | million | % | thousand | % | million | % | number | % |
| 2-5 | 492 | 4.1 | 7,460 | 5.0 | 404 | 25.6 | 53,710 | 61.3 |
| 5-7.5 | 320 | 2.7 | 3,824 | 2.6 | 112 | 7.1 | 6,204 | 7.1 |
| 7.5-10 | 914 | 7.6 | 11,911 | 8.0 | 158 | 10.0 | 6,568 | 7.5 |
| 10-12.5 | 4,392 | 36.4 | 51,011 | 34.4 | 379 | 24.0 | 9,812 | 11.2 |
| Over 12.5 | 5,951 | 49.3 | 74,099 | 50.0 | 527 | 33.4 | 11,262 | 12.9 |
| Total | 12,069 | 100.0 | 148,304 | 100.0 | 1,580 | 100.0 | 87,556 | 100.0 |

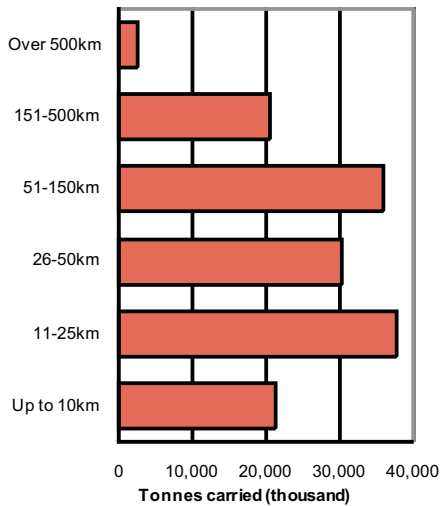
Age of Fleet

In 2009, vehicles manufactured from 2006 onwards accounted for 39% of the vehicle fleet. These vehicles transported 47% of the total weight of goods carried, travelled 50% of the total vehicle kilometres and were responsible for 53% of total activity in terms of tonne-kilometres. The oldest vehicles, those manufactured in 1999 or before, accounted for 17% of the vehicle fleet but were not used as intensively as the newer vehicles. They were responsible for only 4% of total activity in tonne-kilometres. They transported 7% of the total weight of goods carried and travelled 6% of total vehicle kilometres. (See Table E and Chart 7).

Table E 2009

| Year of Manufacture | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | | No. of Vehicles | |
|---------------------|------------------|--------------|----------------|--------------|--------------------|--------------|-----------------|--------------|
| | million | % | thousand | % | million | % | number | % |
| 2008-2009 | 2,065 | 17.1 | 20,635 | 13.9 | 280 | 17.7 | 10,338 | 11.8 |
| 2006-2007 | 4,343 | 36.0 | 48,820 | 32.9 | 512 | 32.4 | 24,112 | 27.5 |
| 2004-2005 | 2,643 | 21.9 | 32,086 | 21.6 | 330 | 20.9 | 14,437 | 16.5 |
| 2002-2003 | 1,513 | 12.5 | 22,761 | 15.3 | 226 | 14.3 | 14,051 | 16.0 |
| 2000-2001 | 999 | 8.3 | 14,198 | 9.6 | 140 | 8.9 | 9,930 | 11.3 |
| 1999 or before | 506 | 4.2 | 9,805 | 6.6 | 91 | 5.8 | 14,687 | 16.8 |
| Total | 12,069 | 100.0 | 148,304 | 100.0 | 1,580 | 100.0 | 87,556 | 100.0 |

Chart 8: Weight of goods carried by length of haul, 2009



Length of Haul

In 2009, almost 40% of the total weight of goods carried was transported on journeys of 25 km or less. Some 40% of total vehicle kilometres were travelled on these short journeys, but they accounted for only 7% of total tonne-kilometres. Journeys of 151 km or over accounted for 59% of activity in terms of tonne-kilometres and 37% of vehicle kilometres travelled, but only 16% of the total weight of goods carried. (See Table F and Chart 8).

Table F 2009

| Length of Haul | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | |
|----------------|------------------|--------------|-----------------|--------------|--------------------|--------------|
| | <i>million</i> | % | <i>thousand</i> | % | <i>million</i> | % |
| Up to 10 km | 137 | 1.1 | 21,395 | 14.4 | 563 | 35.6 |
| 11 to 25 km | 666 | 5.5 | 37,673 | 25.4 | 55 | 3.5 |
| 26 to 50 km | 1,085 | 9.0 | 30,245 | 20.4 | 96 | 6.1 |
| 51 to 150 km | 3,050 | 25.3 | 35,934 | 24.2 | 288 | 18.2 |
| 151 to 500 km | 4,541 | 37.6 | 20,388 | 13.7 | 431 | 27.3 |
| Over 500 km | 2,589 | 21.5 | 2,669 | 1.8 | 145 | 9.2 |
| Total | 12,069 | 100.0 | 148,304 | 100.0 | 1,580 | 100.0 |

Chart 9: Tonnes Carried by Commodity, 2009

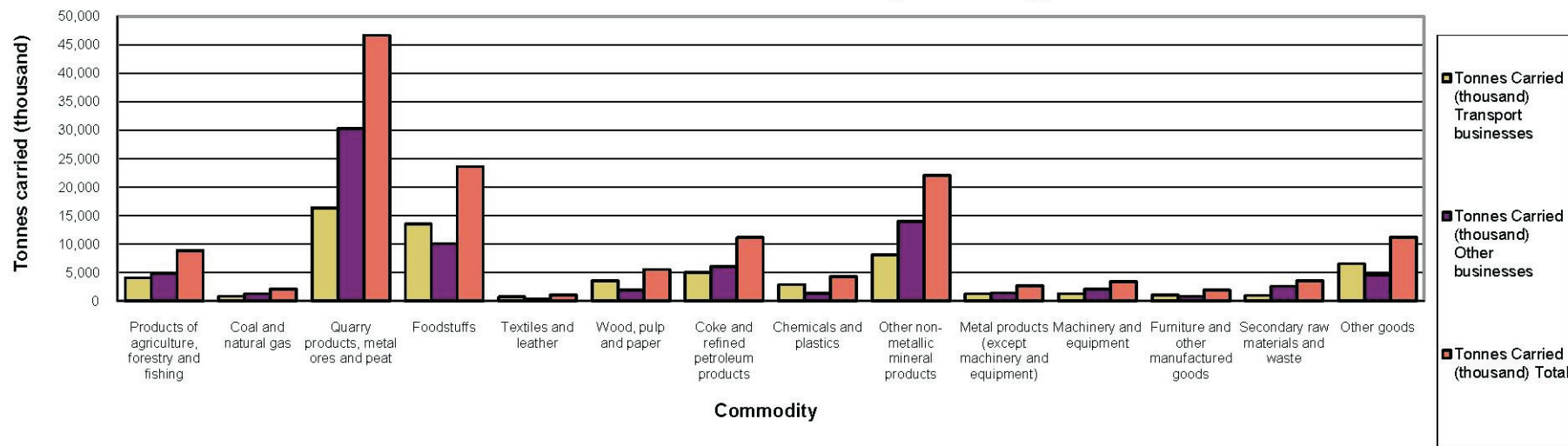
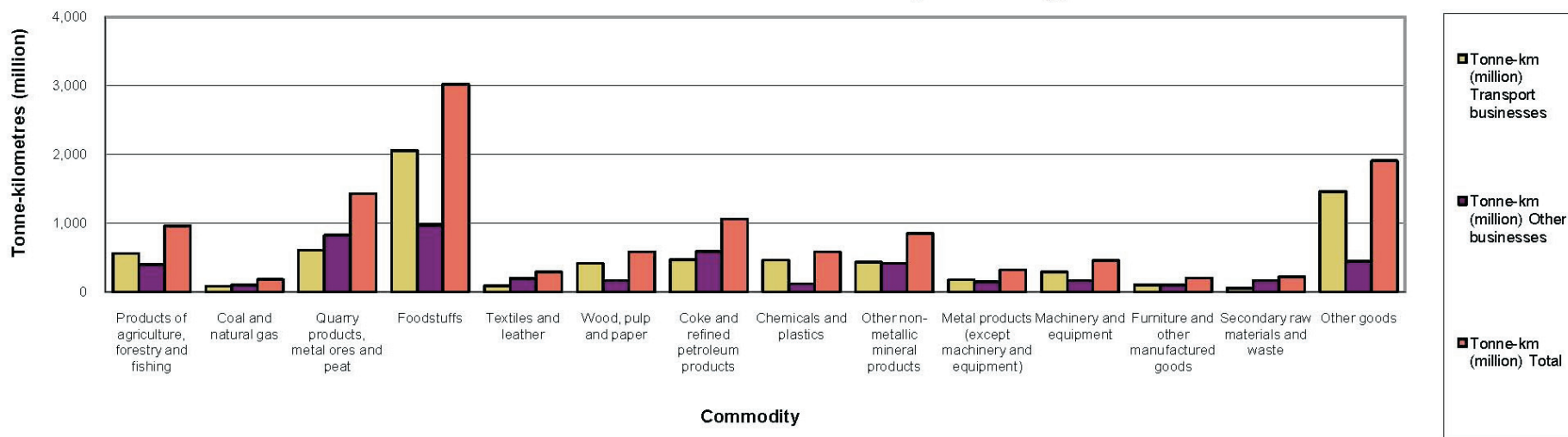


