All Island Freight Forum

Network Management Working Group
Priority 5 – Information Sources & Needs

Report on Data Availability and Comparability by Sector in Northern Ireland and the Republic of Ireland

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CONTENTS

Introduction

This document brings together existing information on the freight industry in Northern Ireland and the Republic of Ireland. It discusses each of the modes in turn, presents key trends, describes data issues and comparability and identifies some potential gaps in data availability. Our aim is to develop a freight evidence base that can be used to inform future freight policy and services.

Background

At the North South Ministerial Council (NSMC) Transport Sectoral meeting of 3 April 2009, it was agreed that the Department of Transport, Tourism and Sport (DTTAS), formerly the Department of Transport, and the Department for Regional Development (DRD) should take forward the establishment of an All Island Freight Forum (AIFF). The purpose of the AIFF was to provide a mechanism for consultation on freight transport matters involving the development of ideas for the movement of goods in a more competitive and sustainable manner. It was also to address improving connectivity between Northern Ireland (NI), the Republic of Ireland (RoI), Great Britain (GB) and other important international markets.

The initial meeting of the All-Island Freight Forum was held in Dublin Castle on 29 January 2010 and was attended by representatives of key stakeholders including the freight industry, exporters, regulatory and other relevant public bodies, port authorities, logistics experts and others with an interest in promoting a sustainable freight sector. During the plenary meeting, a number of the priority issues were identified for the AIFF to take forward, namely:

- Being competitive in a sustainable manner;
- Safer, compliant, eco-efficient, road freight transport;
- Rail freight and other alternatives;
- International connectivity;
- Network management.

Any stakeholder organisation involved in the movement of goods to/from and within NI & ROI could be a member of the AIFF. The AIFF was to have particular regard to the views of representative bodies and State sector entities.
At least once annually, a succinct report of activities undertaken and statements/recommendations made in the previous 12 months was presented to Ministers in the NSMC.

A lead organisation was designated for each priority and was tasked with developing a detailed activity work plan for the priority, involving developments over the lifespan of the project in conjunction with the AIFF Secretariat.

The AIFF brought together groups who did not previously work together and has led to the establishment of new working relationships and some very useful pieces of work.

Since the Forum has now achieved this purpose, Minister Kennedy and Minister Varadkar have agreed that the formal structure should be brought to a close. However, DRD and DDTAS will continue to work with the freight sector on a more informal basis. The following paper was prepared for the AIFF to meet the Priority area 5.

AIFF Steering Group

The AIFF Steering Group co-chaired by both Departments[1] and comprising of each of the lead organisations was set up to ensure that the business of the AIFF was progressed. This included delivery of the work plans, organising plenary sessions of the AIFF as required, proposing AIFF positions to adopt in the form of statements or recommendations and approval of reports for the NSMC.

Reflecting the information focus of Priority area 5, it was agreed that DRD Central Statistics & Research Branch (CSRB) and the Central Statistics Office (CSO) would take the lead on Network Management

At a meeting of the All-Island Freight Forum in July 2010, a draft Terms of Reference was agreed and a proposed work plan was drawn up for each Priority. The proposed work plan for Priority 5 can be found in Appendix 1.

First Stage

Given the proposed work plan, CSRB decided that the first course of action prior to meeting CSO colleagues should be to conduct an analysis of existing data sources relating to freight both North and South of the Border and to draw up a Terms of Reference for the Priority 5 working group in order to provide a basis for discussion at the initial meeting scheduled for January 2011. The Terms of Reference for the Priority 5 working group can be found at Appendix 2.

In drawing up the list of sources, extensive research was carried out to determine sources of freight data relating to Northern Ireland, the Republic of Ireland and both jurisdictions. The Central Statistics Office (ROI), Department for Transport (GB) and the Northern Ireland Statistics & Research Agency were the primary sources of freight statistics, however reports and research by other bodies were also considered and included where appropriate.

Given that freight statistics are provided separately for each jurisdiction, the data was split into the following sections.

- Data related to Northern Ireland
- Data related to Republic of Ireland
- Data related to both NI & ROI

The majority of the data fell into either one of the first two categories with a small number of reports available for both NI & ROI. Reports with freight data for both jurisdictions tended to be privately commissioned. Due to this, the first two categories were arranged by the type of freight, i.e. Road, Maritime, Air and Rail.

[1] Deputy-Secretary/Assistant Secretary level

In order to provide as full a picture of the data as possible, a document on data sources was drawn up with the following headings:

- Organisation (that produces data)
- Data Source (name of publication)
- Data Summary Description
- Collation Method (i.e. Census Survey, Sample Survey, Admin System)
- Geographical Coverage
- Publication Frequency (Yes/No)
- Published Metadata (Yes/No)

The initial draft was used as the basis for discussion at the first meeting of the Priority 5 Working Group and a number of key points and issues subsequently emerged at this meeting. The data sources table was subsequently agreed and can be found in Annexe 1 of this report.

Second Stage

After collating the freight data sources, a comparability table was drawn up to show which data are available for each sector (with the exception of rail freight) in both NI & ROI, whether they are comparable and an assessment of the potential for comparability in the future. These tables can be found under the *Comparability & Limitations* sections for the road, maritime and air freight chapters.

Third Stage

Having assessed the comparability of the data, the next stage was to consult with key stakeholders in the freight industry to identify and prioritise the potential information gaps in relation to freight in both jurisdictions. A user consultation exercise took place in September 2011 and a user consultation workshop was held in Dublin Castle on the 5th October 2011. Information on the stakeholder consultation and subsequent stakeholder event can be found on page 30, and the data gaps template and those identified can be found in Appendix 10 and 11.

In order to ensure that CSRB had identified the definitive list of NI data gaps, all NI freight data providers were contacted to check whether any of the NI data identified as gaps during the stakeholder consultation were: (i) actually available, (ii) partially available or (iii) not available. This has been summarised in Appendix 12.

Fourth Stage

It had been planned that the final stage in the process would be for DRD and CSO to prioritise the data gaps which were deemed to be the most important and then to produce an action plan which would aim to help address the data gaps that had been identified. However, the formal AIFF structure was brought to a close before this final stage was completed.

Future work

Although the formal AIFF structure has ended, CSRB and CSO will publish, around November each year, the updated freight data tables which are contained in this report. They will be available from the following websites:

DRD
http://www.drdni.gov.uk/index/statistics/stats-catagories/freight-2.htm

CSO
http://www.cso.ie/en/releasesandpublications/transport/allislandfreightforum-dataavailabilityandcomparabilitybysector2010

Should users of these data require any further information or clarification of the data contained in the report or tables for NI or ROI, please contact:

NI data: Naomi McLaughlin
e-mail: Naomi.Mclaughlin@drdni.gov.uk
phone: 028 9054 0801
Outside NI: 00 4428 9054 0801

CSO data: Jim Dalton
mailto:Jim.Dalton@cso.ie
phone: 021 453 5120
Outside ROI: 00 353 21 453 5120

Freight Baseline

Freight movement

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

a) the weight of goods carried (*tonnes*)
b) movement of one tonne of product over one km (*tonnes km*)

Limitations of Tonnes carried

- Many commodities are lifted more than once, e.g. factory to warehouse and then warehouse to shop. '*Tonnes carried*' will double count this as both legs will be treated independently so that the weight of freight recorded is several times greater than the actual weight of products produced / consumed.

Limitations of tonnes km

- Measures weight but does not take account of volume
- Inconsistencies in measurement (i.e. net and gross tonne km) Net weight comprises solely of freight whereas gross weight includes weight of vehicle.
- Complicated to accurately calculate tonne km when multiple drop and collection rounds – official surveys often allow carriers to average weight of loads collected.

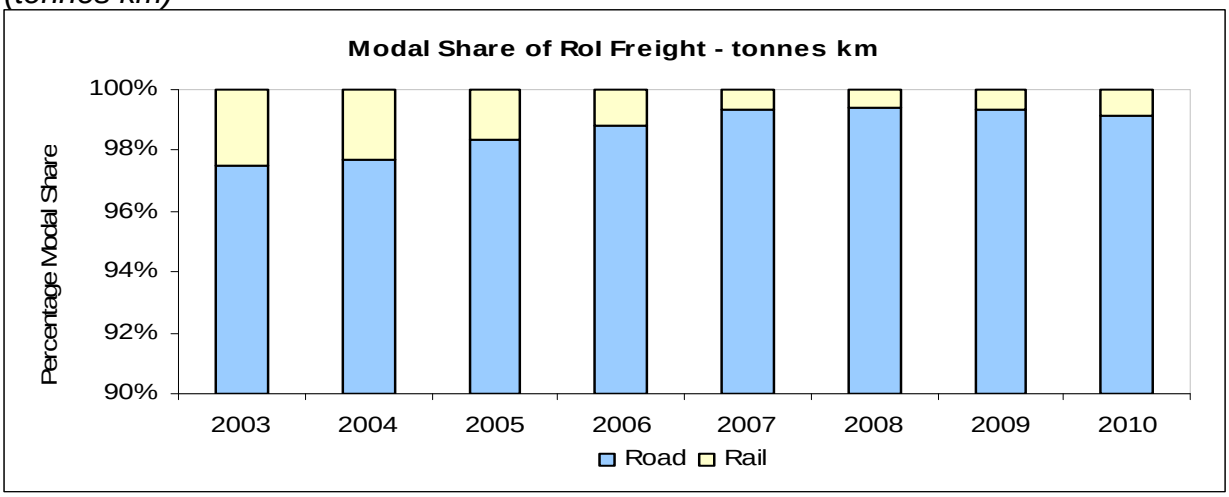
Nonetheless, tonnes km is the universal measure of freight transport activity and will be used throughout this report.

Modal Split

The modal split of freight transport is defined by Eurostat [2] as the percentage share of each mode of transport in total inland freight transport performance. The transport modes considered are: a) road, b) rail and c) inland waterways and the measurement unit is tonne-kilometre, that is, one tonne transported over a distance of one kilometre.

Road Freight has accounted for 100% of the modal share of inland freight transport in Northern Ireland since 2003, whilst rail freight has been in decline in ROI since 2003 with almost all freight being carried by road (See figure 1 & 2 below).

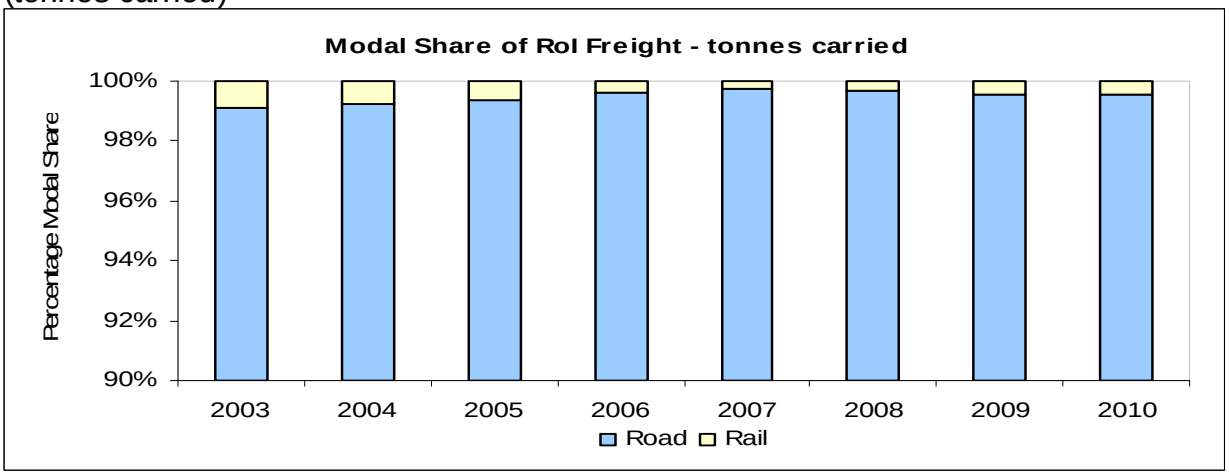
Figure 1: Modal Share of Inland Freight in Republic of Ireland: 2003 - 2010 *(tonnes km)*



Source: CSO Transport Omnibus

The freight modal split can be measured in different ways each giving a different impression of a mode's relative importance. If for example, the modal split is expressed in terms of tonnes-km (figure 1), rail would appear to command a larger share of the freight market than if tonnes-carried (figure 2) statistics are used. This is evident when comparing figure 1 & 2.

Figure 2: Modal Share of Inland Freight in Republic of Ireland: 2003 - 2010 (*tonnes carried*)



Source: CSO Transport Omnibus

[2] Eurostat is the statistical office of the European Union

Because of its island nature, both Maritime Freight and Air Freight are hugely important to NI & ROI. In terms of tonnage carried, maritime freight carries a huge volume of goods, fuel and bulk to and from both NI & ROI every year. By contrast, the tonnage of freight moved by air is much smaller in volume but higher in value given the expense of flying and space constrictions in aircraft.

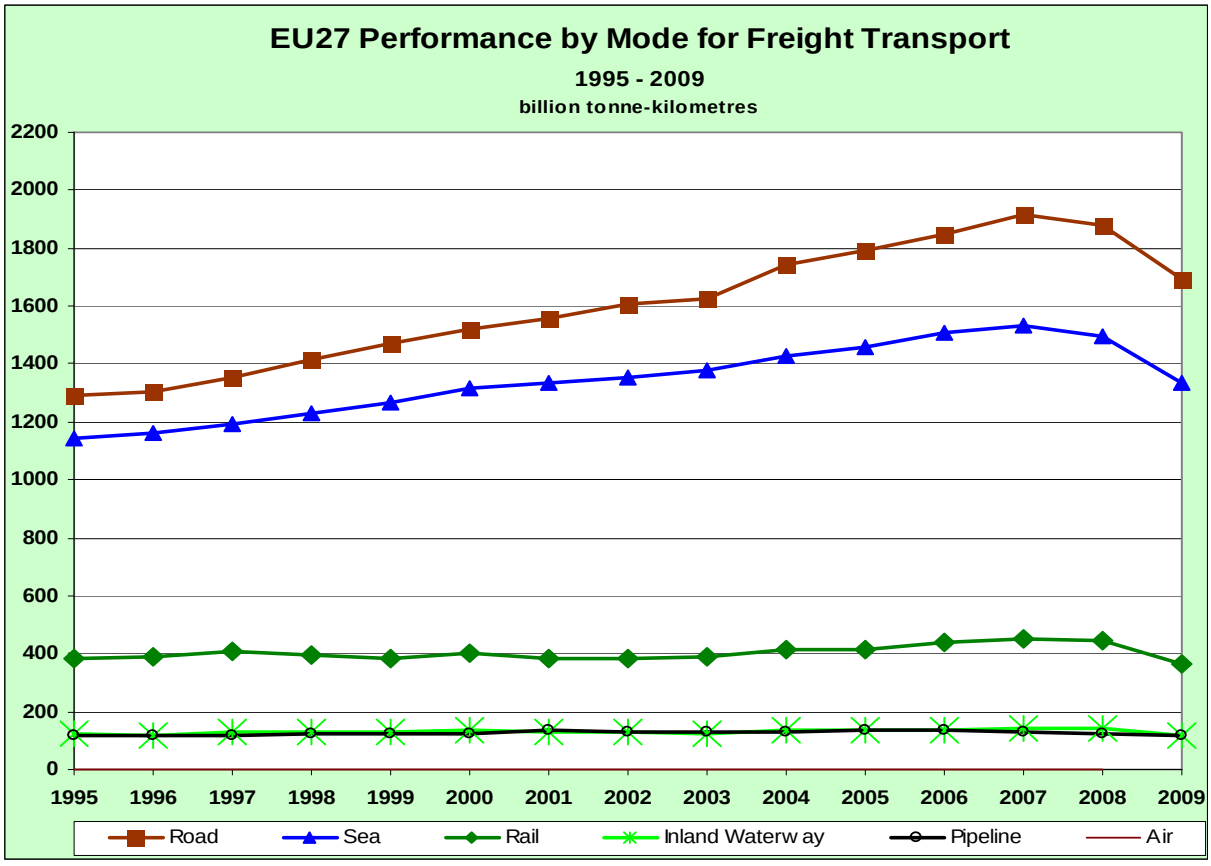
Freight in the EU

It is clear from the chart below that freight traffic, and in particular, road and sea freight traffic in Europe experienced a period of significant growth between 1996 and 2007. In 2008, it can be seen that the global financial crisis began to have a very visible effect on the European Freight Industry (figure 3).

