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AN ROINN

**Forbartha Réigiúnaí**

MÁNNYSTRIE FUR

**Kintra Pairts Fordèrin**

# Northern Ireland Road and Rail Transport Statistics

*April to June 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 and by some car dealers to monitor the market. Some media commentators also use first time registrations of new cars as one of the indicators of the state of the economy.

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](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.

Most 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 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 Economic & Labour Market Statistics Branch of the Department of Finance and Personnel).

Website of data provider: <http://www.decc.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.dvani.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 8<sup>th</sup> December 2008 and in GB on 27<sup>th</sup> 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, April to June 2011, unless otherwise stated.

### Summary of Vehicle Registrations Section

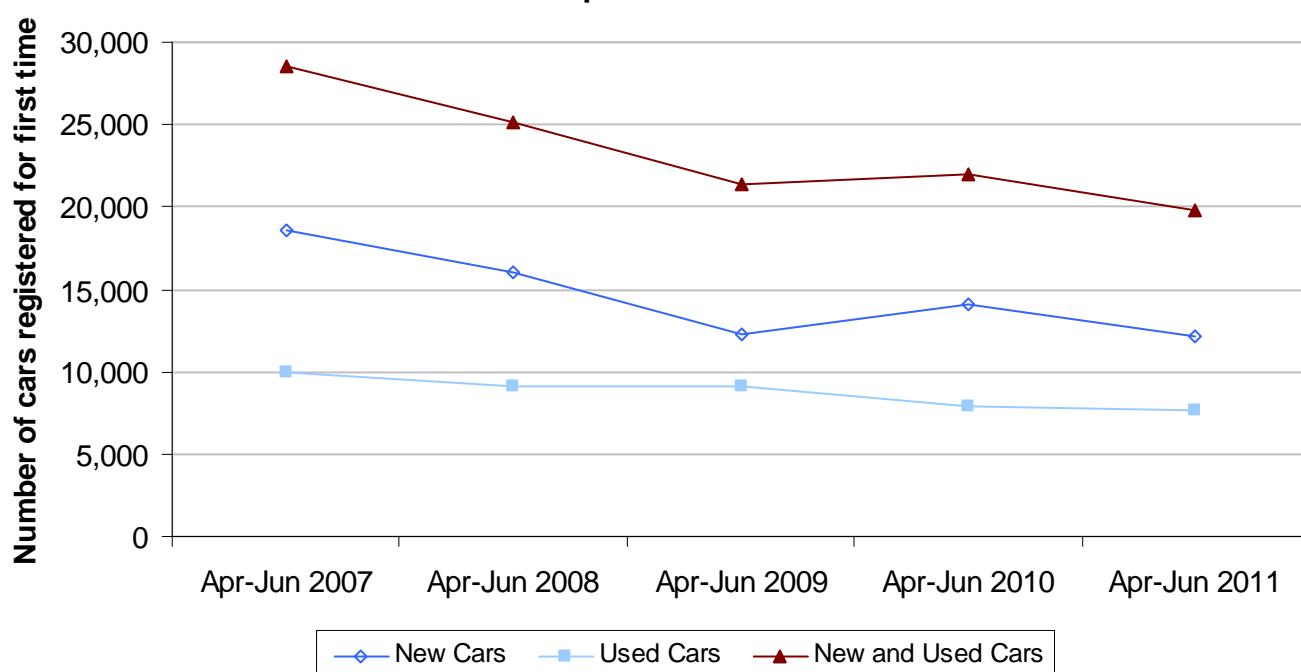
#### New vehicle registrations

- There were 24,034 vehicles registered for the first time in Northern Ireland during the quarter, a decrease of 8% when compared with the same quarter in 2010 (Table 1.1).

#### Car registrations

- There were 19,758 new and used cars registered for the first time during the quarter of which 62% (12,164) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has decreased by 10% since the corresponding quarter last year. This is the fourth consecutive quarter to show a decrease when compared to the same time period in the previous year (Table 2.1 – see also previous publications).
- The number of new cars registered for the first time during the quarter decreased by 13% (dropping from 14,041 to 12,164) compared with the same quarter in 2010. There was a decrease of 4% 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: Apr to June quarter 2007 to 2011**



## **Car registrations continued**

- Ford was the most popular make of new car, accounting for 12% (1,430) of all new cars registered. The second and third most popular makes of new car were Vauxhall 11% (1,278) and Volkswagen 10% (1,165), respectively (Table 2.2).
- Of the 7,594 used cars registered for the first time, 2% (136) were imported from outside Great Britain (Table 2.3).

## **Light goods registrations**

- There were 2,125 new and used light goods vehicles registered for the first time. This represents an increase of 10% on the corresponding quarter of 2010. (Table 3.1).

## **Heavy goods registrations**

- Of the 630 heavy goods vehicles registered for the first time in Northern Ireland, 74% (467) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 9% 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: Apr-Jun 10 to Apr-Jun 11**

