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MÁNNYSTRIE FUR

Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

July to September 2011



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KEY POINTS

The key points for the July to September 2011 quarter are:

- The number of new and used cars registered for the first time during the quarter has decreased by 4% (from 20,949 to 20,013) compared to the corresponding quarter of 2010. This is the fifth consecutive quarter to show a decrease when compared to the same time period in the previous year.
- Vauxhall was the most popular make of new car, accounting for 11% (1,348) of all new cars registered. The second and third most popular makes of new car were Ford 11% (1,335) and Nissan 9% (1,086), respectively.
- There was a weekly average of 0.99 million public bus passenger journeys made during the quarter, which is the same as the corresponding quarter of 2010. During the same time period, weekly average bus passenger receipts increased by 1% to £1.80 million from £1.78 million.
- The weekly average rail passenger journeys in July to September 2011 increased by 5% to 0.20 million from 0.19 million compared to the corresponding quarter of 2010. During the same time period, weekly average rail passenger receipts increased by 7% to £0.64 million from £0.60 million.
- Over the period October 2010 to September 2011 the pass rate for car 'L' driver tests was 58% for males and 46% for females in Northern Ireland, compared to 50% for males and 44% for females in Great Britain.

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

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 this publication are Official Statistics and, as such, will still conform to the key elements of the Code of Practice for Official Statistics although this has not been independently assessed. The data in Chapter 5 'Public Transport' should be viewed as management information rather than Official Statistics, however these data are still of high quality.

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)

These data are management information

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.

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 28).
- 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 changed from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 8.3, page 29). 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 is difficult to attribute whether any changes in trend are due to the change in the motorcycle test format or due to other factors. Looking back over the quarters before and after the change in test format, 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 quarters after the test had changed with corresponding 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, particularly over the 2009 to 2010 period. However, a similar trend can be seen 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 or represents a general trend in driving test pass rates. 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, as with Northern Ireland, a similar trend can be noted in the equivalent car driving test pass rates (where there has been no change to the test) and therefore this may be just a general trend in driving test pass rates over the time period.

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, July to September 2011, unless otherwise stated. Information on vehicle registrations data is available in the User Information section (page 4).

