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Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

January to March 2011



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USER INFORMATION

This section contains some information about the background to the publication and the quality of the data used in the NI Road and Rail Transport Statistics Bulletin including guidance to assist with interpretation.

Background Information

Background and Uses of the Publication

The first Quarterly Road and Rail Transport Statistics Bulletin (October to December 1996) was developed to meet the need for more frequent and timely information. It contains a subset of the information that appears in the Annual (NI Transport Statistics published each year in September). This includes vehicle registrations, public transport, petrol and diesel deliveries and driver and vehicle testing. The reports are published approximately 3 months after the quarter to which they refer.

Aside from being of general interest, the car registrations information in the quarterly Road and Rail Transport Statistics Bulletin is used for input into economic models managed by bank economists. It is also used by some car dealers to monitor the market. The figures were used by some media commentators as one of the indicators of the credit crunch (fewer new car registrations at that time).

The publication is generally used for reference and is a good starting point when looking for Northern Ireland transport statistics.

Data collection and timeliness

To inform this publication, data are supplied from a variety of sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. CSRB have consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at:-

http://www.drdni.gov.uk/index/statistics/transport_statistics_users_group.htm

Due to the nature of compendium publications, some data are available earlier than others but we can not publish until the final piece of data is provided. In addition, in order to publish data at a common time point, the figures may not be the latest available. More up-to-date data (for example, monthly data) may be available directly from the individual data suppliers.

National Statistics

The Northern Ireland Road and Rail Transport Statistics compendium publication is badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. Northern Ireland Road and Rail Transport Statistics has undergone assessment and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at:

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

Following the completion of a number of requirements, confirmation was received from the UK Statistics Authority in March 2011 that the publication has maintained its National Statistics status.

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

In addition, the petrol and diesel deliveries data published in Table 6.1 of this publication have been designated as National Statistics in their own right. This has been highlighted in the relevant table.

All other data in the publication are Official Statistics and, as such, will still conform to the Code of Practice for Official Statistics although this has not been independently tested. A short assessment of the data quality of each of the datasets used in the publication has been included in the sections below.

Data in the Publication

General guidance on using the data

- Most of the data in the publication are seasonal (such as vehicle registrations, public transport and annual vehicle tests). Therefore data from the current quarter should be compared with data from the same quarter in the previous year rather than the previous quarter.

Vehicle registrations (Table 1.1 to 4.2)

Description of the data

Data on all new and used vehicles registered for the first time in Northern Ireland during the quarter are provided by the Driver and Vehicle Agency (DVA).

Website of data provider: <http://www.dvni.gov.uk/>

Data Quality Assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- *New vehicles* - First registration of vehicles refers to the first time the vehicle has been registered in Northern Ireland. When considering new vehicles, such registrations would account for a large proportion of their sales. So the trend in new vehicle registrations can be taken as indicative of the trend in new vehicle sales.
- *Used vehicles* - However, the above is not the case with used vehicles where the vast majority of vehicles registered for the first time within Northern Ireland are imports. The figures therefore would not be generally reflective of all used car sales within NI given that many such sales involve cars with a previous NI registration and these are not captured in the data.

Public Transport (Table 5.1 to 5.4)

Description of the data

The figures in this section are on all journeys taken during the quarter on Ulsterbus, Metro and NI Railways scheduled (timetabled) services. The data are supplied by Translink.

Website of data provider: <http://www.translink.co.uk/>

Data Quality Assessment

Very Good – data are derived from administrative financial systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current quarter and corresponding quarter from previous year queried with the data provider. For ticket types where individual journeys are not recorded (such as day tickets, school seasonal passes, commuter cards), a set number of journeys are allocated per ticket/pass sold.

Guidance on using the data

- Only scheduled (timetabled) services are included but non-scheduled services (such as private hire or tours) only account for a small part of Translink's services.
- Most of Translink's quarters are based on a 13 week period and therefore the weekly average is determined by dividing the quarterly figure by 13. However, when looking at historic data, this occasionally varies: the January to March 2008 quarter was made up of 14 weeks, therefore this quarterly figure should be divided by 14 for the weekly average.
- Due to this variation, the weekly average figure for the quarter should be used when comparing with other time periods instead of the total number for the quarter.
- It should be noted that a large proportion of Ulsterbus passenger journeys are taken by school pupils and therefore changes in the Ulsterbus trend will be partly driven by pupil numbers which have been declining in recent years.
- October to December 2010 quarter–Ulsterbus and Metro passenger journeys decreased, while NIR passenger journeys increased compared to corresponding quarter of 2009. This could be attributed to bad weather in December, when many roads etc were impassable and a number of bus passengers switched to rail services to travel. There has been some continuation of this trend into the January to March 2011 quarter.
- There was a fare increase in April 2010 on Metro, Ulsterbus and NIR services.

Petroleum (Table 6.1)

These data are National Statistics.

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources. The Department of Energy and Climate Change (DECC) is the source for these data (data are provided by the Department of Enterprise, Trade and Investment (DETI)).

Website of data provider: <http://www.detini.gov.uk/>

Data Quality Assessment

These data are initially compiled and collated on a UK-basis and data quality is considered to be very good at this level. However, the robustness of the data at individual country level is not routinely audited by DECC and, as such, it is not usually possible to get an explanation for large quarterly variations from source providers. Care should therefore be taken when interpreting changes in the trend at NI level.

Guidance on using the data

- These figures refer to the amount of petrol and diesel delivered to Northern Ireland. However, because of onward deliveries and possible stockpiling of fuel, this will not equate to the amount of fuel consumed in Northern Ireland during the period.
- They only represent deliveries from UK sources and therefore imports of petrol and diesel from other countries are not included. Any fluctuation in the trend does not therefore necessarily represent a fluctuation in consumer demand but may also, in part, reflect a shift in the balance of deliveries from UK and non-UK sources.

Driver and vehicle testing (Tables 7.1 to 8.6)

Description of the data

Data cover all full annual vehicle tests and retests carried out in Northern Ireland during the quarter. In addition, information on all persons taking car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests in Northern Ireland during the quarter are reported in this section. These figures are provided by the DVA. Equivalent information on driving tests in Great Britain is provided by the Driving Standards Agency (DSA).

Websites of data providers

<http://www.dvni.gov.uk/>

<http://www.dft.gov.uk/dsa/>

Future developments

We are currently in discussion with DVA to try and obtain actual vehicle test pass/fail rates to replace the estimate of vehicle test failures in the current tables (see first bullet point below). In addition, we are looking into obtaining an age breakdown for driving tests (see second bullet point below). See separate note on motorcycle tests.

Data Quality Assessment

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current quarter and corresponding quarter from previous year queried with the data provider.

Guidance on using the data

- The % retests figure in Tables 7.1 to 7.4 represents an estimate of the vehicle test failure rate. It is the total number of retests carried out over the period as a percentage of the total number of full tests. A retest is carried out if the vehicle fails the full test. For a full description of the retest data, see Technical Notes on Tables 7.1 to 7.4 (page 27).
- The driving test pass rate comparisons between NI and GB do not currently take into account the age profile of the persons being tested. If driving test success is related to age, and the age profile of persons being tested varies between countries, then this could account for some of the difference in the observed overall pass rates (it may be possible to provide pass rates for individual age groups in future bulletins).
- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.