	<b>Apr-Jun 10</b>	<b>Jul-Sep 10</b>	<b>Oct-Dec 10</b>	<b>Jan-Mar 11</b>	<b>Apr-Jun 11</b>
<b>Private Cars</b>					
New cars	10,825	9,882	5,023	13,345	8,727
New cars exempt - Govt owned	0	1	0	16	11
New cars exempt - Non govt owned	3,216	3,054	2,646	3,225	3,426
Used cars	7,627	7,724	6,284	7,540	7,296
Used cars exempt - Govt owned	0	1	0	0	0
Used cars exempt - Non govt owned	288	287	201	244	298
<b>All private cars</b>	<b>21,956</b>	<b>20,949</b>	<b>14,154</b>	<b>24,370</b>	<b>19,758</b>
<b>All buses</b>	<b>172</b>	<b>100</b>	<b>41</b>	<b>94</b>	<b>106</b>
<b>Light goods</b>					
Light goods	1,859	1,968	1,601	2,661	2,030
Light goods exempt - Govt owned	7	0	1	15	8
Light goods exempt - Non govt owned	58	52	47	122	87
<b>All light goods</b>	<b>1,924</b>	<b>2,020</b>	<b>1,649</b>	<b>2,798</b>	<b>2,125</b>
<b>Heavy goods</b>					
Heavy goods	684	628	575	667	613
Heavy goods exempt - Govt owned	0	0	0	5	0
Heavy goods exempt - Non govt owned	11	7	3	7	17
<b>All heavy goods</b>	<b>695</b>	<b>635</b>	<b>578</b>	<b>679</b>	<b>630</b>
<b>Tractors</b>					
Tractors	0	0	0	0	1
Tractors exempt - Govt owned	8	0	2	2	0
Tractors exempt - Non govt owned	550	493	369	525	623
<b>All tractors</b>	<b>558</b>	<b>493</b>	<b>371</b>	<b>527</b>	<b>624</b>
<b>Motorcycles</b>					
Motorcycles	855	731	331	462	729
Motorcycles exempt - Govt owned	4	4	0	19	0
Motorcycles exempt - Non govt owned	25	31	20	26	57
<b>All motorcycles</b>	<b>884</b>	<b>766</b>	<b>351</b>	<b>507</b>	<b>786</b>
<b>General Haulage and Special Types</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>5</b>
<b>All Vehicles</b>	<b>26,194</b>	<b>24,974</b>	<b>17,148</b>	<b>28,982</b>	<b>24,034</b>

Source: Driver and Vehicle Agency (DVA)

**Table 1.2 Motor vehicles registered for the first time by month: Apr-Jun 11**

	2011			All registrations Apr-Jun 11
	Apr	May	Jun	
<b>Private Cars</b>				
New cars	2,448	2,623	3,656	8,727
New cars exempt - Govt owned	5	4	2	11
New cars exempt - Non govt owned	1,069	1,169	1,188	3,426
Used cars	2,279	2,478	2,539	7,296
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	88	105	105	298
<b>All private cars</b>	<b>5,889</b>	<b>6,379</b>	<b>7,490</b>	<b>19,758</b>
<b>All buses</b>	<b>40</b>	<b>37</b>	<b>29</b>	<b>106</b>
<b>Light goods</b>				
Light goods	530	681	819	2,030
Light goods exempt - Govt owned	6	1	1	8
Light goods exempt - Non govt owned	10	10	67	87
<b>All light goods</b>	<b>546</b>	<b>692</b>	<b>887</b>	<b>2,125</b>
<b>Heavy goods</b>				
Heavy goods	216	191	206	613
Heavy goods exempt - Govt owned	0	0	0	0
Heavy goods exempt - Non govt owned	7	7	3	17
<b>All heavy goods</b>	<b>223</b>	<b>198</b>	<b>209</b>	<b>630</b>
<b>Tractors</b>				
Tractors	0	1	0	1
Tractors exempt - Govt owned	0	0	0	0
Tractors exempt - Non govt owned	186	208	229	623
<b>All tractors</b>	<b>186</b>	<b>209</b>	<b>229</b>	<b>624</b>
<b>Motorcycles</b>				
Motorcycles	222	254	253	729
Motorcycles exempt - Govt owned	0	0	0	0
Motorcycles exempt - Non govt owned	12	21	24	57
<b>All motorcycles</b>	<b>234</b>	<b>275</b>	<b>277</b>	<b>786</b>
<b>General Haulage and Special Types</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>
<b>All Vehicles</b>	<b>7,121</b>	<b>7,790</b>	<b>9,123</b>	<b>24,034</b>

Source: DVA

**Table 2.1 New and used cars registered for the first time by make: Apr-Jun 10 to Apr-Jun 11**

Make	Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	50	16	30	27	47	33	53	20	40	13
Audi	533	526	466	511	285	404	713	507	583	571
Austin	0	9	0	8	0	5	0	6	0	5
BMW	556	450	694	514	351	338	797	333	616	337
Carbodies	0	3	0	4	0	9	0	1	0	4
Chevrolet	80	20	72	27	61	28	191	66	53	43
Chrysler	7	18	12	28	7	18	5	22	4	9
Citroen	534	226	459	238	335	174	584	244	576	210
Daewoo	0	4	0	3	0	4	1	7	0	2
Daihatsu	6	12	1	10	2	17	1	8	0	4
Daimler	0	3	0	1	0	2	0	1	0	1
Dodge	3	9	16	4	6	5	0	4	0	5
Eunos	0	0	0	0	0	0	0	0	0	0
Ferrari	2	1	2	1	1	3	4	2	3	2
Fiat	189	61	175	56	102	60	117	68	149	89
Ford	1,702	845	1,412	787	813	574	1,902	760	1,430	827
Honda	301	280	349	263	174	247	386	203	259	204
Hyundai	571	53	573	48	323	31	824	76	531	178
Isuzu	0	4	0	8	0	5	0	5	0	6
Jaguar	65	57	53	64	29	46	72	54	37	35
Jeep	9	15	15	15	8	9	23	18	19	9
Kia	500	81	355	92	161	50	470	77	424	72
Land Rover	126	81	117	69	41	83	235	83	120	86
Lexus	26	77	31	56	6	55	30	46	29	45
Lotus	0	6	1	7	0	0	0	0	0	1
Maserati	2	3	4	2	1	0	2	2	2	2
Mazda	291	96	320	94	115	58	390	84	170	79
Mercedes	405	291	348	297	207	206	513	240	337	224
MG	0	48	0	51	0	28	0	19	0	27
Mini	314	51	220	76	183	51	308	63	279	41
Mitsubishi	188	80	126	57	53	57	146	59	120	54
Nissan	882	154	1,099	134	474	106	1,132	113	912	123
Opel	1	11	0	7	0	7	0	3	0	8
Peugeot	799	548	729	545	565	488	1,032	605	753	494
Porsche	29	24	24	18	13	12	33	20	23	29
Proton	11	5	4	3	1	2	10	5	10	1
Renault	1,409	267	1,152	338	811	268	990	330	783	293
Rolls Royce	0	5	0	4	0	2	0	2	11	4
Rover	0	44	0	59	0	35	0	46	0	30
Saab	17	81	25	62	16	53	46	69	16	75
Seat	290	297	294	277	152	271	469	398	295	422
Skoda	272	106	168	89	162	83	353	108	377	135
Smart	13	6	22	8	12	6	19	8	16	13
Ssangyong	14	5	8	4	4	3	2	4	0	4
Subaru	10	23	15	27	3	19	27	29	7	21
Suzuki	247	25	244	23	91	23	330	23	185	22
Toyota	651	611	586	624	292	501	944	573	390	524
Triumph	0	7	0	4	0	1	0	3	0	7
Vauxhall	1,447	826	1,464	904	1,019	826	1,735	982	1,278	902
Volkswagen	1,254	1,252	1,046	1,294	631	1,038	1,460	1,232	1,165	1,120
Volvo	223	113	200	94	105	89	224	99	152	123
Other	12	79	6	76	7	52	13	54	10	59
<b>All New/Used Cars</b>	<b>14,041</b>	<b>7,915</b>	<b>12,937</b>	<b>8,012</b>	<b>7,669</b>	<b>6,485</b>	<b>16,586</b>	<b>7,784</b>	<b>12,164</b>	<b>7,594</b>
<b>All Cars</b>	<b>21,956</b>		<b>20,949</b>		<b>14,154</b>		<b>24,370</b>		<b>19,758</b>	

