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An Phríomh-Oifig Staidrimh

Road Freight Transport Survey

2011

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Note

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

Chapter 1

Commentary

Introduction

This report contains the results of the “National Survey of Transport of Goods by Road” conducted for the year 2011. The survey was undertaken as part of an EU-wide project in accordance with Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road.

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

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

The survey questionnaire and instructions are shown in Appendix E.

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

- (a) the weight of goods carried (given in tonnes)
and
- (b) the quantity of work done (given in tonne-kilometres)
(See *definitions used*, page 38).

Scope of Survey

This report covers the survey period beginning the first week of January 2011 and ending the last week of December 2011. Irish registered vehicles that:

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

came within the scope of the survey.

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

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

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

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

Goods Vehicle Activity 2011

Chart 1: Number of goods vehicles within the scope of the survey by year, 2001 - 2011

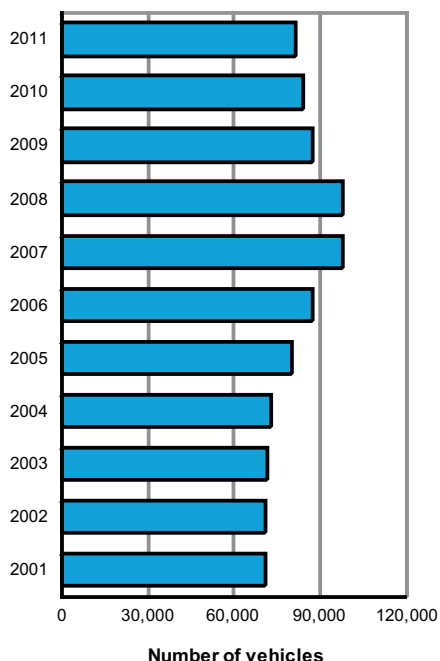
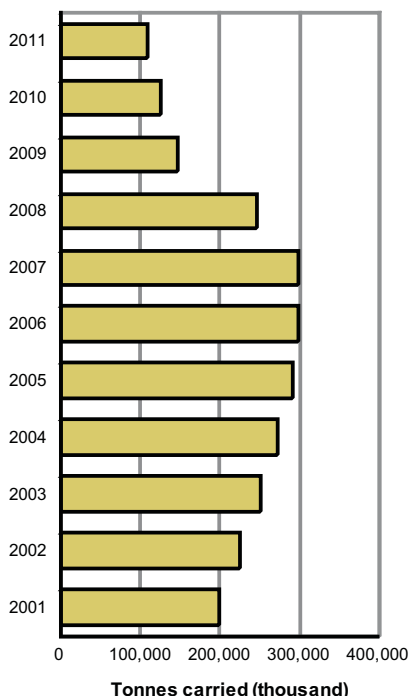


Chart 2: Weight of goods carried by year, 2001 - 2011



In 2011, Irish registered goods vehicles transported a total of 110 million tonnes of goods by road. This represents a decrease of 12% on the previous year and is 63% less than the peak of 2007. Activity in terms of tonne-kilometres decreased by 9% from 10,924 million in 2010 to 9,941 million in 2011 and is down 47% since 2007. Irish registered goods vehicles travelled a total of 1.3 billion vehicle kilometres in 2011, a decrease of 8% on the 2010 figure of 1.5 billion. (See Table A, Charts 1 and 2)

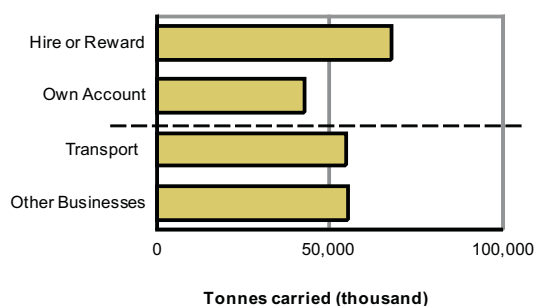
The average number of goods vehicles under current license during 2011 within the scope of the survey, was 81,178, representing a decrease of 3% on the 2010 figure. These goods vehicles completed 10 million loaded journeys in 2011, a decrease of 9% when compared with 2010. (See Table A, Charts 1 and 2)

Table A 2011

Year	Tonne-Kilometres <i>million</i>	Tonnes Carried <i>thousand</i>	Vehicle Kilometres <i>million</i>	Average Number of Vehicles <i>number</i>	Laden Journeys <i>thousand</i>
2001	12,291	199,829	1,585	70,825	15,770
2002	14,282	224,907	1,851	71,005	17,621
2003	15,679	251,791	1,966	71,459	19,709
2004	17,011	273,557	2,139	73,075	20,767
2005	17,819	291,883	2,312	79,916	22,425
2006	17,322	299,030	2,242	87,135	23,248
2007	18,707	299,307	2,332	97,752	23,646
2008	17,289	245,788	2,207	97,640	20,085
2009	12,071	148,328	1,585	87,616	12,659
2010	10,924	125,865	1,457	84,025	11,177
2011	9,941	110,260	1,338	81,178	10,168

Main use of Vehicle

Chart 3: Weight of goods carried, 2011



Vehicles used mainly for hire or reward carried 67.6 million tonnes of goods, representing 61% of the total weight of goods carried in 2011. These vehicles also performed 76% of the total activity in terms of tonne-kilometres at 7.5 billion and they travelled 58% of total vehicle kilometres. (See Table B and upper part of Charts 3, 4 and 5).

Table B 2011

Main use of Vehicle	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>
Hire or Reward	7,542	75.9	67,596	61.3	772	57.7
Own Account	2,399	24.1	42,664	38.7	566	42.3
Total	9,941	100.0	110,260	100.0	1,338	100.0

Business of Owner

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

In 2011, vehicles owned by transport businesses performed 67% of the total activity in terms of tonne-kilometres at 6.6 billion. These vehicles transported 54.8 million tonnes which represented 50% of the total weight of goods carried. In addition, they travelled 48% of the total vehicle kilometres. Vehicles owned by transport businesses completed 3.5 million laden journeys which was 34% of the total. On the other hand, vehicles owned by businesses other than Transport were predominantly involved in Manufacturing and Distribution. These sectors carried 39.8 million tonnes of goods which was 72% of the total weight of goods carried in this category. (See Table 1, Table C and lower part of Charts 3, 4 and 5).