Motorcycle tests (Table 8.3)

Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 8.3, page 28). This was introduced in NI on 8th December 2008 and in GB on 27th April 2009.

What this means

- The figures in this publication are all in the time period after the change to the test therefore, within each country, they are comparable i.e. NI figures for the current quarter can be compared with other NI figures in the table, and likewise GB figures compared with other GB figures. However, care should be taken when comparing with figures from previous publications as figures before and after the change are not directly comparable.
- GB and NI pass rate figures are not precisely comparable. Great Britain currently supplies data for Module 2 tests only, whereas Northern Ireland supplies data for both Module 1 and Module 2 tests combined.

Future developments

It is intended for future publications to investigate whether the NI data can be broken down by each specific test module in order that comparisons with GB can again be made on a like-for-like basis (i.e. based on Module 2 tests and results).

Analysis of the impact

It may take several years before we can be sure of the overall impact on the data for each country. In addition as quarterly figures are more prone to fluctuation it can be difficult to determine if an increase or decrease can be attributed to the change in test format or is simply a short term trend. At the moment, it seems:

- In Northern Ireland, the test changes seem to have had little impact on the actual numbers of tests being conducted when comparing the 2009 quarters (after the test had changed) with corresponding 2008 quarters (before the change). The pass rates (which are based on the last 4 quarters' data) seem to have increased since the introduction of the new 2 module test in December 2008. However, a similar trend can be noted in the equivalent car driving test pass rates (where there has been no change to the test). It is therefore unclear whether this represents an increase caused by changes to the motorcycle test. If separate data on each test module can be obtained this may shed further light on the issue.
- In Great Britain, since the test changes only Module 2 tests are reported. Module 2 can only be taken once Module 1 has been passed. It could also be argued that, compared to a person never previously tested, a person who has already passed Module 1 has demonstrated a higher level of competence and hence is more likely to pass Module 2. It is possible that this is partially responsible for the observed small increase in pass rates since the introduction of the new 2 module test in April 2009. Note that pass rates are based on the last 4 quarters' data. However, this is only speculation, at this stage, and a longer run of data will be needed to help quantify the impact (if any).

Changes since previous publication

There have been no noteworthy changes to the data since the previous publication. Any minor revisions to previously published figures, for example due to validation processes, have been marked on the appropriate table.

VEHICLE REGISTRATIONS

Figures quoted are for the current quarter, January to March 2011, unless otherwise stated.

Summary of Vehicle Registrations Section

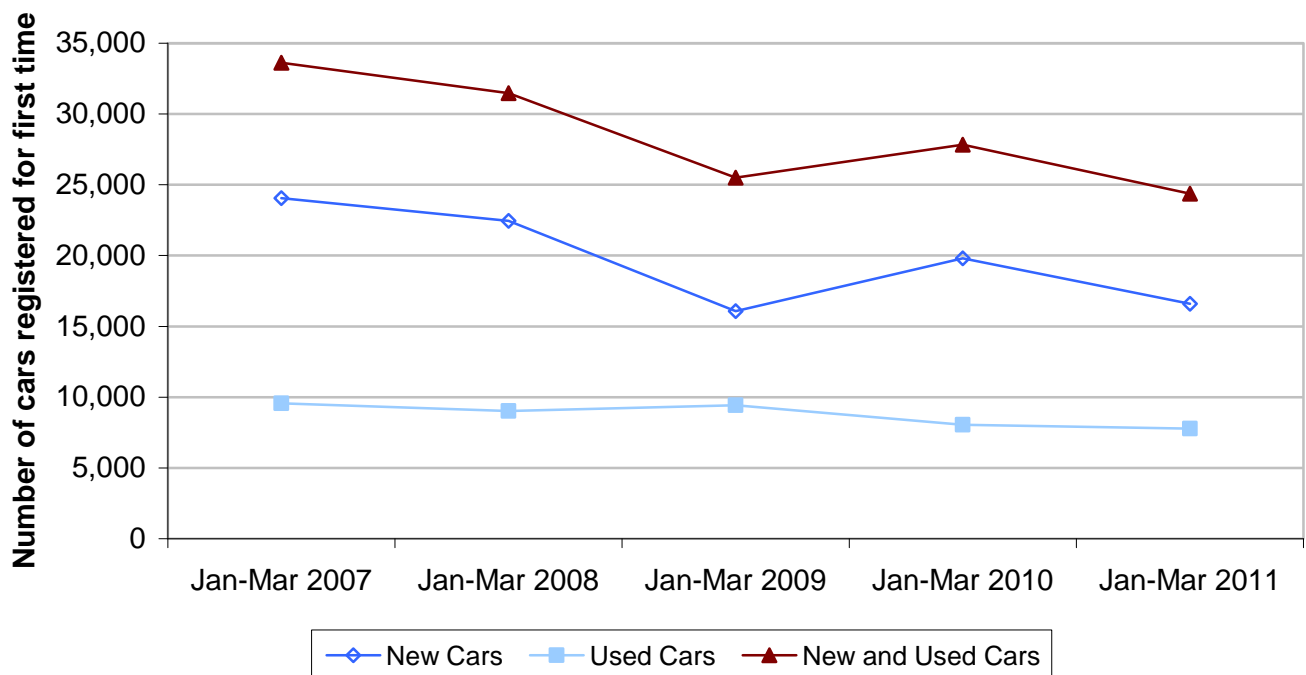
New vehicle registrations

- There were 28,982 vehicles registered for the first time in Northern Ireland during the quarter, a decrease of 10% when compared with the same quarter in 2010 (Table 1.1).

Car registrations

- There were 24,370 new and used cars registered for the first time during the quarter of which 68% (16,586) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has decreased by 12% since the corresponding quarter last year. This is the third consecutive quarter to show a decrease when compared to the corresponding time period in the previous year (Table 2.1).
- The number of new cars registered for the first time during the quarter decreased by 16% (dropping from 19,796 to 16,586) compared with the same quarter in 2010. There was a decrease of 3% over the same time period for used cars registered for the first time (Table 2.1, Figure 2.1).

**Figure 2.1: Cars registered for the first time by new/used breakdown:
January to March quarter 2007 to 2011**



Car registrations continued

- Ford was the most popular make of new car, accounting for 11% (1,902) of all new cars registered. The second and third most popular makes of new car were Vauxhall (1,735) and Volkswagen (1,460), respectively (Table 2.2).
- Of the 7,784 used cars registered for the first time, 1% (111) were imported from outside Great Britain (Table 2.3).

Light goods registrations

- There were 2,798 new and used light goods vehicles registered for the first time. This represents an increase of 14% on the corresponding quarter of 2010. (Table 3.1).