Source: DVA

**Table 2.2 New cars registered for the first time by make and month: Apr-Jun 11**

Make	New (includes exempt and imports)			All new cars Apr-Jun 11	Imported during quarter from			Exempt
	Apr	May	Jun		ROI	Continent	Other	
Alfa Romeo	7	15	18	40	0	0	0	8
Audi	188	163	232	583	1	0	0	9
Austin	0	0	0	0	0	0	0	0
BMW	209	185	222	616	0	0	0	38
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	16	12	25	53	0	0	0	38
Chrysler	0	1	3	4	0	0	0	0
Citroen	155	208	213	576	0	0	0	305
Daewoo	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	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	0	2	1	3	0	0	0	0
Fiat	72	38	39	149	7	3	0	3
Ford	384	484	562	1,430	4	26	0	517
Honda	78	87	94	259	0	1	0	66
Hyundai	201	148	182	531	0	0	0	124
Isuzu	0	0	0	0	0	0	0	0
Jaguar	4	8	25	37	0	0	0	0
Jeep	4	12	3	19	0	0	0	0
Kia	121	109	194	424	0	0	0	63
Land Rover	33	41	46	120	2	0	0	7
Lexus	6	10	13	29	0	0	0	1
Lotus	0	0	0	0	0	0	0	0
Maserati	2	0	0	2	0	0	0	0
Mazda	31	41	98	170	0	0	0	12
Mercedes	91	102	144	337	0	0	0	26
MG	0	0	0	0	0	0	0	0
Mini	43	112	124	279	0	0	0	22
Mitsubishi	18	31	71	120	1	0	1	37
Nissan	279	293	340	912	2	0	0	462
Opel	0	0	0	0	0	0	0	0
Peugeot	182	261	310	753	0	0	0	252
Porsche	6	11	6	23	0	0	0	2
Proton	5	3	2	10	0	0	0	3
Renault	196	222	365	783	0	0	0	317
Rolls Royce	0	1	10	11	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	8	8	0	16	0	0	0	1
Seat	80	70	145	295	0	0	0	94
Skoda	85	123	169	377	0	0	0	45
Smart	4	7	5	16	0	0	0	1
Ssangyong	0	0	0	0	0	0	0	0
Subaru	2	3	2	7	0	0	0	0
Suzuki	48	45	92	185	0	0	0	9
Toyota	113	134	143	390	9	4	0	66
Triumph	0	0	0	0	0	0	0	0
Vauxhall	423	395	460	1,278	0	0	0	682
Volkswagen	394	366	405	1,165	2	0	0	204
Volvo	32	42	78	152	1	0	0	23
Other	2	3	5	10	1	0	0	0
<b>All New Cars</b>	<b>3,522</b>	<b>3,796</b>	<b>4,846</b>	<b>12,164</b>	<b>30</b>	<b>34</b>	<b>1</b>	<b>3,437</b>

Source: DVA

**Table 2.3 Used cars registered for the first time by make and month: Apr-Jun 11**

Make	Used cars (includes exempt and imports)			All used cars Apr-Jun 11	Imported from				Exempt
	Apr	May	Jun		GB	ROI	Continent	Other	
Alfa Romeo	2	5	6	13	13	0	0	0	0
Audi	163	205	203	571	565	1	2	0	17
Austin	1	1	3	5	5	0	0	0	4
BMW	110	114	113	337	331	3	2	0	9
Carbodies	1	3	0	4	4	0	0	0	0
Chevrolet	15	10	18	43	43	0	0	0	1
Chrysler	3	4	2	9	7	2	0	0	2
Citroen	61	78	71	210	209	0	0	0	7
Daewoo	0	2	0	2	2	0	0	0	0
Daihatsu	1	2	1	4	4	0	0	0	0
Daimler	0	0	1	1	1	0	0	0	0
Dodge	2	3	0	5	5	0	0	0	0
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	0	1	1	2	2	0	0	0	0
Fiat	22	31	36	89	88	1	0	0	3
Ford	257	296	274	827	811	6	5	3	29
Honda	61	72	71	204	202	0	1	0	7
Hyundai	33	79	66	178	177	1	0	0	4
Isuzu	2	1	3	6	6	0	0	0	1
Jaguar	6	17	12	35	35	0	0	0	2
Jeep	4	3	2	9	8	1	0	0	1
Kia	23	19	30	72	70	1	0	0	4
Land Rover	20	29	37	86	79	4	0	2	3
Lexus	18	14	13	45	44	0	0	0	1
Lotus	1	0	0	1	1	0	0	0	0
Maserati	1	1	0	2	2	0	0	0	0
Mazda	31	29	19	79	71	0	4	2	1
Mercedes	78	69	77	224	215	3	2	0	8
MG	8	11	8	27	26	1	0	0	2
Mini	15	17	9	41	40	0	0	0	0
Mitsubishi	16	16	22	54	46	2	5	1	0
Nissan	36	45	42	123	114	4	3	2	2
Opel	3	4	1	8	3	3	2	0	0
Peugeot	171	157	166	494	489	4	1	0	19
Porsche	12	9	8	29	28	0	1	0	0
Proton	0	0	1	1	1	0	0	0	0
Renault	92	100	101	293	289	1	0	0	13
Rolls Royce	1	2	1	4	3	0	0	1	2
Rover	10	10	10	30	29	1	0	0	2
Saab	24	27	24	75	74	1	0	0	2
Seat	134	135	153	422	421	1	0	0	8
Skoda	42	51	42	135	132	2	0	1	3
Smart	5	4	4	13	13	0	0	0	0
Ssangyong	2	1	1	4	4	0	0	0	0
Subaru	5	6	10	21	16	3	1	1	0
Suzuki	8	6	8	22	20	0	1	1	4
Toyota	172	168	184	524	495	9	14	5	24
Triumph	1	2	4	7	7	0	0	0	3
Vauxhall	279	301	322	902	899	0	1	1	49
Volkswagen	358	372	390	1,120	1,112	2	3	2	42
Volvo	38	36	49	123	119	2	1	0	4
Other	19	15	25	59	52	1	4	1	15
<b>All Used Cars</b>	<b>2,367</b>	<b>2,583</b>	<b>2,644</b>	<b>7,594</b>	<b>7,432</b>	<b>60</b>	<b>53</b>	<b>23</b>	<b>298</b>