The effects of the global crisis began to show in the middle of 2007 and into 2008, when stock markets around the world fell and some large financial institutions collapsed or were bought out. Governments in even the wealthiest nations were forced to come up with rescue packages to bail out their financial systems.

According to Eurostat, "The economic crisis cancelled out 6 years of growth in European road freight transport". Compared with 2008, 2009 saw a major decline of 10% in total European road freight transport. This was on top of a 2% decrease from 2007 to 2008.

Figure 3: Freight Performance in the European Union: 1995 - 2009



Source: European Commission: EU Transport in figures – Statistical Pocketbook 2011

Closer to home, the Republic of Ireland was hit particularly badly by the economic crisis and in September 2008, official figures showed that ROI was the first Euro zone country to slip into recession. The credit crunch affected borrowing and property prices began to collapse in 2007, dropping by 14% in a year, leaving many in negative equity and devastating the construction industry.

Nor was Northern Ireland untouched by the global crisis, and along with the credit crunch, there was a rapid contraction in business activity in the 12 months prior to September 2008 with the construction industry bearing the brunt of the slowdown. Given that Northern Ireland's biggest trading partners, the rest of the UK and ROI, had also entered recession, it followed that local exporters, and therefore the freight industry, were significantly impacted.

1. Road Freight

Main Sources

The 'National Survey of Transport of Goods by Road' run by the CSO and the Continuing Survey of Road Goods Transport (Northern Ireland) which will be referred to hereafter as CSRGT(NI), run by Department for Transport (DfT) for Great Britain are the primary sources of information on the movement of Road Freight for both jurisdictions.

Information on the activity of GB registered vehicles in both NI & ROI is available from the International Road Haulage Survey (IRHS) which is also run by the DfT in Great Britain.

Both DRD and the DTTAS in ROI have access to administrative data systems which record other sources of information on freight such as the number of licensed HGVs and LGVs, number of freight operator licences and number of freight vehicle registrations.

Comparability and Limitations

All of the above surveys are 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 which should ensure comparability between EU nations.

However, it transpired at the Working Group meeting in January 2011 that there were potentially some comparability issues between data from CSRGT (NI) and the Road Freight Transport Survey. These are discussed below:

1) Vehicle Weight

The EU legislation as described above states that:

> "Each Member State may exclude from the scope of this Regulation goods road transport vehicles whose load capacity or maximum permissible laden weight is lower than a certain limit. This limit may not exceed a load capacity of 3.5 tonnes or maximum permissible weight of 6 tonnes in the case of single motor vehicles."

At the initial meeting of the Priority 5 working group, it was highlighted that there was a potential issue with the reporting thresholds of vehicle weight in NI/UK & ROI as the Gross weight of the vehicle is used for the CSRGT (NI) whereas the unladen[3] weight of the vehicle is used in ROI. The CSRGT (NI) defines freight as vehicles with a Gross Vehicle weight[4] of 3.5 tonnes or more whereas in ROI, freight is defined as a vehicle with an unladen weight of 2 tonnes.

[3] The unladen weight of any vehicle is the vehicle's own weight when not carrying any goods or burden. This is inclusive of the body and all parts which are necessary to or ordinarily used with the vehicle or trailer when working on a road and exclusive of fuel

[4] Gross Vehicle Weight defined as maximum weight of a vehicle or trailer including the maximum load that can be carried safely while used on the road inclusive of fuel

Given that the Gross Vehicle Weight (GVW) less the Carrying Capacity (CC) equals the Unladen Weight (ULW), the data holder in the CSO calculated the GVW of all the vehicles in their sample for a reference year of 2009. He then checked how many were below the 3.5 tonne threshold and how the estimates (tonnes carried, tonnes-kilometres and vehicle kilometres) would have been affected if this element was excluded.

It was found that the differences are insignificant, particularly for the principal characteristic, tonnes-km. This strongly implies that the differing vehicle weight thresholds is not an issue as far as comparability of respective results is concerned. The analysis for ROI data can be found in Appendix 3

The data-holders in DfT then checked the weight of vehicles in their sample and it was found that none of the vehicles in their data had an unladen weight of less than 2 tonnes.

We were therefore able to conclude that the definitional difference has no material impact on comparability and so can safely be ignored. However, this difference in reporting thresholds has implications in that it is not possible to compare the data by vehicle type, e.g. Rigid, Articulated truck etc.

2) Transport of Commodities

The goods classification, *Nomenclature Statistiques de Transport* (NST), the classification of commodities for transport statistics used in the European Union, is a hierarchical structure which divides the 176 headings of the classification into 10 chapters and 52 main groups.

Whilst both jurisdictions classify commodity data according to the chapter headings of the Standard Goods Classifications for Transport Statistics of the European Union, at present, data presented for Northern Ireland uses an earlier version of the NST codes (for trend purposes) than the Republic of Ireland (NST 2007) and as such, the classifications are not comparable. However, DfT were able to provide the 2009 and 2010 commodity data for NI using the updated NST 2007 headings. Data for 2010 can be found in Appendix 3.

Comparison of Available Data for Road Freight in NI & ROI

A comparability table has been drawn up (table 1 overleaf) summarising:

- availability of road freight data for both NI & ROI
- comparability of data
- reason data aren't comparable
- potential for comparability in future

Table 1: Comparison of Data available for Road Freight in NI & ROI

Data	Available		Comparable	Reason for not being comparable	Potential for comparablility
	NI	ROI			
Road Freight:					
Tonnes carried	Yes	Yes	Yes		
Tonnes km	Yes	Yes	Yes		
Vehicle km	Yes	Yes	Yes		
Number of Heavy Goods Vehicles (Figures for NI are an actual count of licensed vehicles at the 31st December on any given year whereas figures for ROI are the average number of goods vehicles within the scope of the survey)	Yes	Yes	Yes		The difference in counting methodology will be highlighted and presented in the report.
Laden Journeys	Yes	Yes	Yes		
Origin/Destination by NUTS III (EU Classification of territorial units for Statistics)	Yes	Yes	Yes		
Length of Haul	Yes	Yes	Yes		
Type of Freight being carried (i.e. Foodstuffs/Crude Minerals/Miscellaneous)	Yes	Yes	Not in published format but comparable information can be requested from DfT	NI uses an older classification of NST code than ROI	Yes, can be provided on request from DfT
By vehicle weight (Threshold for freight differs in ROI and NI with freight vehicles in ROI defined as having unladen weight of greater than 2 tonnes whereas in NI, freight vehicles is defined as having a gross vehicle weight of greater than 3.5 tonnes.)	Yes	Yes	No	ROI uses unladen weight of vehicle and NI uses Gross Vehicle Weight	Potentially, but may involve a large amount of calculation on either of the sample surveys.
What proportion of freight is entirely internal? (i.e. NI vehicles with origin & destination within NI and ROI vehicles with an origin & destination within ROI)	Yes	Yes	Yes		
What proportion of freight is entirely cabotage (Please note that Data on cabotage in both jurisdictions is only available for NI, ROI and GB registered vehicles)	data available for cabotage in ROI	data available for cabotage in NI	Yes		
Main times of day for travelling	No	No	N/a	data not available	
Switching of Mode (i.e. from ship to road etc.)	No	No	N/a	data not available	
Van Freight data	No	No	N/a	data not available	

Key Data & Trends

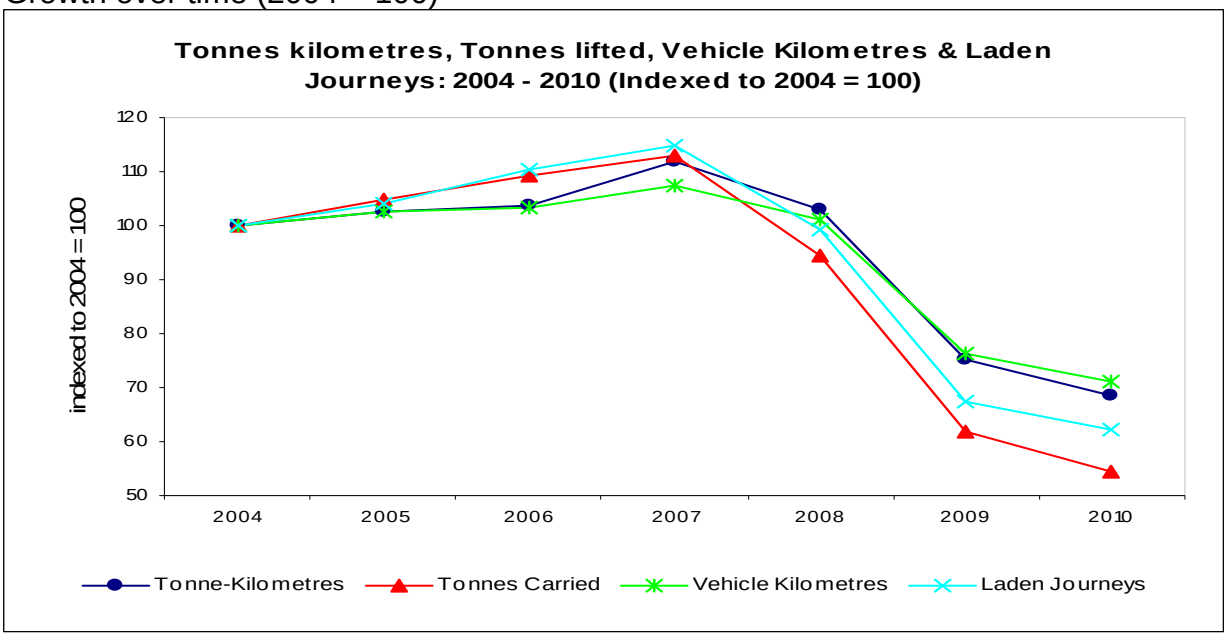
Figure 4 below and Table 2 overleaf illustrate the growth of road freight in NI & ROI since 2004, measured in tonnes km, tonnes carried, vehicle km and laden journeys (indexed to 2004).

In 2004, 347 million tonnes of goods were transported by road in NI & ROI by vehicles registered in NI, ROI and GB. Between 2004 and 2007, both jurisdictions experienced a period of significant growth in the volume of freight transported by road. Tonnes carried increased by 13% to around 392 million, tonnes km carried increased by 12% to around 24,000 million tonnes km, vehicle km grew by 8% and the number of laden journeys taken was 15% higher than in 2004.

Whilst there was a period of growth in the years to 2007, it has been followed by a period of significant decline between 2007 and 2010, attributable to the global financial crisis. The biggest fall occurred between 2008 and 2009, when, tonnes carried decreased by over a third (34%) and tonnes km decreased by a quarter (27%). There were just 19,000 laden journeys in 2009 compared with almost 28,000 in 2008, a decrease of almost one third (32%).

Figure 4: Road Freight Activity in NI & ROI by vehicles registered in NI, ROI & GB: 2004 – 2010

Growth over time (2004 = 100)



Sources: Road Freight Transport Survey (ROI) & CRSGT (NI) & IRHS (GB).

Whilst *tonnes carried* and *tonnes km* are the principal measures used to assess freight activity, *vehicle km*[5] has also been considered in figure 4, as one of the major impacts of recession on the freight industry in ROI has been the imbalance of decline by sector – the construction industry has collapsed with some sectors remaining relatively stable. Due to the weights of the latter the impact on tonnes is somewhat imbalanced.

[5] Vehicle km = Unit of measurement representing the movement of a vehicle over one kilometre.

This imbalance is evident in Figure 4 where it can be seen that *tonnes carried* suffered the sharpest decline between 2007 and 2010 (down by 52%) whilst *tonnes km* fell by 39% and *vehicle km* fell by 34%.

Table 2: Freight carried by NI registered, ROI registered and GB registered vehicles in NI & ROI: 2004 to 2010

Year	2004	2005	2006	2007	2008	2009	2010
Tonne-Kilometres *(million)*	21,080	21,641	21,842	23,544	21,694	15,875	14,452
Tonnes Carried *(thousand)*	347,093	363,268	379,468	391,627	327,674	215,321	188,841
Vehicle Kilometres *(million)*	2,842	2,914	2,933	3,057	2,871	2,165	2,018
Laden Journeys *(thousand)*	27,734	28,832	30,559	31,836	27,528	18,677	17,284

Sources: Road Freight Transport Survey (ROI) & CRSGT (NI) & IRHS (GB). Information relating to Northern Ireland is not available pre – 2004 due to a change in survey methodology.

In the years to 2007, the rapid growth in the road freight industry was attributed to the high levels of investment in the construction of new dwellings, commercial buildings, and transport infrastructure in both ROI and NI and subsequently, the rapid decline of freight volumes can be partially explained by the housing crash and subsequent decline in the construction industry. Between 2005 and 2008, the weight of goods accounted for by *Crude and Manufactured Minerals, Building Materials* fell from 62% of the total weight of goods carried in ROI to 57%.

While the commodity classifications used in Northern Ireland are not directly comparable with those in ROI, it is apparent that the decline in the construction industry has also impacted on the freight industry in Northern Ireland. In 2005, 19% (11.0 million tonnes) of the total goods carried in Northern Ireland were classified as '*building materials'* but by 2009, this had reduced to 13% (7.4 million tonnes). In 2010, the proportion of freight accounted for by '*building materials'* increased to 15% (7.7 million tonnes).