Chart 4: Activity in tonne-kilometres, 2011

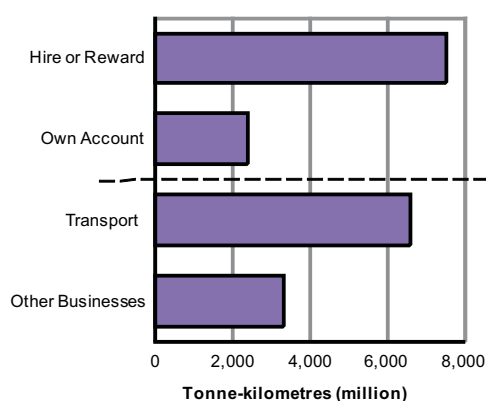


Chart 5: Vehicle kilometres travelled, 2011

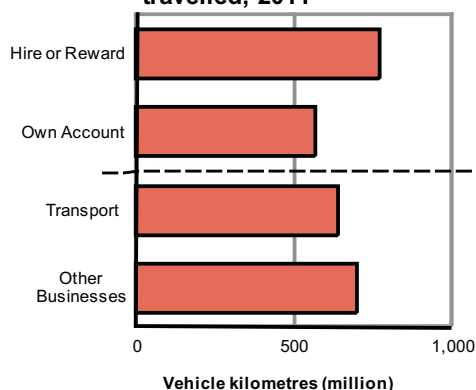
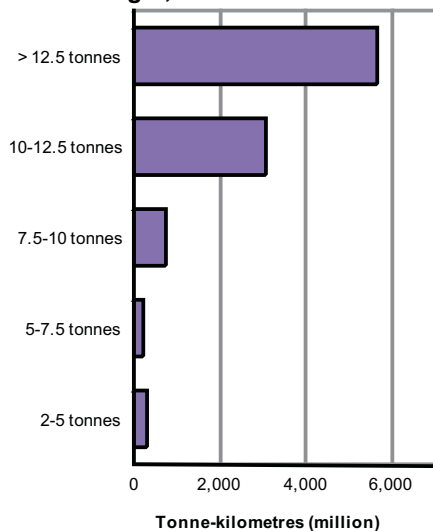
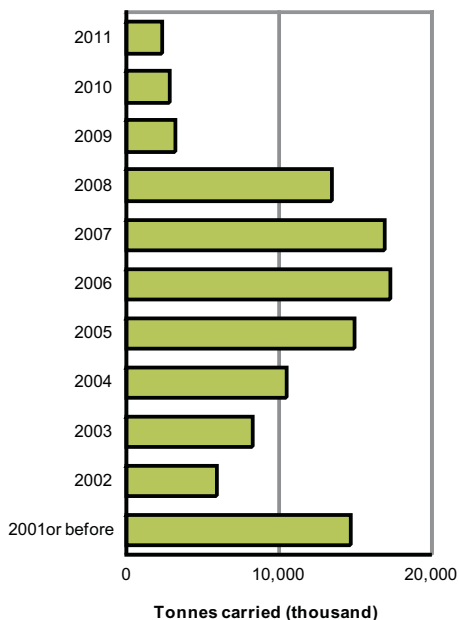


Table C 2011

Business of owner	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		Laden Journeys	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>
Transport	6,614	66.5	54,839	49.7	638	47.7	3,455	34.0
Other	3,327	33.5	55,421	50.3	700	52.3	6,713	66.0
Total	9,941	100.0	110,260	100.0	1,338	100.0	10,168	100.0

Chart 6: Activity in tonne-kilometres by unladen weight, 2011**Chart 7: Weight of goods carried by year of manufacture of vehicle, 2011**

Size of Vehicles in Fleet

In 2011, 65% of the total fleet of 81,178 vehicles had an unladen weight of 2 to 5 tonnes. However these vehicles were responsible for only 4% of the total weight of goods transported and 3% of activity in terms of tonne-kilometres. They also made nearly one third of all laden journeys. At the other end of the scale, vehicles with an unladen weight of at least 10 tonnes accounted for 22% of the vehicle fleet but were responsible for 88% of activity in terms of tonne-kilometres. These vehicles carried 94.1 million tonnes, which was 85% of the total and made over half of all laden journeys. (See Table D and Chart 6).

Table D 2011

Unladen Weight (tonnes)	Tonne-Kilometres		Tonnes Carried		No. of Vehicles		Laden Journeys	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>number</i>	<i>%</i>	<i>number</i>	<i>%</i>
2-5	278	2.8	4,735	4.3	52,928	65.2	3,278	32.2
5-7.5	201	2.0	2,737	2.5	5,354	6.6	656	6.5
7.5-10	744	7.5	8,717	7.9	5,475	6.7	1,065	10.5
10-12.5	3,056	30.7	34,258	31.1	7,788	9.6	2,076	20.4
Over 12.5	5,662	57.0	59,813	54.2	9,633	11.9	3,093	30.4
Total	9,941	100.0	110,260	100.0	81,178	100.0	10,168	100.0

Age of Fleet

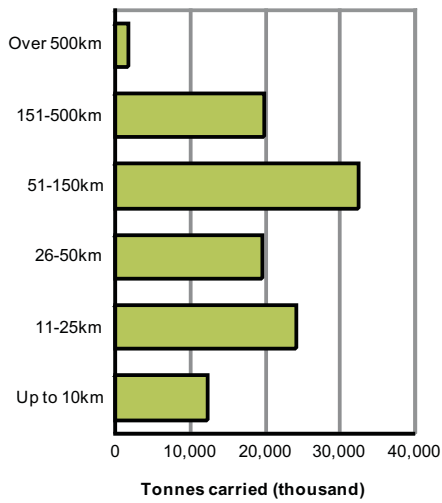
In 2011, vehicles manufactured from 2008 onwards accounted for 18% of the total fleet of 81,178 vehicles. These vehicles transported 21.9 million tonnes of goods (20% of the total), travelled 25% of the total vehicle kilometres and were responsible for 26% of total activity in terms of tonne-kilometres. The oldest vehicles in the survey, which were those manufactured in 2001 or before, accounted for 21% of the vehicle fleet but were not used as intensively as the newer vehicles. They were responsible for only 9% of total activity in tonne-kilometres. They transported 14.7 million tonnes of goods – 13% of the total weight of goods carried and travelled 11% of total vehicle kilometres. (See Table E and Chart 7).

Table E 2011

Year of Manufacture	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres		No. of Vehicles	
	<i>million</i>	<i>%</i>	<i>thousand</i>	<i>%</i>	<i>million</i>	<i>%</i>	<i>number</i>	<i>%</i>
2011	354	3.6	2,327	2.1	38	2.8	1,488	1.8
2010	339	3.4	2,859	2.6	55	4.1	2,480	3.1
2009	362	3.6	3,186	2.9	56	4.2	2,508	3.1
2008	1,547	15.6	13,478	12.2	185	13.8	7,819	9.6
2007	1,349	13.6	16,846	15.3	192	14.3	11,734	14.5
2006	1,693	17.0	17,268	15.7	207	15.5	10,682	13.2
2005	1,362	13.7	14,917	13.5	171	12.8	7,971	9.8
2004	914	9.2	10,479	9.5	122	9.1	7,142	8.8
2003	640	6.4	8,274	7.5	94	7.0	6,827	8.4
2002	453	4.6	5,974	5.4	70	5.2	5,527	6.8
2001 or before	929	9.3	14,653	13.3	148	11.1	17,001	20.9
Total	9,941	100.0	110,260	100.0	1,338	100.0	81,178	100.0

Length of Haul

Chart 8: Weight of goods carried by length of haul, 2011



In 2011, 36.4 million tonnes (33% of the total) were transported on journeys of 25 km or less. These journeys accounted for 38% of total vehicle kilometres travelled. In terms of activity, their share of total tonne-kilometres was just 5%. While journeys of between 51km and 150km carried nearly the same share of the total weight of goods, the extent of activity was over five times greater. Journeys of 151 km or over accounted for 60% of activity in terms of tonne-kilometres and 37% of vehicle kilometres travelled, but transported just 20% of the total weight of goods carried. (See Table F and Chart 8).

Table F 2011

Length of Haul	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	<i>million</i>	%	<i>thousand</i>	%	<i>million</i>	%
Up to 10 km	80	0.8	12,358	11.2	466	34.8
11 to 25 km	427	4.3	24,047	21.8	40	3.0
26 to 50 km	703	7.1	19,670	17.8	72	5.4
51 to 150 km	2,785	28.0	32,501	29.5	258	19.3
151 to 500 km	4,367	43.9	19,918	18.1	398	29.7
Over 500 km	1,579	15.9	1,767	1.6	103	7.7
Total	9,941	100.0	110,260	100.0	1,338	100.0