Chart 10: Tonne-Kilometres by Commodity, 2009



Commodity Transported

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

Table G 2009

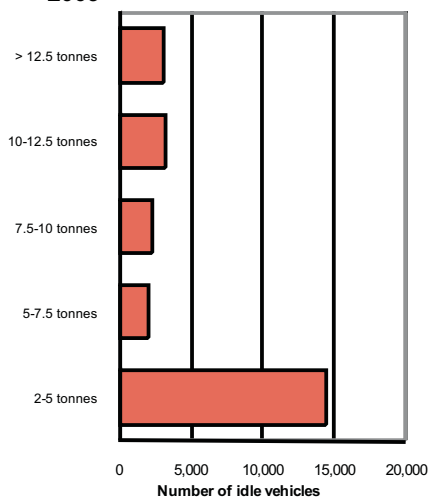
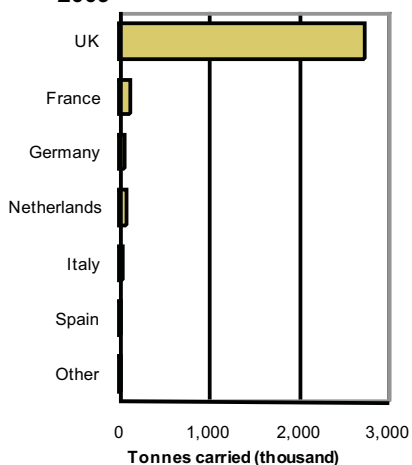
| Commodity | Tonne-Kilometres | Tonnes Carried | Vehicle Kilometres |
|---|------------------|-----------------|--------------------|
| | <i>million</i> | <i>thousand</i> | <i>million</i> |
| Products of agriculture, forestry and fishing | 959 | 8,881 | 73 |
| Coal and natural gas | 181 | 2,124 | 11 |
| Quarry products, metal ores and peat | 1,430 | 46,671 | 74 |
| Foodstuffs | 3,020 | 23,609 | 267 |
| Textiles and leather | 289 | 1,061 | 25 |
| Wood, pulp and paper | 584 | 5,553 | 50 |
| Coke and refined petroleum products | 1,058 | 11,153 | 51 |
| Chemicals and plastics | 581 | 4,291 | 49 |
| Other non-metallic mineral products | 853 | 22,093 | 66 |
| Metal products (except machinery and equipment) | 326 | 2,708 | 34 |
| Machinery and equipment | 457 | 3,409 | 61 |
| Furniture and other manufactured goods | 203 | 1,941 | 42 |
| Secondary raw materials and waste | 218 | 3,600 | 25 |
| Other goods | 1,909 | 11,209 | 751 |
| Total | 12,069 | 148,304 | 1,580 |

Of the total weight of goods carried, over 31% was in the group *Quarry products, metal ores and peat*. The *Foodstuff* group had the largest share of tonne-kilometres with 25% of the total. This group also accounted for 16% of the total weight of goods carried. The second largest group in terms of tonne-kilometres was *Quarry products, metal ores and peat*, which accounted for 12% of total tonne-kilometres. (See Table G and Charts 9 and 10).

Vehicle Use

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

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

Chart 11: Number of idle vehicles by unladen weight, 2009**Chart 12: Weight of goods transported to Ireland by Irish registered goods vehicles by country of origin, 2009****Table H 2009**

| Unladen Weight | Number of Vehicles | Number of Idle Vehicles | Number of Non-Relevant Vehicles |
|------------------|--------------------|-------------------------|---------------------------------|
| 2-5 tonnes | 53,710 | 24,466 | 14,478 |
| 5-7.5 tonnes | 6,204 | 1,272 | 2,025 |
| 7.5-10 tonnes | 6,568 | 752 | 2,204 |
| 10-12.5 tonnes | 9,812 | 727 | 3,226 |
| Over 12.5 tonnes | 11,262 | 706 | 3,077 |
| Total | 87,556 | 27,922 | 25,011 |

On average, 32% of the vehicle fleet was idle in any one week during the year. This percentage was largest at 46% for vehicles in the unladen weight category of “2 to 5 tonnes” and smallest at 6% for vehicles in the unladen weight category “Over 12.5 tonnes”. Vehicles regarded as non-relevant accounted for 29% of the fleet. The unladen weight category “7.5 to 10 tonnes” had the highest percentage of non-relevant vehicles at 34% while 27% of vehicles in the unladen weight categories “2 to 5 tonnes” and “Over 12.5 tonnes” were non-relevant. (See Table H and Chart 11).

International Transport

Table I below shows the top countries, by weight of goods transported, to which goods were both brought from Ireland and from which goods were brought to Ireland by Irish registered goods vehicles. As would be expected, the largest share of our international transport is with the UK. Irish goods vehicles transported 2,722 thousand tonnes of goods from the UK to Ireland and 2,470 thousand tonnes of goods to the UK from Ireland. Figures for the UK include transport to and from Northern Ireland. Goods received from Northern Ireland accounted for 64% (1,748 thousand tonnes) of UK traffic and goods dispatched to Northern Ireland accounted for 62% (1,542 thousand tonnes) of UK traffic. (See Table I and Chart 12).

Table I 2009

| Country | Tonnage Received | | Tonnage Dispatched | |
|-----------------------------|------------------|--------------|--------------------|--------------|
| | <i>thousand</i> | % | <i>thousand</i> | % |
| United Kingdom | 2,722 | 88.3 | 2,470 | 80.9 |
| (of which Northern Ireland) | (1,748) | (56.7) | (1,542) | (50.5) |
| France | 133 | 4.3 | 216 | 7.1 |
| Germany | 60 | 1.9 | 51 | 1.7 |
| Netherlands | 77 | 2.5 | 93 | 3.0 |
| Italy | 32 | 1.0 | 85 | 2.8 |
| Spain | 29 | 0.9 | 74 | 2.4 |
| Other Countries | 29 | 0.9 | 64 | 2.1 |
| Total | 3,082 | 100.0 | 3,054 | 100.0 |

Comparison with 2008 Results

Vehicles used mainly for hire or reward transport carried 89 million tonnes of goods in 2009, a decrease of 38% on the 2008 figures. Activity in terms of tonne-kilometres for hire or reward transport decreased by 30% while there was a decrease of 29% in vehicle kilometres travelled on the 2008 figures. In 2009 vehicles used mainly for hire or reward transport carried 60% of the total weight of goods as compared to 58% in 2008. The weight of goods carried on own account transport decreased by 42% between

Chart 13: Activity in terms of tonne-kilometres, 2008 - 2009

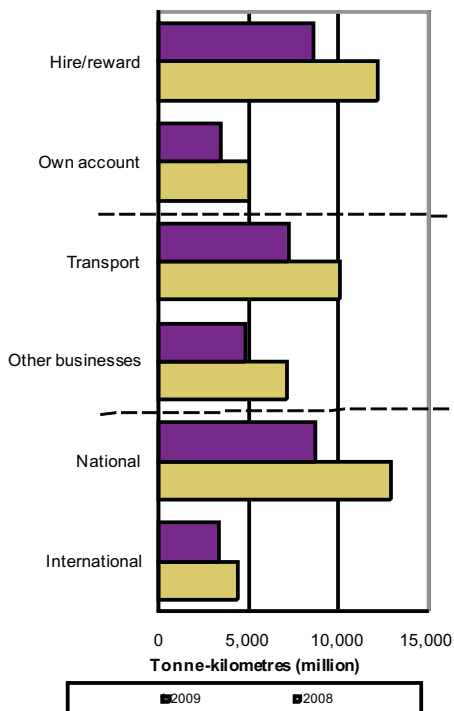
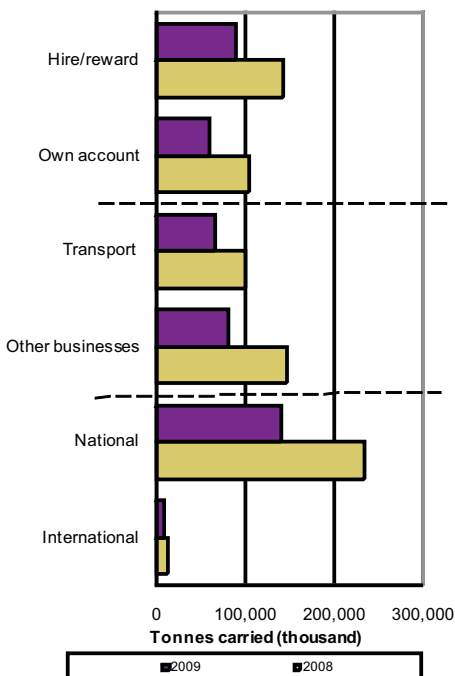


Chart 14: Weight of goods carried, 2008 - 2009



2008 and 2009, tonne-kilometres decreased by 32% and vehicle kilometres decreased by 28%.