Summary of Vehicle Registrations Section

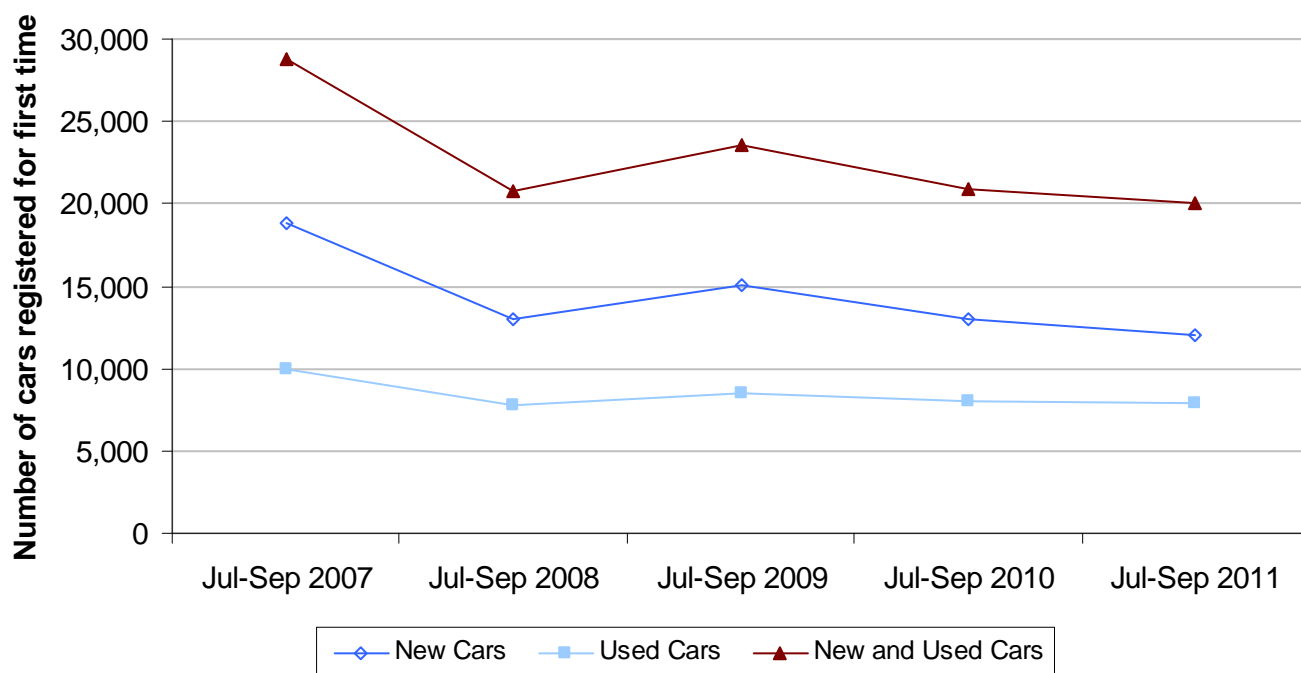
New vehicle registrations

- There were 24,266 vehicles registered for the first time in Northern Ireland during the quarter, a decrease of 3% when compared with the same quarter in 2010 (Table 1.1).

Car registrations

- There were 20,013 new and used cars registered for the first time during the quarter of which 60% (12,062) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has decreased by 4% compared to the corresponding quarter of 2010. This is the fifth 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 7% (dropping from 12,937 to 12,062) compared with the same quarter in 2010. There was a decrease of 1% 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: July to September quarter 2007 to 2011



Car registrations continued

- Vauxhall was the most popular make of new car, accounting for 11% (1,348) of all new cars registered. The second and third most popular makes of new car were Ford 11% (1,335) and Nissan 9% (1,086), respectively (Table 2.2).
- Of the 7,951 used cars registered for the first time, 2% (126) were imported from outside Great Britain (Table 2.3).

Light goods registrations

- There were 2,432 new and used light goods vehicles registered for the first time. This represents an increase of 20% on the corresponding quarter of 2010. (Table 3.1).

Heavy goods registrations

- Of the 605 heavy goods vehicles registered for the first time in Northern Ireland, 75% (453) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 5% 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: Jul-Sep 10 to Jul-Sep 11

	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11	Jul-Sep 11
Private Cars					
New cars	9,882	5,023	13,345	8,727	9,019
New cars exempt - Govt owned	1	0	16	11	1
New cars exempt - Non govt owned	3,054	2,646	3,225	3,426	3,042
Used cars	7,724	6,284	7,540	7,296	7,670
Used cars exempt - Govt owned	1	0	0	0	0
Used cars exempt - Non govt owned	287	201	244	298	281
All private cars	20,949	14,154	24,370	19,758	20,013
All buses	100	41	94	106	57
Light goods					
Light goods	1,968	1,601	2,661	2,030	2,384
Light goods exempt - Govt owned	0	1	15	8	1
Light goods exempt - Non govt owned	52	47	122	87	47
All light goods	2,020	1,649	2,798	2,125	2,432
Heavy goods					
Heavy goods	628	575	667	613	594
Heavy goods exempt - Govt owned	0	0	5	0	0
Heavy goods exempt - Non govt owned	7	3	7	17	11
All heavy goods	635	578	679	630	605
Tractors					
Tractors	0	0	0	1	1
Tractors exempt - Govt owned	0	2	2	0	0
Tractors exempt - Non govt owned	493	369	525	623	498
All tractors	493	371	527	624	499
Motorcycles					
Motorcycles	731	331	462	729	583
Motorcycles exempt - Govt owned	4	0	19	0	0
Motorcycles exempt - Non govt owned	31	20	26	57	72
All motorcycles	766	351	507	786	655
General Haulage and Special Types	11	4	7	5	5
All Vehicles	24,974	17,148	28,982	24,034	24,266

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Jul-Sep 11

	2011			All registrations Jul-Sep 11
	Jul	Aug	Sep	
Private Cars				
New cars	2,271	2,446	4,302	9,019
New cars exempt - Govt owned	1	0	0	1
New cars exempt - Non govt owned	1,059	955	1,028	3,042
Used cars	2,219	2,746	2,705	7,670
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	108	110	63	281
All private cars	5,658	6,257	8,098	20,013
All buses	12	24	21	57
Light goods				
Light goods	658	646	1,080	2,384
Light goods exempt - Govt owned	1	0	0	1
Light goods exempt - Non govt owned	15	22	10	47
All light goods	674	668	1,090	2,432
Heavy goods				
Heavy goods	188	214	192	594
Heavy goods exempt - Govt owned	0	0	0	0
Heavy goods exempt - Non govt owned	10	1	0	11
All heavy goods	198	215	192	605
Tractors				
Tractors	1	0	0	1
Tractors exempt - Govt owned	0	0	0	0
Tractors exempt - Non govt owned	181	165	152	498
All tractors	182	165	152	499
Motorcycles				
Motorcycles	183	214	186	583
Motorcycles exempt - Govt owned	0	0	0	0
Motorcycles exempt - Non govt owned	25	27	20	72
All motorcycles	208	241	206	655
General Haulage and Special Types	2	0	3	5
All Vehicles	6,934	7,570	9,762	24,266