Source: DVA

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

Make	Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	1	0	0	0	3	0	1	0	0
Bedford	0	1	0	1	0	1	0	0	0	2
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	68	129	113	173	51	195	191	192	127	173
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	2	0	3	0	2	0	3	0	1
Fiat	12	10	15	20	5	16	12	12	13	13
Ford	162	302	195	334	137	264	383	371	183	319
Freight Rover	0	0	0	0	0	1	0	0	0	0
Honda	1	0	0	0	0	0	2	1	0	3
Hyundai	2	0	0	0	3	0	6	0	4	0
Isuzu	17	8	14	8	10	8	45	9	7	7
Iveco	3	12	12	15	6	21	3	14	14	14
Iveco-Ford (UK)	0	0	0	0	0	1	0	0	1	0
Land Rover	34	12	30	3	11	7	65	16	86	13
LDV	1	9	0	9	0	6	0	8	2	7
Leyland	0	1	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0	0
Mazda	1	2	0	1	0	4	0	3	0	2
Mercedes	72	67	53	68	107	39	87	50	43	57
Mitsubishi	47	25	52	35	16	44	89	27	76	42
Nissan	39	27	30	46	6	27	97	43	67	44
Opel	0	0	0	3	0	5	0	0	0	1
Peugeot	92	61	77	62	51	55	113	67	52	60
Renault	82	40	120	35	125	29	199	45	111	37
Rover	0	1	0	0	0	0	0	1	0	0
Seat	0	2	0	1	0	1	0	2	0	0
Skoda	0	0	0	1	0	0	0	0	0	1
Subaru	0	0	0	1	0	0	0	0	0	0
Suzuki	0	1	0	1	0	0	0	1	0	0
Talbot	0	1	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0	0
Toyota	66	37	66	39	21	38	102	32	58	39
Vauxhall	78	43	66	58	56	40	146	58	98	48
Volkswagen	221	93	145	96	148	71	206	77	186	97
Volvo	4	0	0	0	3	0	1	0	0	0
Other	21	14	2	17	3	12	16	2	10	7
<b>All New/Used Light Goods</b>	<b>1,023</b>	<b>901</b>	<b>990</b>	<b>1,030</b>	<b>759</b>	<b>890</b>	<b>1,763</b>	<b>1,035</b>	<b>1,138</b>	<b>987</b>
<b>All Light Goods</b>	<b>1,924</b>		<b>2,020</b>		<b>1,649</b>		<b>2,798</b>		<b>2,125</b>	

Source: DVA

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

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Apr	May	Jun	Apr-Jun 11	Apr	May	Jun	Apr-Jun 11	Apr-Jun 11
Austin	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	1	1	0	2	2
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	17	34	76	127	60	54	59	173	300
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	0	1	0	1	1
Fiat	4	5	4	13	4	5	4	13	26
Ford	24	68	91	183	100	118	101	319	502
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	0	0	0	1	0	2	3	3
Hyundai	2	0	2	4	0	0	0	0	4
Isuzu	2	0	5	7	1	4	2	7	14
Iveco	5	1	8	14	7	5	2	14	28
Iveco-Ford (UK)	0	0	1	1	0	0	0	0	1
Land Rover	3	13	70	86	4	6	3	13	99
LDV	1	1	0	2	1	4	2	7	9
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	2	0	2	2
Mercedes	16	13	14	43	20	12	25	57	100
Mitsubishi	9	19	48	76	7	16	19	42	118
Nissan	16	18	33	67	14	13	17	44	111
Opel	0	0	0	0	0	1	0	1	1
Peugeot	23	11	18	52	20	18	22	60	112
Renault	27	32	52	111	16	10	11	37	148
Rover	0	0	0	0	0	0	0	0	0
Seat	0	0	0	0	0	0	0	0	0
Skoda	0	0	0	0	0	1	0	1	1
Subaru	0	0	0	0	0	0	0	0	0
Suzuki	0	0	0	0	0	0	0	0	0
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0
Toyota	27	18	13	58	7	21	11	39	97
Vauxhall	22	47	29	98	12	22	14	48	146
Volkswagen	45	55	86	186	23	37	37	97	283
Volvo	0	0	0	0	0	0	0	0	0
Other	3	3	4	10	2	3	2	7	17
<b>All Light Goods</b>	<b>246</b>	<b>338</b>	<b>554</b>	<b>1,138</b>	<b>300</b>	<b>354</b>	<b>333</b>	<b>987</b>	<b>2,125</b>