Heavy goods registrations

- Of the 679 heavy goods vehicles registered for the first time in Northern Ireland, 72% (490) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 3% since the corresponding quarter of 2010. (Table 4.1)

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

Table 1.1 Motor vehicles registered for the first time: Jan-Mar 10 to Jan-Mar 11

	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11
Private Cars					
New cars	16,686	10,825	9,882	5,023	13,345
New cars exempt - Govt owned	7	0	1	0	16
New cars exempt - Non govt owned	3,103	3,216	3,054	2,646	3,225
Used cars	7,787	7,627	7,724	6,284	7,540
Used cars exempt - Govt owned	0	0	1	0	0
Used cars exempt - Non govt owned	251	288	287	201	244
All private cars	27,834	21,956	20,949	14,154	24,370
All buses	173	172	100	41	94
Light goods					
Light goods	2,379	1,859	1,968	1,601	2,661
Light goods exempt - Govt owned	30	7	0	1	15
Light goods exempt - Non govt owned	56	58	52	47	122
All light goods	2,465	1,924	2,020	1,649	2,798
Heavy goods					
Heavy goods	662	684	628	575	667
Heavy goods exempt - Govt owned	17	0	0	0	5
Heavy goods exempt - Non govt owned	22	11	7	3	7
All heavy goods	701	695	635	578	679
Tractors					
Tractors	0	0	0	0	0
Tractors exempt - Govt owned	0	8	0	2	2
Tractors exempt - Non govt owned	538	550	493	369	525
All tractors	538	558	493	371	527
Motorcycles					
Motorcycles	611	855	731	331	462
Motorcycles exempt - Govt owned	14	4	4	0	19
Motorcycles exempt - Non govt owned	22	25	31	20	26
All motorcycles	647	884	766	351	507
General Haulage and Special Types	5	5	11	4	7
All Vehicles	32,363	26,194	24,974	17,148	28,982

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Jan-Mar 11

	2011			All registrations Jan-Mar 11
	Jan	Feb	Mar	
Private Cars				
New cars	5,175	2,927	5,243	13,345
New cars exempt - Govt owned	0	0	16	16
New cars exempt - Non govt owned	946	1,012	1,267	3,225
Used cars	2,287	2,527	2,726	7,540
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	65	98	81	244
All private cars	8,473	6,564	9,333	24,370
All buses	26	15	53	94
Light goods				
Light goods	866	730	1,065	2,661
Light goods exempt - Govt owned	2	0	13	15
Light goods exempt - Non govt owned	10	27	85	122
All light goods	878	757	1,163	2,798
Heavy goods				
Heavy goods	184	204	279	667
Heavy goods exempt - Govt owned	0	2	3	5
Heavy goods exempt - Non govt owned	1	1	5	7
All heavy goods	185	207	287	679
Tractors				
Tractors	0	0	0	0
Tractors exempt - Govt owned	1	0	1	2
Tractors exempt - Non govt owned	130	190	205	525
All tractors	131	190	206	527
Motorcycles				
Motorcycles	103	129	230	462
Motorcycles exempt - Govt owned	0	19	0	19
Motorcycles exempt - Non govt owned	5	8	13	26
All motorcycles	108	156	243	507
General Haulage and Special Types	0	2	5	7
All Vehicles	9,801	7,891	11,290	28,982

Source: DVA

Table 2.1 New and used cars registered for the first time by make: Jan-Mar 10 to Jan-Mar 11

Make	Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	27	27	50	16	30	27	47	33	53	20
Audi	663	541	533	526	466	511	285	404	713	507
Austin	0	13	0	9	0	8	0	5	0	6
BMW	748	525	556	450	694	514	351	338	797	333
Carbodies	0	2	0	3	0	4	0	9	0	1
Chevrolet	192	13	80	20	72	27	61	28	191	66
Chrysler	19	28	7	18	12	28	7	18	5	22
Citroen	640	208	534	226	459	238	335	174	584	244
Daewoo	0	7	0	4	0	3	0	4	1	7
Daihatsu	24	13	6	12	1	10	2	17	1	8
Daimler	0	3	0	3	0	1	0	2	0	1
Dodge	35	8	3	9	16	4	6	5	0	4
Eunos	0	1	0	0	0	0	0	0	0	0
Ferrari	2	2	2	1	2	1	1	3	4	2
Fiat	233	66	189	61	175	56	102	60	117	68
Ford	2,470	856	1,702	845	1,412	787	813	574	1,902	760
Honda	445	294	301	280	349	263	174	247	386	203
Hyundai	1,148	32	571	53	573	48	323	31	824	76
Isuzu	0	7	0	4	0	8	0	5	0	5
Jaguar	94	48	65	57	53	64	29	46	72	54
Jeep	48	17	9	15	15	15	8	9	23	18
Kia	685	69	500	81	355	92	161	50	470	77
Land Rover	274	95	126	81	117	69	41	83	235	83
Lexus	32	78	26	77	31	56	6	55	30	46
Lotus	0	2	0	6	1	7	0	0	0	0
Maserati	5	4	2	3	4	2	1	0	2	2
Mazda	584	82	291	96	320	94	115	58	390	84
Mercedes	551	286	405	291	348	297	207	206	513	240
MG	0	19	0	48	0	51	0	28	0	19
Mini	337	45	314	51	220	76	183	51	308	63
Mitsubishi	181	78	188	80	126	57	53	57	146	59
Nissan	1,119	234	882	154	1,099	134	474	106	1,132	113
Opel	0	7	1	11	0	7	0	7	0	3
Peugeot	1,202	615	799	548	729	545	565	488	1,032	605
Porsche	35	28	29	24	24	18	13	12	33	20
Proton	13	4	11	5	4	3	1	2	10	5
Renault	1,450	211	1,409	267	1,152	338	811	268	990	330
Rolls Royce	2	3	0	5	0	4	0	2	0	2
Rover	0	32	0	44	0	59	0	35	0	46
Saab	28	89	17	81	25	62	16	53	46	69
Seat	414	303	290	297	294	277	152	271	469	398
Skoda	332	103	272	106	168	89	162	83	353	108
Smart	29	5	13	6	22	8	12	6	19	8
Ssangyong	44	4	14	5	8	4	4	3	2	4
Subaru	48	33	10	23	15	27	3	19	27	29
Suzuki	373	29	247	25	244	23	91	23	330	23
Toyota	1,306	594	651	611	586	624	292	501	944	573
Triumph	0	2	0	7	0	4	0	1	0	3
Vauxhall	1,787	844	1,447	826	1,464	904	1,019	826	1,735	982
Volkswagen	1,871	1,221	1,254	1,252	1,046	1,294	631	1,038	1,460	1,232
Volvo	296	141	223	113	200	94	105	89	224	99
Other	10	67	12	79	6	76	7	52	13	54
All New/Used Cars	19,796	8,038	14,041	7,915	12,937	8,012	7,669	6,485	16,586	7,784
All Cars	27,834		21,956		20,949		14,154		24,370	