The weight of goods carried by vehicles owned by transport businesses decreased by 33% between 2008 and 2009. Activity in terms of tonne-kilometres decreased by 28% and vehicle kilometres decreased by 27% on the 2008 figures. Figures for transport of goods by other types of business also showed substantial decreases. The weight of goods transported by vehicles owned by other businesses decreased by 44%, activity in terms of tonne-kilometres decreased by 33% and vehicle kilometres decreased by 29%. Vehicles owned by transport businesses carried 45% of the total weight of goods transported in 2009 as compared to their 40% share in 2008.

Between 2008 and 2009, the weight of goods carried on national journeys decreased by 40% while the weight of goods carried on international journeys showed a decrease of 32%. As in 2008, national transport accounted for 95% of the total weight of goods carried in 2009. National transport activity in terms of tonne-kilometres decreased by 32% between 2008 and 2009, while international transport activity decreased by 24%. Vehicle kilometres travelled on national journeys decreased by 24% and vehicle kilometres travelled on international journeys decreased by 58%. (See Table J and Charts 13 and 14).

Table J 2008 - 2009

| Category | Tonne-Kilometres | | | Tonnes Carried | | | Vehicle Kilometres | | |
|----------------------------|------------------|---------------|--------------|----------------|----------------|--------------|--------------------|--------------|--------------|
| | 2008 | 2009 | Change | 2008 | 2009 | Change | 2008 | 2009 | Change |
| | million | | % | thousand | | % | million | | % |
| Business of Owner | | | | | | | | | |
| Transport | 10,115 | 7,264 | -28.2 | 99,385 | 66,478 | -33.1 | 889 | 653 | -27.4 |
| Other | 7,174 | 4,804 | -33.0 | 146,403 | 81,826 | -44.1 | 1,308 | 927 | -29.1 |
| Main Use of Vehicle | | | | | | | | | |
| Hire or Reward | 12,219 | 8,594 | -29.7 | 142,587 | 88,805 | -37.7 | 1,165 | 832 | -28.6 |
| Own Account | 5,071 | 3,474 | -31.5 | 103,201 | 59,499 | -42.3 | 1,042 | 747 | -28.3 |
| Journey | | | | | | | | | |
| National | 12,934 | 8,750 | -32.3 | 233,775 | 140,189 | -40.0 | 1,912 | 1,455 | -23.9 |
| International | 4,355 | 3,319 | -23.8 | 12,013 | 8,115 | -32.4 | 295 | 125 | -57.6 |
| Total | 17,289 | 12,069 | -30.2 | 245,788 | 148,304 | -39.7 | 2,207 | 1,580 | -28.4 |

Chapter 2

Tables

Table 1 Transport Activity classified by Business of Owner and Main Use of Vehicle, 2009

| Business of Owner of Vehicle | Tonne-km (million) | | | Tonnes carried (thousand) | | |
|---|--------------------|----------------|---------------|---------------------------|----------------|----------------|
| | Own Account | Hire or Reward | Total | Own Account | Hire or Reward | Total |
| Transport | - | 7,264 | 7,264 | - | 66,478 | 66,478 |
| Manufacturing industry | 896 | 0 | 896 | 20,966 | 0 | 20,966 |
| Mining & quarrying (incl. sand & gravel merchants) | 241 | 0 | 241 | 9,190 | 0 | 9,190 |
| Creameries & agricultural cooperative societies | 33 | 0 | 33 | 618 | 0 | 618 |
| Manufacture of food & feeding stuffs stuffs | 155 | 0 | 155 | 1,748 | 0 | 1,748 |
| Manufacture of drink & tobacco | 40 | 0 | 40 | 200 | 0 | 200 |
| Manufacture of glass, cement & clay products | 175 | 0 | 175 | 6,212 | 0 | 6,212 |
| Other manufacturing | 252 | 0 | 252 | 2,998 | 0 | 2,998 |
| Building & Construction | 219 | 0 | 219 | 6,369 | 0 | 6,369 |
| Distribution | 1,687 | 1,133 | 2,820 | 20,684 | 20,055 | 40,740 |
| Agriculture & livestock dealing | 142 | 6 | 148 | 2,428 | 58 | 2,486 |
| Local Authorities | 88 | 0 | 88 | 2,665 | 0 | 2,665 |
| Other | 442 | 191 | 633 | 6,386 | 2,214 | 8,600 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 2 Transport Activity classified by Vehicle Capacity, National/International Journeys and Main Use of Vehicle, 2009

| 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 | 108 | 38 | 146 | 2,171 | 506 | 2,677 |
| 5,001 - 10,000 | 312 | 73 | 385 | 3,539 | 1,247 | 4,787 |
| 10,001 - 15,000 | 260 | 314 | 574 | 3,633 | 3,703 | 7,335 |
| 15,001 - 20,000 | 504 | 486 | 990 | 9,846 | 11,363 | 21,210 |
| 20,001 - 25,000 | 147 | 401 | 548 | 2,465 | 5,625 | 8,090 |
| 25,001 - 35,000 | 1,168 | 2,622 | 3,790 | 26,174 | 42,751 | 68,925 |
| Over 35,000 | 804 | 1,513 | 2,316 | 10,321 | 16,845 | 27,166 |
| Total | 3,303 | 5,447 | 8,750 | 58,149 | 82,040 | 140,189 |
| International Journeys | | | | | | |
| Vehicle Capacity (kg) | | | | | | |
| Up to 5,000 | 2 | 0 | 2 | 17 | 2 | 19 |
| 5,001 - 10,000 | 3 | 3 | 6 | 37 | 10 | 46 |
| 10,001 - 15,000 | 7 | 103 | 110 | 40 | 370 | 410 |
| 15,001 - 20,000 | 16 | 419 | 436 | 161 | 803 | 964 |
| 20,001 - 25,000 | 23 | 398 | 422 | 72 | 774 | 846 |
| 25,001 - 35,000 | 55 | 1,142 | 1,196 | 614 | 2,816 | 3,430 |
| Over 35,000 | 65 | 1,081 | 1,146 | 409 | 1,991 | 2,399 |
| Total | 172 | 3,147 | 3,319 | 1,349 | 6,766 | 8,115 |
| Total | | | | | | |
| Vehicle Capacity (kg) | | | | | | |
| Up to 5,000 | 110 | 38 | 149 | 2,189 | 507 | 2,696 |
| 5,001 - 10,000 | 315 | 76 | 391 | 3,576 | 1,257 | 4,833 |
| 10,001 - 15,000 | 267 | 417 | 685 | 3,673 | 4,072 | 7,745 |
| 15,001 - 20,000 | 520 | 905 | 1,425 | 10,007 | 12,167 | 22,174 |
| 20,001 - 25,000 | 170 | 800 | 970 | 2,537 | 6,399 | 8,936 |
| 25,001 - 35,000 | 1,223 | 3,764 | 4,987 | 26,787 | 45,567 | 72,355 |
| Over 35,000 | 869 | 2,594 | 3,463 | 10,730 | 18,836 | 29,566 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 3 Transport Activity classified by Business of Owner, Unladen Weight and Main Use of Vehicle, 2009

| 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 | - | 48 | 48 | - | 1,028 | 1,028 |
| 5,001 - 7,500 | - | 96 | 96 | - | 723 | 723 |
| 7,501 - 10,000 | - | 358 | 358 | - | 4,083 | 4,083 |
| 10,001 - 12,500 | - | 3,102 | 3,102 | - | 25,757 | 25,757 |
| Over 12,500 | - | 3,660 | 3,660 | - | 34,888 | 34,888 |
| Total | - | 7,264 | 7,264 | - | 66,478 | 66,478 |
| Other businesses | | | | | | |
| Unladen Weight (kg) | | | | | | |
| 2,000 - 5,000 | 385 | 59 | 444 | 5,609 | 823 | 6,432 |
| 5,001 - 7,500 | 200 | 24 | 224 | 2,751 | 349 | 3,100 |
| 7,501 - 10,000 | 451 | 105 | 556 | 5,918 | 1,909 | 7,828 |
| 10,001 - 12,500 | 826 | 464 | 1,290 | 16,939 | 8,315 | 25,254 |
| Over 12,500 | 1,613 | 678 | 2,291 | 28,281 | 10,930 | 39,211 |
| Total | 3,474 | 1,330 | 4,804 | 59,499 | 22,327 | 81,826 |
| Total | | | | | | |
| Unladen Weight (kg) | | | | | | |
| 2,000 - 5,000 | 385 | 107 | 492 | 5,609 | 1,851 | 7,460 |
| 5,001 - 7,500 | 200 | 120 | 320 | 2,751 | 1,072 | 3,824 |
| 7,501 - 10,000 | 451 | 463 | 914 | 5,918 | 5,992 | 11,911 |
| 10,001 - 12,500 | 826 | 3,566 | 4,392 | 16,939 | 34,072 | 51,011 |
| Over 12,500 | 1,613 | 4,338 | 5,951 | 28,281 | 45,818 | 74,099 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 4 Transport Activity classified by Region of Origin¹ and Main Use of Vehicle, 2009