Source: DVA

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

Make	Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11		Jul-Sep 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	30	27	47	33	53	20	40	13	48	19
Audi	466	511	285	404	713	507	583	571	453	604
Austin	0	8	0	5	0	6	0	5	0	10
BMW	694	514	351	338	797	333	616	337	574	377
Carbodies	0	4	0	9	0	1	0	4	0	3
Chevrolet	72	27	61	28	191	66	53	43	97	68
Chrysler	12	28	7	18	5	22	4	9	15	22
Citroen	459	238	335	174	584	244	576	210	513	229
Daewoo	0	3	0	4	1	7	0	2	0	4
Daihatsu	1	10	2	17	1	8	0	4	0	10
Daimler	0	1	0	2	0	1	0	1	0	2
Dodge	16	4	6	5	0	4	0	5	0	3
Eunos	0	0	0	0	0	0	0	0	0	1
Ferrari	2	1	1	3	4	2	3	2	1	3
Fiat	175	56	102	60	117	68	149	89	105	88
Ford	1,412	787	813	574	1,902	760	1,430	827	1,335	828
Honda	349	263	174	247	386	203	259	204	266	244
Hyundai	573	48	323	31	824	76	531	178	705	150
Isuzu	0	8	0	5	0	5	0	6	0	9
Jaguar	53	64	29	46	72	54	37	35	59	55
Jeep	15	15	8	9	23	18	19	9	16	17
Kia	355	92	161	50	470	77	424	72	433	87
Land Rover	117	69	41	83	235	83	120	86	131	100
Lexus	31	56	6	55	30	46	29	45	29	39
Lotus	1	7	0	0	0	0	0	1	0	0
Maserati	4	2	1	0	2	2	2	2	1	1
Mazda	320	94	115	58	390	84	170	79	250	89
Mercedes	348	297	207	206	513	240	337	224	293	238
MG	0	51	0	28	0	19	0	27	2	26
Mini	220	76	183	51	308	63	279	41	267	48
Mitsubishi	126	57	53	57	146	59	120	54	55	68
Nissan	1,099	134	474	106	1,132	113	912	123	1,086	117
Opel	0	7	0	7	0	3	0	8	0	3
Peugeot	729	545	565	488	1,032	605	753	494	661	570
Porsche	24	18	13	12	33	20	23	29	24	14
Proton	4	3	1	2	10	5	10	1	5	2
Renault	1,152	338	811	268	990	330	783	293	735	300
Rolls Royce	0	4	0	2	0	2	11	4	0	0
Rover	0	59	0	35	0	46	0	30	0	30
Saab	25	62	16	53	46	69	16	75	2	68
Seat	294	277	152	271	469	398	295	422	373	371
Skoda	168	89	162	83	353	108	377	135	269	142
Smart	22	8	12	6	19	8	16	13	13	9
Ssangyong	8	4	4	3	2	4	0	4	1	2
Subaru	15	27	3	19	27	29	7	21	4	20
Suzuki	244	23	91	23	330	23	185	22	166	23
Toyota	586	624	292	501	944	573	390	524	503	568
Triumph	0	4	0	1	0	3	0	7	0	8
Vauxhall	1,464	904	1,019	826	1,735	982	1,278	902	1,348	898
Volkswagen	1,046	1,294	631	1,038	1,460	1,232	1,165	1,120	1,079	1,143
Volvo	200	94	105	89	224	99	152	123	136	161
Other	6	76	7	52	13	54	10	59	9	60
All New/Used Cars	12,937	8,012	7,669	6,485	16,586	7,784	12,164	7,594	12,062	7,951
All Cars	20,949		14,154		24,370		19,758		20,013	