Source: DVA

Table 2.2 New cars registered for the first time by make and month: Jan-Mar 11

Make	New (includes exempt and imports)			All new cars Jan-Mar 11	Imported during quarter from			Exempt
	Jan	Feb	Mar		ROI	Continent	Other	
Alfa Romeo	18	16	19	53	0	0	0	5
Audi	283	160	270	713	0	0	0	12
Austin	0	0	0	0	0	0	0	0
BMW	353	193	251	797	0	0	0	62
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	84	34	73	191	5	0	0	21
Chrysler	1	1	3	5	0	0	0	0
Citroen	201	123	260	584	1	0	0	214
Daewoo	1	0	0	1	1	0	0	0
Daihatsu	1	0	0	1	0	0	0	0
Daimler	0	0	0	0	0	0	0	0
Dodge	0	0	0	0	0	0	0	0
Eunos	0	0	0	0	0	0	0	0
Ferrari	2	0	2	4	0	0	0	0
Fiat	19	51	47	117	5	2	0	4
Ford	706	416	780	1,902	2	0	0	503
Honda	128	86	172	386	0	0	0	57
Hyundai	281	283	260	824	0	0	0	85
Isuzu	0	0	0	0	0	0	0	0
Jaguar	35	5	32	72	0	0	0	0
Jeep	2	2	19	23	0	0	0	0
Kia	139	115	216	470	0	0	0	65
Land Rover	92	59	84	235	0	1	0	9
Lexus	10	2	18	30	0	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	1	1	0	2	0	0	0	1
Mazda	185	82	123	390	0	0	0	24
Mercedes	213	89	211	513	3	0	0	36
MG	0	0	0	0	0	0	0	0
Mini	64	88	156	308	0	0	0	11
Mitsubishi	32	35	79	146	1	0	0	51
Nissan	355	279	498	1,132	6	0	0	385
Opel	0	0	0	0	0	0	0	0
Peugeot	465	281	286	1,032	0	0	0	292
Porsche	20	6	7	33	0	0	0	2
Proton	5	1	4	10	0	0	0	0
Renault	264	291	435	990	1	0	0	302
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	20	10	16	46	0	0	0	0
Seat	138	75	256	469	0	0	0	78
Skoda	142	87	124	353	0	0	0	31
Smart	1	4	14	19	0	0	0	3
Ssangyong	2	0	0	2	0	0	0	0
Subaru	12	5	10	27	1	0	0	0
Suzuki	97	100	133	330	0	0	0	13
Toyota	428	164	352	944	19	0	0	61
Triumph	0	0	0	0	0	0	0	0
Vauxhall	608	372	755	1,735	0	0	0	688
Volkswagen	613	401	446	1,460	2	0	0	214
Volvo	95	20	109	224	0	0	0	11
Other	5	2	6	13	4	0	0	1
All New Cars	6,121	3,939	6,526	16,586	51	3	0	3,241

Source: DVA

Table 2.3 Used cars registered for the first time by make and month: Jan-Mar 11

Make	Used cars (includes exempt and imports)			All used cars Jan-Mar 11	Imported from				Exempt
	Jan	Feb	Mar		GB	ROI	Continent	Other	
Alfa Romeo	7	5	8	20	20	0	0	0	0
Audi	145	175	187	507	502	1	0	1	13
Austin	1	1	4	6	6	0	0	0	1
BMW	99	115	119	333	324	2	1	2	3
Carbodies	1	0	0	1	1	0	0	0	0
Chevrolet	15	24	27	66	66	0	0	0	4
Chrysler	7	7	8	22	22	0	0	0	2
Citroen	73	95	76	244	240	4	0	0	11
Daewoo	3	1	3	7	7	0	0	0	0
Daihatsu	3	3	2	8	8	0	0	0	0
Daimler	0	1	0	1	0	0	1	0	0
Dodge	2	2	0	4	4	0	0	0	0
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	0	0	2	2	2	0	0	0	0
Fiat	23	19	26	68	62	3	2	1	0
Ford	244	233	283	760	750	3	2	0	24
Honda	73	69	61	203	199	2	1	1	6
Hyundai	23	25	28	76	75	1	0	0	0
Isuzu	1	0	4	5	5	0	0	0	1
Jaguar	17	20	17	54	53	0	1	0	4
Jeep	6	8	4	18	16	0	1	0	2
Kia	18	28	31	77	75	1	1	0	2
Land Rover	24	25	34	83	75	4	1	0	4
Lexus	17	18	11	46	46	0	0	0	2
Lotus	0	0	0	0	0	0	0	0	0
Maserati	2	0	0	2	2	0	0	0	0
Mazda	24	31	29	84	79	1	2	1	3
Mercedes	66	72	102	240	237	3	0	0	7
MG	5	8	6	19	18	0	0	1	2
Mini	22	22	19	63	63	0	0	0	1
Mitsubishi	20	17	22	59	53	1	4	0	3
Nissan	32	43	38	113	104	2	4	3	6
Opel	0	1	2	3	1	2	0	0	0
Peugeot	222	196	187	605	601	2	0	0	18
Porsche	5	9	6	20	20	0	0	0	0
Proton	2	2	1	5	5	0	0	0	0
Renault	97	111	122	330	327	1	0	1	13
Rolls Royce	0	1	1	2	2	0	0	0	0
Rover	12	21	13	46	45	1	0	0	2
Saab	19	28	22	69	69	0	0	0	0
Seat	95	139	164	398	395	3	0	0	5
Skoda	27	32	49	108	106	1	0	0	2
Smart	6	0	2	8	8	0	0	0	0
Ssangyong	0	4	0	4	4	0	0	0	0
Subaru	7	6	16	29	25	1	2	1	0
Suzuki	5	8	10	23	22	1	0	0	1
Toyota	184	184	205	573	549	9	9	4	23
Triumph	0	1	2	3	3	0	0	0	0
Vauxhall	307	300	375	982	978	0	0	0	37
Volkswagen	355	456	421	1,232	1,220	8	2	1	22
Volvo	20	37	42	99	99	0	0	0	3
Other	16	22	16	54	51	0	0	3	17
All Used Cars	2,352	2,625	2,807	7,784	7,644	57	34	20	244

Source: DVA

Table 3.1 New and used light goods vehicles registered for the first time by make: Jan-Mar 10 to Jan- Mar 11

Make	Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	0	0	1	0	0	0	3	0	1
Bedford	0	1	0	1	0	1	0	1	0	0
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	140	153	68	129	113	173	51	195	191	192
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	1	0	2	0	3	0	2	0	3
Fiat	9	16	12	10	15	20	5	16	12	12
Ford	269	378	162	302	195	334	137	264	383	371
Freight Rover	0	0	0	0	0	0	0	1	0	0
Honda	0	1	1	0	0	0	0	0	2	1
Hyundai	3	2	2	0	0	0	3	0	6	0
Isuzu	26	4	17	8	14	8	10	8	45	9
Iveco	13	14	3	12	12	15	6	21	3	14
Iveco-Ford (UK)	1	0	0	0	0	0	0	1	0	0
Land Rover	46	7	34	12	30	3	11	7	65	16
LDV	5	12	1	9	0	9	0	6	0	8
Leyland	0	0	0	1	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0	0
Mazda	26	0	1	2	0	1	0	4	0	3
Mercedes	61	52	72	67	53	68	107	39	87	50
Mitsubishi	59	38	47	25	52	35	16	44	89	27
Nissan	65	32	39	27	30	46	6	27	97	43
Opel	0	2	0	0	0	3	0	5	0	0
Peugeot	119	79	92	61	77	62	51	55	113	67
Renault	133	39	82	40	120	35	125	29	199	45
Rover	0	1	0	1	0	0	0	0	0	1
Seat	0	3	0	2	0	1	0	1	0	2
Skoda	0	0	0	0	0	1	0	0	0	0
Subaru	0	0	0	0	0	1	0	0	0	0
Suzuki	0	0	0	1	0	1	0	0	0	1
Talbot	0	0	0	1	0	0	0	0	0	0
Tata	0	1	0	0	0	0	0	0	0	0
Toyota	147	35	66	37	66	39	21	38	102	32
Vauxhall	95	52	78	43	66	58	56	40	146	58
Volkswagen	215	100	221	93	145	96	148	71	206	77
Volvo	0	0	4	0	0	0	3	0	1	0
Other	7	3	21	14	2	17	3	12	16	2
All New/Used Light Goods	1,439	1,026	1,023	901	990	1,030	759	890	1,763	1,035
All Light Goods	2,465		1,924		2,020		1,649		2,798	