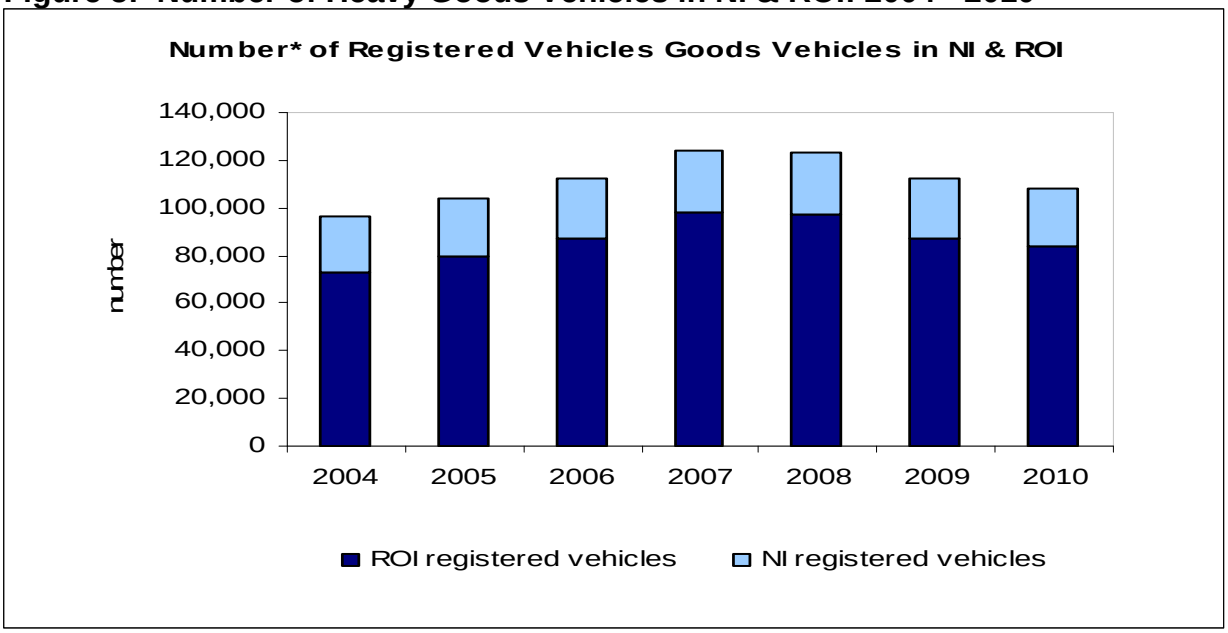
Information on the tonnes carried by commodity in 2010 by NI & ROI can be found in Appendix 4 and further information on length of haul, Origin/Destination and a breakdown of freight traffic by NI, ROI and GB registered vehicles in NI & ROI can be found in Appendices 5, 6 & 7.

Goods Vehicles Registered

The number of NI & ROI registered goods vehicles (Figure 5) increased year on year to reach a peak of around 124,000 vehicles in 2007 (excluding foreign registered vehicles that may also provide haulage services in both jurisdictions). By 2010, the number of haulage vehicles in both jurisdictions fell by 13% to around 108,000 vehicles.

If the numbers of vehicles in each jurisdiction are considered separately, there is a reduction of 8% in the number of NI registered vehicles and a reduction of 14% in the number of registered vehicles in ROI between 2007 and 2010, which indicates that the recession may have impacted more severely on the freight industry in ROI.

Figure 5: Number of Heavy Goods Vehicles in NI & ROI: 2004 - 2010



Source: Road Freight Transport Survey, ROI & Driver Vehicle Agency (DVANI)
* Please note Figures for NI are an actual count of licensed vehicles at the 31st December on any given year, whereas figures for ROI are the average number of goods vehicles within the scope of the survey over the period of a year.

Additional Information on Journeys by NI Registered Vehicles: 2009

Of journeys taken by NI registered vehicles, 94% of journeys by Northern Irish registered HGVs had an origin and destination within NI & ROI.

Of these:

- 91% had an origin and destination within Northern Ireland
- 1% had an origin and destination within Republic of Ireland (cabotage[6])
- 8% had an origin that is different to the destination (e.g. origin is NI and destination is ROI or vice versa).

In 2009, it is estimated from CSRGT GB (2009) data that there were approximately 200,000 journeys within Northern Ireland by GB-registered HGVs.

Data Gaps

1. Foreign Trucks

Aside from what we know about the activities of NI, ROI & GB registered vehicles on the roads of NI & ROI, there is very limited data on the activities of freight vehicles from other nations whether as cabotage or cross trade[7]. Whilst some discussion has taken place in ROI regarding a new survey to address this information gap, to date

[6] **Cabotage** is the transport of goods between two points in the same country by a vehicle registered in another country

[7] **Cross Trade Road Transport** is International road transport performed by a road motor vehicle registered in a third country. *A third country is a country other than the country of loading/embarkation or than the country of unloading/disembarkation.*

this has not happened. In 2009, DfT (UK) undertook a survey of the activity of foreign registered heavy goods vehicles (HGVs) in the United Kingdom, of which the main objective was to provide a better understanding about the level of activity of foreign registered HGVs whilst in the UK. This includes information about the length of stay, the commodities transported, nationality of vehicles and drivers, the degree to which activities are planned or unplanned and the amount of cabotage undertaken.

However, the scope of this survey excluded the activity of non-UK vehicles within Northern Ireland unless the vehicles departed the UK through a port within Great Britain.

If a survey was to be commissioned in NI or ROI, the main data gaps relating to the movement of foreign vehicles would be:

- Length of stay
- the commodities transported
- nationality of vehicles and drivers
- the degree to which activities are planned or unplanned
- amount of cabotage undertaken

One potential method of data collection would be face to face surveys at ferry disembarkation ports, however, given the likely cost of this and the financial situation at the moment, it is unlikely to take place in the foreseeable future.

2. Extent of Van Freight

It has become apparent in recent years that large amounts of goods are being transported by small vans and lorries. Given that European legislation only requires vehicles with a Gross Vehicle Weight of greater than 3.5 tonnes to be surveyed, there is an information gap on goods being carried by smaller vehicles.

In Northern Ireland, there has been a significant increase in the number of light goods vehicles (LGV's) licensed, up from 8.4% of all vehicles in 2005 to 9.0% of all vehicles in 2010. However, LGV's and vans can be used for a number of different activities and data is not available on what vans and lorries are being used to carry.

Other European countries have started to undertake work in addressing this lack of knowledge in the Van sector.

In England, a 'Van Activity Baseline Survey' was undertaken in 2008. This was a postal survey of vans, defined as those vehicles that can carry goods and have gross vehicle weights of 3.5 tonnes or less and the aim was to gain an understanding of the composition of the van fleet and the factors affecting the growth in this area.

Statistics Norway have also researched the area of van freight and their definition of *Vans and small lorries* are lorries, vans and combined vehicles with a carrying capacity of less than 3.5 tonnes.

Comparisons with other road goods transport statistics compiled by Statistics Norway indicate that the light goods vehicles were driven more than twice as long with cargo

as heavier lorries and road tractors in 2008. Despite this - and despite the fact that there are more than ten times as many light goods vehicles as heavy goods vehicles in Norway - the tonnage carried by vans and small lorries only made up 6 per cent of the total tonnage carried by Norwegian road goods vehicles in 2008. The light goods vehicles' share of the total road goods transport performance was 4 per cent. Therefore, it would appear that van freight sector caters for those doing high mileage with little cargo.

3. Time of day for travelling

Information on the time of travel is a potential gap although there may be the possibility of using roadside counters to identify the peak movement hours.

Maritime Freight

Main Sources

In Northern Ireland, the Department for Enterprise, Trade & Investment (DETI) compile administrative returns from the ports and these are published in the "Northern Ireland Ports Traffic" publication on an annual basis. More detailed information on the activity of individual Northern Ireland ports is available from the "UK Maritime Statistics Report" which is also published annually.

In the Republic of Ireland, CSO compile quarterly and annual statistical returns from the ports and publish them in the "Statistics of Port Traffic" which is published annually.

In addition, the Irish Maritime Development Office (IMDO) produces an annual publication, 'The Irish Maritime Transport Economist' which reviews the state of the maritime freight industry in at both NI & ROI ports, in terms of the Economy, Trade, Traffic and Market.

Comparability & Limitations

An EC Maritime Statistics Directive (Council Directive 2009/42/EC on statistical returns in respect of the carriage of goods and passengers by sea) is applicable to both the UK and ROI as member states of the European Community.

Under the Directive, information is required quarterly on foreign and domestic tonnages and freight units for major ports (i.e. those that have over one million tonnes of freight per annum) by route, nationality of vessel and cargo type. Less information is required for smaller ports.

Most of the detailed freight information is collected from shipping lines, operators and shipping agents, because the detailed route and ship nationality information required by the Directive is only generally available from them.

The ports supply more limited quarterly and annually information, which is used to provide control totals and also to publish more timely provisional results.

Comparison of Available Data for Maritime Freight in NI & ROI

A comparability table has been drawn up (table 3 overleaf) summarising:

- availability of maritime freight data for both NI & ROI
- comparability of data
- reason data aren't comparable
- potential for comparability in future

Table 3: Comparison of Data available for Maritime Freight in NI & ROI

Data	Available		Comparable	Reason for not being comparable	Potential for comparability
	NI	ROI			
Maritime Freight					
Tonnes carried	Yes	Yes	Yes		
By freight type (e.g. Ro/Ro, Lo/Lo)	Yes	Yes	Yes - with some combining of categories		
By Commodity	Some information available from DFT detailed report on NI's main ports	Partial	Some data may be comparable if categories are combined.		
Incoming / Outgoing Freight	Yes	Yes	Yes		
Departing / Arriving Port	Partial (know the region that freight is departing from or arriving to)	Partial (know the region that freight is departing from or arriving to)	Yes		

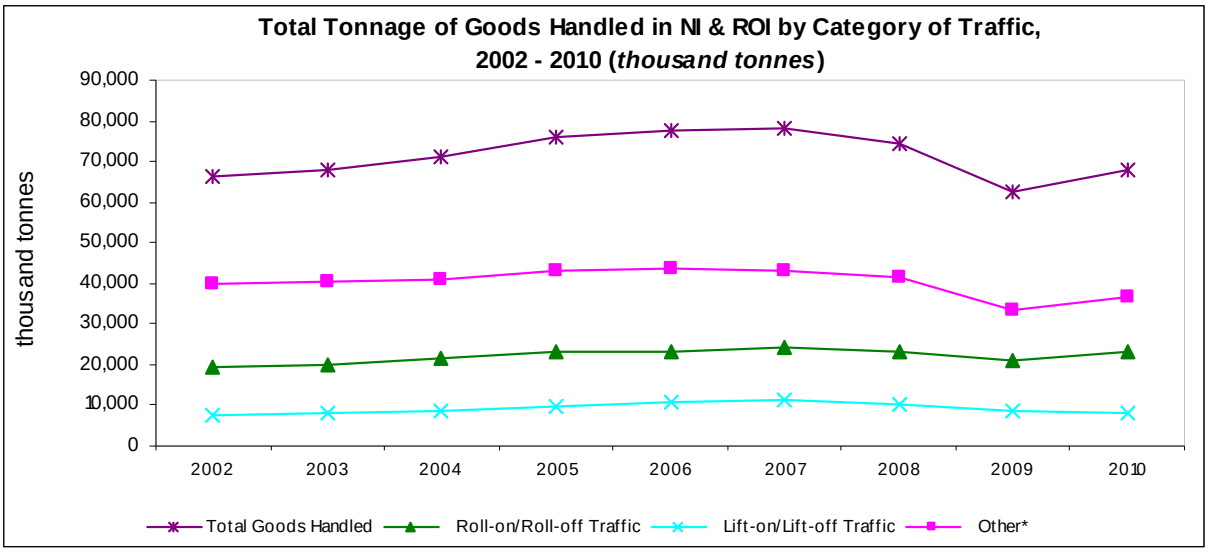
Key Data / Trends

With the exception of a very small tonnage of airfreight, all international freight movements to and from the island of Ireland are by sea.

In 2002, 66 million tonnes of goods were transported through ports in both jurisdictions (figure 6), with the majority (47 million tonnes) being goods received. Between 2002 and 2007, there was a year on year increase in the tonnage of goods handled, reaching a peak of 78 million tonnes of goods handled at ports in NI & ROI in 2007 representing an increase of 18% compared with 2002.

In 2008, the total tonnage of goods handled fell by 4% to 75 million tonnes of goods and decreased by a further 16% in 2009 to 63 million tonnes of goods. However, in 2010, there were some signs of recovery as the total tonnage of goods handled increased by 9% to 68 million tonnes.

Figure 6: Maritime Freight in NI & ROI: 2002 – 2010

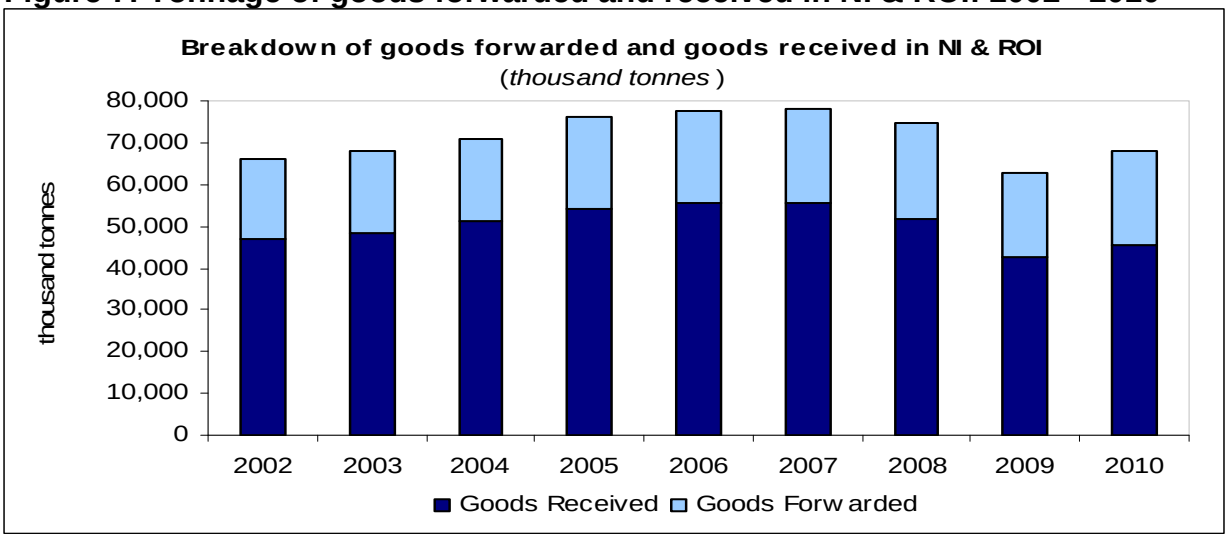


Source: Statistics of Port Traffic (CSO) and NI Ports Traffic (DETI)

Figure 7 overleaf looks at the breakdown of goods forwarded and goods received in NI & ROI between 2002 and 2010. As already observed, the total tonnage of goods handled at both NI & ROI ports increased year on year from 2002 until 2007, fell between 2007 and 2009 and then increased by 9% in 2010.

It can be seen that goods received accounts for the majority of goods handled at Irish Ports each year. During the growth period 2002 – 2007, goods received accounted for 71 – 72% of total goods handled. In 2010, the proportion accounted for by goods received was 67%, a significant decrease on the proportion of goods received in 2007 (71%).

Figure 7: Tonnage of goods forwarded and received in NI & ROI: 2002 - 2010



Source: Statistics of Port Traffic (CSO) and NI Ports Traffic (DETI)

From the chart overleaf (Figure 8), it can be seen that over half of maritime freight (54% in 2010) is accounted for by 'other' cargo which includes liquid bulk, dry bulk, cargo carried in ship or hold consignments, break bulk and general cargo.