Chart 9: Tonnes Carried by Commodity, 2011

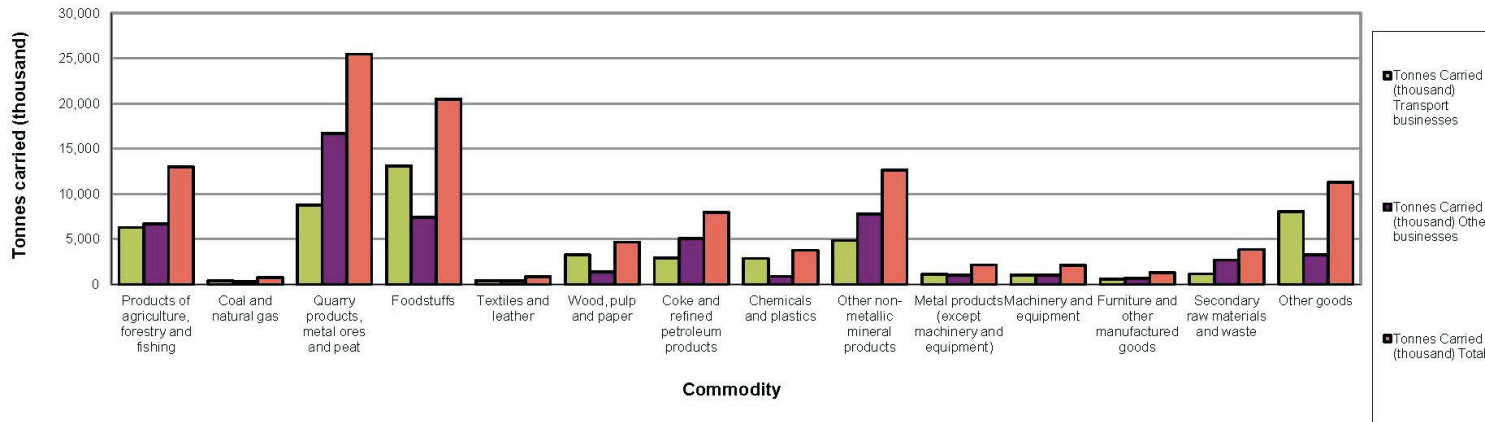
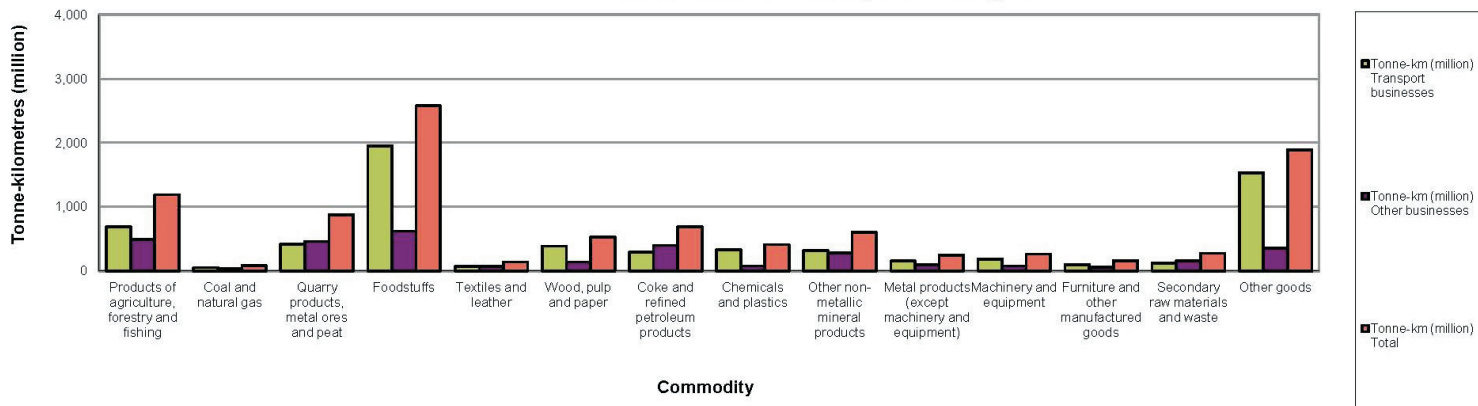


Chart 10: Tonne-Kilometres by Commodity, 2011



Commodity Transported

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

Table G 2011

Commodity	Tonne-Kilometres	Tonnes Carried	Vehicle Kilometres
	<i>million</i>	<i>thousand</i>	<i>million</i>
Products of agriculture, forestry and fishing	1,190	12,972	86
Coal and natural gas	87	762	6
Quarry products, metal ores and peat	877	25,465	45
Foodstuffs	2,578	20,482	231
Textiles and leather	139	829	19
Wood, pulp and paper	528	4,661	42
Coke and refined petroleum products	693	7,972	42
Chemicals and plastics	413	3,783	38
Other non-metallic mineral products	600	12,670	43
Metal products (except machinery and equipment)	247	2,139	26
Machinery and equipment	263	2,103	39
Furniture and other manufactured goods	159	1,278	36
Secondary raw materials and waste	276	3,868	27
Other goods	1,891	11,277	658
Total	9,941	110,260	1,338

Of the total weight of goods carried, the largest share at 23% (25.5 million tonnes) was in the group *Quarry products, metal ores and peat*. This group, however, accounted for just 9% of tonne-kilometres reflecting the heavier loads travelled over shorter distances. The *Foodstuff* group had the largest share of tonne-kilometres with 26% of total activity and accounted for 19% of the weight of goods carried. The second largest group in terms of tonne-kilometres was *Products of agriculture, forestry and fishing*, which accounted for 12% of the total. (See *Table G and Charts 9 and 10*).

Vehicle Use

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

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

Table H 2011

Unladen Weight	Number of Vehicles	Number of Idle Vehicles	Number of Non-Relevant Vehicles
2-5 tonnes	52,928	17,272	21,657
5-7.5 tonnes	5,354	1,713	1,265
7.5-10 tonnes	5,475	1,490	561
10-12.5 tonnes	7,788	2,240	564
Over 12.5 tonnes	9,633	2,122	715
Total	81,178	24,836	24,761

The average vehicle fleet size was 81,178 vehicles in any one week during 2011. The greater proportion (65%) was in the “2 to 5 tonnes” unladen weight category. There were 24,836 idle vehicles overall and this accounted for 31% of the total fleet. The smaller weight categories contained the highest proportion of inactive vehicles, for example, 33% of vehicles with an unladen weight of less than 7.5 tonnes were idle. Meanwhile, 25% of vehicles with an unladen weight in excess of 10 tonnes were idle.

Vehicles regarded as non-relevant totalled 24,761 and this represented 31% of the fleet. Again these were highest in the smaller weight categories where 39% of vehicles with unladen weight of less than 7.5 tonnes were non relevant. The corresponding figure for vehicles with unladen weight of 10 tonnes or more was only 7%. (See Table H).

International Transport

In 2011, 2.5 million tonnes of goods were transported inwards while 2.9 million tonnes were carried outwards from the Republic of Ireland. As would be expected, the largest share of our international transport was with the United Kingdom (U.K.). Irish goods vehicles transported 2.1 million tonnes of goods from the U.K. to the Republic of Ireland and 2.6 million tonnes of goods in the opposite direction. This represented 88% of the total movement of goods. Goods received from Northern Ireland accounted for 20% (0.4 million tonnes) of U.K. traffic while for goods dispatched to Northern Ireland the figure was 28% (0.7 million tonnes). (See Table I).

Table I 2011

Country	Tonnage Received		Tonnage Dispatched	
	<i>thousand</i>	%	<i>thousand</i>	%
United Kingdom	2,140	86.5	2,600	88.5
(of which Northern Ireland)	431	17.4	716	24.4
France	90	3.6	119	4.0
Germany	55	2.2	49	1.7
Netherlands	119	4.8	62	2.1
Italy	23	0.9	31	1.1
Spain	18	0.7	25	0.9
Other Countries	30	1.2	54	1.8
Total	2,475	100.0	2,939	100.0

Comparison with 2010 Results

The weight of goods carried by road on Irish registered vehicles fell by 12% to 110.3 million tonnes between 2010 and 2011. This decline was accounted for mainly by national journeys where the weight of goods carried fell by 13% to 102.7 million tonnes. The weight of goods carried on international journeys however remained fairly constant. Overall activity as measured by tonne-kilometres declined by 9% to 9.9 billion.