Source: DVA

Table 3.2 Light goods vehicles registered for the first time by make, month and new/used breakdown: Jan-Mar 11

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Jan	Feb	Mar	Jan-Mar 11	Jan	Feb	Mar	Jan-Mar 11	Jan-Mar 11
Austin	0	0	0	0	0	0	1	1	1
Bedford	0	0	0	0	0	0	0	0	0
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	74	17	100	191	63	64	65	192	383
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	1	0	2	3	3
Fiat	1	3	8	12	6	3	3	12	24
Ford	97	96	190	383	101	137	133	371	754
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	1	1	0	2	0	0	1	1	3
Hyundai	3	1	2	6	0	0	0	0	6
Isuzu	20	9	16	45	3	3	3	9	54
Iveco	1	1	1	3	3	6	5	14	17
Iveco-Ford (UK)	0	0	0	0	0	0	0	0	0
Land Rover	21	20	24	65	7	6	3	16	81
LDV	0	0	0	0	2	5	1	8	8
Leyland	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0
Mazda	0	0	0	0	0	1	2	3	3
Mercedes	18	22	47	87	18	15	17	50	137
Mitsubishi	18	19	52	89	9	9	9	27	116
Nissan	23	28	46	97	14	13	16	43	140
Opel	0	0	0	0	0	0	0	0	0
Peugeot	47	17	49	113	21	20	26	67	180
Renault	54	42	103	199	13	19	13	45	244
Rover	0	0	0	0	0	1	0	1	1
Seat	0	0	0	0	2	0	0	2	2
Skoda	0	0	0	0	0	0	0	0	0
Subaru	0	0	0	0	0	0	0	0	0
Suzuki	0	0	0	0	0	0	1	1	1
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0
Toyota	40	26	36	102	11	8	13	32	134
Vauxhall	75	27	44	146	26	17	15	58	204
Volkswagen	61	67	78	206	20	29	28	77	283
Volvo	0	0	1	1	0	0	0	0	1
Other	4	3	9	16	0	2	0	2	18
All Light Goods	558	399	806	1,763	320	358	357	1,035	2,798

Source: DVA

Table 4.1 New and used heavy goods vehicles registered for the first time by make: Jan-Mar 10 to Jan-Mar 11

Make	Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	0	0	0	0	1	0	0
Bedford	0	2	0	1	0	1	0	2	0	0
Case	0	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	0	0	1	0
DAF	31	137	27	129	31	86	12	108	29	92
Dennis	1	4	1	1	11	1	6	5	6	0
Dodge	0	0	0	0	0	0	0	0	0	0
ERF	0	9	0	5	0	8	0	2	0	3
Fiat	9	8	13	7	4	2	6	2	4	1
Foden	0	2	0	4	0	3	0	4	0	3
Ford	0	6	5	4	0	3	1	0	0	1
Grove Coles	0	0	0	0	0	0	0	0	0	1
Hino	1	7	0	3	0	7	1	4	0	2
Isuzu	0	6	0	5	0	0	0	3	0	3
Iveco	36	33	32	22	29	21	18	19	15	22
Iveco-Ford	0	12	0	25	0	18	0	13	0	26
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	3	20	0	12	0	6	2	4	0	9
JCB	1	3	3	3	1	3	2	4	7	5
Johnston	0	1	0	1	0	0	0	1	0	0
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	3	0	0	0	3	0	2	0	1
Leyland Daf	2	11	0	17	2	8	1	15	4	8
MAN	12	45	4	43	17	41	4	36	23	51
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	0	1	2	1	0	0	0	1	0	0
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	31	42	15	54	11	68	14	56	36	62
Merlo	0	1	7	2	0	1	0	0	0	0
Mitsubishi	0	1	0	4	0	4	1	5	1	2
New Holland	0	0	0	0	0	1	0	0	0	0
Renault	9	9	6	15	3	9	1	11	2	8
Renault (UK)	0	5	0	0	0	2	0	5	0	1
Scania	6	92	5	81	18	81	13	69	21	94
Seddon/Atkinson	0	2	0	2	0	0	0	1	0	0
Thwaites	0	0	0	1	0	1	0	0	0	0
Volkswagen	0	0	0	1	0	1	5	2	1	0
Volvo	12	77	21	100	22	92	35	68	35	86
Other	7	1	1	10	6	9	4	9	4	9
All New/Used Heavy Goods	161	540	142	553	155	480	126	452	189	490
All Heavy Goods	701		695		635		578		679	

Source: DVA

Table 4.2 Heavy goods vehicles registered for the first time by make, month and new/used breakdown: Jan-Mar 11

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Jan	Feb	Mar	Jan-Mar 11	Jan	Feb	Mar	Jan-Mar 11	Jan-Mar 11
All Wheel Drive	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	0	0	0
Case	0	0	0	0	0	0	0	0	0
Caterpillar	1	0	0	1	0	0	0	0	1
DAF	6	15	8	29	29	31	32	92	121
Dennis	0	0	6	6	0	0	0	0	6
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	0	1	2	3	3
Fiat	0	1	3	4	0	1	0	1	5
Foden	0	0	0	0	1	1	1	3	3
Ford	0	0	0	0	0	1	0	1	1
Grove Coles	0	0	0	0	0	0	1	1	1
Hino	0	0	0	0	2	0	0	2	2
Isuzu	0	0	0	0	1	2	0	3	3
Iveco	4	4	7	15	6	11	5	22	37
Iveco-Ford	0	0	0	0	9	8	9	26	26
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	0	0	0	0	0	4	5	9	9
JCB	1	3	3	7	0	2	3	5	12
Johnston	0	0	0	0	0	0	0	0	0
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	1	0	0	1	1
Leyland Daf	3	0	1	4	4	4	0	8	12
MAN	14	7	2	23	13	8	30	51	74
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	0	0	0	0	0
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	4	14	18	36	25	20	17	62	98
Merlo	0	0	0	0	0	0	0	0	0
Mitsubishi	0	1	0	1	0	1	1	2	3
New Holland	0	0	0	0	0	0	0	0	0
Renault	2	0	0	2	1	2	5	8	10
Renault (UK)	0	0	0	0	0	0	1	1	1
Scania	4	9	8	21	21	21	52	94	115
Seddon/Atkinson	0	0	0	0	0	0	0	0	0
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	1	0	0	1	0	0	0	0	1
Volvo	5	17	13	35	22	16	48	86	121
Other	2	0	2	4	3	2	4	9	13
All Heavy Goods	47	71	71	189	138	136	216	490	679