| Region of Origin | Tonne-km (million) | | | Tonnes carried (thousand) | | |
|------------------|--------------------|----------------|---------------|---------------------------|----------------|----------------|
| | Own Account | Hire or Reward | Total | Own Account | Hire or Reward | Total |
| Border | 337 | 795 | 1,132 | 6,118 | 7,577 | 13,695 |
| Midland | 265 | 356 | 620 | 6,082 | 5,593 | 11,675 |
| West | 351 | 524 | 875 | 7,771 | 6,940 | 14,712 |
| Dublin | 832 | 1,552 | 2,384 | 9,879 | 18,838 | 28,717 |
| Mid-East | 349 | 741 | 1,090 | 8,156 | 12,706 | 20,862 |
| Mid-West | 326 | 622 | 948 | 5,471 | 8,012 | 13,483 |
| South-East | 443 | 1,179 | 1,622 | 7,470 | 12,038 | 19,508 |
| South-West | 476 | 1,129 | 1,605 | 7,626 | 12,966 | 20,592 |
| Other | 96 | 1,697 | 1,793 | 924 | 4,136 | 5,061 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

¹ See Appendix B

Table 5 Transport Activity classified by Business of Owner, Length of Haul and Main Use of Vehicle, 2009

| 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 | - | 60 | 60 | - | 9,689 | 9,689 |
| 11-25 | - | 233 | 233 | - | 13,047 | 13,047 |
| 26-50 | - | 445 | 445 | - | 12,145 | 12,145 |
| 51-150 | - | 1,580 | 1,580 | - | 17,563 | 17,563 |
| 151-500 | - | 2,777 | 2,777 | - | 11,791 | 11,791 |
| Over 500 | - | 2,169 | 2,169 | - | 2,243 | 2,243 |
| Total | - | 7,264 | 7,264 | - | 66,478 | 66,478 |
| Other businesses | | | | | | |
| Length of Haul (km) | | | | | | |
| Up to 10 | 56 | 21 | 77 | 8,650 | 3,057 | 11,706 |
| 11-25 | 316 | 117 | 433 | 18,165 | 6,460 | 24,626 |
| 26-50 | 449 | 191 | 640 | 12,855 | 5,245 | 18,099 |
| 51-150 | 1,040 | 430 | 1,470 | 13,110 | 5,262 | 18,372 |
| 151-500 | 1,307 | 457 | 1,764 | 6,434 | 2,163 | 8,597 |
| Over 500 | 308 | 113 | 421 | 285 | 141 | 426 |
| Total | 3,474 | 1,330 | 4,804 | 59,499 | 22,327 | 81,826 |
| Total | | | | | | |
| Length of Haul (km) | | | | | | |
| Up to 10 | 56 | 81 | 137 | 8,650 | 12,746 | 21,395 |
| 11-25 | 316 | 351 | 666 | 18,165 | 19,507 | 37,673 |
| 26-50 | 449 | 636 | 1,085 | 12,855 | 17,390 | 30,245 |
| 51-150 | 1,040 | 2,010 | 3,050 | 13,110 | 22,824 | 35,934 |
| 151-500 | 1,307 | 3,235 | 4,541 | 6,434 | 13,954 | 20,388 |
| Over 500 | 308 | 2,282 | 2,589 | 285 | 2,384 | 2,669 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 6 Transport Activity classified by Main Type of Work and Main Use of Vehicle, 2009

| 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 | 64 | 3,374 | 3,438 | 402 | 12,257 | 12,658 |
| Carriage of livestock | 41 | 45 | 86 | 578 | 493 | 1,071 |
| Carriage of other farm produce from farms | 92 | 231 | 323 | 1,420 | 3,663 | 5,084 |
| Carriage of fertilisers, feeding stuffs etc. to farms | 100 | 264 | 364 | 1,491 | 3,662 | 5,153 |
| Delivery of goods to road works or building sites | 707 | 903 | 1,610 | 24,626 | 30,353 | 54,980 |
| Delivery of goods to retail outlets | 847 | 956 | 1,803 | 8,667 | 9,264 | 17,931 |
| Delivery of goods to wholesalers | 208 | 578 | 786 | 1,925 | 5,188 | 7,113 |
| Delivery of materials and fuels to factories | 341 | 839 | 1,180 | 2,376 | 9,133 | 11,509 |
| Delivery of goods to households | 276 | 36 | 313 | 3,554 | 866 | 4,420 |
| Other work | 797 | 1,369 | 2,165 | 14,459 | 13,926 | 28,386 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

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, 2009

| Type of Journey | Tonne-km (million) | | | Tonnes carried (thousand) | | |
|---------------------------|--------------------|----------------|---------------|---------------------------|----------------|----------------|
| | Own Account | Hire or Reward | Total | Own Account | Hire or Reward | Total |
| National Journeys | 3,303 | 5,445 | 8,747 | 58,148 | 82,013 | 140,162 |
| International Journeys | | | | | | |
| Goods loaded in Ireland | 76 | 1,450 | 1,526 | 424 | 2,630 | 3,054 |
| Goods unloaded in Ireland | 60 | 1,054 | 1,114 | 586 | 2,496 | 3,082 |
| Cross trade | 25 | 607 | 632 | 43 | 1,081 | 1,124 |
| Cabotage | 11 | 39 | 50 | 297 | 585 | 882 |
| Total International | 172 | 3,150 | 3,322 | 1,350 | 6,792 | 8,142 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 8 Transport Activity classified by National/International Journeys, Quarter and Main Use of Vehicle, 2009

| 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 | 1,104 | 1,403 | 2,508 | 17,191 | 22,949 | 40,140 |
| April - June | 741 | 1,350 | 2,091 | 14,812 | 20,312 | 35,123 |
| July - September | 687 | 1,252 | 1,938 | 12,948 | 20,893 | 33,842 |
| October - December | 771 | 1,443 | 2,213 | 13,198 | 17,885 | 31,083 |
| Total | 3,303 | 5,447 | 8,750 | 58,149 | 82,040 | 140,189 |
| International journeys | | | | | | |
| January - March | 33 | 978 | 1,011 | 241 | 1,782 | 2,023 |
| April - June | 70 | 739 | 809 | 583 | 1,670 | 2,254 |
| July - September | 38 | 690 | 728 | 237 | 1,533 | 1,771 |
| October - December | 30 | 740 | 771 | 287 | 1,780 | 2,068 |
| Total | 172 | 3,147 | 3,319 | 1,349 | 6,766 | 8,115 |
| Total | | | | | | |
| January - March | 1,138 | 2,381 | 3,519 | 17,432 | 24,731 | 42,164 |
| April - June | 811 | 2,089 | 2,900 | 15,395 | 21,982 | 37,377 |
| July - September | 724 | 1,942 | 2,666 | 13,186 | 22,427 | 35,612 |
| October - December | 801 | 2,183 | 2,984 | 13,485 | 19,666 | 33,151 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 9 Transport Activity classified by Group of Goods and National/International Journeys, 2009

| 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 | 593 | 365 | 959 | 7,761 | 1,120 | 8,881 |
| Coal & natural gas | 159 | 22 | 181 | 1,873 | 252 | 2,124 |
| Quarry products, metal ores & peat | 1,373 | 57 | 1,430 | 46,188 | 484 | 46,671 |
| Foodstuffs | 1,851 | 1,169 | 3,020 | 21,324 | 2,285 | 23,609 |
| Textiles & leather | 256 | 34 | 289 | 974 | 87 | 1,061 |
| Wood, pulp & paper | 476 | 108 | 584 | 5,195 | 358 | 5,553 |
| Coke & refined petroleum products | 1,012 | 46 | 1,058 | 10,898 | 255 | 11,153 |
| Chemicals & plastics | 322 | 259 | 581 | 3,813 | 478 | 4,291 |
| Other non-metallic mineral products | 785 | 68 | 853 | 21,593 | 500 | 22,093 |
| Metal products (exc. machinery & equipment) | 258 | 68 | 326 | 2,389 | 318 | 2,708 |
| Machinery & equipment | 268 | 189 | 457 | 3,052 | 357 | 3,409 |
| Furniture & other manufactured goods | 134 | 68 | 203 | 1,777 | 164 | 1,941 |
| Secondary raw materials & waste | 211 | 8 | 218 | 3,573 | 28 | 3,600 |
| Other goods | 1,051 | 858 | 1,909 | 9,778 | 1,430 | 11,209 |
| Total | 8,750 | 3,319 | 12,069 | 140,189 | 8,115 | 148,304 |