Source: DVA

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

Make	New (includes exempt and imports)			All new cars Jul-Sep 11	Imported during quarter from			Exempt
	Jul	Aug	Sep		ROI	Continent	Other	
Alfa Romeo	8	17	23	48	0	0	0	1
Audi	100	155	198	453	0	0	0	12
Austin	0	0	0	0	0	0	0	0
BMW	171	181	222	574	4	0	0	37
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	27	35	35	97	1	0	0	28
Chrysler	1	2	12	15	0	0	0	1
Citroen	179	157	177	513	0	0	0	219
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	1	0	1	0	0	0	0
Fiat	26	43	36	105	7	4	0	4
Ford	356	406	573	1,335	0	2	0	450
Honda	63	65	138	266	0	0	0	40
Hyundai	197	201	307	705	0	0	0	109
Isuzu	0	0	0	0	0	0	0	0
Jaguar	15	8	36	59	0	0	0	0
Jeep	6	2	8	16	0	0	0	1
Kia	150	97	186	433	0	0	0	88
Land Rover	53	15	63	131	1	0	0	32
Lexus	4	8	17	29	0	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	1	0	0	1	0	0	0	0
Mazda	43	74	133	250	0	0	0	19
Mercedes	59	88	146	293	0	0	0	28
MG	2	0	0	2	0	0	0	0
Mini	58	90	119	267	0	0	0	17
Mitsubishi	7	17	31	55	0	1	1	13
Nissan	314	254	518	1,086	0	7	0	491
Opel	0	0	0	0	0	0	0	0
Peugeot	191	208	262	661	0	0	0	230
Porsche	7	9	8	24	0	0	0	1
Proton	4	1	0	5	0	0	0	0
Renault	190	155	390	735	1	0	0	220
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	0	1	1	2	0	0	0	0
Seat	146	82	145	373	0	0	0	102
Skoda	84	64	121	269	0	0	0	32
Smart	5	3	5	13	0	0	0	1
Ssangyong	0	0	1	1	0	0	0	0
Subaru	2	0	2	4	0	0	0	0
Suzuki	30	56	80	166	0	0	0	5
Toyota	103	157	243	503	1	0	0	73
Triumph	0	0	0	0	0	0	0	0
Vauxhall	382	399	567	1,348	0	0	0	580
Volkswagen	312	330	437	1,079	1	2	0	186
Volvo	34	19	83	136	0	0	0	23
Other	1	1	7	9	0	0	0	0
All New Cars	3,331	3,401	5,330	12,062	16	16	1	3,043

Source: DVA

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

Make	Used cars (includes exempt and imports)			All used cars Jul-Sep 11	Imported from				Exempt
	Jul	Aug	Sep		GB	ROI	Continent	Other	
Alfa Romeo	4	6	9	19	18	1	0	0	1
Audi	184	208	212	604	595	5	0	1	12
Austin	4	6	0	10	10	0	0	0	7
BMW	124	124	129	377	370	3	1	1	3
Carbodies	0	1	2	3	3	0	0	0	0
Chevrolet	28	19	21	68	67	0	1	0	0
Chrysler	6	9	7	22	22	0	0	0	2
Citroen	75	72	82	229	227	1	0	0	12
Daewoo	1	1	2	4	2	2	0	0	1
Daihatsu	2	5	3	10	9	1	0	0	1
Daimler	0	0	2	2	2	0	0	0	0
Dodge	2	1	0	3	3	0	0	0	2
Eunos	0	0	1	1	0	0	1	0	0
Ferrari	1	0	2	3	3	0	0	0	0
Fiat	18	39	31	88	83	3	1	0	5
Ford	251	313	264	828	808	8	2	10	30
Honda	64	96	84	244	242	1	1	0	10
Hyundai	41	47	62	150	150	0	0	0	7
Isuzu	4	4	1	9	7	1	1	0	2
Jaguar	17	24	14	55	55	0	0	0	1
Jeep	4	2	11	17	16	0	0	1	0
Kia	22	37	28	87	86	0	0	1	4
Land Rover	30	31	39	100	97	2	1	0	6
Lexus	13	16	10	39	36	1	2	0	0
Lotus	0	0	0	0	0	0	0	0	0
Maserati	1	0	0	1	1	0	0	0	0
Mazda	29	28	32	89	84	1	4	0	1
Mercedes	67	92	79	238	229	3	2	1	9
MG	8	10	8	26	26	0	0	0	1
Mini	13	15	20	48	46	1	0	1	1
Mitsubishi	18	23	27	68	59	2	5	1	3
Nissan	28	44	45	117	104	4	4	1	12
Opel	1	1	1	3	1	2	0	0	0
Peugeot	171	195	204	570	568	2	0	0	17
Porsche	7	2	5	14	14	0	0	0	0
Proton	1	1	0	2	2	0	0	0	0
Renault	86	109	105	300	297	2	1	0	9
Rolls Royce	0	0	0	0	0	0	0	0	0
Rover	7	7	16	30	29	0	1	0	1
Saab	16	23	29	68	68	0	0	0	1
Seat	119	144	108	371	369	2	0	0	5
Skoda	34	56	52	142	142	0	0	0	8
Smart	4	2	3	9	9	0	0	0	0
Ssangyong	1	1	0	2	2	0	0	0	0
Subaru	7	6	7	20	17	1	0	2	0
Suzuki	10	9	4	23	22	1	0	0	1
Toyota	164	221	183	568	547	5	11	5	20
Triumph	4	2	2	8	7	0	1	0	3
Vauxhall	273	296	329	898	895	0	0	1	33
Volkswagen	296	430	417	1,143	1,139	3	0	1	32
Volvo	44	60	57	161	160	1	0	0	6
Other	23	18	19	60	60	0	0	0	12
All Used Cars	2,327	2,856	2,768	7,951	7,808	59	40	27	281