Source: DVA

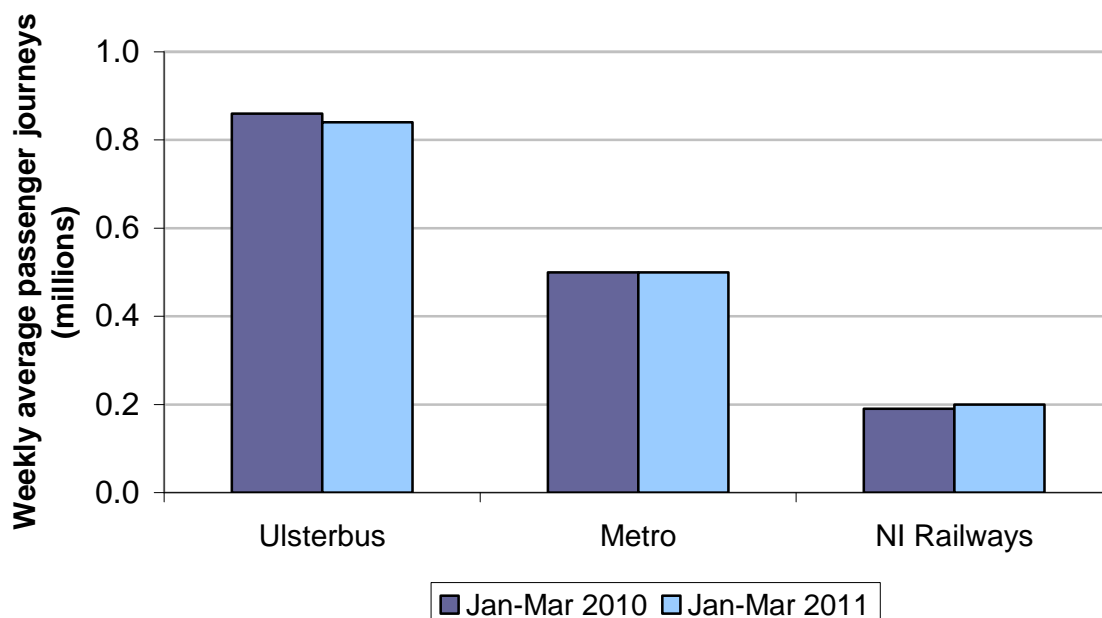
PUBLIC TRANSPORT

Figures quoted are for the current quarter, January to March 2011, unless otherwise stated.

Summary of Public Transport Section

- There were 17.41 million bus passenger journeys made during the quarter. This represents a weekly average of 1.34 million, a decrease of 1% from 1.36 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 2% from 0.86 million to 0.84 million miles since the corresponding quarter in 2010 (Table 5.3).
- Weekly average bus passenger receipts have increased by 1%, from £2.33 million to £2.36 million, compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles have increased by 6% to 3.62 million from 3.41 million since the corresponding quarter of 2010 (Table 5.4).
- Weekly average rail passenger journeys have increased by 5% to 0.20 million from 0.19 million compared to the corresponding quarter of 2010 (Table 5.4, Figure 5.1).
- Compared to the same period in the previous year, the weekly average rail passenger receipts increased by 9% to £0.60 million from £0.55 million (Table 5.4).

Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: Jan-Mar 2010 and Jan-Mar 2011^p



Symbols and Conventions:

p Data are provisional

r Data have been revised from previous publication

Table 5.1 Ulsterbus passenger journeys, bus miles and passenger receipts: Jan-Mar 10 to Jan-Mar 11

	Millions				
	Jan-Mar 10	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^P	Jan-Mar 11 ^P
Passenger journeys					
All passenger journeys	11.17	11.58	6.97	11.29	10.97
Weekly average	0.86	0.89	0.54	0.87	0.84
Bus miles					
All bus miles	9.07	9.18	7.98	9.03	8.86
Weekly average	0.70	0.71	0.61	0.69	0.68
Passenger receipts £s					
All passenger receipts	21.96	22.78	15.50	23.05	22.34
Weekly average	1.69	1.75	1.19	1.77	1.72

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Jan-Mar 10 to Jan-Mar 11

	Millions				
	Jan-Mar 10	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^P	Jan-Mar 11 ^P
Passenger journeys					
All passenger journeys	6.52	6.61	5.88	6.91	6.44
Weekly average	0.50	0.51	0.45	0.53	0.50
Bus miles					
All bus miles	2.07	2.09	2.05	2.06	2.03
Weekly average	0.16	0.16	0.16	0.16	0.16
Passenger receipts £s					
All passenger receipts	8.32	8.42	7.70	9.11	8.35
Weekly average	0.64	0.65	0.59	0.70	0.64

Source: Translink

Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Jan-Mar 10 to Jan-Mar 11

	Millions				
	Jan-Mar 10	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^P	Jan-Mar 11 ^P
Passenger journeys					
All passenger journeys	17.69	18.19	12.85	18.20	17.41
Weekly average	1.36	1.40	0.99	1.40	1.34
Bus miles					
All bus miles	11.14	11.27	10.03	11.09	10.89
Weekly average	0.86	0.87	0.77	0.85	0.84
Passenger receipts £s					
All passenger receipts	30.28	31.20	23.20	32.16	30.69
Weekly average	2.33	2.40	1.78	2.47	2.36

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Jan-Mar 10 to Jan-Mar 11

	Millions				
	Jan-Mar 10	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^P	Jan-Mar 11 ^P
Passenger journeys					
All passenger journeys	2.49	2.61	2.47	2.70	2.57
Weekly average	0.19	0.20	0.19	0.21	0.20
Passenger miles					
All passenger miles	44.31	45.90	48.35	49.11	47.02
Weekly average	3.41	3.53	3.72	3.78	3.62
Passenger receipts £s					
All passenger receipts	7.16	7.84	7.77	8.22	7.76
Weekly average	0.55	0.60	0.60	0.63	0.60

Source: Translink

PETROLEUM

Summary of Petroleum Section

- From January to March 2011, 191,799 tonnes of petrol and diesel were delivered for use in Northern Ireland. More tonnes of diesel than petrol were delivered to Northern Ireland during the quarter, with diesel accounting for 60% of all petroleum deliveries (Table 6.1)
- These data are National Statistics (see User Information section (page 2) for definition).