Table 10 Transport Activity classified by Group of Goods and Main Use of Vehicle, 2009

| 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 | 283 | 676 | 959 | 3,267 | 5,614 | 8,881 |
| Coal & natural gas | 88 | 92 | 181 | 1,129 | 995 | 2,124 |
| Quarry products, metal ores & peat | 565 | 865 | 1,430 | 21,344 | 25,327 | 46,671 |
| Foodstuffs | 620 | 2,400 | 3,020 | 6,708 | 16,901 | 23,609 |
| Textiles & leather | 190 | 99 | 289 | 310 | 752 | 1,061 |
| Wood, pulp & paper | 108 | 476 | 584 | 1,352 | 4,202 | 5,553 |
| Coke & refined petroleum products | 520 | 538 | 1,058 | 5,305 | 5,848 | 11,153 |
| Chemicals & plastics | 86 | 495 | 581 | 1,054 | 3,237 | 4,291 |
| Other non-metallic mineral products | 278 | 575 | 853 | 9,502 | 12,592 | 22,093 |
| Metal products (exc. machinery & equip.) | 95 | 231 | 326 | 1,066 | 1,641 | 2,708 |
| Machinery & equipment | 144 | 313 | 457 | 1,810 | 1,598 | 3,409 |
| Furniture & other manufactured goods | 73 | 130 | 203 | 735 | 1,205 | 1,941 |
| Secondary raw materials & waste | 154 | 65 | 218 | 2,561 | 1,039 | 3,600 |
| Other goods | 271 | 1,638 | 1,909 | 3,354 | 7,855 | 11,209 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 11 Average Number of Vehicles classified by Unladen Weight, Year of Manufacture and Main Use of Vehicle, 2009

| 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 | 50,266 | 3,446 | 53,711 | 26,562 | 2,705 | 29,267 |
| 5,001 - 7,500 | 5,069 | 1,135 | 6,204 | 3,854 | 1,078 | 4,932 |
| 7,501 - 10,000 | 4,551 | 2,016 | 6,568 | 3,902 | 1,913 | 5,815 |
| 10,001 - 12,500 | 4,610 | 5,202 | 9,812 | 4,058 | 5,028 | 9,086 |
| Over 12,500 | 5,497 | 5,764 | 11,261 | 4,939 | 5,617 | 10,556 |
| Total | 69,993 | 17,563 | 87,556 | 43,315 | 16,341 | 59,656 |
| Year of Manufacture | | | | | | |
| 2008 - 2009 | 8,259 | 2,082 | 10,342 | 4,856 | 1,851 | 6,706 |
| 2006 - 2007 | 19,231 | 4,877 | 24,108 | 10,372 | 4,402 | 14,775 |
| 2004 - 2005 | 10,875 | 3,563 | 14,437 | 6,858 | 3,420 | 10,278 |
| 2002 - 203 | 11,280 | 2,771 | 14,051 | 7,221 | 2,670 | 9,892 |
| 2000 - 2001 | 7,799 | 2,136 | 9,933 | 5,438 | 2,001 | 7,439 |
| 1999 or before | 12,549 | 2,134 | 14,684 | 8,570 | 1,997 | 10,566 |
| Total | 69,993 | 17,563 | 87,556 | 43,315 | 16,341 | 59,656 |

Table 12 Transport Activity classified by Year of Manufacture and Main Use of Vehicle, 2009

| Year of Manufacture of Vehicle | Tonne-km (million) | | | Tonnes carried (thousand) | | |
|--------------------------------|--------------------|----------------|---------------|---------------------------|----------------|----------------|
| | Own Account | Hire or Reward | Total | Own Account | Hire or Reward | Total |
| 2008 - 2009 | 588 | 1,477 | 2,065 | 8,161 | 12,473 | 20,634 |
| 2006 - 2007 | 1,191 | 3,152 | 4,343 | 20,633 | 28,185 | 48,818 |
| 2004 - 2005 | 693 | 1,949 | 2,642 | 10,254 | 21,832 | 32,086 |
| 2002 - 2003 | 474 | 1,039 | 1,513 | 9,736 | 13,025 | 22,761 |
| 2000 - 2001 | 339 | 659 | 998 | 5,861 | 8,337 | 14,198 |
| 1999 or before | 188 | 318 | 506 | 4,852 | 4,953 | 9,805 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 13 Transport Activity classified by Body Type and Main Use of Vehicle, 2009

| 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 | 156 | 187 | 343 | 2,483 | 2,343 | 4,826 |
| Tipper | 432 | 518 | 950 | 16,765 | 19,733 | 36,498 |
| Tanker or other bulk carrier | 368 | 134 | 502 | 4,482 | 2,471 | 6,952 |
| Insulated or refrigerated box | 118 | 255 | 373 | 1,901 | 1,042 | 2,943 |
| Box or van body | 436 | 351 | 787 | 4,163 | 2,298 | 6,461 |
| Livestock carrier | 23 | 16 | 38 | 437 | 140 | 576 |
| Other | 341 | 590 | 930 | 7,511 | 8,323 | 15,834 |
| Total | 1,872 | 2,051 | 3,923 | 37,742 | 36,349 | 74,090 |
| Articulated | | | | | | |
| Platform or sided | 157 | 608 | 765 | 1,458 | 4,805 | 6,264 |
| Tipper | 268 | 714 | 981 | 6,347 | 13,296 | 19,643 |
| Tanker or other bulk carrier | 393 | 910 | 1,303 | 5,003 | 11,188 | 16,190 |
| Insulated or refrigerated box | 200 | 1,640 | 1,840 | 1,737 | 4,762 | 6,499 |
| Box or van body | 102 | 541 | 643 | 727 | 3,031 | 3,758 |
| Livestock carrier | 22 | 62 | 84 | 207 | 394 | 601 |
| Other | 461 | 2,069 | 2,530 | 6,277 | 14,981 | 21,258 |
| Total | 1,602 | 6,544 | 8,146 | 21,757 | 52,457 | 74,213 |
| All Vehicles | | | | | | |
| Platform or sided | 312 | 796 | 1,108 | 3,942 | 7,148 | 11,089 |
| Tipper | 700 | 1,232 | 1,932 | 23,112 | 33,030 | 56,141 |
| Tanker or other bulk carrier | 761 | 1,044 | 1,805 | 9,485 | 13,658 | 23,143 |
| Insulated or refrigerated box | 318 | 1,895 | 2,213 | 3,638 | 5,804 | 9,442 |
| Box or van body | 538 | 891 | 1,430 | 4,890 | 5,329 | 10,219 |
| Livestock carrier | 45 | 77 | 122 | 644 | 533 | 1,177 |
| Other | 801 | 2,659 | 3,460 | 13,788 | 23,304 | 37,092 |
| Total | 3,474 | 8,594 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 14 Vehicle Kilometres Travelled classified by Business of Owner and Main Use of Vehicle, 2009

| 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 | - | 439 | 439 | - | 214 | 214 | - | 653 | 653 |
| Manufacturing industry | 112 | 0 | 112 | 69 | 0 | 94 | 182 | 0 | 182 |
| Mining & quarrying (incl. sand & gravel merchants) | 14 | 0 | 14 | 12 | 0 | 12 | 26 | 0 | 26 |
| Creameries & agricultural cooperative societies | 3 | 0 | 3 | 1 | 0 | 1 | 5 | 0 | 5 |
| Manufacture of food & feeding stuffs | 39 | 0 | 39 | 15 | 0 | 15 | 54 | 0 | 54 |
| Manufacture of drink & tobacco | 3 | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 4 |
| Manufacture of glass, cement & clay products | 13 | 0 | 13 | 11 | 0 | 11 | 24 | 0 | 24 |
| Other manufacturing | 40 | 0 | 40 | 29 | 0 | 29 | 69 | 0 | 69 |
| Building & Construction | 33 | 0 | 33 | 25 | 0 | 25 | 58 | 0 | 58 |
| Distribution | 241 | 79 | 319 | 130 | 51 | 181 | 370 | 130 | 500 |
| Agriculture & livestock dealing | 23 | 0 | 23 | 17 | 0 | 17 | 39 | 1 | 40 |
| Local Authorities | 10 | 0 | 10 | 8 | 0 | 8 | 18 | 0 | 18 |
| Other | 53 | 35 | 88 | 27 | 14 | 41 | 80 | 49 | 129 |
| Total | 472 | 553 | 1,025 | 277 | 280 | 558 | 751 | 833 | 1,580 |