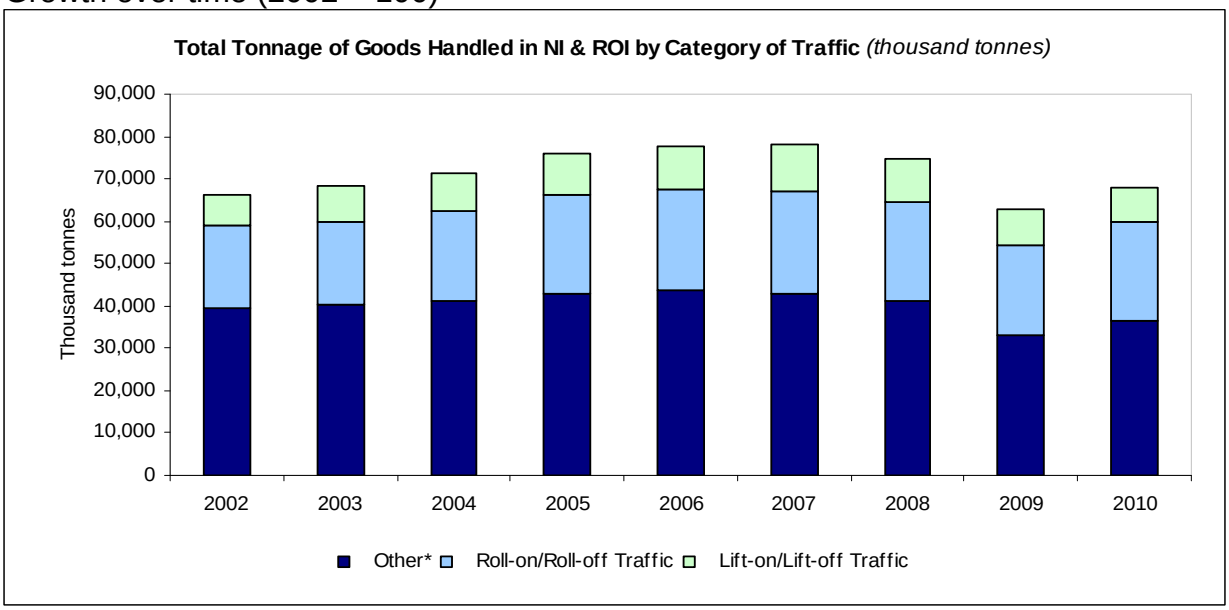
Between 2002 and 2007, Lift on/Lift off (Lo/Lo) container traffic increased by half (50%), Roll on/Roll Off (Ro/Ro) traffic increased by a quarter (25%), and 'Other' cargo increased by just 8%.

In 2007, Lo/Lo traffic accounted for 11.1 million tonnes (both goods received & forwarded). In 2008, this decreased by 9.3% to 10.1 million tonnes. There was an even bigger fall in 2009 (16.4%), with just 8.4 million tonnes of Lo/Lo traffic handled in both jurisdictions. In 2010, Lo/Lo traffic volumes fell by a further 2.5% to 8.2 million tonnes. This is despite growth in all overall tonnage of goods handled.

This decline in Lo/Lo traffic is largely due to Lo/Lo trades being heavily weighted in the movement of import bound traffic and according to the Irish Maritime Transport Economist, "the slowdown in residential construction linked to subdued consumer confidence saw demand for white goods, consumables and luxury goods significantly diminish".

2008 also saw the first decline in Ro/Ro freight trailer volumes in over 10 years (down 3% to around 23 million tonnes) and this downward trend continued during 2009 with a 9.6% decrease to around 21 million tonnes in NI & ROI. There were some signs of recovery for Ro/Ro traffic in 2010 with a 10% increase in the tonnage of goods handled.

Figure 8: Maritime Freight Activity in NI & ROI: 2002 – 2010
Growth over time (2002 = 100)



*Includes liquid bulk, dry bulk, cargo carried in ship or hold consignments, break bulk and general cargo

Sources: Statistics of Port Traffic (CSO) and NI Ports Traffic (DETI)

Further information on the total tonnage of goods handled classified by Category of Traffic in NI & ROI (2002 – 2010) and the tonnage of goods handled by ports in NI & ROI in 2010 can be found in Appendices 8 & 9.

Between 2007 and 2009, the tonnage of goods carried by road fell by 45% while for maritime freight, the total tonnage of goods handled fell by just 20% in the same period. This would indicate that the demand for road freight is generated by other internal factors in addition to maritime freight.

Data Gaps

1. The main issue in relation to the maritime freight sector is to identify what is being transported in both Ro/Ro and Lo/Lo containers. This is much more problematic than with road freight due to less detailed documentation requirements.

Air Freight

Compared to the 68 million tonnes of freight handled by maritime transport in both jurisdictions in 2010, the volumes of freight and mail transport by air are very small (0.2 million tonnes in 2010). Whilst the volumes are small compared to other modes of transport, the average value of the one tonne of air transported goods is almost always much higher than in other modes of transport.

Main Sources

For the UK, (including Northern Ireland), statistics on the freight handled at each airport are published by the Civil Aviation Authority (CAA) who compile administrative returns from airports. These statistics are published on a monthly and annual basis.

For the Republic of Ireland, the CSO conducts the Aviation Statistics Survey in accordance with the EU Legislation. The survey covers 11 Irish airports. These same airports provide data to the CSO for every reference year. Data collected is then transmitted to Eurostat.

Comparability & Limitations

EC regulation No 437/2003 is in place to ensure that the data for the carriage of passengers, freight and mail by air should, where possible, be compatible with international data provided by the International Civil Aviation Organisation (ICAO) and be made comparable, where applicable, as between Member States and for the different modes of transport.

In the Republic of Ireland, the total tonnage for air freight is inclusive of mail and it is not possible to separate, whilst in Northern Ireland it is possible to separate air freight from mail. So that the data can be compared, mail freight has been added to the total air freight for Northern Ireland. However, this is not seen as a significant issue.

Comparison of Available Data for Air Freight in NI & ROI

A comparability table has been drawn up (table 4 overleaf) summarising:

- availability of air freight data for both NI & ROI
- comparability of data
- reason data aren't comparable
- potential for comparability in future

Table 4: Comparison of Data available for Air Freight in NI & ROI

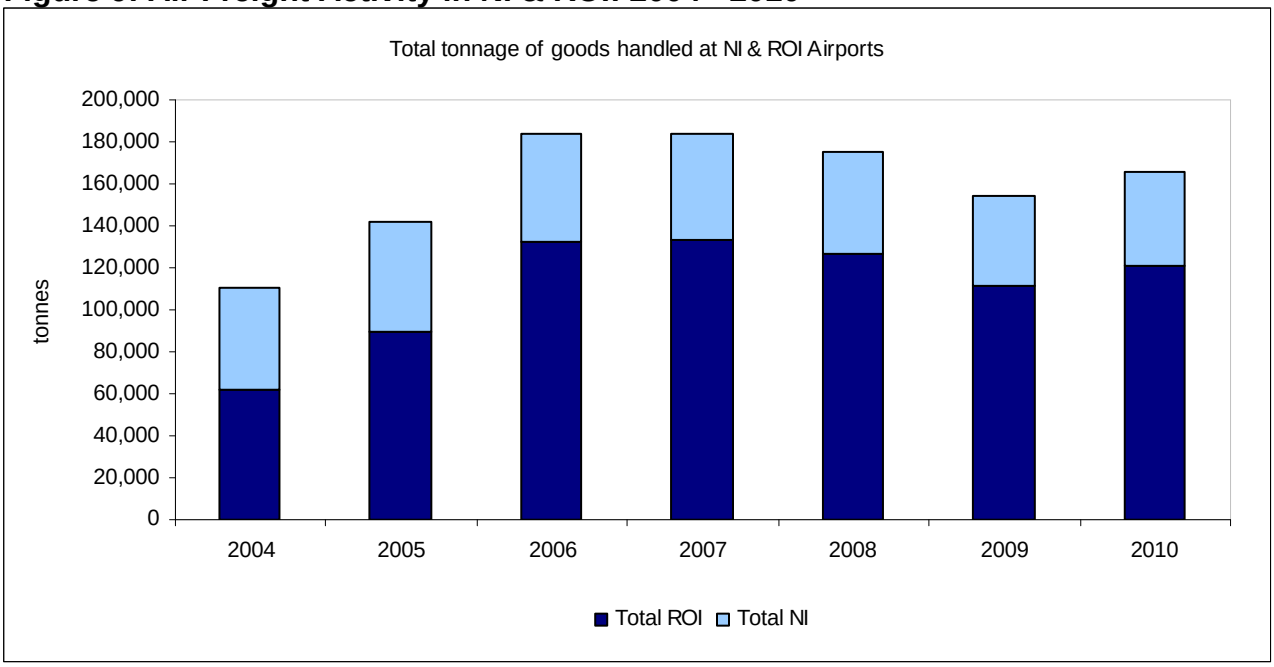
Data	Available		Comparable	Reason for not being comparable	Potential for Comparability
	NI	ROI			
Air Freight					
Weight of freight (tonnes)	Yes	Yes	Yes		
Departing or Arriving Airport	Known if arriving or departing from both jurisdictions	Known if arriving or departing from both jurisdictions	Yes		
Type of Freight	No	No	No	Information not available	
Whether Incoming/Outgoing Freight	Yes	Yes	Yes		
Mail Included	No	Yes	No	Mail is included in ROI figures	Yes, have separate mail figures for NI so can add mail figures to freight to enable comparison.

Key Data / Trends

In 2004, over 60,000 tonnes of airfreight were handled at ROI airports with a further 48,000 tonnes handled at airports in NI (figure 9). The following year saw the tonnage of goods handled in ROI increase by 45% compared with an increase of 8% in NI airports. In fact, the tonnage of goods handled in ROI increased year on year until 2007 when almost 133,000 tonnes were handled, over double the amount handled in 2004. In contrast, the volume of goods handled at NI airports peaked at 52,000 tonnes of goods in 2005 and decreased year on year until 2009 when 43,000 tonnes are handled.

Between 2007 and 2009, the effects of the recession are obvious in both jurisdictions with the total tonnage of goods falling by 15% in NI and 16% in ROI. However, the situation improves slightly in 2010 with a 9% increase in the tonnage handled at ROI airports and a 3% increase at NI airports.

Figure 9: Air Freight Activity in NI & ROI: 2004 - 2010

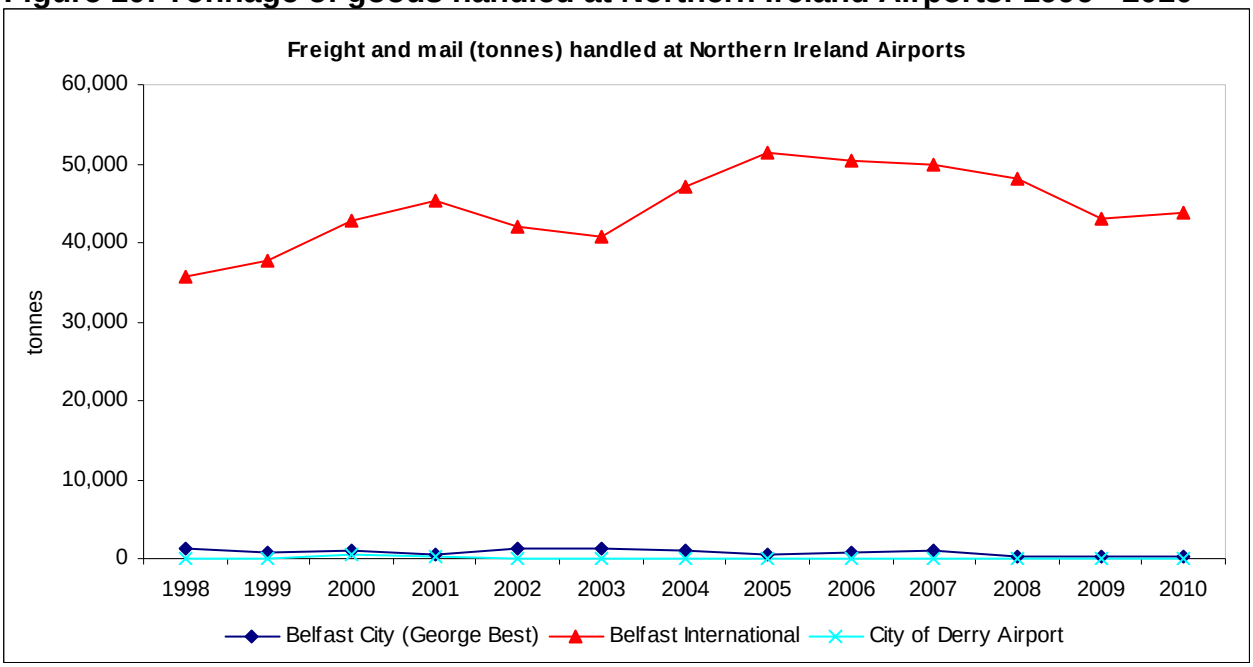


Source: CSO for ROI data, CAA for NI data

Due to Northern Ireland's relative isolation from both the rest of the UK and Europe, Belfast International Airport is one of the most important regional airfreight centres in the UK. Almost 50,000 tonnes of air cargo (freight and mail) were handled in 2007, making it one of the busiest UK regional airports in terms of freight.

Almost all freight and mail passes through Belfast International Airport in Northern Ireland (figure 10), whereas in ROI, in 2010, 84% of freight and mail was handled at Dublin Airport and a further 16% handled at Shannon Airport, the main airport servicing the West of Ireland (figure 11).

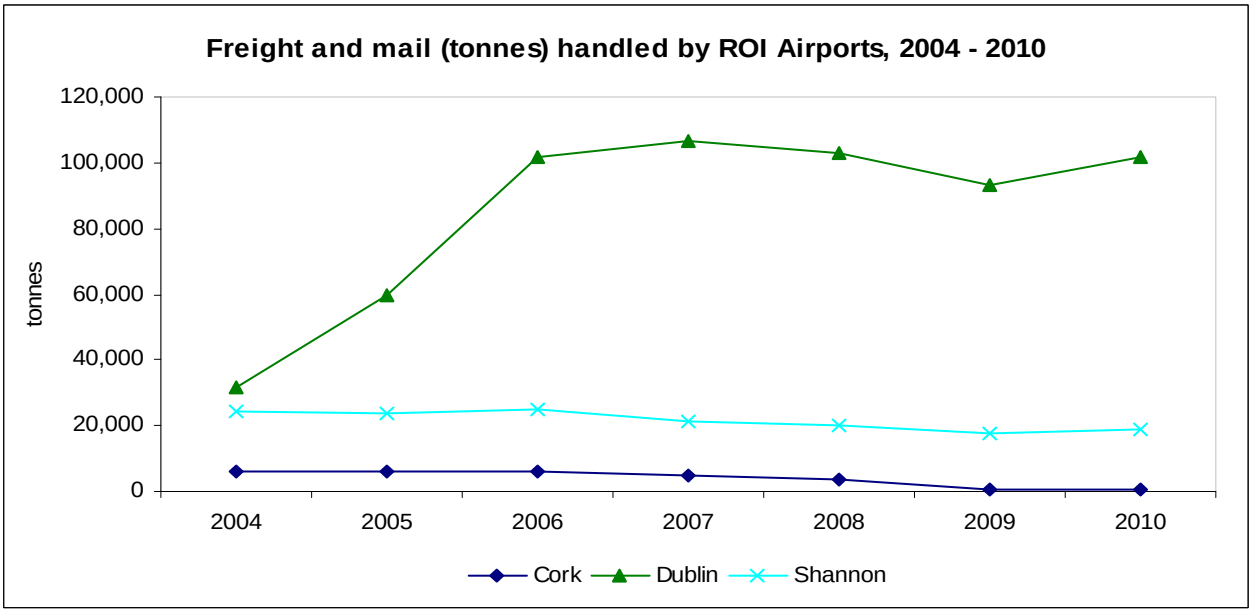
Figure 10: Tonnage of goods handled at Northern Ireland Airports: 1996 - 2010



Source: CAA Statistics

Since 2004, the tonnage of goods handled in airports in ROI (figure 11) has more than doubled and in 2010, 121 thousand tonnes were handled. It is clear from figure 15 below that freight handled in Dublin airport has been the driver for this large increase with freight at Dublin Airport tripling since 2004.