Table 6.1 Deliveries of petrol and diesel for use in Northern Ireland: Jan-Mar 10 to Jan-Mar 11

	Tonnes/Percentage									
	<u>Jan-Mar 10^P</u>		<u>Apr-Jun 10^P</u>		<u>Jul-Sep 10^P</u>		<u>Oct-Dec 10^P</u>		<u>Jan-Mar 11^P</u>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol¹										
Super ²	7,173	3.1	6,059	2.7	6,345	3.1	6,795	3.8	6,122	3.2
Premium (95 Ron) ³	86,522	37.6	82,998	37.4	75,069	37.1	61,926	34.5	69,956	36.5
All unleaded petrol	93,695	40.7	89,057	40.1	81,414	40.3	68,721	38.3	76,078	39.7
Sulphur free⁴ petrol										
Super ²	0	0.0	160	0.1	211	0.1	134	0.1	0	0.0
Premium (95 Ron) ³	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Sulphur free petrol	0	0.0	160	0.1	211	0.1	134	0.1	0	0.0
Leaded petrol										
LRP ⁵	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All leaded petrol	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Petrol	93,695	40.7	89,217	40.2	81,624	40.4	68,854	38.3	76,078	39.7
DIESEL										
ULSD ⁶	122,088	53.0	121,916	54.9	113,652	56.2	102,345	57.0	108,811	56.7
Sulphur free ⁴	14,572	6.3	10,930	4.9	6,995	3.5	8,370	4.7	6,910	3.6
All Diesel	136,660	59.3	132,846	59.8	120,646	59.6	110,715	61.7	115,721	60.3
All Petrol and Diesel	230,355	100.0	222,063	100.0	202,270	100.0	179,569	100.0	191,799	100.0

Source: Department of Energy and Climate Change (DECC)

1 Finished motor spirit with a sulphur content not exceeding 50 parts per million (0.005% by weight).

2 Finished motor spirit with an octane number (research method) not less than 97.

3 Finished motor spirit with an octane number (research method) not less than 95.

4 Sulphur content does not exceed 10 parts per million (0.001% by weight).

5 Lead Replacement Petrol: finished motor spirit containing an alternative to lead as an anti-wear additive.

6 Ultra Low Sulphur Diesel: a grade of DERV (Diesel Engined Road Vehicle) fuel with a sulphur content not exceeding 50 parts per million (0.005% by weight).

DRIVER AND VEHICLE TESTING

Figures quoted are for the current quarter, January to March 2011, unless otherwise stated.

Summary of Driver and Vehicle Testing Section

Vehicle testing

- 177,568 annual vehicle tests for motor cars were conducted during the quarter, an increase of 8% from the corresponding quarter of 2010 (164,414) (Table 7.1).
- The estimated test failure rate for motor cars over the period April 2010 to March 2011 was 21%, the same as the failure rate for the corresponding period in the previous year. The estimated failure rate is number of retests expressed as a percentage of the total number of full tests completed over the same period (see Technical Notes (page 27)) (Table 7.1).

Driving tests

- Over the period April 2010 to March 2011 the pass rate for car 'L' driver tests was 57% for males and 46% for females in Northern Ireland. During the same time period in Great Britain the pass rate for car 'L' driver tests was 50% for males and 43% for females (Table 8.1, Figure 8.1).
- Over the period April 2010 to March 2011, the pass rate for touch screen theory tests for private car drivers was 61% for males and 66% for females in Northern Ireland. In Great Britain during the same time period the pass rate was 60% for males and 66% for females (Table 8.2, Figure 8.2).

Figure 8.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB April 2010 to March 2011

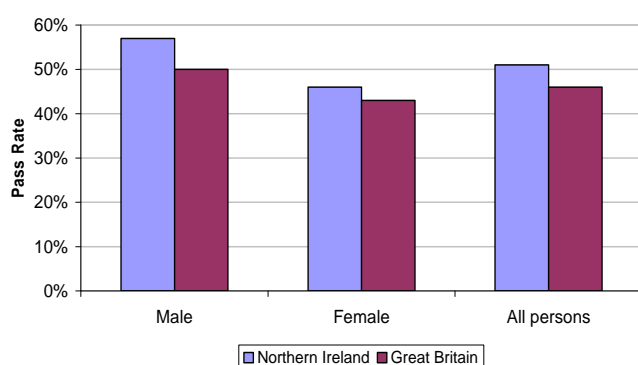
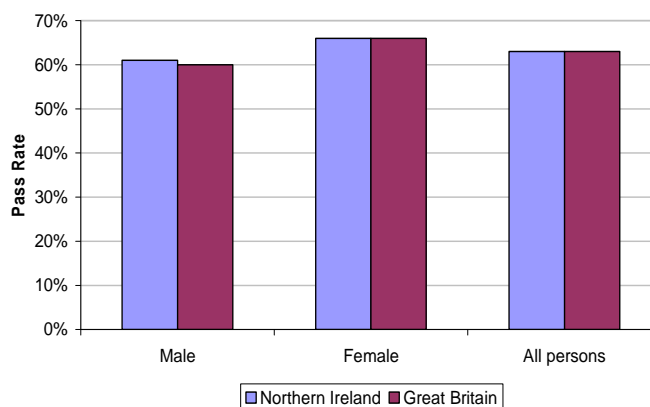


Figure 8.2: Touch screen theory tests for private car drivers: % Pass Rates for Males/Females in NI/GB April 2010 to March 2011



- From April 2010 to March 2011, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 75%, 76% for males and 65% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 79% during the same time period, 79% for males and 87% for females (Tables 8.3 and 8.4).

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

Table 7.1 Road annual vehicle test (MOT) – Motor cars: Jan-Mar 10 to Jan-Mar 11

	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11
Full Tests completed	164,414	169,375	158,574	136,706	177,568
Retests	31,643	34,801	33,842	33,286	32,683
4 quarter rolling average (% retests) ¹	21	21	21	21	21

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period April 2010 to March 2011 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.2 Road annual vehicle test (MOT) – Motorcycles: Jan-Mar 10 to Jan-Mar 11

	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11
Full Tests completed	3,609	9,231	5,663	2,025	3,973
Retests	166	514	374	135	208
4 quarter rolling average (% retests) ¹	6	6	6	6	6

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period April 2010 to March 2011 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.3 Public service vehicles annual vehicle test: Jan-Mar 10 to Jan-Mar 11

	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11
Full Tests completed	4,040	4,245	3,852	4,030	4,068
Retests	1,056	1,105	1,068	1,151	997
4 quarter rolling average (% retests) ¹	25	26	27	27	27

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period April 2010 to March 2011 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 7.4 Goods vehicles annual vehicle test: Jan-Mar 10 to Jan-Mar 11

	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11
Full Tests completed	21,907	27,038	25,407	23,920	26,395
Retests	6,314	7,392	6,819	6,770	6,496
4 quarter rolling average (% retests) ¹	27	27	28	28	27

Source: DVA

¹ The 4 quarter rolling average figure refers to the % retests over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the total retests for the period April 2010 to March 2011 expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see technical notes on Tables 7.1 to 7.4 (page 27)).