Vehicles owned by transport businesses carried 7% less goods at 55 million tonnes in 2011 compared to 2010 but recorded a fall of just 2% in tonne-kilometres to 6.6 billion during the same period. The fall was greater for vehicles owned by all other businesses where the weight of goods carried fell by 17% to 55.4 million tonnes and tonne-kilometres were down 21% to 3.3 billion. Overall, transport businesses carried 50% of the total weight of goods transported in 2011 which was up slightly from 2010.

Chart 11: Activity in terms of tonne-kilometres, 2010 - 2011

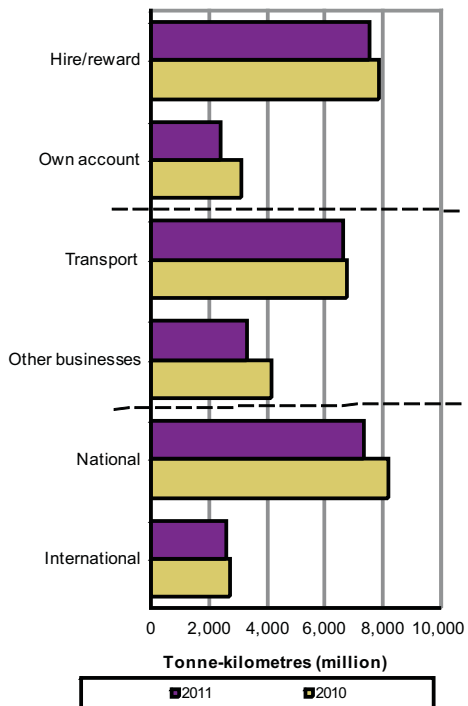
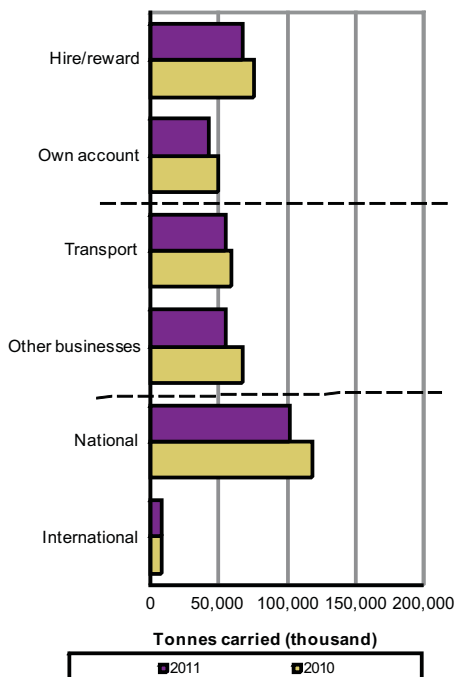


Chart 12: Weight of goods carried, 2010 - 2011



Vehicles used mainly for hire or reward transport carried 68 million tonnes of goods in 2011, a decrease of 11% from 2010 while activity in terms of tonne-kilometres for hire or reward transport decreased by 4%. In 2011 vehicles used mainly for hire or reward transport carried 61% of the total weight of goods which was marginally more than in 2010. The weight of goods carried on own account transport decreased by 14% to 42.7 million tonnes while tonne-kilometres fell by 22% to 2.4 billion during the same period.

Table J 2010 - 2011

Category	Tonne-Kilometres			Tonne Carried		
	2010 <i>million</i>	2011 <i>million</i>	<i>Change</i> %	2010 <i>thousand</i>	2011 <i>thousand</i>	<i>Change</i> %
Business of owner						
Transport	6,740	6,614	-1.9	58,839	54,839	-6.8
Other	4,184	3,327	-20.5	67,027	55,421	-17.3
Main Use of Vehicle						
Hire or Reward	7,843	7,542	-3.8	75,998	67,596	-11.1
Own Account	3,081	2,399	-22.1	49,867	42,664	-14.4
Journey						
National	8,198	7,331	-10.6	118,360	102,695	-13.2
International	2,727	2,611	-4.3	7,505	7,565	0.8
Main Type of Work						
Import/export work	2,728	2,708	-0.7	12,289	12,144	-1.2
Carriage of livestock	130	128	-1.5	1,220	1,449	18.8
Carriage of other farm produce from farms	325	326	0.3	5,255	5,459	3.9
Carriage of fertilisers, feeding stuffs, etc. to farms	429	330	-23.1	6,127	4,873	-20.5
Delivery of goods to road works or building sites	1,224	980	-19.9	35,882	30,981	-13.7
Delivery of goods to retail outlets	1,640	1,583	-3.5	15,460	14,934	-3.4
Delivery of goods to wholesalers	943	1,059	12.2	7,810	9,164	17.3
Delivery of materials and fuels to factories	981	910	-7.2	11,674	8,660	-25.8
Delivery of goods to households	264	193	-26.9	3,690	3,282	-11.1
Other Work	2,260	1,725	-23.7	26,456	19,315	-27.0
Total	10,924	9,941	-9.0	125,865	110,260	-12.4

Chapter 2

Tables

Table 1 Transport Activity classified by Business of Owner and Main Use of Vehicle, 2011

Business of Owner of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport	0	6,614	6,614	0	54,839	54,839
Manufacturing industry	662	0	662	15,172	0	15,172
Mining & quarrying (incl. sand & gravel merchants)	174	0	174	6,461	0	6,461
Creameries & agricultural cooperative societies	30	0	30	437	0	437
Manufacture of food & feeding stuffs	163	0	163	2,021	0	2,021
Manufacture of drink & tobacco	15	0	15	116	0	116
Manufacture of glass, cement & clay products	134	0	134	4,424	0	4,424
Other manufacturing	146	0	146	1,713	0	1,713
Building & Construction	148	0	148	4,077	0	4,077
Distribution	1,046	771	1,817	13,825	10,791	24,616
Agriculture & livestock dealing	152	12	164	2,475	144	2,619
Local Authorities	80	0	80	2,226	0	2,226
Other	311	145	457	4,888	1,822	6,710
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 2 Transport Activity classified by Vehicle Capacity, National/International Journeys and Main Use of Vehicle, 2011

Type of Journey and Vehicle Capacity	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National Journeys						
Vehicle Capacity (kg)						
Up to 5,000	85	37	121	1,941	452	2,393
5,001 - 10,000	125	107	232	2,392	1,223	3,615
10,001 - 15,000	113	87	200	1,934	1,230	3,164
15,001 - 20,000	369	290	659	6,908	5,526	12,433
20,001 - 25,000	85	262	347	1,922	3,216	5,138
25,001 - 35,000	792	2,383	3,175	17,987	31,688	49,675
Over 35,000	694	1,901	2,595	8,683	17,593	26,276
Total	2,264	5,067	7,331	41,766	60,929	102,695
International Journeys						
Vehicle Capacity (kg)						
Up to 5,000	1	0	1	10	0	10
5,001 - 10,000	1	3	4	10	15	25
10,001 - 15,000	3	26	30	21	120	141
15,001 - 20,000	13	113	127	159	282	441
20,001 - 25,000	9	318	328	34	564	598
25,001 - 35,000	58	1,056	1,114	399	3,030	3,429
Over 35,000	49	959	1,008	266	2,655	2,921
Total	135	2,476	2,611	898	6,667	7,565
Total						
Vehicle Capacity (kg)						
Up to 5,000	86	37	123	1,951	452	2,403
5,001 - 10,000	126	110	236	2,402	1,238	3,640
10,001 - 15,000	117	113	230	1,955	1,351	3,305
15,001 - 20,000	383	403	786	7,066	5,808	12,874
20,001 - 25,000	95	581	675	1,956	3,780	5,736
25,001 - 35,000	850	3,439	4,289	18,386	34,718	53,105
Over 35,000	743	2,860	3,603	8,948	20,249	29,197
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 3 Transport Activity classified by Business of Owner, Unladen Weight and Main Use of Vehicle, 2011