Figure 11: Tonnage of goods handled at Republic of Ireland Airports: 2004 - 2010



Source: CSO Transport Omnibus

Data Issues

1. Mail

In general, mail is counted within air freight. Whilst for NI the proportion of mail freight is counted separately, this is not possible for the ROI, so for Northern Ireland, mail is included in the air freight figures to make it comparable with ROI figures.

2. Potential for double counting of Airfreight

More recently, another issue has come to light regarding airfreight in Ireland. It would appear that high value goods manufactured in Ireland such as computer chips where the ultimate destination might be in the USA are initially taken by road to Dublin Airport where they are put on an Airways Bill. The cost of transportation to the destination is then calculated and in some cases, it may be cheaper to transport the goods by road and sea to a major 'hub' airport such as Heathrow which has the 3rd largest airfreight operation in the world and therefore has the best possible direct connections to end destinations worldwide.

The issue in this case is that there is an element of double counting as the consignment is counted as airfreight once it is put on an airways bill and would then be counted as maritime freight if it is then transported by road through Dublin Port. Priority Working Group Four whose remit is International Connectivity are currently investigating this issue.

Data Gaps

1. The proportion of ROI Airfreight accounted for by mail

In Northern Ireland, it is known that mail accounts for between 20% - 30% of all airfreight (depending on the year). At the moment, it is not possible to obtain this information for Republic of Ireland.

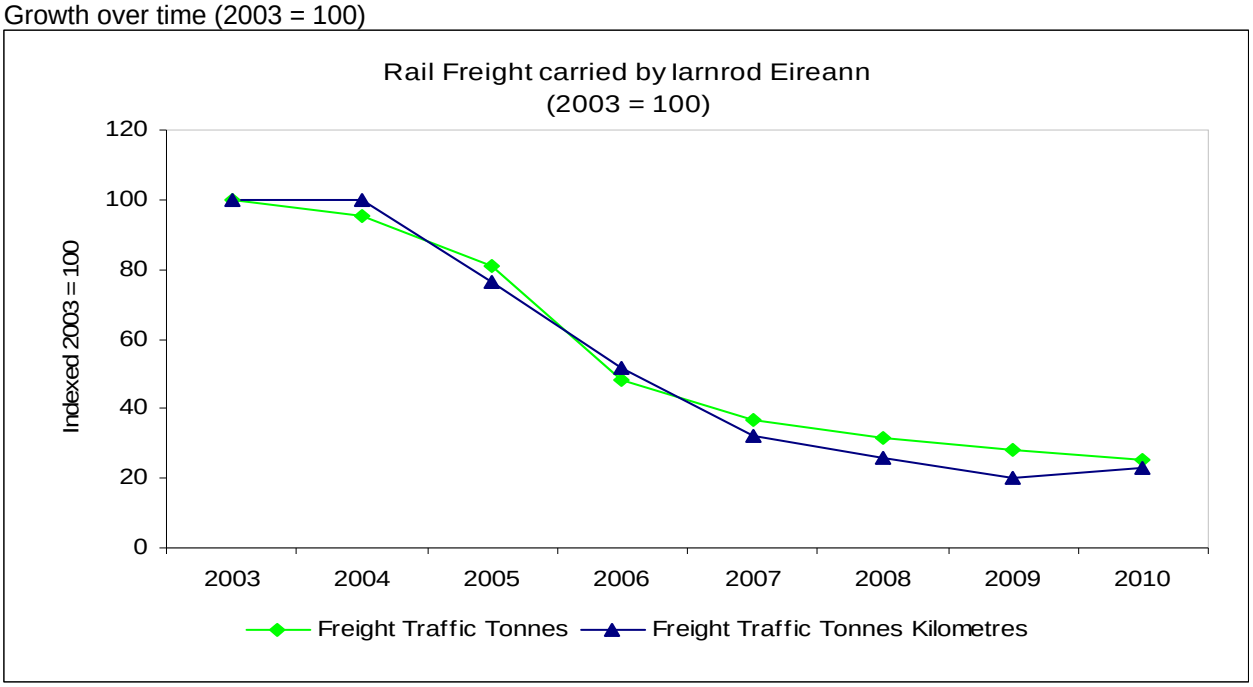
Rail Freight

Main Sources
Rail Freight stopped completely in Northern Ireland in December 2003 and data on rail freight in ROI is provided by Iarnród Éireann (Ireland's Rail Network) and published in the CSO Transport Omnibus Publication.

Comparability & Limitations
As Rail Freight stopped completely in Northern Ireland in December 2003, there are no issues with comparability and any data presented below is solely for the Republic of Ireland.

Key Data & Trends
Rail Freight stopped completely in Northern Ireland in December 2003 and has significantly declined in ROI. In 2010, 568 thousand tonnes of rail freight were carried by Iarnród Éireann, a quarter (25%) of the amount carried in 2003 (2,251 thousand tonnes).

Figure 12: Rail Freight Activity in Republic of Ireland: 2003 - 2010
Growth over time (2003 = 100)



Source: CSO Transport Omnibus

In 2003, *general freight* accounted for the largest proportion of rail freight carried (28%), *Mineral ores* and *Cement* accounted for a further 24% and 23% respectively whilst *Ale, Beer & Stout* accounting for 17%. The tonnage of *Mineral Ores* carried by rail has dropped from 546 thousand tonnes in 2003 to 376 thousand tonnes in 2010, when it accounted for two thirds (66%) of all rail freight handled. A further indication of the declining rail freight industry is that in 2010, the only commodities to be transported by rail were *Mineral Ores*, *Wood & Cork* and *General Freight*

Data Issues

From our initial working group meeting, it became apparent that Bord na Mona have an extensive private rail network which is used for carrying goods and data on the goods carried on this network were not included in the CSO statistics.

Bord Na Mona
When contacted, Bord na Mona give an overview of their rail freight operations in ROI. The company operate an industrial rail network throughout the midland counties of Ireland, for the purpose of supplying millled peat to three Power Stations and their Horticulture and Fuels businesses. The rail network consists of 720km of narrow gauge railway, 580km of which is permanent track. The remainder, 140km, is temporary track which may be lifted and re-laid up to 12 times a year to facilitate peat transportation by connecting different stock piles to the main line.
The rail lines almost exclusively carry milled peat, however a tiny proportion of the traffic would be the transport of rail maintenance personnel and rail materials.

The feedstock divisions of the company have transported, on average 3.316 million weighed tonnes of milled peat per annum, into power stations, briquette factories and horticulture plants by rail over the last 3 years. This is almost 5 times the total tonnage of freight carried by Irish Rail (0.717 million tonnes in 2008). In this context, Bord na Mona is a very significant conveyor of freight within ROI.

Data Gaps

1. Tonnes km data for Bord na Mona network
It would be useful if to obtain tonnes km information from Bord na Mona so that we could build an overall picture of rail freight in Ireland.

Formal Gap Analysis and Stakeholder Event

In order to identify and prioritise freight data gaps, a user consultation template (which highlighted available data and an assessment of North South comparability (Appendix 10) was issued to key stakeholders from the Government and private Industry and the responses were collated by mode, by jurisdiction and by policy area, i.e. economic, environmental and road safety.

Following on from the user consultation, DRD and CSO co-hosted a stakeholder workshop in the Chester Beatty Library, Dublin Castle on October 5th, 2011. The purpose of this workshop was to review and discuss responses from the stakeholder consultation, to ensure no significant data gaps had been overlooked and also to prioritise the data gaps identified by the user consultation exercise.

Twenty seven people attended, representing government agencies and departments North and South, the media and private industry. There was a high level of participation and discussion, resulting in some worthwhile and useful feedback. A number of important knowledge gaps had been identified via the written submissions. Discussions on the day suggested that there were additional significant data gaps and understanding that had not emerged, for example, better information regarding the structure of the freight industry, pricing and fuel tourism and consumption.

The plenary session then broke into groups for a light working lunch, to discuss the presentations, identify issues that have been overlooked and assign priorities to the data gaps. Returning to a plenary format, an active discussion followed where ideas and gaps were collected from the floor. CSO collated the data gaps that were identified by both the consultation exercise and the stakeholder event and these can be found in Appendix 11.

Following this event, DRD contacted their freight data providers again to ascertain whether any of the NI data highlighted as a gap were in fact available and the potential for being available. The tables in Appendix 12 list the data highlighted as a gap by stakeholders. Based on the responses of the data providers, this table now provides a definitive list of required data for NI and an indication of whether or not it is available or partially available. Tables have been arranged by the sector (Road, Sea etc) and policy area (Economic, Safety etc) to which they belong.

Appendix 1: Proposed Work Plan for Priority 5 Working Group

Priority 5: Network Management
Lead Organisations: **Central Statistics Office, NI Statistics and Research Agency**
Others: Irish Maritime Development Office, National Travel Authority.

Both statistics agencies North and South will be invited to examine the current data on freight movements with a view to determining what data needs are now arising to help further develop the evidence base (contact has already been made for broader transport statistics). Separately Departments may arrange for the commissioning of research into network management issues that are particular to the road network.

Priority 5: Proposed Work plan
The work group will be invited to consider the following as a proposed work plan:

1. Both Statistics agencies will arrange a workshop on comparability of statistics North and South.
2. A series of workshops to capture data needs from AIFF stakeholders may be arranged.
3. Presentation by the NTA of results obtained from its extensive freight survey under the EU SMARTFREIGHT project.
4. Origin-Destination survey using SafeSeasIreland system.
5. A report on road network management issues will be compiled.

The work plan should be further developed in conjunction with the AIFF secretariat with activities taking place from September 2010.

Appendix 2: All-Island Freight Forum (AIFF) Network Management Working Group: Draft Terms of Reference

Purpose

The Group will review existing freight movement information across Ireland, and assess user needs, with a view to producing an action plan to help further develop the evidence base. This will cover all freight sectors – road, rail, sea and air. Central to this will be the identification of areas where comparable information can be currently produced on an all-island basis and to highlight any remaining gaps.

Role

The role of the Group shall be to:

- document existing freight movement data sources;
- assess North-South data comparability and highlight significant issues;
- produce a report on findings and include key comparable data;
- hold and facilitate a workshop(s) to capture data needs from AIFF stakeholders and to provide a showcase for their own information sources;
- conduct a gap analysis between existing sources and user needs; and
- develop a prioritised action plan to meet needs and improve the freight movement evidence base in Ireland.

It is anticipated that the documentation of existing data sources will be completed as an immediate first step. A fuller report, assessing comparability and presenting key data, will then be brought to a stakeholder/user workshop by June 2011. The gap analysis and subsequent action plan would be expected to follow this event and be incorporated into a final report from the Group by October 2011[8].

This will complete Phase 1 of a longer-term project to address network management issues. Phase 2 will draw on the improved evidence base to complete its report but would be more appropriately led by policy colleagues.

Membership

The Group will consist primarily of relevant statistical staff from the Dept of Regional Development's (DRD) Central Statistics and Research Branch (CSRB) and the Central Statistical Office (CSO). However, it may also call on others from relevant statistical and transport bodies, North and South, as required. It has been agreed by AIFF that the North will lead on this priority area.

Format/Frequency of Meetings

The full Group will meet two or three times at key project milestones to agree next steps and sign-off on final reports. It is expected that a lot of work can be completed by correspondence with additional working meetings held, if required, to discuss specific sources in more detail. The Group will be reconstituted after Phase 1 with a new Terms of Reference.

[8] Please note that due to other work/pressure, the stakeholder/user workshop was postponed until October 2011, with a final report due in March 2012.

Appendix 3: Analysis of Vehicle Weight in Republic of Ireland

Table 5: Analysis of vehicle weight in ROI

Road Freight Survey - Republic of Ireland - 2009					
Characteristic	Unit	Threshold		Difference	
		(1) ULW>=2.0 tonnes	(2) ULW>=2.0 tonnes *AND* GVW>=3.5 tonnes		
Tonnes-kms	million tonne-kms	12,069	12,067	2	0.02%
Tonnes carried	thousand tonnes	148,304	148,237	67	0.05%
Vehicle Kms	million kms	1,580	1,578	2	0.13%
Freight vehicles	thousands	87,556	86,787	769	0.88%
Laden Journeys	thousands	12,646	12,581	65	0.51%

Appendix 4: Tonnes Carried by Commodity (NST 2007) in 2010

	Tonnes Carried *(thousands)*			
	ROI (all ROI vehicles)		NI Vehicles (within NI)	
Commodity	Tonnes Carried (thousands)	%	Tonnes Carried (thousands)	%
Products of agriculture, forestry and fishing	8,881	6	6,859	13
Coal and natural gas	2,124	1	523	1
Quarry products, metal ores and peat	46,671	31	12,659	25
Foodstuffs	23,609	16	6,840	13
Textiles and leather	1,061	1	299	1
Wood, pulp and paper	5,553	4	1,975	4
Coke and refined petroleum products	11,153	8	2,951	6
Chemicals and plastics	4,291	3	1,813	4
Other non-metallic mineral products	22,093	15	7,669	15
Metal products (except machinery and equipment)	2,708	2	1,162	2
Machinery and equipment	3,409	2	1,143	2
Furniture and other manufactured goods	1,941	1	292	1
Secondary raw materials and waste	3,600	2	3,033	6
Other goods*	11,209	8	4,310	8
Total	**125,865**	**100**	**51,529**	100

Sources: Continuing Survey of Road Goods Transport (NI): DfT, Road Freight Transport Survey

* Other goods include the following categories: 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.