Source: DVA

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

Make	Apr-Jun 10		Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	0	0	1	0	0	0	0
Bedford	0	1	0	1	0	2	0	0	0	0
Case	0	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	1	0	0	1
DAF	27	129	31	86	12	108	29	92	29	97
Dennis	1	1	11	1	6	5	6	0	1	7
Dodge	0	0	0	0	0	0	0	0	0	0
ERF	0	5	0	8	0	2	0	3	0	4
Fiat	13	7	4	2	6	2	4	1	8	8
Foden	0	4	0	3	0	4	0	3	0	7
Ford	5	4	0	3	1	0	0	1	2	4
Grove Coles	0	0	0	0	0	0	0	1	0	1
Hino	0	3	0	7	1	4	0	2	0	1
Isuzu	0	5	0	0	0	3	0	3	2	5
Iveco	32	22	29	21	18	19	15	22	19	31
Iveco-Ford	0	25	0	18	0	13	0	26	0	15
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)	0	12	0	6	2	4	0	9	6	2
JCB	3	3	1	3	2	4	7	5	2	2
Johnston	0	1	0	0	0	1	0	0	1	1
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	3	0	2	0	1	0	1
Leyland Daf	0	17	2	8	1	15	4	8	1	11
MAN	4	43	17	41	4	36	23	51	8	26
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	2	1	0	0	0	1	0	0	1	0
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	15	54	11	68	14	56	36	62	27	46
Merlo	7	2	0	1	0	0	0	0	0	0
Mitsubishi	0	4	0	4	1	5	1	2	1	2
New Holland	0	0	0	1	0	0	0	0	0	0
Renault	6	15	3	9	1	11	2	8	4	20
Renault (UK)	0	0	0	2	0	5	0	1	0	3
Scania	5	81	18	81	13	69	21	94	9	86
Seddon/Atkinson	0	2	0	0	0	1	0	0	0	0
Thwaites	0	1	0	1	0	0	0	0	0	0
Volkswagen	0	1	0	1	5	2	1	0	9	1
Volvo	21	100	22	92	35	68	35	86	30	78
Other	1	10	6	9	4	9	4	9	3	7
<b>All New/Used Heavy Goods</b>	<b>142</b>	<b>553</b>	<b>155</b>	<b>480</b>	<b>126</b>	<b>452</b>	<b>189</b>	<b>490</b>	<b>163</b>	<b>467</b>
<b>All Heavy Goods</b>	<b>695</b>		<b>635</b>		<b>578</b>		<b>679</b>		<b>630</b>	

Source: DVA

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

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Apr	May	Jun	Apr-Jun 11	Apr	May	Jun	Apr-Jun 11	Apr-Jun 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	0	0	0	0	1	0	0	1	1
DAF	8	8	13	29	35	32	30	97	126
Dennis	0	0	1	1	5	0	2	7	8
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	0	0	4	4	4
Fiat	3	3	2	8	3	5	0	8	16
Foden	0	0	0	0	2	5	0	7	7
Ford	2	0	0	2	1	2	1	4	6
Grove Coles	0	0	0	0	0	1	0	1	1
Hino	0	0	0	0	0	1	0	1	1
Isuzu	0	1	1	2	4	0	1	5	7
Iveco	11	6	2	19	7	9	15	31	50
Iveco-Ford	0	0	0	0	6	5	4	15	15
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	1	5	6	1	0	1	2	8
JCB	1	0	1	2	0	1	1	2	4
Johnston	1	0	0	1	0	0	1	1	2
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	0	1	0	1	1
Leyland Daf	1	0	0	1	3	4	4	11	12
MAN	2	3	3	8	7	14	5	26	34
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	1	0	0	1	0	0	0	0	1
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	6	5	16	27	14	14	18	46	73
Merlo	0	0	0	0	0	0	0	0	0
Mitsubishi	0	1	0	1	2	0	0	2	3
New Holland	0	0	0	0	0	0	0	0	0
Renault	1	1	2	4	10	6	4	20	24
Renault (UK)	0	0	0	0	1	1	1	3	3
Scania	3	3	3	9	37	22	27	86	95
Seddon/Atkinson	0	0	0	0	0	0	0	0	0
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	2	6	1	9	0	1	0	1	10
Volvo	12	12	6	30	27	22	29	78	108
Other	2	1	0	3	1	1	5	7	10
<b>All Heavy Goods</b>	<b>56</b>	<b>51</b>	<b>56</b>	<b>163</b>	<b>167</b>	<b>147</b>	<b>153</b>	<b>467</b>	<b>630</b>

Source: DVA

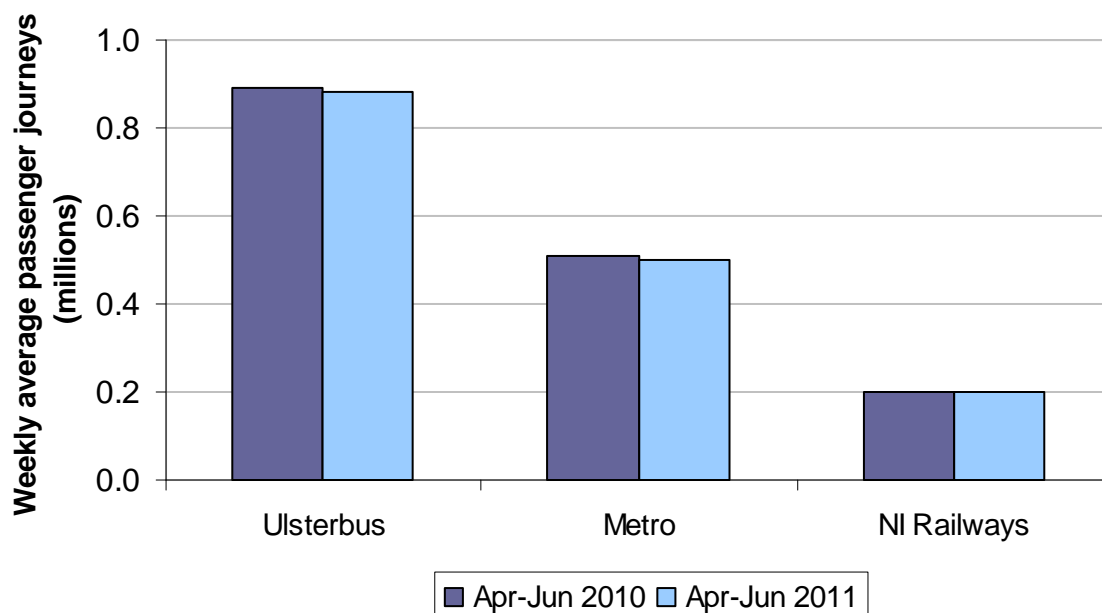
## PUBLIC TRANSPORT

Figures quoted are for the current quarter, April to June 2011, unless otherwise stated.