Business of Owner and Unladen Weight of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport						
Unladen Weight (kg)						
2,000 - 5,000	0	54	54	0	669	669
5,001 - 7,500	0	91	91	0	877	877
7,501 - 10,000	0	356	356	0	2,850	2,850
10,001 - 12,500	0	2,196	2,196	0	18,139	18,139
Over 12,500	0	3,917	3,917	0	32,304	32,304
Total	0	6,614	6,614	0	54,839	54,839
Other businesses						
Unladen Weight (kg)						
2,000 - 5,000	175	49	224	3,600	467	4,066
5,001 - 7,500	94	16	110	1,662	198	1,860
7,501 - 10,000	335	53	388	5,136	732	5,868
10,001 - 12,500	594	266	860	12,246	3,872	16,118
Over 12,500	1,201	543	1,745	20,021	7,488	27,509
Total	2,399	928	3,327	42,664	12,757	55,421
Total						
Unladen Weight (kg)						
2,000 - 5,000	175	103	278	3,600	1,136	4,735
5,001 - 7,500	94	107	201	1,662	1,075	2,737
7,501 - 10,000	335	409	744	5,136	3,581	8,717
10,001 - 12,500	594	2,462	3,056	12,246	22,012	34,258
Over 12,500	1,201	4,461	5,662	20,021	39,793	59,813
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 4 Transport Activity classified by Region of Origin¹ and Main Use of Vehicle, 2011

Region of Origin	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Border	253	619	872	4,981	6,247	11,228
Midland	190	300	490	2,999	3,204	6,203
West	198	344	542	3,976	3,541	7,518
Dublin	552	1,791	2,343	8,069	17,403	25,472
Mid-East	261	494	754	5,626	5,485	11,111
Mid-West	235	537	772	4,941	6,555	11,495
South-East	309	991	1,300	5,973	9,399	15,372
South-West	348	950	1,298	5,593	11,641	17,234
Other	52	1,518	1,570	507	4,120	4,626
Total	2,399	7,542	9,941	42,664	67,596	110,260

¹ See Appendix B

Table 5 Transport Activity classified by Business of Owner, Length of Haul and Main Use of Vehicle, 2011

Business of Owner of Vehicle and Length of Haul	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport						
Length of Haul (km)						
Up to 10	0	26	26	0	4,340	4,340
11-25	0	170	170	0	9,292	9,292
26-50	0	314	314	0	8,597	8,597
51-150	0	1,610	1,610	0	17,827	17,827
151-500	0	3,047	3,047	0	13,189	13,189
Over 500	0	1,447	1,447	0	1,595	1,595
Total	0	6,614	6,614	0	54,839	54,839
Other businesses						
Length of Haul (km)						
Up to 10	44	10	54	6,638	1,380	8,018
11-25	199	58	256	11,444	3,312	14,756
26-50	305	84	389	8,845	2,227	11,072
51-150	840	336	1,175	10,739	3,935	14,674
151-500	937	383	1,320	4,890	1,839	6,729
Over 500	75	58	133	108	64	172
Total	2,399	928	3,327	42,664	12,757	55,421
Total						
Length of Haul (km)						
Up to 10	44	36	80	6,638	5,719	12,358
11-25	199	228	427	11,444	12,603	24,047
26-50	305	398	703	8,845	10,825	19,670
51-150	840	1,945	2,785	10,739	21,762	32,501
151-500	937	3,431	4,367	4,890	15,028	19,918
Over 500	75	1,504	1,579	108	1,659	1,767
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 6 Transport Activity classified by Main Type of Work and Main Use of Vehicle, 2011

Main Type of Work done by Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Import/export work ¹	67	2,641	2,708	347	11,797	12,144
Carriage of livestock	48	80	128	738	711	1,449
Carriage of other farm produce from farms	80	246	326	1,625	3,834	5,459
Carriage of fertilisers, feeding stuffs etc. to farms	113	217	330	1,986	2,887	4,873
Delivery of goods to road works or building sites	466	514	980	16,027	14,954	30,981
Delivery of goods to retail outlets	512	1,071	1,583	6,074	8,860	14,934
Delivery of goods to wholesalers	200	859	1,059	1,873	7,291	9,164
Delivery of materials and fuels to factories	182	728	910	1,886	6,774	8,660
Delivery of goods to households	168	25	193	2,870	412	3,282
Other work	563	1,162	1,725	9,240	10,076	19,315
Total	2,399	7,542	9,941	42,664	67,596	110,260

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

Table 7 Transport Activity classified by National/International Journeys and Main Use of Vehicle, 2011

Type of Journey	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National Journeys	2,264	5,067	7,331	41,766	60,929	102,695
International Journeys						
Goods loaded in Ireland	83	958	1,041	392	2,547	2,939
Goods unloaded in Ireland	37	870	907	218	2,257	2,475
Cross trade	8	596	603	20	1,202	1,222
Cabotage	7	52	60	268	661	929
Total International	135	2,476	2,611	898	6,667	7,565
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 8 Transport Activity classified by National/International Journeys, Quarter and Main Use of Vehicle, 2011

National/International Journeys and Quarter	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National journeys						
January - March	556	1,260	1,816	9,716	14,367	24,083
April - June	645	1,305	1,951	11,262	15,289	26,552
July - September	506	1,448	1,954	10,648	17,522	28,170
October - December	557	1,053	1,610	10,140	13,751	23,891
Total	2,264	5,067	7,331	41,766	60,929	102,695
International journeys						
January - March	62	710	773	372	1,788	2,160
April - June	16	654	670	101	1,841	1,942
July - September	28	590	618	256	1,639	1,894
October - December	29	521	550	169	1,399	1,568
Total	135	2,476	2,611	898	6,667	7,565
Total						
January - March	618	1,971	2,589	10,088	16,155	26,243
April - June	661	1,959	2,620	11,364	17,130	28,494
July - September	534	2,038	2,572	10,904	19,161	30,064
October - December	586	1,575	2,160	10,309	15,150	25,459
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 9 Transport Activity classified by Group of Goods and National/International Journeys, 2011

Group of Goods (NST 2007)	Tonne-km (million)			Tonnes carried (thousand)		
	National journeys	International journeys	Total	National journeys	International journeys	Total
Products of agriculture, forestry & fishing	903	287	1,190	12,069	903	12,972
Coal & natural gas	66	21	87	648	114	762
Quarry products, metal ores & peat	806	71	877	24,778	687	25,465
Foodstuffs	1,679	899	2,578	18,285	2,197	20,482
Textiles & leather	110	29	139	781	48	829
Wood, pulp & paper	461	67	528	4,265	397	4,661
Coke & refined petroleum products	654	39	693	7,778	193	7,972
Chemicals & plastics	272	141	413	3,399	385	3,783
Other non-metallic mineral products	532	67	600	12,306	363	12,670
Metal products (exc. machinery & equipment)	184	63	247	1,904	236	2,139
Machinery & equipment	153	110	263	1,807	296	2,103
Furniture & other manufactured goods	120	39	159	1,175	102	1,278
Secondary raw materials & waste	251	25	276	3,721	147	3,868
Other goods	1,141	751	1,891	9,778	1,499	11,277
Total	7,331	2,611	9,941	102,695	7,565	110,260

Table 10 Transport Activity classified by Group of Goods and Main Use of Vehicle, 2011