Appendix 5: Length of Haul for ROI & NI Registered Vehicles 2010

Table 6: Length of Haul by ROI Vehicles

Length of Haul	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	million	*%*	*thousand*	*%*	*million*	*%*
Up to 10 km	95	0.9	15,381	12.2	514	35.3
11 - 25 km	522	4.8	29,840	23.7	47	3.2
26 - 50 km	809	7.4	22,397	17.8	75	5.1
51 - 150 km	2,993	27.4	34,607	27.5	281	19.3
Over 151 km	6,505	59.5	23,641	18.8	541	37.1
Total	**10,924**	**100**	**125,866**	**100**	**1,458**	**100**

Source: Road Freight Transport Survey

Table 7: Length of Haul by NI Vehicles

Length of Haul	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	million	*%*	*thousand*	*%*	*million*	*%*
Up to 10 km	61	1.4	11,058	16.7	8	1.8
11 - 25 km	269	5.9	15,327	23.1	35	7.6
26 - 50 km	470	10.3	12,826	19.3	70	15.1
51 - 150 km	1,698	37.3	19,519	29.4	206	44.3
Over 151 km	2,049	45.1	7,575	11.4	144	31.1
Total	**4,547**	**100**	**66,306**	**100**	**464**	**100**

Source: Continuing Survey of Road Goods Transport (NI): DfT

Appendix 6: Transport Activity classified by Region of origin and Region of destination

Table 8: Goods lifted (thousand tonnes) by NI-registered HGVs by country of origin and destination, 2010

	Region of Destination			
Region of Origin	NI	ROI	GB & Other Countries	Total
NI	51,529	5,548	453	**57,529**
ROI	2,502	1,415	68	**3,985**
GB & Other Countries	365	112	4,314	**4,791**
Total	**54,396**	**7,075**	**4,834**	**66,306**

Source: CSRGT(NI)

Table 9: Goods moved (million tonnes km) by NI-registered HGVs by country of origin and destination, 2010

	Region of Destination			
Region of Origin	NI	ROI	GB & Other Countries	Total
NI	1,962	781	159	**2,902**
ROI	392	152	33	**577**
GB & Other Countries	136	30	902	**1,068**
Total	**2,489**	**963**	**1,095**	**4,547**

Source: CSRGT(NI)

Table 10: Goods lifted (thousand tonnes) by ROI-registered HGVs by country of origin and destination, 2010

	Region of Destination			
Region of Origin	NI	ROI	GB & Other Countries	Total
NI	624	1,079	92	1,795
ROI	1,627	118,357	1,237	121,221
GB & Other Countries	82	1,370	1,392	2,844
Total	2,333	120,806	2,721	125,860

Source: Road Freight Transport Survey

Table 11: Goods moved (million tonnes km) by ROI-registered HGVs by country of origin and destination, 2010

	Region of Destination			
Region of Origin	NI	ROI	GB & Other Countries	Total
NI	36	182	56	274
ROI	283	8,195	842	9,320
GB & Other Countries	45	731	554	1,330
Total	364	9,108	1,452	10,924

Source: Road Freight Transport Survey

Table 12: Goods lifted (thousand tonnes) by NI-registered HGVs by NUTS 3[9] origin and destination, 2010

	Region of Destination								
Region of Origin	Belfast	Outer Belfast	East of Northern Ireland	North of Northern Ireland	West and South of Northern Ireland	Great Britain	Republic of Ireland	Other countries	**Total**
Belfast	6,254	1,545	1,922	498	1,501	x	689	x	**12,448**
Outer Belfast	1,571	3,103	1,380	169	415	x	351	x	**7,055**
East of Northern Ireland	1,779	2,008	7,322	1,059	1,311	x	985	x	**14,590**
North of Northern Ireland	356	247	381	3,920	419	x	617	x	**5,999**
West and South of Northern Ireland	1,332	530	2,320	590	9,597	x	2,906	x	**17,437**
Great Britain	x	x	209	x	x	4,267	x	x	**4,730**
Republic of Ireland	358	375	465	185	1,120	x	1,415	x	**3,985**
Other countries	x	x	x	x	x	x	x	x	**x**
Total	**11,706**	**7,850**	**13,999**	**6,426**	**14,416**	**4,757**	**7,075**	**x**	**66,306**

'x' denotes sample size is too small to supply the data
Source: Continuing Survey of Road Goods Transport Northern Ireland (CSRGT (NI))

[9] NUTS 3 is defined as Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the member states of the European Union. Local Government Districts (LGDs) in NI have been allocated into the following 5 areas.
Belfast – Belfast LGD
Outer Belfast – Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down LGDs.
East of Northern Ireland – Antrim, Ards, Ballymena, Banbridge, Craigavon, Down and Larne LGDs.
North of Northern Ireland – Ballymoney, Coleraine, Derry, Limavady, Moyle and Strabane LGDs
West & South of Northern Ireland – Armagh, Cookstown, Dungannon, Fermanagh, Magherafelt, Newry & Mourne and Omagh LGDs

Table 13: Goods moved (million tonnes kilometres) by NI-registered HGVs by NUTS 3 origin and destination, 2010

	Region of Destination								
Region of Origin	Belfast	Outer Belfast	East of Northern Ireland	North of Northern Ireland	West and South of Northern Ireland	Great Britain	Republic of Ireland	Other countries	**Total**
Belfast	89	25	73	42	123	x	129	x	**497**
Outer Belfast	29	95	40	16	28	x	73	x	**312**
East of Northern Ireland	62	65	245	83	78	x	203	x	**775**
North of Northern Ireland	39	24	27	141	26	x	54	x	**330**
West and South of Northern Ireland	97	37	123	49	306	x	321	x	**988**
Great Britain	x	x	59	x	x	889	x	x	**1,046**
Republic of Ireland	57	61	92	27	155	x	152	x	**577**
Other countries	x	x	x	x	x	x	x	x	**x**
Total	**405**	**323**	**659**	**361**	**741**	**1,059**	**963**	**x**	**4,547**

'x' denotes sample size is too small to supply the data
Source: Continuing Survey of Road Goods Transport Northern Ireland (CSRGT (NI))

Table 14: Goods lifted (thousand tonnes) by ROI-registered HGVs by NUTS 3[10] origin and destination, 2010

Region of Origin	Region of Destination										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Border	7,773	564	519	1,181	881	74	253	115	602	278	12,240
Midland	727	3,694	419	894	535	416	353	208	122	121	7,490
West	362	303	7,502	467	105	344	201	208	42	43	9,577
Dublin	1,712	1,620	764	12,864	4,197	779	1,730	1,457	503	317	25,941
Mid-East	1,104	891	208	4,817	6,806	178	898	311	150	121	15,487
Mid-West	98	481	432	526	235	8,301	1,027	1,877	25	65	13,068
South-East	163	545	131	1,406	698	1,114	9,710	1,901	150	131	15,949
South-West	79	194	175	629	257	1,411	1,882	16,651	33	161	21,471
Northern Ireland	463	67	114	229	34	12	135	25	624	92	1,796
Other Countries	279	37	27	728	93	41	94	71	82	1,392	2,845
Total	**12,761**	**8,399**	**10,292**	**23,741**	**13,841**	**12,672**	**16,282**	**22,824**	**2,333**	**2,721**	**125,865**

Source: CSO Road Freight Transport Survey

[10] NUTS 3 is defined as Level 3 of the Nomenclature of Territorial Units for Statistics (NUTS), for the member states of the European Union. The Counties have been allocated into 8 areas as follows:
Border – Counties of Cavan, Donegal, Leitrim, Louth, Monaghan and Sligo
Midland – Counties of Laois, Longford, Offaly and Westmeath
West – Galway City and County, County Mayo and Roscommon
Dublin – Dublin City, Dun Laighaire - 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, Counties Carlow, Kilkenny, South Tipperary and Wexford
South-West – Cork City and County, and County Kerry

Table 15: Goods moved (million tonnes kilometres) by ROI-registered HGVs by NUTS 3 origin and destination, 2010

Region of Origin	Region of Destination										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Border	375	62	74	134	47	18	63	41	57	189	1,059
Midland	63	135	43	90	35	34	37	40	24	61	563
West	43	24	297	100	18	37	42	41	11	43	657
Dublin	216	147	161	392	193	154	255	374	87	170	2,148
Mid-East	66	64	38	242	240	34	90	71	31	94	971
Mid-West	27	38	60	102	33	338	95	179	8	47	926
South-East	37	50	29	217	78	113	487	242	51	93	1,397
South-West	27	38	34	162	65	151	239	724	14	145	1,600
Northern Ireland	46	12	24	38	5	3	44	10	36	56	274
Other Countries	91	20	20	386	38	31	71	74	45	554	1,329
Total	**990**	**591**	**781**	**1,862**	**752**	**914**	**1,423**	**1,797**	**364**	**1,450**	**10,924**

Source: Road Freight Transport Survey

Appendix 7: Breakdown of Freight carried in NI & ROI from 2004 – 2010 by NI, ROI and GB Registered HGVs.

Table 16: Breakdown of Freight Traffic in 2010

2010 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	76%	67%	72%	78%	65%
NI registered vehicles	23%	32%	26%	22%	34%
GB Registered vehicles	2%	1%	1%		1%
Overall	14,452	188,841	2,018	108,247	17,284

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 16: Breakdown of Freight Traffic in 2009

2009 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	76%	69%	73%	78%	68%
NI registered vehicles	22%	30%	26%	22%	31%
GB Registered vehicles	2%	1%	1%	n/a	1%
Overall	15,875	215,321	2,165	112,481	18,677

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 17: Breakdown of Freight Traffic in 2008

2008 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	80%	75%	77%	79%	73%
NI registered vehicles	18%	24%	22%	21%	26%
GB Registered vehicles	2%	1%	1%	n/a	1%
Overall	21,694	327,674	2,871	122,928	27,528

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 18: Breakdown of Freight Traffic in 2007

2007 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	79%	76%	76%	79%	74%
NI registered vehicles	19%	23%	22%	21%	25%
GB Registered vehicles	2%	1%	1%	n/a	1%
Overall	23,544	391,627	3,057	124,151	31,836

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 19: Breakdown of Freight Traffic in 2006

2006 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	79%	79%	76%	78%	76%
NI registered vehicles	19%	20%	23%	22%	23%
GB Registered vehicles	2%	1%	1%	n/a	1%
Overall	21,842	379,468	2,933	112,325	30,559

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 20: Breakdown of Freight Traffic in 2005

2005 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	82%	80%	79%	77%	78%
NI registered vehicles	17%	19%	20%	23%	22%
GB Registered vehicles	1%	0%	1%	n/a	0%
Overall	21,641	363,268	2,914	103,938	28,832

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Table 21: Breakdown of Freight Traffic in 2004

2004 Freight	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres	Average Number of Vehicles	Laden Journeys
	million	*thousand*	*million*	*number*	*thousand*
ROI vehicles	81%	79%	75%	75%	75%
NI registered vehicles	18%	21%	23%	25%	24%
GB Registered vehicles	1%	1%	2%	n/a	1%
Overall	21,080	347,093	2,842	96,791	27,734

Source: CSRGT (NI), Road Freight Transport Survey & IRHS (GB)

Appendix 8: Total Tonnage of Goods handled classified by Category of Traffic in NI & ROI, 2002 - 2010 (thousand tonnes)

Table 22: Total Tonnage of Goods handled classified by Category of Traffic in NI & ROI, 2002 - 2010 (thousand tonnes)

Category of Traffic	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total Goods Handled	**66,279**	**68,140**	**71,112**	**76,202**	**77,803**	**78,005**	**74,577**	**62,619**	**67,983**
Roll-on/Roll-off Traffic	19,236	19,731	21,328	23,410	23,380	24,014	23,293	21,049	23,252
Lift-on/Lift-off Traffic	7,396	8,169	8,766	9,820	10,509	11,087	10,056	8,363	8,150
Other*	39,647	40,239	41,017	42,972	43,913	42,906	41,229	33,208	36,582
Goods Received	**46,915**	**48,484**	**51,024**	**54,213**	**55,697**	**55,418**	**51,908**	**42,739**	**45,549**
Roll-on/Roll-off Traffic	10,650	11,030	12,040	13,590	13,265	13,435	12,897	11,232	12,316
Lift-on/Lift-off Traffic	4,590	5,040	5,445	6,093	6,741	7,227	6,302	4,829	4,636
Other*	31,675	32,414	33,541	34,530	35,691	34,756	32,710	26,678	28,597
Goods Forwarded	**19,364**	**19,656**	**20,088**	**21,989**	**22,106**	**22,587**	**22,669**	**19,881**	**22,435**
Roll-on/Roll-off Traffic	8,585	8,702	9,288	9,821	10,115	10,578	10,396	9,817	10,937
Lift-on/Lift-off Traffic	2,806	3,128	3,322	3,727	3,768	3,861	3,754	3,534	3,513
Other*	7,971	7,826	7,477	8,442	8,222	8,149	8,519	6,530	7,985

Sources: NI Ports Traffic (DETI); Statistics of Port Traffic (CSO)

Appendix 9 - Tonnage of Goods Handled by Ports in NI & ROI

Table 23: Tonnage of Goods received classified by Port and Category of Traffic: 2010

Thousand tonnes

Port	Category of Traffic					
	Roll-on/Roll-off	Lift-on/Lift-off	Liquid Bulk	Dry Bulk	Break Bulk & all Other Goods	Total
Goods Received	**6,728**	**3,656**	**9,551**	**10,364**	**413**	**30,712**
Arklow Port	-	-	-	-	-	-
Bantry Bay	-	-	586	-	-	586
Castletownbere	-	-	-	-	26	26
Cork	51	642	3,446	1,239	64	5,442
Drogheda	-	0	29	354	29	412
Dublin	5,521	2,670	3,694	828	37	12,750
Dundalk	-	-	-	129	1	129
Dun Laoghaire	2	-	-	-	-	2
Galway	-	-	620	4	9	633
Greenore	-	-	-	423	72	494
Killybegs	-	-	-	-	4	4
Kilrush	-	-	-	-	-	-
Kinsale	-	-	-	159	-	159
New Ross	-	-	81	332	17	429
Rosslare	1,154	-	-	-	-	1,154
Shannon Foynes Port	-	-	1,082	6,085	10	7,177
Sligo	-	-	-	34	-	34
Tralee Fenit	-	-	-	-	-	-
Waterford	-	344	13	778	36	1,170
Wicklow	-	-	-	-	48	48
Youghal	-	-	-	-	61	61
NI Ports	**5,588**	**980**	**3,200**	**3,814**	**470**	**14,837**
Belfast	2,259	912	2,484	2,721	223	8,600
Larne	2,419	0				2,419
L'Derry			716	891	88	1,696
Warrenpoint	910	67	0	202	158	1,337
Other Ports*						785

*Data not available on category of traffic

Sources: Statistics of Port Traffic (CSO); UK Maritime Statistics Report (DfT)

Table 24: Tonnage of Goods Forwarded classified by Port and Category of Traffic: 2010

Thousand tonnes

Port	Category of Traffic					
	Roll-on/Roll-off	Lift-on/Lift-off	Liquid Bulk	Dry Bulk	Break Bulk & all Other Goods	Total
Goods Forwarded	**5,529**	**2,800**	**2,468**	**3,071**	**491**	**14,359**
Arklow Port	-	-	-	-	-	-
Bantry Bay	-	-	638	-	1	639
Castletownbere	-	-	-	-	-	-
Cork	38	682	1,744	391	169	3,024
Drogheda	-	1	-	82	4	87
Dublin	4,143	1,878	86	661	30	6,797
Dundalk	-	-	-	1	11	11
Dun Laoghaire	0	-	-	-	-	0
Galway	-	-	-	-	38	38
Greenore	-	-	-	3	5	8
Killybegs	-	-	-	2	76	78
Kilrush	-	-	-	-	-	-
Kinsale	-	-	-	-	-	-
New Ross	-	-	-	3	12	15
Rosslare	1,348	-	-	-	-	1,348
Shannon Foynes Port	-	-	-	1,880	76	1,957
Sligo	-	-	-	-	21	21
Tralee Fenit	-	-	-	-	12	12
Waterford	-	239	-	7	35	281
Wicklow	-	-	-	41	-	41
Youghal	-	-	-	-	2	2
NI Ports	**5,408**	**713**	**0**	**1,303**	**48**	**8,074**
Belfast	2,299	710	0	1,173	44	4,227
Larne	2,190			5		2,194
L'Derry				57	4	61
Warrenpoint	919	3		68	0	990
Other Ports*						602