### Summary of Public Transport Section

- There were 17.90 million bus passenger journeys made during the quarter. This represents a weekly average of 1.38 million, a decrease of 1% from 1.40 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 1% from 0.87 million to 0.86 million miles since the corresponding quarter in 2010 (Table 5.3).
- Weekly average bus passenger receipts are around the same as the equivalent time period in 2010 (£2.40 million in April-June 2010, £2.41 million in April-June 2011) (Table 5.3).
- Weekly average rail passenger miles have increased by 7% to 3.78 million from 3.53 million since the corresponding quarter of 2010 (Table 5.4).
- Weekly average rail passenger journeys are the same as the corresponding quarter of 2010 (0.20 million) (Table 5.4, Figure 5.1).
- Compared to the same period in the previous year, the weekly average rail passenger receipts increased by 2% to £0.61 million from £0.60 million (Table 5.4).

**Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: Apr-Jun 2010 and Apr-Jun 2011<sup>p</sup>**



### 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: Apr-Jun 10 to Apr-Jun 11**

	Millions				
	Apr-Jun 10	Jul-Sep 10 <sup>P</sup>	Oct-Dec 10 <sup>P</sup>	Jan-Mar 11 <sup>P</sup>	Apr-Jun 11 <sup>P</sup>
<b>Passenger journeys</b>					
All passenger journeys	11.58	6.97	11.29	10.97	11.39
Weekly average	0.89	0.54	0.87	0.84	0.88
<b>Bus miles</b>					
All bus miles	9.18	7.98	9.03	8.86	9.10
Weekly average	0.71	0.61	0.69	0.68	0.70
<b>Passenger receipts £s</b>					
All passenger receipts	22.78	15.50	23.05	22.34	22.87
Weekly average	1.75	1.19	1.77	1.72	1.76

Source: Translink

**Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Apr-Jun 10 to Apr-Jun 11**

	Millions				
	Apr-Jun 10	Jul-Sep 10 <sup>P</sup>	Oct-Dec 10 <sup>P</sup>	Jan-Mar 11 <sup>P</sup>	Apr-Jun 11 <sup>P</sup>
<b>Passenger journeys</b>					
All passenger journeys	6.61	5.88	6.91	6.44	6.51
Weekly average	0.51	0.45	0.53	0.50	0.50
<b>Bus miles</b>					
All bus miles	2.09	2.05	2.06	2.03	2.04
Weekly average	0.16	0.16	0.16	0.16	0.16
<b>Passenger receipts £s</b>					
All passenger receipts	8.42	7.70	9.11	8.35	8.40
Weekly average	0.65	0.59	0.70	0.64	0.65

Source: Translink

**Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Apr-Jun 10 to Apr-Jun 11**

	Millions				
	Apr-Jun 10	Jul-Sep 10 <sup>P</sup>	Oct-Dec 10 <sup>P</sup>	Jan-Mar 11 <sup>P</sup>	Apr-Jun 11 <sup>P</sup>
<b>Passenger journeys</b>					
All passenger journeys	18.19	12.85	18.20	17.41	17.90
Weekly average	1.40	0.99	1.40	1.34	1.38
<b>Bus miles</b>					
All bus miles	11.27	10.03	11.09	10.89	11.13
Weekly average	0.87	0.77	0.85	0.84	0.86
<b>Passenger receipts £s</b>					
All passenger receipts	31.20	23.20	32.16	30.69	31.27
Weekly average	2.40	1.78	2.47	2.36	2.41

Source: Translink

**Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Apr-Jun 10 to Apr-Jun 11**

	Millions				
	Apr-Jun 10	Jul-Sep 10 <sup>P</sup>	Oct-Dec 10 <sup>P</sup>	Jan-Mar 11 <sup>P</sup>	Apr-Jun 11 <sup>P</sup>
<b>Passenger journeys</b>					
All passenger journeys	2.61	2.47	2.70	2.57	2.62
Weekly average	0.20	0.19	0.21	0.20	0.20
<b>Passenger miles</b>					
All passenger miles	45.90	48.35	49.11	47.02	49.13
Weekly average	3.53	3.72	3.78	3.62	3.78
<b>Passenger receipts £s</b>					
All passenger receipts	7.84	7.77	8.22	7.76	7.99
Weekly average	0.60	0.60	0.63	0.60	0.61

Source: Translink

# PETROLEUM

## Summary of Petroleum Section

- From April to June 2011, 194,351 tonnes of petrol and diesel were delivered for use in Northern Ireland, with diesel accounting for 59% 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: Apr-Jun 10 to Apr-Jun 11**