Group of Goods (NST 2007)	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Products of agriculture, forestry & fishing	290	900	1,190	4,160	8,812	12,972
Coal & natural gas	15	73	87	190	572	762
Quarry products, metal ores & peat	363	514	877	13,220	12,245	25,465
Foodstuffs	470	2,109	2,578	5,733	14,749	20,482
Textiles & leather	61	77	139	376	452	829
Wood, pulp & paper	85	444	528	931	3,730	4,661
Coke & refined petroleum products	353	340	693	4,502	3,469	7,972
Chemicals & plastics	54	359	413	559	3,225	3,783
Other non-metallic mineral products	219	381	600	6,208	6,461	12,670
Metal products (exc. machinery & equip.)	65	182	247	822	1,317	2,139
Machinery & equipment	66	197	263	949	1,154	2,103
Furniture & other manufactured goods	51	108	159	600	678	1,278
Secondary raw materials & waste	145	131	276	2,542	1,326	3,868
Other goods	164	1,728	1,891	1,872	9,404	11,277
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 11 Average Number of Vehicles classified by Unladen Weight and Year of Manufacture of Vehicle, 2011

Year of Manufacture of Vehicle	Unladen Weight (kg)					Total
	2,000 - 5,000	5001 - 7,500	7,501 - 10,000	10,001 - 12,500	Over 12,500	
2011	1,085	52	53	107	191	1,488
2010	1,975	75	111	106	214	2,480
2009	1,698	212	118	137	344	2,508
2008	5,221	409	375	520	1,294	7,819
2007	8,890	320	419	724	1,382	11,734
2006	7,360	355	545	1,016	1,406	10,682
2005	4,899	345	453	1,102	1,172	7,971
2004	4,541	407	463	708	1,023	7,142
2003	4,453	465	409	734	765	6,827
2002	3,721	341	443	540	483	5,527
2001	2,241	396	428	498	455	4,018
2000 or before	6,845	1,976	1,660	1,598	904	12,983
Total	52,928	5,354	5,475	7,788	9,633	81,178

Table 12 Transport Activity classified by Year of Manufacture and Main Use of Vehicle, 2011

Year of Manufacture of Vehicle	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
2011	105	249	354	1,006	1,321	2,327
2010	99	240	339	1,253	1,606	2,859
2009	98	264	362	1,460	1,726	3,186
2008	349	1,197	1,547	4,888	8,590	13,478
2007	439	910	1,349	7,919	8,927	16,846
2006	307	1,386	1,693	6,096	11,171	17,268
2005	230	1,133	1,362	4,682	10,236	14,917
2004	183	731	914	3,233	7,247	10,479
2003	186	454	640	3,613	4,661	8,274
2002	125	328	453	2,344	3,630	5,974
2001 or before	278	651	929	6,172	8,481	14,653
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 13 Transport Activity classified by Body Type and Main Use of Vehicle, 2011

Type of Vehicle and Body Type	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Rigid/Rigid with Trailer						
Platform or sided	124	72	195	2,081	1,348	3,429
Tipper	305	219	525	11,169	8,685	19,855
Tanker or other bulk carrier	193	60	253	3,467	1,113	4,580
Insulated or refrigerated box	94	59	153	1,349	646	1,995
Box or van body	210	190	400	2,513	1,829	4,342
Livestock carrier	27	35	62	525	352	877
Other	215	290	504	4,643	4,564	9,207
Total	1,168	925	2,093	25,747	18,537	44,284
Articulated						
Platform or sided	102	615	718	1,052	4,676	5,728
Tipper	177	756	934	4,421	10,075	14,497
Tanker or other bulk carrier	306	844	1,150	4,253	9,740	13,992
Insulated or refrigerated box	185	1,579	1,764	1,528	6,469	7,997
Box or van body	91	625	716	588	3,102	3,689
Livestock carrier	21	62	83	224	439	663
Other	348	2,135	2,483	4,852	14,558	19,410
Total	1,231	6,617	7,848	16,917	49,059	65,976
All Vehicles						
Platform or sided	226	687	913	3,133	6,024	9,157
Tipper	483	976	1,458	15,591	18,761	34,351
Tanker or other bulk carrier	498	905	1,403	7,720	10,853	18,572
Insulated or refrigerated box	279	1,638	1,917	2,876	7,115	9,992
Box or van body	302	814	1,116	3,101	4,931	8,031
Livestock carrier	48	98	146	750	791	1,541
Other	563	2,425	2,988	9,495	19,122	28,616
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 14 Vehicle Kilometres Travelled classified by Business of Owner and Main Use of Vehicle, 2011

Business of Owner of Vehicle	Loaded vehicle kilometres (million)			Empty vehicle kilometres (million)			Total vehicle kilometres (million)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
Transport	0	432	432	0	206	206	0	638	638
Manufacturing industry	78	0	78	47	0	47	126	0	126
Mining & quarrying (incl. sand & gravel merchants)	9	0	9	8	0	8	17	0	17
Creameries & agricultural cooperative societies	4	0	4	2	0	2	6	0	6
Manufacture of food & feeding stuffs	26	0	26	12	0	12	38	0	38
Manufacture of drink & tobacco	1	0	1	0	0	0	1	0	1
Manufacture of glass, cement & clay products	9	0	9	8	0	8	18	0	18
Other manufacturing	29	0	29	17	0	17	46	0	46
Building & Construction	24	0	24	18	0	18	42	0	42
Distribution	186	57	243	88	35	124	274	92	366
Agriculture & livestock dealing	21	1	22	18	1	19	39	2	41
Local Authorities	8	0	8	8	0	8	16	0	16
Other	47	26	74	21	13	34	68	39	108
Total	365	516	881	201	256	457	566	772	1,338

Table 15 Transport Activity classified by National/International Journeys, Axle Configuration and Main Use of Vehicle, 2011

Type of Journey and Axle Configuration	Tonne-km (million)			Tonnes carried (thousand)		
	Own Account	Hire or Reward	Total	Own Account	Hire or Reward	Total
National journeys						
Rigid						
2 axle	453	290	743	7,764	3,358	11,122
3 axle	286	101	387	5,139	1,509	6,649
Other rigid	336	344	681	11,606	11,995	23,601
Rigid + trailer	61	113	173	864	1,148	2,012
Articulated						
3 axle	16	37	53	368	469	837
4 axle	194	403	598	4,441	5,851	10,292
5 axle	488	1,998	2,486	6,270	19,546	25,816
Other articulated	430	1,781	2,211	5,312	17,052	22,365
Total	2,264	5,067	7,331	41,766	60,929	102,695
International journeys						
Rigid						
2 axle	8	15	23	63	111	174
3 axle	8	5	13	55	35	90
Other rigid	12	31	44	235	257	492
Rigid + trailer	3	25	28	20	123	143
Articulated						
3 axle	0	4	4	0	16	16
4 axle	13	111	123	56	427	483
5 axle	68	1,681	1,749	284	3,389	3,673
Other articulated	23	602	625	185	2,308	2,493
Total	135	2,476	2,611	898	6,667	7,565
Total						
Rigid						
2 axle	461	305	766	7,827	3,469	11,296
3 axle	294	106	400	5,194	1,545	6,739
Other rigid	349	376	725	11,842	12,252	24,094
Rigid + trailer	64	138	202	884	1,271	2,155
Articulated						
3 axle	16	41	57	368	485	853
4 axle	207	514	721	4,497	6,278	10,775
5 axle	556	3,679	4,235	6,554	22,935	29,490
Other articulated	453	2,383	2,836	5,497	19,360	24,858
Total	2,399	7,542	9,941	42,664	67,596	110,260

Table 16 Transport Activity classified by Region of Origin and Region of Destination, 2011