Source: DVA

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

Make	Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11		Jul-Sep 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	0	0	3	0	1	0	0	0	0
Bedford	0	1	0	1	0	0	0	2	0	1
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	113	173	51	195	191	192	127	173	132	171
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	3	0	2	0	3	0	1	0	0
Fiat	15	20	5	16	12	12	13	13	29	13
Ford	195	334	137	264	383	371	183	319	208	390
Freight Rover	0	0	0	1	0	0	0	0	0	0
Honda	0	0	0	0	2	1	0	3	0	0
Hyundai	0	0	3	0	6	0	4	0	2	2
Isuzu	14	8	10	8	45	9	7	7	11	3
Iveco	12	15	6	21	3	14	14	14	7	14
Iveco-Ford (UK)	0	0	0	1	0	0	1	0	0	1
Land Rover	30	3	11	7	65	16	86	13	35	13
LDV	0	9	0	6	0	8	2	7	0	10
Leyland	0	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0	0
Mazda	0	1	0	4	0	3	0	2	0	1
Mercedes	53	68	107	39	87	50	43	57	82	71
Mitsubishi	52	35	16	44	89	27	76	42	123	36
Nissan	30	46	6	27	97	43	67	44	32	35
Opel	0	3	0	5	0	0	0	1	0	2
Peugeot	77	62	51	55	113	67	52	60	45	76
Renault	120	35	125	29	199	45	111	37	172	35
Rover	0	0	0	0	0	1	0	0	0	2
Seat	0	1	0	1	0	2	0	0	0	2
Skoda	0	1	0	0	0	0	0	1	0	0
Subaru	0	1	0	0	0	0	0	0	0	0
Suzuki	0	1	0	0	0	1	0	0	0	1
Talbot	0	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0	0
Toyota	66	39	21	38	102	32	58	39	68	36
Vauxhall	66	58	56	40	146	58	98	48	135	74
Volkswagen	145	96	148	71	206	77	186	97	238	103
Volvo	0	0	3	0	1	0	0	0	0	0
Other	2	17	3	12	16	2	10	7	8	13
All New/Used Light Goods	990	1,030	759	890	1,763	1,035	1,138	987	1,327	1,105
All Light Goods	2,020		1,649		2,798		2,125		2,432	