*Data not available on category of traffic

Sources: Statistics of Port Traffic (CSO); UK Maritime Statistics Report (DfT)

Appendix 10 – Data Gap User Consultation Template

AIFF Network Management (Priority 5) Working Group

User Consultation for Freight Statistics

Please complete the table below and e-mail to the following address by corporate.support@cso.ie

Contact Details			Gaps in Information required				Priority Level	Business need
Your Name	Name of your Organisation	Contact Details- please provide an e-mail or postal address	Please provide details about the information you require that is not contained in the Freight Information Availablilty and Comparability Table	Frequency of data required	Level of data required- NI, ROI, Both NI & ROI	Regional breakdown? E.g by district council / County / Port / Airport etc.	What is the priority level of this data for your Organisation?	Please provide the business need behind the request and the intended use of this information

Appendix 11 – Data Gaps identified by Stakeholders

Road - Safety	Periodicity	Jurisdiction	Spatial Detail	Policy
Main travel times	Annual	ROI & NI	County	Safety
Van Freight x Commodity x Mode	Annual	ROI & NI	County	Safety
Tonnage of HAZMAT	Annual	ROI & NI	Road	Safety
Entry/Exit points for HAZMAT	Annual	ROI & NI	Road	Safety
Driver demographics	Annual	ROI & NI	County	Safety
Vehicle owner demographics	Annual	ROI & NI	County	Safety
Types of undertakings involved in freight transport (e.g. self-employed, haulage operators, contract drivers)	Annual	ROI & NI	County	Safety
Cross-Border passenger traffic x route x time of day	Annual	ROI & NI	State	Safety
HGV driver hours compliance	Annual	ROI & NI	State	Safety
HGV roadworthiness	Annual	ROI & NI	State	Safety

Road - EU requirement	Periodicity	Jurisdiction	Spatial Detail	Policy
Number of registered HGVs by EURO emission class	Annual	ROI	road	EU requirement
Average HGV vehicle-KM x EURO emission class	Annual	ROI	road	EU requirement
HGV vehicle-KM x Gross Permissable Laden Weight	Annual	ROI	road	EU requirement
HGV vehicle-KM of NI/GB registered vehicles transiting the State to GB/NI	Annual	ROI	road	EU requirement
HGV vehicle-KM of ROI registered vehicles transiting NI to GB/OTHER	Annual	ROI	road	EU requirement
HGV vehicle-KM x time of day	Annual	ROI	road	EU requirement
HGV vehicle-KM x day	Annual	ROI	road	EU requirement
HGV vehicle-KM x month	Annual	ROI	road	EU requirement
HGV vehicle-KM x road network	Annual	ROI	road	EU requirement

Road - Economic	Periodicity	Jurisdiction	Spatial Detail	Policy
Origin - Destination x size	Monthly	ROI & NI	County/DED/City	Economic
Detailed route information	Annual	ROI & NI	County/DED/City	Economic
Number of intervening stops on a delivery route	Monthly	ROI & NI	County	Economic
Trip data by domestic/international/local x nature of the payload	Monthly	ROI & NI	County	Economic
entry/exit seaports (including NI ports) x destination x payload	Monthly	ROI & NI	County	Economic
Number of foreign (with EU/Non-EU split) drivers working with Irish operators	Monthly	ROI & NI	County	Economic
Number of foreign drivers operating under cabotage by nationality	Monthly	ROI & NI	County	Economic
Road usage data (including inter-modal loading, % of operation abroad)	Monthly	ROI & NI	County	Economic
Details of empty journeys (km empty as proportion of total Km)	Annual	All Island	State	Economic
Type and size of vehicle (Gross Vehicle Design Weights - less than 3.5 tonnes/3.5 - 18 tonnes/18+ tonnes)	Annual	ROI & NI	Route	Economic
Cross-border routes (HGV and light) - licensed & unlicensed	Annual	ROI & NI	Route	Economic
Number of operators licensed to operate on both sides of the border	Annual	ROI & NI	Route	Economic
Cross-border routes (HGV and light) x time of day	Annual	ROI & NI	Route	Economic

Road Tolls	Periodicity	Jurisdiction	Spatial Detail	Policy
Total value of payments made	Annual	ROI & NI	road segment	Economic
Length of charged road in Km associated with toll point.	Annual	ROI & NI	road segment	Economic
Location on roads of toll points, tariff classes and rates for commercial vehicles	Annual	ROI & NI	road segment	Economic
Number and category of freight vehicles by registration (ROI, NI, GB, OTHER EU, OTHER) charged per day, week, month, year	Annual	ROI & NI	road segment	Economic

Sea/ Maritime	Periodicity	Jurisdiction	Spatial Detail	Policy
Tonnages of HAZMAT	Annual	ROI & NI	port	Safety
Entry/Exit ports for HAZMAT	Annual	ROI & NI	port	Safety
Commodity Type x Volume by Port	Annual	ROI & NI	port	Safety/Economic
No. of containers arriving/departing at ports	Annual	NI	State	Economic
Ship Tonne-km	Annual	ROI	State	Energy/Environment

Air	Periodicity	Jurisdiction	Spatial Detail	Policy
Tonnages and O - D for HAZMAT	Annual	ROI & NI	Station	Safety
Type of commodity x airport	Annual	ROI & NI	Station	Safety
Origin - Destination	Annual	ROI & NI	County	Economic
Value of freight (€)	Annual	ROI & NI	County	Economic

Rail	Periodicity	Jurisdiction	Spatial Detail	Policy
Tonnages and O - D for HAZMAT	Annual	ROI	Station	Safety
Type of commodity x railway hub	Annual	ROI	Station	Safety
Origin - Destination	Annual	ROI	County	Economic
Average length of route	Annual	ROI	County	Economic

Appendix 12 – Data Gap Analysis for NI

Data Not Available for NI

Sector/Policy: Road / Economic							
Data Provider	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Potential For Availability**
DVA Road Transport Licensing Division (RTLD)	Number of foreign (with EU/Non-EU split) drivers working with Irish operators	M	NI	County	NO		None - Information is not collected on drivers
DVA Road Transport Licensing Division (RTLD)	Number of foreign drivers operating under cabotage by nationality	M	NI	County	NO		None - Information is not collected on drivers

Sector/Policy: Road / Environment							
Contact	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Potential For Availability**
Driver & Vehicle Agency (DVA)	Breakdown of fleet by EURO emission standards	A	All Island	State	No		None - fleet information not held

Sector/Policy: Road / Safety							
Contact	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Potential For Availability**
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Van Freight x Commodity x Mode	A	NI	County	No		Information on light goods vehicles is not collected by DfT. There are numerous problems in surveying vans – a) there are no statutory instruments in place to get returns and b) vans are used for a number of activities and getting freight estimates for vans is difficult.
Driver & Vehicle Agency (DVA)	Driver demographics	A	NI	County	No		None - information on drivers is not collected.
Driver & Vehicle Agency (DVA)	Vehicle owner demographics	A	NI	County	No		None - Information on vehicle owner is not collected.
Sector/Policy: SEA							
Contact	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Potential For Availability**
DETI	Tonnages of HAZMAT	A	NI	port	No		None
DETI	Entry/Exit ports for HAZMAT	A	NI	port	No		None
Contacts Mark McFetridge DETI / margaret.talbot@dft.gsi.gov.uk DfT							

Data Gap Analysis: Data Available for NI

Sector/Policy: Road - Economic

Data Provider	Variables	Periodicity	Jurisdiction	Spatial Detail	Available for NI	Lowest level Available (e.g. Ward, District Council, NI)	Limitations
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Origin - Destination x size	M	NI	County/City	Yes	County (dependent on sample size)	Detail on specific routes not available
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Number of intervening stops on a delivery route	M	NI	County	Yes - for multi-stop trips, information is collected on the number of collections, deliveries and, collections and deliveries	County (dependent on sample size)	
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Trip data by domestic/international/ local x nature of the payload	M	NI	County	Yes	County (dependent on sample size)	
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	entry/exit seaports (including NI ports) x destination x payload	M	NI	County	Some information on intermodal loading at docks and airports. Can be sketchy though	County (dependent on sample size)	
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Road usage data (including inter-modal loading, % of operation abroad)	M	NI	County	Yes - some information on intermodal loading at docks and airports	County (dependent on sample size)	
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Details of empty journeys (km empty as proportion of total Km)	A	NI	State	Yes	County (dependent on sample size)	

Sector/Policy: Road Safety							
Contact	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Limitations**
Roads Service Traffic Information and Control Centre - Traffic & Travel Information / VkT	Main travel times	A	NI	County	Some census point are counting 365 days a year so traffic census figures can be provided for a certain time of day.	Automatic Traffic Counter location -	Limitation - can say that x amount of class 4 vehicles passed a certain point at a certain time
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Tonnage of HAZMAT*	A	NI	Road	Yes - dangerous goods variable that might approximate to Hazmat	County (in theory)	
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Entry/Exit points for HAZMAT	A	NI	Road	Some information on intermodal loading at docks and airports. Can be sketchy though	County (in theory)	
Driver & Vehicle Agency (DVA)	Types of undertakings involved in freight transport (e.g. self-employed, haulage operators, contract drivers)	A	NI	County	Yes - Available for public haulage and own account, and for own account, the business type.	County (in theory)	
Driver & Vehicle Agency (DVA)	HGV driver hours compliance	A	NI	State	Yes - NI HGV Fleet Compliance Check 2009	County	
Driver & Vehicle Agency (DVA)	HGV roadworthiness	A	NI	State	Yes - NI HGV Fleet Compliance Check 2009	County	
Roads Service Traffic Information and Control Centre - Traffic & Travel Information / VkT	Cross-Border passenger traffic x route x time of day	A	NI	State	Yes - Traffic census figures are available for cross border roads. Some of the census points would be counting for 365 days a year so can provide traffic census figures for a particular time of day. Cannot separate between RoI and NI vehicles.		Limitation - can say that x amount of class 4 vehicles passed a certain point at a certain time

Sector/Policy: Road Environment

Contact	Variables	Periodicity	Jurisdiction	Spatial Detail	Available for NI	Lowest level Available (e.g. Ward, District Council, NI)	Limitations
Driver & Vehicle Agency (DVA)	Number of HGVs registered in NI by Euro emission class	A	NI	State	Yes - DVA can supply this based on the Tax class and Euro information	NI	
Driver & Vehicle Agency (DVA)	Number of HGVs in the State by gross permissable vehicle weight	A	NI	State	Yes - DVA can supply this based on Tax class and weight.	NI	
DRD Central Statistics & Research Branch	Breakdown of fleet by fuel type	A	All Island	State	Yes - This is published annually in the Northern Ireland Transport Statistics - Table 1.3	NI	

Sector/Policy: SEA Contacts Mark McFetridge DETI / margaret.talbot@dft.gsi.gov.uk DfT

Contact	Variables	Periodicity	Jurisdiction	Spatial Detail	Available for NI	Lowest level Available (e.g. Ward, District Council, NI)	Limitations
DETI	Commodity Type x Volume by Port	A	NI	Port	Yes	Port	
DETI	No. of containers arriving/departing at ports	A	NI	State	Yes	Port	

Data Partially Available for NI

Sector/Policy: Road / Economic							
Data Provider	**Variables**	**Periodicity**	**Jurisdiction**	**Spatial Detail**	**Available for NI**	**Lowest level Available (e.g. Ward, District Council, NI)**	**Limitations**
Roads Service Traffic Information and Control Centre - Traffic & Travel Information / VkT	Cross-border routes (HGV and light) - licensed & unlicensed	A	NI	Route	Partially - Traffic census figures are available for cross border roads. Some of the census points would be counting for 365 days a year so can provide traffic census figures for a particular time of day at a particular ATC location. Cannot separate between RoI and NI vehicles.	By Automatic Traffic Counter location	Roads Service do not record type of vehicle. Traffic census sites record size in relation to axle spacing or number of axles and then classify into one of the DOENI 5 classification *. So could get the number of Class 3 or Class 4 vehicles that pass a certain point on the road.
Roads Service Traffic Information and Control Centre - Traffic & Travel Information / VkT	Cross-border routes (HGV and LGV) x time of day	A	NI	Route	Partially - Traffic census figures are available for cross border roads. Some of the census points would be counting for 365 days a year so can provide traffic census figures for a particular time of day. Cannot separate between RoI and NI vehicles.	By Automatic Traffic Counter location	Roads Service do not record type of vehicle. Traffic census sites record size in relation to axle spacing or number of axles and then classify into one of the DOENI 5 classification (see table below). So could get the number of Class 3 or Class 4 vehicles that pass a certain point on the road.
DfT Continuing Survey of Road Goods Transport (NI) (CSRGT (NI))	Type and size of vehicle (Gross Vehicle Design Weights - less than 3.5 tonnes/3.5 - 18 tonnes/18+ tonnes)	A	NI	Route	Yes	County (dependent on sample size)	Route information not available

*Roads Service Vehicle Classification

Class 1: Car, Car or Trailer, Light Van; Class 2: Medium Goods Van or Minibus (<8.7m long); Class 3: HGV Rigid (>8.7m long); Class 4: Articulated Vehicle & Rigid HGV with trailer; Class 5: Bus or Coach

Roads Service Traffic Information and Control Centre - Traffic & Travel Information / VkT	Number of HGVs (4 axle between 3.5 - 12 tonnes) on national roads by road segment	A	NI	road segment	Partially - Classified Traffic census data is available at ATC sites - Information available on the Road Network, i.e. length of routes, road classes, vehicle counts & proportion of HGV's at ATC locations in Northern Ireland.	Automatic Traffic Counter site	Roads Service do not record type of vehicle. Traffic census sites record size in relation to axle spacing or number of axles and then classify into one of the DOENI 5 classification groups* .