Region of Origin ¹	Region of Destination ¹										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Tonne-km (million)											
Border	258	41	56	151	52	19	68	38	19	170	872
Midland	58	115	38	60	34	32	38	46	14	55	490
West	42	28	212	80	23	20	49	31	3	55	542
Dublin	241	132	194	432	188	188	272	396	54	247	2,343
Mid-East	70	62	38	149	181	38	63	60	18	77	754
Mid-West	40	22	42	71	27	268	108	127	2	64	772
South-East	50	48	39	195	93	79	446	195	31	125	1,300
South-West	28	46	31	193	56	101	178	559	0	105	1,298
Northern Ireland	17	9	11	16	7	5	14	1	11	17	108
Other Countries	117	35	41	361	63	33	113	65	19	616	1,462
Total	921	538	703	1,707	723	782	1,347	1,518	172	1,532	9,941
Tonnes carried (thousand)											
Border	6,956	408	380	1,386	794	78	284	115	189	637	11,228
Midland	682	2,843	378	601	478	325	478	203	83	132	6,203
West	390	325	5,634	368	114	212	236	150	16	73	7,518
Dublin	1,895	1,183	925	12,629	3,602	899	1,814	1,543	259	724	25,472
Mid-East	765	943	195	2,924	4,905	207	599	270	79	224	11,111
Mid-West	157	276	340	341	182	7,500	1,128	1,468	7	97	11,495
South-East	213	506	195	1,308	911	1,140	9,200	1,611	81	206	15,372
South-West	87	224	142	736	224	996	1,423	13,271	0	131	17,234
Northern Ireland	169	40	38	92	34	14	41	3	236	36	704
Other Countries	546	95	92	782	163	43	218	104	40	1,838	3,923
Total	11,861	6,845	8,318	21,167	11,406	11,416	15,420	18,738	992	4,098	110,260

¹ See Appendix B

Table 17 Vehicle Kilometres Travelled classified by Region of Origin and Region of Destination, 2011

Region of Origin ¹	Region of Destination ¹										Total
	Border	Midland	West	Dublin	Mid-East	Mid-West	South-East	South-West	Northern Ireland	Other Countries	
Vehicle kilometres (million)											
Border	61	7	9	26	10	4	6	4	2	12	141
Midland	7	23	6	14	8	4	5	5	1	3	77
West	9	6	49	15	5	6	4	6	0	4	105
Dublin	28	15	17	85	34	17	31	33	3	20	282
Mid-East	11	9	5	33	34	5	11	8	1	6	125
Mid-West	4	4	6	16	5	54	11	17	0	5	122
South-East	6	5	4	28	12	11	69	20	2	9	166
South-West	4	5	6	30	9	16	21	103	0	7	199
Northern Ireland	2	1	1	3	1	0	2	0	1	1	12
Other Countries	9	2	3	26	5	2	7	4	1	47	108
Total	141	77	107	277	122	120	168	200	13	114	1,338

¹ See Appendix B

Table 18 Transport Activity classified by Country of Origin and Country of Destination, 2011

Country of Origin	Country of Destination									Total
	France	Germany	Ireland	Italy	Netherlands	Spain	United Kingdom	Other EU	Other Countries ¹	
Tonne-km (million)										
France	7	0	90	4	3	3	35	5	0	147
Germany	0	2	69	1	0	0	39	7	0	118
Ireland	120	59	7,331	60	60	50	614	64	15	8,372
Italy	3	0	40	6	0	0	22	0	0	71
Netherlands	0	6	104	0	1	0	21	4	0	136
Spain	15	0	38	0	0	2	16	0	0	70
United Kingdom	24	26	521	6	9	0	295	47	0	927
Other EU	6	4	38	0	2	0	30	5	2	87
Other Countries ¹	0	0	7	0	0	0	6	0	0	14
Total	174	96	8,238	78	75	55	1,078	131	18	9,941
Tonnes carried (thousand)										
France	14	0	90	4	2	5	47	4	2	169
Germany	0	10	55	2	1	0	36	7	0	112
Ireland	119	49	102,695	31	62	25	2,599	44	10	105,634
Italy	2	0	23	20	0	0	15	0	0	60
Netherlands	0	9	119	0	9	0	32	4	0	173
Spain	10	0	18	0	0	4	8	0	0	40
United Kingdom	39	26	2,140	2	16	0	1,632	36	0	3,892
Other EU	3	4	26	0	2	0	31	102	1	169
Other Countries ¹	0	0	4	0	0	0	5	0	1	11
Total	187	98	105,171	59	92	34	4,406	197	16	110,260

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

Table 19 Vehicle Kilometres classified by Country of Origin and Country of Destination, 2011

Country of Origin	Country of Destination									Total
	France	Germany	Ireland	Italy	Netherlands	Spain	United Kingdom	Other EU	Other Countries ¹	
Vehicle kilometres (million)										
France	2	0	6	0	0	0	2	0	0	11
Germany	0	1	5	0	0	0	2	1	0	9
Ireland	8	5	1,141	4	4	3	47	4	1	1,217
Italy	0	0	2	1	0	0	2	0	0	5
Netherlands	0	0	6	0	0	0	1	0	0	8
Spain	1	0	2	0	0	0	1	0	0	4
United Kingdom	1	1	46	0	1	0	24	2	0	76
Other EU	0	1	2	0	1	0	2	1	0	7
Other Countries ¹	0	0	0	0	0	0	0	0	0	1
Total	13	8	1,211	5	7	4	81	8	2	1,338

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

Chapter 3

Methodology

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

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

The sampling frame/register was updated every eight weeks during 2011 with information from the Department regarding vehicles:

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

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

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

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

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

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

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

In 2011, seven strata turned out to be null strata (i.e. no vehicles in the population fell into those seven categories). However, the strata were retained in the design to keep the design consistent with previous years.

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

Table K - 2011

Year of Manufacture	Unladen Weight			Total
	2 - 5 tonnes	5 - 10 tonnes	10 tonnes and over	
	Sampling Proportion %			
Before 2003	5	35	80	27
2003 - 2007	10	57	80	32
After 2007	13	53	72	27
Total	10	46	78	29

Data Collection Survey questionnaires (see Appendix E) were issued during the week prior to the survey week to which they referred. When necessary, reminders were issued 3, 5 and 6 weeks after the survey week.

Response Rates Out of a total of 23,559 vehicles surveyed, a satisfactory return was received in respect of 12,439 vehicles, representing an overall response rate of 53%. However, this rate varied across the differing survey strata. Response rates broken down by the unladen weight and the year of manufacture of vehicle are presented in Table L.

Table L - 2011

Year of Manufacture	Unladen Weight						Total	
	2 - 5 tonnes		5 - 10 tonnes		10 tonnes and over		Forms issued	% Response
	Forms issued	% Response	Forms issued	% Response	Forms issued	% Response		
Before 2003	647	65	1,851	57	3,568	49	6,066	53
2003 - 2007	2,072	59	1,968	50	6,327	49	10,367	51
After 2007	2,371	62	1,142	53	3,613	51	7,126	55
Total	5,090	61	4,961	53	13,508	49	23,559	53

Respondent Burden As part of the survey respondents were asked to record how many minutes it took them to complete the questionnaire (see Appendix E). Of the 12,439 satisfactory returns to the survey just 5,356 (43%) answered this question. Of this subset of respondents 1,779 (33%) reported that it took 10 minutes or less to complete the survey form. Only 121 respondents (2%) reported that it took more than an hour to complete the form. On average it took respondents 22 minutes to complete the survey form. The individual response burden, broken down by main use of vehicle and unladen weight of vehicle category, is given in table M.