Source: DVA

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

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Jul	Aug	Sep	Jul-Sep 11	Jul	Aug	Sep	Jul-Sep 11	Jul-Sep 11
Austin	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	1	1	1
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	15	25	92	132	61	52	58	171	303
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	0	0	0	0	0
Fiat	2	4	23	29	4	5	4	13	42
Ford	70	35	103	208	140	132	118	390	598
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	0	0	0	0	0	0	0	0
Hyundai	0	1	1	2	0	2	0	2	4
Isuzu	2	3	6	11	1	1	1	3	14
Iveco	1	1	5	7	3	8	3	14	21
Iveco-Ford (UK)	0	0	0	0	0	0	1	1	1
Land Rover	10	8	17	35	7	3	3	13	48
LDV	0	0	0	0	5	3	2	10	10
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	0	1	1	1
Mercedes	29	34	19	82	14	26	31	71	153
Mitsubishi	10	58	55	123	11	14	11	36	159
Nissan	5	15	12	32	9	10	16	35	67
Opel	0	0	0	0	0	1	1	2	2
Peugeot	24	6	15	45	23	24	29	76	121
Renault	31	25	116	172	5	14	16	35	207
Rover	0	0	0	0	1	1	0	2	2
Seat	0	0	0	0	0	1	1	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	1	0	1	1
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0
Toyota	24	15	29	68	12	9	15	36	104
Vauxhall	42	5	88	135	19	31	24	74	209
Volkswagen	55	57	126	238	30	31	42	103	341
Volvo	0	0	0	0	0	0	0	0	0
Other	5	3	0	8	4	4	5	13	21
All Light Goods	325	295	707	1,327	349	373	383	1,105	2,432

Source: DVA

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

Make	Jul-Sep 10		Oct-Dec 10		Jan-Mar 11		Apr-Jun 11		Jul-Sep 11	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	1	0	0	0	0	0	0
Bedford	0	1	0	2	0	0	0	0	0	0
Case	0	0	0	0	0	0	0	0	0	1
Caterpillar	0	0	0	0	1	0	0	1	0	1
DAF	31	86	12	108	29	92	29	97	20	93
Dennis	11	1	6	5	6	0	1	7	2	5
Dodge	0	0	0	0	0	0	0	0	0	0
ERF	0	8	0	2	0	3	0	4	0	5
Fiat	4	2	6	2	4	1	8	8	5	6
Foden	0	3	0	4	0	3	0	7	0	4
Ford	0	3	1	0	0	1	2	4	1	3
Grove Coles	0	0	0	0	0	1	0	1	0	1
Hino	0	7	1	4	0	2	0	1	2	2
Isuzu	0	0	0	3	0	3	2	5	2	4
Iveco	29	21	18	19	15	22	19	31	18	27
Iveco-Ford	0	18	0	13	0	26	0	15	0	10
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	6	2	4	0	9	6	2	1	9
JCB	1	3	2	4	7	5	2	2	2	3
Johnston	0	0	0	1	0	0	1	1	0	0
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	3	0	2	0	1	0	1	0	2
Leyland Daf	2	8	1	15	4	8	1	11	0	8
MAN	17	41	4	36	23	51	8	26	11	31
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	1	0	0	1	0	1	1
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	11	68	14	56	36	62	27	46	12	59
Merlo	0	1	0	0	0	0	0	0	0	0
Mitsubishi	0	4	1	5	1	2	1	2	1	4
New Holland	0	1	0	0	0	0	0	0	1	1
Renault	3	9	1	11	2	8	4	20	1	27
Renault (UK)	0	2	0	5	0	1	0	3	0	2
Scania	18	81	13	69	21	94	9	86	20	78
Seddon/Atkinson	0	0	0	1	0	0	0	0	0	1
Thwaites	0	1	0	0	0	0	0	0	0	0
Volkswagen	0	1	5	2	1	0	9	1	0	0
Volvo	22	92	35	68	35	86	30	78	47	60
Other	6	9	4	9	4	9	3	7	5	5
All New/Used Heavy Goods	155	480	126	452	189	490	163	467	152	453
All Heavy Goods	635		578		679		630		605	