Table 15 Transport Activity classified by National/International Journeys, Axle Configuration and Main Use of Vehicle, 2009

| 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 | 753 | 261 | 1,014 | 10,323 | 3,075 | 13,398 |
| 3 axle | 406 | 167 | 573 | 7,022 | 2,500 | 9,522 |
| Other rigid | 536 | 660 | 1,196 | 17,888 | 23,989 | 41,877 |
| Rigid + trailer | 125 | 434 | 559 | 1,831 | 5,594 | 7,424 |
| Articulated | | | | | | |
| 3 axle | 52 | 98 | 150 | 1,409 | 1,224 | 2,634 |
| 4 axle | 291 | 390 | 681 | 5,154 | 6,641 | 11,795 |
| 5 axle | 686 | 1,808 | 2,494 | 8,225 | 19,906 | 28,131 |
| Other articulated | 453 | 1,630 | 2,082 | 6,297 | 19,111 | 25,408 |
| Total | 3,303 | 5,447 | 8,750 | 58,149 | 82,040 | 140,189 |
| International journeys | | | | | | |
| Rigid | | | | | | |
| 2 axle | 14 | 26 | 39 | 83 | 91 | 174 |
| 3 axle | 8 | 8 | 16 | 110 | 36 | 146 |
| Other rigid | 14 | 19 | 33 | 424 | 142 | 566 |
| Rigid + trailer | 16 | 477 | 492 | 62 | 922 | 984 |
| Articulated | | | | | | |
| 3 axle | 0 | 14 | 14 | 1 | 75 | 76 |
| 4 axle | 10 | 42 | 52 | 106 | 153 | 259 |
| 5 axle | 81 | 2,170 | 2,251 | 375 | 3,724 | 4,099 |
| Other articulated | 28 | 393 | 421 | 188 | 1,623 | 1,811 |
| Total | 172 | 3,147 | 3,319 | 1,349 | 6,766 | 8,115 |
| Total | | | | | | |
| Rigid | | | | | | |
| 2 axle | 767 | 287 | 1,054 | 10,406 | 3,165 | 13,571 |
| 3 axle | 414 | 175 | 588 | 7,132 | 2,536 | 9,668 |
| Other rigid | 550 | 679 | 1,229 | 18,312 | 24,131 | 42,443 |
| Rigid + trailer | 141 | 911 | 1,052 | 1,892 | 6,516 | 8,408 |
| Articulated | | | | | | |
| 3 axle | 52 | 112 | 164 | 1,410 | 1,299 | 2,710 |
| 4 axle | 301 | 432 | 734 | 5,261 | 6,793 | 12,054 |
| 5 axle | 767 | 3,977 | 4,745 | 8,601 | 23,630 | 32,230 |
| Other articulated | 481 | 2,023 | 2,503 | 6,485 | 20,734 | 27,219 |
| Total | 3,474 | 8,596 | 12,069 | 59,499 | 88,805 | 148,304 |

Table 16 Transport Activity classified by Region of Origin and Region of Destination, 2009

| Region of Origin ¹ | Region of Destination ¹ | | | | | | | | | | Total |
|----------------------------------|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|-----------------|----------------|
| | Border | Midland | West | Dublin | Mid-East | Mid-West | South-East | South-West | Northern Ireland | Other Countries | |
| Tonne-km (million) | | | | | | | | | | | |
| Border | 391 | 59 | 84 | 134 | 78 | 18 | 59 | 29 | 62 | 216 | 1,132 |
| Midland | 52 | 188 | 53 | 80 | 68 | 31 | 59 | 31 | 12 | 47 | 620 |
| West | 78 | 20 | 391 | 140 | 15 | 38 | 42 | 20 | 23 | 108 | 875 |
| Dublin | 256 | 155 | 177 | 534 | 239 | 125 | 261 | 318 | 83 | 236 | 2,384 |
| Mid-East | 53 | 50 | 29 | 268 | 412 | 31 | 74 | 78 | 16 | 79 | 1,090 |
| Mid-West | 24 | 25 | 35 | 64 | 36 | 327 | 82 | 176 | 17 | 163 | 948 |
| South-East | 48 | 52 | 41 | 188 | 100 | 70 | 634 | 231 | 71 | 187 | 1,622 |
| South-West | 37 | 29 | 24 | 171 | 31 | 139 | 241 | 728 | 15 | 191 | 1,605 |
| Northern Ireland | 87 | 15 | 23 | 39 | 6 | 6 | 56 | 25 | 32 | 31 | 320 |
| Other Countries | 87 | 18 | 16 | 459 | 43 | 73 | 60 | 102 | 97 | 519 | 1,473 |
| Total | 1,114 | 609 | 872 | 2,077 | 1,028 | 858 | 1,568 | 1,737 | 427 | 1,777 | 12,069 |
| Tonnes carried (thousand) | | | | | | | | | | | |
| Border | 8,884 | 538 | 543 | 1,233 | 1,191 | 94 | 220 | 83 | 613 | 296 | 13,695 |
| Midland | 569 | 7,248 | 607 | 822 | 1,203 | 377 | 549 | 156 | 69 | 73 | 11,675 |
| West | 1,041 | 337 | 11,664 | 640 | 99 | 436 | 196 | 109 | 88 | 102 | 14,712 |
| Dublin | 2,034 | 1,579 | 856 | 14,246 | 5,563 | 613 | 1,836 | 1,268 | 401 | 322 | 28,717 |
| Mid-East | 713 | 856 | 159 | 5,394 | 12,218 | 187 | 813 | 334 | 79 | 108 | 20,862 |
| Mid-West | 94 | 348 | 290 | 319 | 224 | 9,550 | 787 | 1,650 | 49 | 172 | 13,483 |
| South-East | 193 | 534 | 178 | 1,234 | 1,135 | 741 | 13,298 | 1,766 | 200 | 228 | 19,508 |
| South-West | 118 | 151 | 121 | 623 | 133 | 1,157 | 1,797 | 16,241 | 44 | 209 | 20,592 |
| Northern Ireland | 1,061 | 79 | 106 | 219 | 37 | 25 | 167 | 54 | 681 | 60 | 2,490 |
| Other Countries | 129 | 38 | 32 | 756 | 73 | 105 | 78 | 122 | 149 | 1,089 | 2,571 |
| Total | 14,835 | 11,708 | 14,555 | 25,486 | 21,875 | 13,286 | 19,742 | 21,784 | 2,372 | 2,661 | 148,304 |

¹ See Appendix B

Table 17 Vehicle Kilometres travelled classified by Region of Origin and Region of Destination, 2009

| 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 | 74 | 8 | 12 | 29 | 11 | 3 | 7 | 4 | 8 | 12 | 168 |
| Midland | 7 | 35 | 8 | 16 | 10 | 5 | 6 | 4 | 2 | 2 | 96 |
| West | 12 | 8 | 75 | 20 | 3 | 6 | 5 | 4 | 2 | 6 | 142 |
| Dublin | 31 | 16 | 22 | 99 | 40 | 13 | 33 | 29 | 9 | 14 | 307 |
| Mid-East | 10 | 10 | 4 | 40 | 60 | 5 | 14 | 10 | 3 | 4 | 158 |
| Mid-West | 4 | 10 | 7 | 13 | 5 | 61 | 13 | 22 | 1 | 8 | 143 |
| South-East | 7 | 6 | 6 | 32 | 14 | 12 | 100 | 24 | 3 | 8 | 212 |
| South-West | 5 | 5 | 4 | 27 | 9 | 21 | 25 | 124 | 1 | 8 | 229 |
| Northern Ireland | 8 | 2 | 2 | 7 | 2 | 1 | 4 | 1 | 3 | 2 | 33 |
| Other Countries | 4 | 1 | 1 | 25 | 2 | 5 | 3 | 5 | 5 | 39 | 91 |
| Total | 165 | 100 | 140 | 308 | 156 | 132 | 211 | 228 | 37 | 103 | 1,580 |

¹ See Appendix B

Table 18 Transport Activity classified by Country of Origin and Country of Destination, 2009

| Country of Origin | Country of Destination | | | | | | | | | | |
|------------------------------|------------------------|----------|----------------|----------|------------|------------|----------|----------|--------------|------------|------------|
| | Austria | Belgium | Czech Republic | Denmark | France | Germany | Greece | Hungary | Ireland | Italy | Luxembourg |
| Tonne-km (million) | | | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belgium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denmark | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 |
| France | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 128 | 0 | 0 |
| Germany | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 89 | 7 | 0 |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ireland | 0 | 3 | 17 | 7 | 226 | 74 | 7 | 0 | 8,750 | 169 | 0 |
| Italy | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 64 | 3 | 0 |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| Netherlands | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 66 | 8 | 0 |
| Poland | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Spain | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 71 | 0 | 0 |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United Kingdom | 0 | 3 | 0 | 0 | 14 | 33 | 0 | 0 | 664 | 6 | 2 |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 5 | 18 | 7 | 262 | 119 | 7 | 0 | 9,864 | 192 | 2 |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia² Includes any country which is not a member state of the EU

Table 18 Transport Activity classified by Country of Origin and Country of Destination, 2009
-continued

| Country of Origin | Country of Destination | | | | | | | | Total |
|------------------------------|------------------------|-----------|-----------|------------|-----------|----------------|-----------------------|------------------------------|---------------|
| | Netherlands | Poland | Portugal | Spain | Sweden | United Kingdom | Other EU ¹ | Other Countries ² | |
| Tonne-km (million) | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| Belgium | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 17 |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 |
| Denmark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| France | 3 | 0 | 0 | 8 | 0 | 77 | 0 | 0 | 226 |
| Germany | 3 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 142 |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Ireland | 105 | 16 | 8 | 148 | 11 | 719 | 0 | 16 | 10,276 |
| Italy | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 132 |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| Netherlands | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 82 |
| Poland | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 11 |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Spain | 0 | 0 | 2 | 3 | 0 | 23 | 0 | 0 | 108 |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| United Kingdom | 6 | 0 | 0 | 6 | 0 | 291 | 0 | 0 | 1,024 |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| Total | 118 | 19 | 10 | 166 | 11 | 1,252 | 0 | 17 | 12,069 |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia

² Includes any country which is not a member state of the EU

Table 19 Weight of goods carried classified by Country of Origin and Country of Destination, 2009

| Country of Origin | Country of Destination | | | | | | | | | | |
|----------------------------------|------------------------|----------|----------------|----------|------------|------------|----------|----------|----------------|------------|------------|
| | Austria | Belgium | Czech Republic | Denmark | France | Germany | Greece | Hungary | Ireland | Italy | Luxembourg |
| Tonnes carried (thousand) | | | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belgium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denmark | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 |
| France | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 133 | 0 | 0 |
| Germany | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 60 | 3 | 0 |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ireland | 0 | 3 | 8 | 5 | 216 | 51 | 2 | 0 | 140,189 | 85 | 0 |
| Italy | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 32 | 7 | 0 |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 |
| Netherlands | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 77 | 4 | 0 |
| Poland | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Spain | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 29 | 0 | 0 |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United Kingdom | 0 | 4 | 0 | 0 | 14 | 36 | 0 | 0 | 2,722 | 3 | 3 |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 8 | 9 | 5 | 259 | 110 | 2 | 0 | 143,271 | 101 | 3 |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia² Includes any country which is not a member state of the EU

Table 19 Weight of Goods carried classified by Country of Origin and Country of Destination, 2009
-continued

| Country of Origin | Country of Destination | | | | | | | | Total | |
|----------------------------------|------------------------|-----------|----------|-----------|----------|----------------|-----------------------|------------------------------|----------------|--|
| | Netherlands | Poland | Portugal | Spain | Sweden | United Kingdom | Other EU ¹ | Other Countries ² | | |
| Tonnes carried (thousand) | | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | |
| Belgium | 9 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 32 | |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | |
| Denmark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| France | 2 | 0 | 0 | 5 | 0 | 99 | 0 | 0 | 254 | |
| Germany | 6 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 116 | |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Hungary | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| Ireland | 93 | 7 | 4 | 74 | 6 | 2,488 | 0 | 11 | 143,243 | |
| Italy | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 77 | |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 | |
| Netherlands | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 94 | |
| Poland | 0 | 56 | 0 | 0 | 0 | 2 | 0 | 0 | 61 | |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Spain | 0 | 0 | 3 | 8 | 0 | 10 | 0 | 0 | 60 | |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| United Kingdom | 9 | 0 | 0 | 3 | 0 | 1,531 | 0 | 0 | 4,324 | |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | |
| Total | 119 | 63 | 7 | 90 | 6 | 4,237 | 0 | 13 | 148,304 | |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia

² Includes any country which is not a member state of the EU

Table 20 Vehicle Kilometres travelled classified by Country of Origin and Country of Destination, 2009

| Country of Origin | Country of Destination | | | | | | | | | | |
|-------------------------------------|------------------------|----------|----------------|----------|-----------|----------|----------|----------|--------------|----------|------------|
| | Austria | Belgium | Czech Republic | Denmark | France | Germany | Greece | Hungary | Ireland | Italy | Luxembourg |
| Vehicle kilometres (million) | | | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belgium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denmark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| France | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 |
| Germany | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ireland | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 1,364 | 7 | 0 |
| Italy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Netherlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Poland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spain | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United Kingdom | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 51 | 0 | 0 |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 14 | 7 | 0 | 0 | 1,439 | 9 | 0 |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia² Includes any country which is not a member state of the EU

Table 20 Vehicle Kilometres travelled classified by Country of Origin and Country of Destination, 2009
-continued

| Country of Origin | Country of Destination | | | | | | | | Total |
|-------------------------------------|------------------------|----------|----------|----------|----------|----------------|-----------------------|------------------------------|--------------|
| | Netherlands | Poland | Portugal | Spain | Sweden | United Kingdom | Other EU ¹ | Other Countries ² | |
| Vehicle kilometres (million) | | | | | | | | | |
| Austria | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Belgium | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Czech Republic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denmark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| France | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 13 |
| Germany | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Ireland | 5 | 1 | 0 | 8 | 1 | 52 | 0 | 2 | 1,455 |
| Italy | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| Luxembourg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Netherlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Poland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Portugal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Spain | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| Sweden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| United Kingdom | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 78 |
| Other EU ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Countries ² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7 | 2 | 1 | 9 | 1 | 88 | 0 | 2 | 1,580 |

¹ Includes Bulgaria, Cyprus, Estonia, Finland, Latvia, Lithuania, Malta, Romania, Slovakia and Slovenia

² Includes any country which is not a member state of the EU

Chapter 3

Methodology

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

Data The sampling frame for the survey comes from the Department of Transport's database on vehicles taxed as goods vehicles. From this a basic survey register is constructed.

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

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

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

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

Sample Design Information was collected in respect of one week's transport activity for a random sample of goods vehicles. 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 20 strata. These strata were created on the basis of four criteria:

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

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

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

In 2009, four strata turned out to be null strata (i.e. no vehicles in the population fell into those four categories). However, the strata were retained in the design to keep the design consistent with previous years.

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

Table K - 2009

| Unladen Weight | | |
|-----------------------|---------------|--------------------|
| 2 - 5 tonnes | 5 - 10 tonnes | 10 tonnes and over |
| Sampling Proportion % | | |
| 20 | 52 | 85 |

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

Response Rates Out of a total of 35,376 vehicles surveyed, a satisfactory return was received in respect of 15,270 vehicles representing an overall response rate of 43%. However, this rate varied across the differing survey strata. Response rates broken down by the unladen weight and the year of manufacture of vehicle are presented in Table L.

Table L - 2009

| 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 2001 | 3,191 | 44 | 3,949 | 41 | 6,693 | 32 | 13,833 | 37 |
| 2001 - 2005 | 4,257 | 51 | 1,822 | 47 | 7,360 | 41 | 13,439 | 45 |
| After 2005 | 3,311 | 54 | 871 | 53 | 3,922 | 47 | 8,104 | 51 |
| Total | 10,759 | 50 | 6,642 | 44 | 17,975 | 39 | 35,376 | 43 |

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 15,270 satisfactory returns to the survey just 6,498 (43%) answered this question. Of this subset of respondents 3,022 (47%) reported that it took 10 minutes or less to complete the survey form. Only 99 respondents (2%) reported that it took more than an hour to complete the form. On average it took respondents 20 minutes to complete the survey form. The individual response burden, broken down by main use of vehicle and unladen weight of vehicle category, is given in table M.

Table M - 2009

| 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 | 884 | 592 | 243 | 89 | 72 | 33 | 1,913 | 18 |
| 5 - 10 tonnes | 478 | 243 | 113 | 39 | 34 | 15 | 922 | 17 |
| Over 10 tonnes | 697 | 385 | 173 | 89 | 50 | 24 | 1,418 | 18 |
| Total | 2,059 | 1,220 | 529 | 217 | 156 | 72 | 4,253 | 18 |
| Hire or Reward | | | | | | | | |
| 2 - 5 tonnes | 51 | 42 | 26 | 16 | 8 | 5 | 148 | 24 |
| 5 - 10 tonnes | 152 | 107 | 47 | 16 | 9 | 4 | 335 | 17 |
| Over 10 tonnes | 760 | 503 | 281 | 144 | 56 | 18 | 1,762 | 25 |
| Total | 963 | 652 | 354 | 176 | 73 | 27 | 2,245 | 23 |
| Total | | | | | | | | |
| 2 - 5 tonnes | 935 | 634 | 269 | 105 | 80 | 38 | 2,061 | 19 |
| 5 - 10 tonnes | 630 | 350 | 160 | 55 | 43 | 19 | 1,257 | 17 |
| Over 10 tonnes | 1,457 | 888 | 454 | 233 | 106 | 42 | 3,180 | 21 |
| Total | 3,022 | 1,872 | 883 | 393 | 229 | 99 | 6,498 | 20 |

Compilation and Grossing

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

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

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

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

Changes to Commodity Classification

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

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

Reliability of Results

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

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

In general, the more detailed the classification provided the greater the coefficient of variation of the estimates. In the derivation of the results the assumption was made that non-respondents had similar characteristics and activity levels to those of respondents in the same stratification cell. This assumption, which is a standard one in surveys such as this, may have resulted in some 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.