	Tonnes/Percentage									
	Apr-Jun 10 <sup>P</sup>		Jul-Sep 10 <sup>P</sup>		Oct-Dec 10 <sup>P</sup>		Jan-Mar 11 <sup>P</sup>		Apr-Jun 11 <sup>P</sup>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
<b>PETROL</b>										
<b>Unleaded petrol<sup>1</sup></b>										
Super <sup>2</sup>	6,059	2.7	6,345	3.1	6,795	3.8	6,122	3.2	6,698	3.4
Premium (95 Ron) <sup>3</sup>	82,998	37.4	75,069	37.1	61,926	34.5	69,956	36.5	73,019	37.6
<b>All unleaded petrol</b>	<b>89,057</b>	<b>40.1</b>	<b>81,414</b>	<b>40.3</b>	<b>68,721</b>	<b>38.3</b>	<b>76,078</b>	<b>39.7</b>	<b>79,717</b>	<b>41.0</b>
<b>Sulphur free<sup>4</sup> petrol</b>										
Super <sup>2</sup>	160	0.1	211	0.1	134	0.1	0	0.0	0	0.0
Premium (95 Ron) <sup>3</sup>	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>All Sulphur free petrol</b>	<b>160</b>	<b>0.1</b>	<b>211</b>	<b>0.1</b>	<b>134</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
<b>Leaded petrol</b>										
LRP <sup>5</sup>	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>All leaded petrol</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
<b>All Petrol</b>	<b>89,217</b>	<b>40.2</b>	<b>81,624</b>	<b>40.4</b>	<b>68,854</b>	<b>38.3</b>	<b>76,078</b>	<b>39.7</b>	<b>79,717</b>	<b>41.0</b>
<b>DIESEL</b>										
ULSD <sup>6</sup>	121,916	54.9	113,652	56.2	102,345	57.0	108,811	56.7	109,289	56.2
Sulphur free <sup>4</sup>	10,930	4.9	6,995	3.5	8,370	4.7	6,910	3.6	5,345	2.8
<b>All Diesel</b>	<b>132,846</b>	<b>59.8</b>	<b>120,646</b>	<b>59.6</b>	<b>110,715</b>	<b>61.7</b>	<b>115,721</b>	<b>60.3</b>	<b>114,634</b>	<b>59.0</b>
<b>All Petrol and Diesel</b>	<b>222,063</b>	<b>100.0</b>	<b>202,270</b>	<b>100.0</b>	<b>179,569</b>	<b>100.0</b>	<b>191,799</b>	<b>100.0</b>	<b>194,351</b>	<b>100.0</b>

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 Engine 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, April to June 2011, unless otherwise stated.

### Summary of Driver and Vehicle Testing Section

#### Vehicle testing

- 173,737 annual vehicle tests for motor cars were conducted during the quarter, an increase of 3% from the corresponding quarter of 2010 (169,375) (Table 7.1).
- The estimated test failure rate for motor cars over the period July 2010 to June 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 July 2010 to June 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 44% for females (Table 8.1, Figure 8.1).
- Over the period July 2010 to June 2011, the pass rate for touch screen theory tests for private car drivers was 61% for males and 65% 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 July 2010 to June 2011

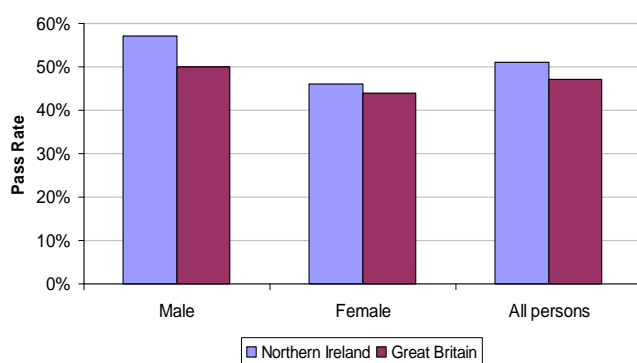
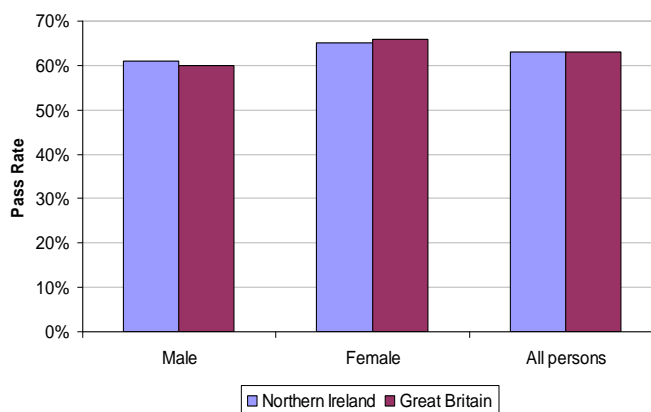


Figure 8.2: Touch screen theory tests for private car drivers: % Pass Rates for Males/Females in NI/GB July 2010 to June 2011



- From July 2010 to June 2011, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 75%, 77% for males and 64% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 79% during the same time period, 78% for males and 85% 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: Apr-Jun 10 to Apr-Jun 11**

	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11
Full Tests completed	169,375	158,574	136,706	177,568	173,737
Retests	34,801	33,842	33,286	32,683	35,254
4 quarter rolling average (% retests) <sup>1</sup>	21	21	21	21	21

Source: DVA

<sup>1</sup> 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 July 2010 to June 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: Apr-Jun 10 to Apr-Jun 11**

	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11
Full Tests completed	9,231	5,663	2,025	3,973	9,518
Retests	514	374	135	208	526
4 quarter rolling average (% retests) <sup>1</sup>	6	6	6	6	6

Source: DVA

<sup>1</sup> 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 July 2010 to June 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: Apr-Jun 10 to Apr-Jun 11**

	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11
Full Tests completed	4,245	3,852	4,030	4,068	4,071
Retests	1,105	1,068	1,151	997	1,039
4 quarter rolling average (% retests) <sup>1</sup>	26	27	27	27	27

Source: DVA

<sup>1</sup> 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 July 2010 to June 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: Apr-Jun 10 to Apr-Jun 11**

	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11
Full Tests completed	27,038	25,407	23,920	26,395	27,154
Retests	7,392	6,819	6,770	6,496	7,116
4 quarter rolling average (% retests) <sup>1</sup>	27	28	28	27	26

Source: DVA

<sup>1</sup> 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 July 2010 to June 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: Apr-Jun 10 to Apr-Jun 11**