Table 8.1 Car 'L' driving tests, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	5,920		6,871		6,879		5,770		6,357	
	Female	6,666		8,437		8,344		6,762		7,528	
	All persons	12,586		15,308		15,223		12,532		13,885	
Tests Passed	Male	3,351		3,921		3,914		3,220		3,684	
	Female	3,056		3,955		3,915		2,974		3,481	
	All persons	6,407		7,876		7,829		6,194		7,165	
4 Quarter rolling average (% passed)¹	Male	56	49	57	49	57	50	57	50	57	50
	Female	46	43	46	43	47	43	46	43	46	43
	All persons	50	46	51	46	51	46	51	46	51	46

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011

Table 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	5,919		6,365		6,974		5,937		5,700	
	Female	5,222		5,929		6,722		5,268		5,138	
	All persons	11,141		12,294		13,696		11,205		10,838	
Tests Passed	Male	3,676		3,909		4,295		3,567		3,555	
	Female	3,528		3,884		4,404		3,423		3,409	
	All persons	7,204		7,793		8,699		6,990		6,964	
4 Quarter rolling average (% passed)¹	Male	62	61	62	61	62	61	61	61	61	60
	Female	67	67	67	67	66	67	66	66	66	66
	All persons	64	64	64	64	64	64	63	63	63	63

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011

Table 8.3 Motorcycle 'L' driving tests¹, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	319		726		1,060		668		523	
	Female	39		87		164		127		74	
	All persons	358		813		1,224		795		597	
Tests Passed	Male	247		553		820		480		421	
	Female	28		60		106		75		55	
	All persons	275		613		926		555		476	
4 Quarter rolling average (% passed)²	Male	76	70	76	70	77	70	76	70	76	69
	Female	61	67	64	70	64	70	65	70	65	70
	All persons	74	69	75	70	75	70	74	70	75	69

Sources: NI - DVA; GB - DSA

1 Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (December 2008 in NI, April 2009 in GB). The figures in this table are all in the time period after the change and therefore, within each country, figures can be compared. Care should be taken if comparing figures with previous publications.

2 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011. Note that NI and GB pass rates are compiled on a different basis - see User Information (page 6).

Table 8.4 Touch screen theory tests for motorcyclists, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	237		557		610		329		339	
	Female	25		68		89		54		19	
	All persons	262		625		699		383		358	
Tests Passed	Male	187		444		469		258		270	
	Female	21		59		79		47		15	
	All persons	208		503		548		305		285	
4 Quarter rolling average (% passed)¹	Male	80	81	80	81	79	81	78	81	79	81
	Female	87	85	85	86	87	86	87	85	87	85
	All persons	81	81	80	81	80	81	79	81	79	81

Sources: NI - DVA; GB - DSA

1 The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011.

Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	822		903		943		897		829	
	Female	34		72		71		44		69	
	All persons	856		975		1,014		941		898	
Tests Passed	Male	492		570		540		526		538	
	Female	13		35		42		21		40	
	All persons	505		605		582		547		578	
4 Quarter rolling average (% passed)¹	Male	61	51	61	51	60	51	60	51	61	52
	Female	54	55	51	55	53	56	50	54	54	54
	All persons	60	51	60	51	60	52	59	52	60	52

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011

Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Jan-Mar 10 to Jan-Mar 11

		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	147		165		128		131		151	
	Female	17		6		6		12		17	
	All persons	164		171		134		143		168	
Tests Passed	Male	103		123		86		90		107	
	Female	10		4		3		8		8	
	All persons	113		127		89		98		115	
4 Quarter rolling average (% passed)¹	Male	69	51	71	52	70	51	70	52	71	52
	Female	60	58	58	58	58	59	61	61	56	62
	All persons	68	53	70	53	69	52	70	53	70	54

Sources: NI - DVA; GB - DSA

¹ The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example, in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2010 to March 2011

TECHNICAL NOTES

The following symbols are used throughout:

- .. not available
- . not applicable or negligible
- p provisional data
- r revised data

Figures produced by statistical methods are rounded to the nearest final digit. There may be a slight discrepancy between the total shown and the sum of the constituent items.

Tables 1.1 and 1.2

Vehicle Excise Duty was revised in 1995. With effect from July 1995, the tax class 'Hackney' has been renamed 'Bus'. This class includes vehicles with nine or more seats that are used for hire or reward. Vehicles with eight or less seats (including taxis, self-drive and leased vehicles) moved into Private and Light Goods class.

Tables 2.2 and 2.3

Imported cars includes GB, ROI, Continent and other. All New cars and All Used cars will not equal sum of Imports as Imports exclude NI figures.

Tables 5.1 to 5.4

Ulsterbus, Metro and NIR operate for accounting purposes, with four 13 week quarters comprising of 8 Periods @ 4 weeks and 4 Periods @ 5 weeks; the actual quarter figures are used. The quarters in the current publication all cover 13 week periods. Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.

Table 6.1

Final UK figures for 2010 will be published in July 2012 in DECC's 2012 Digest of United Kingdom Energy Statistics (DUKES), with final UK figures for 2011 published in DUKES 2013. All reported figures remain provisional until after the publication of the DUKES report.

The data are deliveries into consumption, as opposed to being estimates of actual consumption or use. Deliveries will not necessarily be consumed in Northern Ireland.

The data are derived from DECC's Downstream Oil Reporting System (DORS), which replaced the UK Petroleum Industry Association (UKPIA) data collection system in 2005. Data relating to the inland operations of the UK oil industry are collected from companies. The motor spirit and DERV data do not include deliveries from sources other than the UK oil refineries (i.e. do not include data such as imports, e.g. by hyper/supermarket companies).

Tables 7.1 to 7.4

The number of tests completed represents the number of full vehicle tests carried out during the quarter. If the vehicle fails the full test, the owner has 21 days to apply for the vehicle to be retested. The figure for retests represents the number of these retests that were carried out during the quarter. Most of the retests in the quarter will be as a result of vehicles failing the full test during the quarter. However, some of the retests carried out during the current quarter will be as a result of failing the full test in the previous quarter while other retests will not be carried out until the next quarter. If we assume these largely balance each other out then dividing retests by full tests provides a crude estimate of the test failure rate. However, this does not take into account multiple failures of the same vehicle and vehicles which do not return to be retested.

Tables 7.1 and 7.2

With effect from 1 April 1996 all private cars and motorcycles (that is, all motor vehicles other than Large Passenger Carrying Vehicles, Goods Vehicles, Trailers and Public Service Vehicles) becoming four years old must be tested at four years and over on the fourth anniversary of first registration and yearly thereafter. Before this date the requirement was to test at five years and over on the fifth anniversary of first registration. Large Passenger Carrying Vehicles are tested on the first anniversary of registration and yearly thereafter.

Table 7.3

Covers Buses and Taxis. Vehicles are tested on application for a licence and yearly thereafter.

Table 7.4

Heavy Goods Vehicles and trailers are tested on the first anniversary of registration. In April 1996 the age at which Light Goods Vehicles are first tested changed from one to three years.

Tables 8.2 and 8.4

Touch Screen theory tests began on 1 January 2000. Candidates have 40 minutes to answer 35 multiple choice questions; to pass they must get 30 answers correct. The Hazard Perception Element was introduced on 6 January 2003. The test itself consists of 14 video clips lasting approximately 1 minute. From 6 April 2003 an amendment to the motor vehicles (driving licenses) regulation (NI) 1996 means that those wishing to take a practical motorcycle test will have to pass the relevant theory test regardless if they currently hold a full driving licence.

Table 8.3

Both the current NI and GB motorcycle driving licence test contains 2 test Modules, both of which must be successfully completed to attain the licence. Module 1 is an off the road manoeuvring test which must be successfully passed, before undertaking Module 2 which is the road driving test. When the candidate has successfully completed Module 1, they may undertake Module 2. The 2 Module test was first introduced in NI on the 8 December 2008 and in GB on 27 April 2009.

The NI figures in this publication are the Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2. The GB figures in this publication are based on the Module 2 test (number taking Module 2 tests and number passing Module 2).

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