Table M - 2011

Main use of Vehicle and Unladen Weight	Response Burden (minutes)						Total	Average
	1-10	11-20	21-30	31-45	45-60	More than 60		
Own Account								
2 - 5 tonnes	213	228	110	41	27	21	640	22
5 - 10 tonnes	284	312	141	52	36	30	855	22
Over 10 tonnes	409	521	216	88	43	29	1,306	22
Total	906	1,061	467	181	106	80	2,801	22
Hire or Reward								
2 - 5 tonnes	30	38	25	8	4	2	107	21
5 - 10 tonnes	137	160	72	27	20	5	421	20
Over 10 tonnes	706	742	316	151	78	34	2,027	21
Total	873	940	413	186	102	41	2,555	21
Total								
2 - 5 tonnes	243	266	135	49	31	23	747	22
5 - 10 tonnes	421	472	213	79	56	35	1,276	22
Over 10 tonnes	1,115	1,263	532	239	121	63	3,333	21
Total	1,779	2,001	880	367	208	121	5,356	22

Compilation and Grossing

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

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

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

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

Changes to Commodity Classification

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

Accordingly, the goods commodities collected and published in the "National Survey of Transport of Goods by Road" have been revised in line with this new goods classification, effective from 2009 onwards. The new list commodities, and their NST 2007 Division, are given in Appendix A. Unfortunately, this revision means that the results by commodity for 2011 are not directly comparable with 2008 or previous years.

Reliability of Results

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

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

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

Table N - 2011

Unladen Weight (tonnes)	Tonne-Kilometres		Tonnes Carried		Vehicle Kilometres	
	Survey Estimate	Coefficient of Variation	Survey Estimate	Coefficient of Variation	Survey Estimate	Coefficient of Variation
	<i>million</i>	%	<i>million</i>	%	<i>million</i>	%
2 - 5	278	10	4,735	7	329	3
5 - 7.5	201	8	2,737	5	79	3
7.5 - 10	744	5	8,717	4	138	2
10 - 12.5	3,056	2	34,258	2	306	1
Over 12.5	5,662	2	59,813	2	487	1
Total	9,941	1	110,260	1	1,338	1

Definitions Used **Type of Journey**

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

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

Tonnes Carried

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

Tonne-Kilometre

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

Road Cabotage Transport

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

Cross Trade

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

International Road Transport

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

National Transport

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

Appendices

Appendix A

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

Division

01 Products of agriculture, forestry and fishing

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

02 Coal and natural gas

- Coal
- Crude petroleum
- Natural gas

03 Quarry products, metal ores, peat

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

04 Foodstuffs

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

05 Textiles and leather

- Textiles
- Leather and leather products

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

Appendix A (Contd.)

06 Wood, pulp, paper

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

07 Coke and refined petroleum products

- Petrol and diesel
- Liquid petroleum gas
- Coke

08 Chemicals and plastics

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

09 Other non-metallic mineral products

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

10 Metal products (except machinery and equipment)

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

11 Machinery and equipment

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

13 Furniture and other manufactured goods

- Furniture
- Other manufactured goods

14 Secondary raw materials and waste

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

Appendix B

The NUTS 3¹ Regions of Ireland

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

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

Appendix C

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

Stratum Number	Vehicle Characteristics				Estimated Average Vehicle Population 2011
	Year of Manufacture	Unladen Weight	Taxation use ¹	Year of First Registration	
1	Before 2003	2-5 tonnes	Immaterial	Immaterial	12,809
2	"	5-10 tonnes	Own Account	"	5,243
3	"	"	Hire or Reward	"	0
4	"	10 tonnes or over	Own Account	"	4,422
5	"	"	Hire or Reward	"	54
6	2003-2007	2-5 tonnes	Immaterial	"	21,253
7	"	5-10 tonnes	Own Account	"	3,443
8	"	"	Hire or Reward	"	0
9	"	10 tonnes or over	Own Account	"	7,926
10	"	"	Hire or Reward	"	0
11	2008 or later	2-5 tonnes	Immaterial	Before 2010	15,307
12	"	"	"	2010 or later	3,562
13	"	5-10 tonnes	Own Account	Before 2010	1,825
14	"	"	"	2010 or later	317
15	"	"	Hire or Reward	Before 2010	0
16	"	"	"	2010 or later	0
17	"	10 tonnes or over	Own Account	Before 2010	4,119
18	"	"	"	2010 or later	898
19	"	"	Hire or Reward	Before 2010	0
20	"	"	"	2010 or later	0
Total:					81,178

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

Appendix D

Goods Vehicle Category Types

Code	Body Type	Goods Vehicle Population ¹ 2011	
		All	Survey Scope
2	Station Wagon/Jeep	801	-
3	Minibus	33	-
5	Bus	32	-
6	Van	27,863	27,863
7	Open Lorry & Container	403	403
8	Open Lorry only	1,403	1,403
13	Travelling Machine/Workshop	55	-
14	Mobile Shop	107	-
15	Hoist/Crane	20	-
22	Low Loader	17	17
23	Tanker	401	401
24	Concrete Mixer/Concrete Pump	61	61
25	Horse Box/Animal Transporter	915	915
26	Dumper	1	1
30	Refuse Collector	574	574
31	Gritter/Chip Spreader	1	-
35	Adapted Saloon	2	-
37	Other	5,130	5,130
40	Hatchback	4	-
48	Pick Up	706	706
50	Van with Side Windows	90	90
51	Other light goods	45	45
52	Box van	1,996	1,996
53	Luton Van	311	311
54	Insulated/Refrigerated Van	649	649
55	Glass Carrier	8	8
56	Other Van	16	16
58	Drop-Side Lorry	483	483
59	Hopper Truck	1	1
60	Recovery Vehicle	158	-
61	Solid Bulk Carrier	7	7
63	Car Transporter	30	30
64	Other Goods Heavy	4,583	4,583
69	Road Maintenance Vehicle	5	-
70	Road Tar Sprayer	3	-
75	Articulated Tractor Unit	11,153	11,153
76	Jeep	16,071	-
77	Estate	866	-
78	Liftback	1	-
81	Rigid	3,807	3,807
82	Crew Cab	10,246	10,246
83	Rescue Vehicle	2	-
85	Well Driller/Drilling Machine	1	-
86	Curtain Sider	964	964
87	Tipper	2,004	2,004
88	Skip Loader	194	194
89	Telescopic Handler	4	-
90	Drain Cleaner	10	-
91	Security Van/Truck	82	82
92	MPV	10	-
95	Chassis Cab	7,036	7,036
TOTAL:		99,365	81,178

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



Appendix E

Enquiries to:
 Transport Section
 Central Statistics Office
 Skehard Road
 Cork

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

Amend if incorrect in any respect

CENTRAL STATISTICS OFFICE

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

Official use only	
Coded	
Checked	

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

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

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

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

Gerard O'Hanlon
 Director General

CHANGE OF OWNERSHIP OR VEHICLE SCRAPPED

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

If you sold the vehicle

If the vehicle has been scrapped

STATE YEAR SOLD

STATE YEAR SCRAPPED

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

BUSINESS DETAILS

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

Yes

No

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

3. Is the vehicle used mainly for

Carriage of your own goods?

**PLEASE ✓
 APPROPRIATE
 BOX**

Carriage of other persons/companies goods?

Hire to others?

RECORD OF WORK DONE BY VEHICLE DURING THE WEEK BEGINNING

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

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

61

IDLE

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY



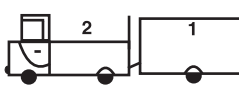


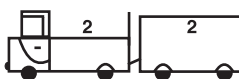


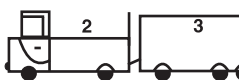






SUNDAY

PLEASE SEE OVER 

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

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

8. POSITION OF AXLES (please ✓ box which describes the positions of the axles on the vehicle and on the trailer, if a trailer was used during the week)

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

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

CERTIFICATION

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

Signature	Date
Status	Phone

(Owner, Secretary, etc.)

NATIONAL SURVEY OF TRANSPORT OF GOODS BY ROAD

INSTRUCTIONS FOR COMPLETION OF QUESTIONNAIRE

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

Single Delivery/Collection Journey

- See example 1 overleaf

Multiple Delivery/Collection Journey

- See example 2 overleaf

International Journeys

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

Dangerous Goods

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

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

Demountable Containers or Lift Vans

Full

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

Empty

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