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests</b>	Male	6,871		6,879		5,770		6,357		6,164	
<b>Conducted</b>	Female	8,437		8,344		6,762		7,528		8,126	
	<b>All persons</b>	<b>15,308</b>		<b>15,223</b>		<b>12,532</b>		<b>13,885</b>		<b>14,290</b>	
<b>Tests</b>	Male	3,921		3,914		3,220		3,684		3,590	
<b>Passed</b>	Female	3,955		3,915		2,974		3,481		3,687	
	<b>All persons</b>	<b>7,876</b>		<b>7,829</b>		<b>6,194</b>		<b>7,165</b>		<b>7,277</b>	
<b>4 Quarter rolling average (% passed)<sup>1</sup></b>	Male	57	49	57	50	57	50	57	50	57	50
	Female	46	43	47	43	46	43	46	43	46	44
	<b>All persons</b>	<b>51</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>51</b>	<b>47</b>

Sources: NI - DVA; GB - DSA

<sup>1</sup> 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 July 2010 to June 2011

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

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests</b>	Male	6,365		6,974		5,937		5,700		6,284	
<b>Conducted</b>	Female	5,929		6,722		5,268		5,138		5,862	
	<b>All persons</b>	<b>12,294</b>		<b>13,696</b>		<b>11,205</b>		<b>10,838</b>		<b>12,146</b>	
<b>Tests</b>	Male	3,909		4,295		3,567		3,555		3,727	
<b>Passed</b>	Female	3,884		4,404		3,423		3,409		3,812	
	<b>All persons</b>	<b>7,793</b>		<b>8,699</b>		<b>6,990</b>		<b>6,964</b>		<b>7,539</b>	
<b>4 Quarter rolling average (% passed)<sup>1</sup></b>	Male	62	61	62	61	61	61	61	60	61	60
	Female	67	67	66	67	66	66	66	66	65	66
	<b>All persons</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>63</b>	<b>63</b>	<b>63</b>	<b>63</b>	<b>63</b>	<b>63</b>

Sources: NI - DVA; GB - DSA

<sup>1</sup> 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 July 2010 to June 2011

**Table 8.3 Motorcycle 'L' driving tests<sup>1</sup>, NI/GB comparison: Apr-Jun 10 to Apr-Jun 11**

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests Conducted</b>	Male	726		1,060		668		523		870	
	Female	87		164		127		74		99	
	<b>All persons</b>	<b>813</b>		<b>1,224</b>		<b>795</b>		<b>597</b>		<b>969</b>	
<b>Tests Passed</b>	Male	553		820		480		421		674	
	Female	60		106		75		55		62	
	<b>All persons</b>	<b>613</b>		<b>926</b>		<b>555</b>		<b>476</b>		<b>736</b>	
<b>4 Quarter rolling average (% passed)<sup>2</sup></b>	Male	76	70	77	70	76	70	76	69	77	69
	Female	64	70	64	70	65	70	65	70	64	69
	<b>All persons</b>	<b>75</b>	<b>70</b>	<b>75</b>	<b>70</b>	<b>74</b>	<b>70</b>	<b>75</b>	<b>69</b>	<b>75</b>	<b>69</b>

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 July 2010 to June 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: Apr-Jun 10 to Apr-Jun 11**

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests Conducted</b>	Male	557		610		329		339		700	
	Female	68		89		54		19		74	
	<b>All persons</b>	<b>625</b>		<b>699</b>		<b>383</b>		<b>358</b>		<b>774</b>	
<b>Tests Passed</b>	Male	444		469		258		270		555	
	Female	59		79		47		15		59	
	<b>All persons</b>	<b>503</b>		<b>548</b>		<b>305</b>		<b>285</b>		<b>614</b>	
<b>4 Quarter rolling average (% passed)<sup>1</sup></b>	Male	80	81	79	81	78	81	79	81	78	81
	Female	85	86	87	86	87	85	87	85	85	85
	<b>All persons</b>	<b>80</b>	<b>81</b>	<b>80</b>	<b>81</b>	<b>79</b>	<b>81</b>	<b>79</b>	<b>81</b>	<b>79</b>	<b>81</b>

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 July 2010 to June 2011.

**Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Apr-Jun 10 to Apr-Jun 11**

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11<sup>1</sup></u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests Conducted</b>	Male	903		943		897		829		915	
	Female	72		71		44		69		108	
	<b>All persons</b>	<b>975</b>		<b>1,014</b>		<b>941</b>		<b>898</b>		<b>1,023</b>	
<b>Tests Passed</b>	Male	570		540		526		538		611	
	Female	35		42		21		40		67	
	<b>All persons</b>	<b>605</b>		<b>582</b>		<b>547</b>		<b>578</b>		<b>678</b>	
<b>4 Quarter rolling average (% passed)<sup>1</sup></b>	Male	61	51	60	51	60	51	61	52	62	52
	Female	51	55	53	56	50	54	54	53	58	53
	<b>All persons</b>	<b>60</b>	<b>51</b>	<b>60</b>	<b>52</b>	<b>59</b>	<b>52</b>	<b>60</b>	<b>52</b>	<b>62</b>	<b>52</b>

Sources: NI - DVA; GB - DSA

<sup>1</sup> 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 July 2010 to June 2011

**Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Apr-Jun 10 to Apr-Jun 11**

		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests Conducted</b>	Male	165		128		131		151		117	
	Female	6		6		12		17		11	
	<b>All persons</b>	<b>171</b>		<b>134</b>		<b>143</b>		<b>168</b>		<b>128</b>	
<b>Tests Passed</b>	Male	123		86		90		107		88	
	Female	4		3		8		8		4	
	<b>All persons</b>	<b>127</b>		<b>89</b>		<b>98</b>		<b>115</b>		<b>92</b>	
<b>4 Quarter rolling average (% passed)<sup>1</sup></b>	Male	71	52	70	51	70	52	71	52	70	52
	Female	58	58	58	59	61	61	56	62	50	62
	<b>All persons</b>	<b>70</b>	<b>53</b>	<b>69</b>	<b>52</b>	<b>70</b>	<b>53</b>	<b>70</b>	<b>54</b>	<b>69</b>	<b>53</b>

Sources: NI - DVA; GB - DSA

<sup>1</sup> 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 July 2010 to June 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 include 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**

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).

DECC publish United Kingdom level data in the Digest of United Kingdom Energy Statistics (DUKES). Final UK level figures for 2010 will be published in DUKES 2012 in July 2012 and 2011 data will be published in DUKES 2013.

### **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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