Sector/Policy: AIR

Contact	Variables	Periodicity	Jurisdiction	Spatial Detail	Available for NI	Lowest level Available (e.g. Ward, District Council, NI)	Limitations
HMRC - uktradeinfo@hmrc.gsi.gov.uk	hazardous material carried and the Origin/Destination for Hazardous	A	NI	Airport/NI	Partially - HRMC will be able to supply the information as long as the material has a recognised commodity code and is not suppressed.	Airport	Port information is only available for Non EU data as this is not a requirement on intrastat declarations.
HMRC	Type of commodity carried to / from NI airports	A	NI	Airport/NI	Partially - currently available by contacting HRMC but new website which should be operational early 2012 will have detailed information available by port from 1996 onwards. Goods classified into Standard International Trade Classification (SITC) codes Data is available at commodity code level as well as SITC.	Airport	Port information is only available for Non EU data

Annexe 1: Analysis of Existing Freight Data in Ireland – Data Sources

Data relating to Northern Ireland

Organisation	Data Source	Data Summary Description	Collation Method (Census, Survey, Admin System)	Geographical Coverage	Publication Frequency	Published Metadata
Road Freight						
DRD	Transport Annual	1) No. of Vehicles licensed by taxation group in NI: – Number of HGV vehicles taxed. And by Body type: - Light Goods Vehicle - Heavy Goods Vehicle (source Driver Vehicle Agency, DVA) 2) Number of Road Freight Licenses issued in NI split by Operator licences/Vehicle Licences and National / International (source DOE) http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_transport_statistics.htm (chapter on Freight)	Admin System Admin system	Postcode NI NI	Annually Annually	Yes Yes
DRD	NI Road and Rail Transport Statistics	Vehicle Registrations – new and used light and heavy goods vehicles registered in NI for first time (source Driver Vehicle Agency, DVA) Large Goods vehicle driving tests (source Driver Vehicle Agency, DVA) http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_road_and_rail_transport_statistics.htm	Admin System	NI	Quarterly	Yes
DfT	Continuing Survey of Road Goods Transport (NI) (CSRGT) (NI)	Domestic Road Freight Activity Freight Transport lifted by Road within NI by goods vehicles over 3.5 tonnes) a) by mode of working b) by gross weight of vehicle c) by commodity International Road Haulage by NI registered powered vehicles a) Goods carried by type of transport and commodity b) Goods carried by country of unloading/loading • DfT hoping to publish provisional estimates for tonnes, tonne kilometres and vehicle kilometres for Q1 2010	Survey (sample) – Postal to Owners	NI (separate Survey for GB) LGD info available (where sample large enough)	Annually /Quarterly updates beginning end 2010	Yes

		Continued over page…. Results are published in DRD Northern Ireland Transport Statistics – http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_transport_statistics.htm * can request further analysis from DfT Note – have received • Origin/destination info (NI & ROI) in tonnes & Tonnes KM • Proportion of trips with origin/destination within Ireland/NI/ROI • Proportion of trips where origin/destination is different • Approximate no of journeys within NI by GB registered vehicles				
DRD Roads Service	Traffic and Travel Information	Traffic flows and classification are obtained from 115 locations selected to provide a sample of all route types across NI*. 1) Estimates of Vehicle KM travelled for Freight vehicles and 2) The % of Heavy Goods Vehicles (% HGV) for each traffic counter site which is the % of the AADT in classes 3, 4 and 5 *The methodology is under review Please note that this information is not published on the external Roads Service Website	Survey (sample)	Northern Ireland, Roads Service Regions	Annually	No
National Atmospheric Emissions Inventory (NAEI)	Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2010	Estimates of the Greenhouse Gas emissions available for Road Freight and Rail Freight for each of the Devolved Administrations. It is not possible to split emissions for maritime and air freight. http://uk-air.defra.gov.uk/reports/cat07/1208241153_DA_GHGI_report_2010_Issue1_r.pdf	Estimates based on multiple sources	UK & Devolved Administrations	Annually	Yes
EU Sparks Program – July 2007	Foreign registered vehicles on UK roads	Ad hoc piece of research to estimate the number of foreign vehicles on UK roads http://www.sparksproject.org/UserFiles/File/news%20documents/Sparks_report_final_230707.pdf Estimates that the average number of foreign HGV's on NI's roads at any time is	Various Sources – existing surveys (DfT),	GB/UK – some information split for NI	Ad hoc – one off	Yes

		1100 – figure calculated based on differences between GB & UK estimate. Continued over page…. The SPARKS Programme (Shared Parking and Registered Keeper information Service) is an initiative that enables traffic authorities in the UK and other EU Member States to collaborate and co-operate as they resolve the issue of cross-border enforcement of traffic violations	Migration data and other			
Maritime Freight						
DETI	NI Ports Traffic	Provides statistics on passenger and freight traffic passing through NI Principal Ports (Inward & Outward, Thousand tonnes) 1) Tonnage of goods through Principal Ports NI (Inward & Outward) 2) Unit Load Carrier Cross Channel Traffic (Ro/Ro – split by Road Goods Vehicles/ Import & Export Vehicles/ Live animals on the hoof & Lolo) 3) Unit Load Carrier Foreign Traffic 4) Unit Load Carrier Traffic 5) Other Traffic* (Cross Channel, Foreign and Total) 6) Unit Load Carrier Traffic Tourist Vehicles Note – no breakdown on type of commodity carried - http://www.detini.gov.uk/deti-stats-index/stats-surveys/stats-ports-traffic.htm	Admin Returns from Port	By Port/ NI	Quarterly/ Annually	No
DfT	UK Maritime Statistics Report	Chapter 1 & Chapter 2 relating to Freight All ports of the United Kingdom: foreign and domestic traffic 1) All ports traffic* 2) Foreign and domestic traffic, by port and port group * 3) All ports, foreign and domestic traffic, by port group * 4) All ports by Government Office Region and by Country * All ports, foreign, coastwise and one-port traffic * 5) Major ports, by area of loading or unloading* Unitised Freight Traffic 1) All ports, main freight units by port * 2) Major ports, main freight units, by route * 3) Major ports, main freight units, by port * 4) Major ports container traffic in TEUs and weight carried, by port and route: 2009 5) Major ports import/export motor vehicles by port: 2007–2009 ** Continued over page…	Admin System – Quarterly returns from Ports	By Port / UK/ Regions including Northern Ireland	Quarterly/ Annually	No

		https://www.gov.uk/government/organisations/department-for-transport/series/ports-statistics * Breakdown of NI Ports and NI Overall ** Belfast Port only Some additional information not contained within DETI report above (TEU's)				
Air Freight						
CAA	UK Airport Statistics Dataset	Freight handled at NI Airports in tonnes by International & Domestic Freight split into EU/ Other Intl & Domestic and Scheduled Passenger & Cargo Flights and Chartered Passenger & Cargo Flights. http://www.caa.co.uk/docs/80/airport_data/2009Annual/Table_14_Intl_and_Domestic_Freight_2009.pdf Freight by Aircraft configuration http://www.caa.co.uk/docs/80/airport_data/201009/Table_15_Freight_by_Aircraft_Configuration.pdf Notes: - Note – no breakdown on type of commodity carried - No separation of inward and outward flights - Domestic traffic is counted at both the airport of arrival and the airport of departure. The total domestic plus international traffic is, therefore, only a measure of airport activity. http://www.caa.co.uk/docs/80/airport_data/2009Annual/Table_14_Intl_and_Domestic_Freight_2009.pdf International & Domestic Mail is not included in figs but is available at separate table here - http://www.caa.co.uk/docs/80/airport_data/201009/Table_16_Mail_by_Type_and_Nat_of_Op.pdf	Admin System	Airport	Monthly, Annually	No

Please note that rail freight in Northern Ireland was terminated w/e from December 2003

Data Relating to Republic of Ireland

Organisation	Data Source	Data Summary Description	Collation Method (Census, Survey, Admin System)	Geographical Coverage	Publication Frequency	Published Metadata
Road Freight						
CSO	Road Freight Transport Survey	This report contains the results of the "National Survey of Transport of Goods by Road" conducted for the year. (Tonnes carried, Tonne km) 1) Details of Freight lifted by Irish Registered Vehicles, i.e. length of haul, commodity, vehicle use, age of fleet, international use by Irish Registered vehicles 2) Population of goods vehicles http://www.cso.ie/en/media/csoie/releasespublications/documents/transport/2011/roadfreight11.pdf Transport Activity classified by Region of Origin and Region of Destination, available with NI and Regions on IRISH REGISTERED VEHICLES EU Wide Initiative – exchange data with other EU Countries – may be possible to build up more complete picture	Sample Survey – postal to owners	ROI / NUTS III / Regions	Annual	Yes
Environmental Protection Agency of Ireland	Greenhouse Gas Inventory Database	Transport broken down by Road, Railways, Civil Aviation, Other but no separate breakdown for freight of any type. http://coe.epa.ie/ghg/	Estimations	ROI	Annual	No
Maritime Freight						
CSO	Statistics of Port Traffic	***Principal Variables Collected:*** 1. Reporting port 2. Type of cargo	Admin Returns from Ports	By port (21 Ports) Region NUTS 2 RoI	Quarterly return from main ports and annual return from	Yes

		3. Direction 4. Port of loading/unloading 5. Gross weight of goods in tonnes, 6. Number of passengers, 7. Nationality of registration of the vessel, 8. Number of vessels by type and size, 9. Deadweight of vessels, 10. Gross tonnage of vessels. 11. Commodity type http://www.cso.ie/en/media/csoie/releasespublications/documents/transport/2011/spt_2011.pdf Number of Arrivals and Gross Tonnage of Vessels classified by i. Type of Vessel ii. Vessel Size Class Tonnage of Goods handled classified by i. Category of Traffic ii. Category of Traffic & Region of Trade Ro/Ro Traffic by Port Lift off Lift on Traffic by Port (Number, TEU's & Tonnes) Port and Category of Traffic			small ports - Data quality very good	
Air Freight						
CSO	Aviation Statistics	Results are presented in Transport Omnibus 1. Air Freight handled by Main Airport classified by National/International traffic and Month (tonnes) 2. Air Freight handled by Main Airport classified by Arrival/Departure and Month (tonnes) Type of plane is also recorded but not published (i.e. cargo or passenger) *For National freight traffic, freight is counted at both departure and arrival airport. Data is collected from Irish Airports to provide information about transport of goods and passengers by air to, from and	Admin returns	Ireland / by airport	Monthly – main airports / Annual – smaller airports	Yes

		within Ireland. Continued over page…. Weight of freight and mail on board – NOTE, can't split mail from freight Link to survey information and methodology document - http://www.cso.ie/surveysandmethodologies/surveys/transport/aviation_statistics.htm#Survey Information presented in Transport Omnibus – http://www.cso.ie/en/media/csoie/releasespublications/documents/transport/2010/transport0910.pdf				
Rail Freight						
Iarnród Éireann	Traffic by Rail	- Summary of freight traffic by rail 1. Freight Traffic Tonnes 2. Freight Traffic tonnes km **- Principal commodities conveyed by Rail** **- Rail Infrastructure** - Origin/destination information is available from Gregg Patrick This data is presented in Transport Omnibus under Rail Freight http://www.cso.ie/en/media/csoie/releasespublications/documents/transport/2010/transport0910.pdf	ROI	ROI	Annual	No
Booz & co – Engineers Ireland	Rail Freight in Ireland	1) Rail Freight in Ireland as percentage of all freight (tonnes) for selected year 2) Irelands Freight movements (million tonne km) split by road and rail 3) details of current rail freight operations http://www.engineersireland.ie/EngineersIreland/media/SiteMedia/groups/societies/roads-tranport/Rail-Freight-in-Ireland-160909.pdf?ext=.pdf	Eurostat Data	ROI	Ad Hoc piece of research / lecture given on 16/9/09	No
Bord na Mona	Large Private rail network in Ireland	Bord na Mona operate an industrial railway network primarily to supply milled peat to power stations and horticulture and fuels business. • Length of track (Both permanent and temporary) • Tonnage of goods carried 2008,2009,2010	On request from Board na Mona	ROI	Data available on request	No

Freight Overall						
CSO	Annual Transport Omnibus	1) Freight Chapter (Roads) 2) Air Freight Information 3) Maritime Freight Information 4) Rail Freight 5) Traffic Volume containing info on Vehicle km travelled * http://www.cso.ie/en/media/csoie/releasespublications/documents/transport/2010/transport0910.pdf *Vehicle Km info also produced in Road Freight Survey but not comparable	Compendium Publication	Most freight statistics relating to ROI	Annual	Yes

All Island Data Sources

Organisation	Data Source	Data Summary Description	Collation Method (Census, Survey, Admin System)	Geographical Coverage	Publication Frequency	Published Metadata
Intertrade Ireland	Freight Transport Report for the Island of Ireland - 2007	This study examines current freight flows throughout NI and ROI and how freight moves between both jurisdictions and GB, the rest of the EU and wider global. http://www.intertradeireland.com/media/intertradeirelandcom/researchandstatistics/publications/infrastructure/Freight%20Transport%20Report%20for%20the%20Island%20of%20Ireland.pdf	Ad hoc report compiling statistics from NISRA, DfT, CSO and stakeholder interviews/ transport providers	All Ireland	Ad Hoc piece of research published 2007	Yes
Irish Maritime Development Office	Irish Maritime Transport Economist	Irish Ports Bulk Traffic 1. Irish Ports Bulk Traffic (ROI) 2. Market Share of Bulk Market (ROI) 3. Lo/lo Container Port Traffic by Port/NI/ROI/All island 4. Ro/Ro Freight Port Traffic by Port/NI/ROI/All island Units measurement used - No of Freight Units/No of TEU's (Twenty Foot	Admin Systems collected monthly/ quarterly	Port ROI NI All Ireland	Annual	No

		Equivalent Unit) http://viewer.zmags.com/publication/b902852f#/b902852f/1 IMDO also Collect monthly and quarterly ports data for Lo/Lo / Ro/Ro Imports & Exports analyse routes/passenger capacity /TEU capacity for scheduled services Match volumes of traffic on schedules Vs times of ferries Bulk shipments/irregular times & days – independent costs of transport				
Irish Maritime Development Office	IMDO Central Stat	The database covers on an all island basis the following traffic data modes : • Roll-on/Roll-off freight (Ro/Ro) • Lift-on/Lift-off (Lo/Lo) • Bulk – Liquid/Tanker – Dry bulk – break bulk • Passenger & Car Traffic. The online database will allow the user to create their own data sets in charts and table format. The data may be also easily downloaded from the site. http://www.cso.ie/px/imdo/database/IMDO/IMDO%20Shipping%20Statistics/IMDO%20Shipping%20Statistics.asp	Admin Systems collected monthly/ quarterly	Port ROI NI All Ireland	Database updated quarterly and users can create own datasets	No
PRB Associates - - Shipping & Transport Analysis 2009	IRISH FREIGHT RO/RO AND LOLO CAPACITY	The First Edition of the Irish Freight Ro/Ro and Lo/Lo Capacity Report quantifies the size of the market, identifies the market leaders among operators and ports and defines the relative market shares. Costs involved to read report – varying from £200 - £500 http://www.prbassociates.co.uk/Ro/Rololo-ie.php **Note – information prepared/available by IMDO**	Admin System	All Ireland and Ports	First Edition in 2009 – unclear whether this will be annual	Unclear from info.

Ad Hoc Data for the Greater Dublin Area

Organisation	Data Source	Data Summary Description	Collation Method (Census, Survey, Admin System)	Geographical Coverage	Publication Frequency	Published Metadata

National Transport Authority	Survey of Freight Managers 2010	**Views from Industry on 'Smart' freight concepts – system which integrates IT systems & Traffic management systems for effective movement of freight. Dublin – trial city (desktop study)** http://www.nationaltransport.ie/downloads/Survey-of-Commercial-Vehicle-Freight-Manager.pdf SMARTFREIGHT is a research project co-funded by the European Commission	Sample Survey – Face to face interviews with 343 freight managers	ROI – Greater Dublin Area	Ad hoc piece of research	No
Dublin Transportation Authority (Now National Transport Authority)	Regional Freight Study (Greater Dublin Region)	The ***Regional Freight Study*** has covered six principal areas of investigation: • identifying current freight transport activity; • forecasting growth in freight activity; • review of Dublin's goods distribution systems and collating international experience; • review of Dublin's freight transportation network; • local authority provision, policy and legislation; and • production of a strategy for distribution within a sustainable urban form. http://www.nationaltransport.ie/downloads/archive/regional_freight_appendices_2006.pdf Limited data available for analysis of freight patterns. The study findings and resulting strategy has therefore been drawn together on the basis of limited analysis, augmented by comparison with other European experience, advisory group workshops and third party consultations	Limited data so study findings augmented by comparison with other European experience, advisory group workshops and third party consultations	Greater Dublin Region	Ad-hoc piece of research	No