Table N - 2009

| Unladen Weight (tonnes) | Tonne-Kilometres | | Tonnes Carried | | Vehicle Kilometres | |
|-------------------------|------------------|--------------------------|-----------------|--------------------------|--------------------|--------------------------|
| | Survey Estimate | Coefficient of Variation | Survey Estimate | Coefficient of Variation | Survey Estimate | Coefficient of Variation |
| | <i>million</i> | % | <i>million</i> | % | <i>million</i> | % |
| 2 - 5 | 492 | 20 | 7,460 | 8 | 404 | 3 |
| 5 - 7.5 | 320 | 10 | 3,824 | 7 | 112 | 4 |
| 7.5 - 10 | 914 | 6 | 11,911 | 6 | 158 | 3 |
| 10 - 12.5 | 4,392 | 3 | 51,011 | 3 | 379 | 2 |
| Over 12.5 | 5,951 | 2 | 74,099 | 2 | 527 | 2 |
| Total | 12,069 | 2 | 148,304 | 2 | 1,580 | 1 |

Definitions Used **Type of Journey**

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

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

Tonnes Carried

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

Tonne-Kilometre

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

Road Cabotage Transport

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

Cross Trade

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

International Road Transport

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

National Transport

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

Appendices

Appendix A

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

Division

Contents

01 Products of agriculture, forestry and fishing

- Cereals
- Potatoes
- Sugar Beet
- Other fresh fruit and vegetables
- Products of forestry and logging
- Live animals
- Raw milk
- Other raw materials of animal origin
- Fish and other fishing products

02 Coal and natural gas

- Coal
- Crude petroleum
- Natural gas

03 Quarry products, metal ores, peat

- Stone
- Sand
- Gravel
- Iron ores
- Non-ferrous metal ores
- Chemical and natural fertilizer minerals
- Peat

04 Foodstuffs

- Meat and meat products
- Processed fish products
- Processed fruit and vegetables
- Dairy products
- Beverages
- Prepared animal feeds

05 Textiles and leather

- Textiles
- Leather and leather products

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

Appendix A (Contd.)

06 Wood, pulp, paper

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

07 Coke and refined petroleum products

- Petrol and diesel
- Liquid petroleum gas
- Coke

08 Chemicals and plastics

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

09 Other non-metallic mineral products

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

10 Metal products (except machinery and equipment)

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

11 Machinery and equipment

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

13 Furniture and other manufactured goods

- Furniture
- Other manufactured goods

14 Secondary raw materials and waste

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

Appendix B

The NUTS 3¹ Regions of Ireland

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

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

Appendix C

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

| Stratum Number | Vehicle Characteristics | | | | Estimated Average Vehicle Population 2009 |
|----------------|-------------------------|-------------------|---------------------------|----------------------------|---|
| | Year of Manufacture | Unladen Weight | Taxation use ¹ | Year of First Registration | |
| 1 | Before 2001 | 2-5 tonnes | Immaterial | Immaterial | 10,176 |
| 2 | " | 5-10 tonnes | Own Account | " | 5,375 |
| 3 | " | " | Hire or Reward | " | 73 |
| 4 | " | 10 tonnes or over | Own Account | " | 4,229 |
| 5 | " | " | Hire or Reward | " | 98 |
| 6 | 2001-2005 | 2-5 tonnes | Immaterial | " | 21,548 |
| 7 | " | 5-10 tonnes | Own Account | " | 4,456 |
| 8 | " | " | Hire or Reward | " | 2 |
| 9 | " | 10 tonnes or over | Own Account | " | 9,442 |
| 10 | " | " | Hire or Reward | " | 7 |
| 11 | 2006 or later | 2-5 tonnes | Immaterial | Before 2008 | 14,648 |
| 12 | " | " | " | 2008 or later | 7,266 |
| 13 | " | 5-10 tonnes | Own Account | Before 2008 | 1,864 |
| 14 | " | " | " | 2008 or later | 1,006 |
| 15 | " | " | Hire or Reward | Before 2008 | 0 |
| 16 | " | " | " | 2008 or later | 0 |
| 17 | " | 10 tonnes or over | Own Account | Before 2008 | 5,105 |
| 18 | " | " | " | 2008 or later | 2,262 |
| 19 | " | " | Hire or Reward | Before 2008 | 0 |
| 20 | " | " | " | 2008 or later | 0 |
| Total: | | | | | 87,556 |

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 2009 | |
|---------------|------------------------------|---|---------------|
| | | All | Survey Scope |
| 2 | Station Wagon/Jeep | 918 | - |
| 3 | Minibus | 35 | - |
| 5 | Bus | 30 | - |
| 6 | Van | 27,650 | 27,650 |
| 7 | Open Lorry & Container | 679 | 679 |
| 8 | Open Lorry only | 2,002 | 2,002 |
| 13 | Travelling Machine/Workshop | 93 | - |
| 14 | Mobile Shop | 116 | - |
| 15 | Hoist/Crane | 14 | - |
| 22 | Low Loader | 28 | 28 |
| 23 | Tanker | 433 | 433 |
| 24 | Concrete Mixer/Concrete Pump | 95 | 95 |
| 25 | Horse Box/Animal Transporter | 992 | 992 |
| 26 | Dumper | 1 | 1 |
| 30 | Refuse Collector | 583 | 583 |
| 31 | Gritter/Chip Spreader | 2 | - |
| 35 | Adapted Saloon | 2 | - |
| 37 | Other | 7,164 | 7,164 |
| 40 | Hatchback | 7 | - |
| 48 | Pick Up | 720 | 720 |
| 50 | Van with Side Windows | 95 | 95 |
| 51 | Other light goods | 37 | 37 |
| 52 | Box van | 2,208 | 2,208 |
| 53 | Luton Van | 274 | 274 |
| 54 | Insulated/Refrigerated Van | 602 | 602 |
| 55 | Glass Carrier | 8 | 8 |
| 56 | Other Van | 20 | 20 |
| 57 | Bottle Float | 1 | 1 |
| 58 | Drop-Side Lorry | 482 | 482 |
| 59 | Hopper Truck | 2 | 2 |
| 60 | Recovery Vehicle | 176 | - |
| 61 | Solid Bulk Carrier | 8 | 8 |
| 63 | Car Transporter | 42 | 42 |
| 64 | Other Goods Heavy | 6,315 | 6,315 |
| 69 | Road Maintenance Vehicle | 4 | - |
| 70 | Road Tar Sprayer | 11 | - |
| 71 | Road Marking Machine | 1 | - |
| 75 | Articulated Tractor Unit | 12,529 | 12,529 |
| 76 | Jeep | 15,670 | - |
| 77 | Estate | 769 | - |
| 78 | Liftback | 1 | - |
| 81 | Rigid | 4,097 | 4,097 |
| 82 | Crew Cab | 9,556 | 9,556 |
| 86 | Curtain Sider | 1,048 | 1,048 |
| 87 | Tipper | 2,317 | 2,317 |
| 88 | Skip Loader | 225 | 225 |
| 89 | Telescopic Handler | 3 | - |
| 90 | Drain Cleaner | 14 | - |
| 91 | Security Van/Truck | 72 | 72 |
| 92 | MPV | 4 | - |
| 95 | Chassis Cab | 7,272 | 7,272 |
| TOTAL: | | 105,426 | 87,556 |

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



Appendix E

Enquiries to:
 Transport Section
 Central Statistics Office
 Skehard Road
 Cork

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

| Official use only | |
|-------------------|--|
| Coded | |
| Checked | |

Amend if incorrect in any respect

CENTRAL STATISTICS OFFICE

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

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

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

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

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

Gerard O'Hanlon
 Director General

CHANGE OF OWNERSHIP OR VEHICLE SCRAPPED

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

If you sold the vehicle

If the vehicle has been scrapped

STATE YEAR SOLD

STATE YEAR SCRAPPED

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

BUSINESS DETAILS

- | | | |
|--|---|--------------------------|
| 1. What is the main type of business carried on by the vehicle owner?..... (E.g. Wholesaling, farming, haulage, manufacturing, etc.). If a manufacturer specify main product. | Yes | No |
| 2. Is the vehicle used under a National or International Road Freight Carrier's Licence (✓) | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Is the vehicle used mainly for | PLEASE ✓ APPROPRIATE BOX | |
| Carriage of your own goods? | | |
| Carriage of other persons/companies goods? | | |
| Hire to others? | <input type="checkbox"/> | |

RECORD OF WORK DONE BY VEHICLE DURING THE WEEK BEGINNING

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

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

61

IDLE

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY



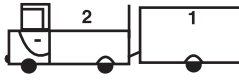


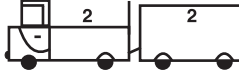


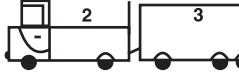

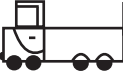




SUNDAY

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 (i.e. international carriage or delivery/ collection in connection with international trade) <input type="checkbox"/> 1</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 |

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

CERTIFICATION

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

| | |
|-----------------|-------------|
| Signature | Date |
| Status | Phone |

(Owner, Secretary, etc.)

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

INSTRUCTIONS FOR COMPLETION OF QUESTIONNAIRE

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

Single Delivery/Collection Journey

- See example 1 overleaf

Multiple Delivery/Collection Journey

- See example 2 overleaf

International Journeys

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

Dangerous Goods

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

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

Demountable Containers or Lift Vans

Full

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

Empty

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