Source: DVA

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

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Jul	Aug	Sep	Jul-Sep 11	Jul	Aug	Sep	Jul-Sep 11	Jul-Sep 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	1	1	1
Caterpillar	0	0	0	0	0	0	1	1	1
DAF	2	5	13	20	22	41	30	93	113
Dennis	2	0	0	2	3	1	1	5	7
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	2	2	1	5	5
Fiat	1	2	2	5	1	3	2	6	11
Foden	0	0	0	0	2	1	1	4	4
Ford	0	1	0	1	1	1	1	3	4
Grove Coles	0	0	0	0	0	0	1	1	1
Hino	2	0	0	2	0	1	1	2	4
Isuzu	2	0	0	2	1	2	1	4	6
Iveco	2	7	9	18	4	10	13	27	45
Iveco-Ford	0	0	0	0	4	3	3	10	10
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)	1	0	0	1	3	6	0	9	10
JCB	1	0	1	2	1	1	1	3	5
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	1	0	2	2
Leyland Daf	0	0	0	0	3	1	4	8	8
MAN	7	0	4	11	12	15	4	31	42
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	1	1	0	1	0	1	2
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	5	5	2	12	21	12	26	59	71
Merlo	0	0	0	0	0	0	0	0	0
Mitsubishi	0	0	1	1	2	1	1	4	5
New Holland	0	1	0	1	1	0	0	1	2
Renault	0	1	0	1	10	9	8	27	28
Renault (UK)	0	0	0	0	1	1	0	2	2
Scania	3	11	6	20	27	29	22	78	98
Seddon/Atkinson	0	0	0	0	1	0	0	1	1
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	0	0	0	0	0	0	0	0	0
Volvo	32	13	2	47	11	23	26	60	107
Other	1	3	1	5	3	1	1	5	10
All Heavy Goods	61	49	42	152	137	166	150	453	605

Source: DVA

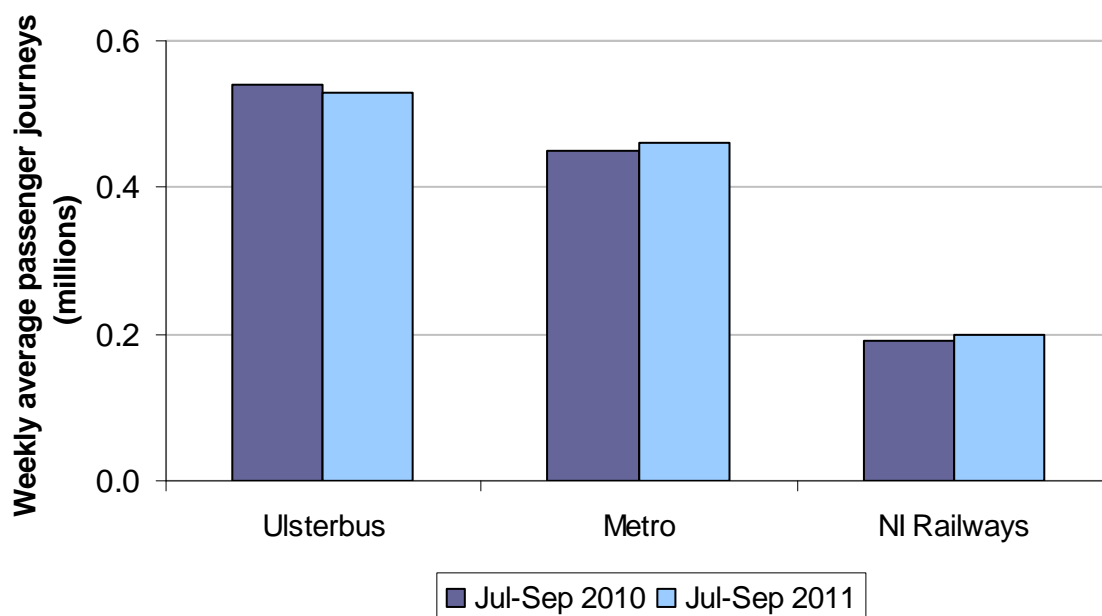
PUBLIC TRANSPORT

Figures quoted are for the current quarter, July to September 2011, unless otherwise stated. Please note the information on public transport data in the User Information section (pages 4-5).

Summary of Public Transport Section

- There were 12.83 million bus passenger journeys made during the quarter. This represents a weekly average of 0.99 million, which is the same as the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 4% from 0.77 million to 0.74 million miles since the corresponding quarter in 2010 (Table 5.3).
- Weekly average bus passenger receipts have increased by 1% from £1.78 million to £1.80 million compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles have increased by 4% to 3.88 million from 3.72 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 since 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 7% to £0.64 million from £0.60 million (Table 5.4).

Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: Jul-Sep 2010 and Jul-Sep 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: Jul-Sep 10 to Jul-Sep 11

	Millions				
	Jul-Sep 10	Oct-Dec 10 ^P	Jan-Mar 11 ^P	Apr-Jun 11 ^P	Jul-Sep 11 ^P
Passenger journeys					
All passenger journeys	6.97	11.29	10.97	11.39	6.91
Weekly average	0.54	0.87	0.84	0.88	0.53
Bus miles					
All bus miles	7.98	9.03	8.86	9.10	7.69
Weekly average	0.61	0.69	0.68	0.70	0.59
Passenger receipts £s					
All passenger receipts	15.50	23.05	22.34	22.87	15.70
Weekly average	1.19	1.77	1.72	1.76	1.21

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Jul-Sep 10 to Jul-Sep 11

	Millions				
	Jul-Sep 10	Oct-Dec 10 ^P	Jan-Mar 11 ^P	Apr-Jun 11 ^P	Jul-Sep 11 ^P
Passenger journeys					
All passenger journeys	5.88	6.91	6.44	6.51	5.92
Weekly average	0.45	0.53	0.50	0.50	0.46
Bus miles					
All bus miles	2.05	2.06	2.03	2.04	1.91
Weekly average	0.16	0.16	0.16	0.16	0.15
Passenger receipts £s					
All passenger receipts	7.70	9.11	8.35	8.40	7.64
Weekly average	0.59	0.70	0.64	0.65	0.59

Source: Translink

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

	Millions				
	Jul-Sep 10	Oct-Dec 10 ^P	Jan-Mar 11 ^P	Apr-Jun 11 ^P	Jul-Sep 11 ^P
Passenger journeys					
All passenger journeys	12.85	18.20	17.41	17.90	12.83
Weekly average	0.99	1.40	1.34	1.38	0.99
Bus miles					
All bus miles	10.03	11.09	10.89	11.13	9.60
Weekly average	0.77	0.85	0.84	0.86	0.74
Passenger receipts £s					
All passenger receipts	23.20	32.16	30.69	31.27	23.34
Weekly average	1.78	2.47	2.36	2.41	1.80

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Jul-Sep 10 to Jul-Sep 11

	Millions				
	Jul-Sep 10	Oct-Dec 10 ^P	Jan-Mar 11 ^P	Apr-Jun 11 ^P	Jul-Sep 11 ^P
Passenger journeys					
All passenger journeys	2.47	2.70	2.57	2.62	2.57
Weekly average	0.19	0.21	0.20	0.20	0.20
Passenger miles					
All passenger miles	48.35	49.11	47.02	49.13	50.38
Weekly average	3.72	3.78	3.62	3.78	3.88
Passenger receipts £s					
All passenger receipts	7.77	8.22	7.76	7.99	8.34
Weekly average	0.60	0.63	0.60	0.61	0.64

Source: Translink

PETROLEUM

Summary of Petroleum Section

- From July to September 2011, 187,779 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 3) for definition). Information on petroleum data is available in the User Information section (pages 5-6).

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

	Tonnes/Percentage									
	Jul-Sep 10 ^P		Oct-Dec 10 ^P		Jan-Mar 11 ^{P, r}		Apr-Jun 11 ^P		Jul-Sep 11 ^P	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol¹										
Super ²	6,345	3.1	6,795	3.8	6,122	3.2	6,698	3.4	6,828	3.6
Premium (95 Ron) ³	75,069	37.1	61,926	34.5	69,956	36.5	73,019	37.6	69,360	36.9
All unleaded petrol	81,414	40.3	68,721	38.3	76,078	39.7	79,717	41.0	76,188	40.6
Sulphur free⁴ petrol										
Super ²	211	0.1	134	0.1	0	0.0	0	0.0	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	211	0.1	134	0.1	0	0.0	0	0.0	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	81,624	40.4	68,854	38.3	76,078	39.7	79,717	41.0	76,188	40.6
DIESEL										
ULSD ⁶	113,652	56.2	102,345	57.0	108,811	56.7	109,289	56.2	105,846	56.4
Sulphur free ⁴	6,995	3.5	8,370	4.7	6,910	3.6	5,345	2.8	5,745	3.1
All Diesel	120,646	59.6	110,715	61.7	115,722	60.3	114,634	59.0	111,591	59.4
All Petrol and Diesel	202,270	100.0	179,569	100.0	191,800	100.0	194,351	100.0	187,779	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 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, July to September 2011, unless otherwise stated. Information on driver and vehicle testing data is available in the User Information section (pages 6-7).

Summary of Driver and Vehicle Testing Section

Vehicle testing

- 176,075 annual vehicle tests for motor cars were conducted during the quarter, an increase of 11% from the corresponding quarter of 2010 (158,574) (Table 7.1).
- The estimated test failure rate for motor cars over the period October 2010 to September 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 28)) (Table 7.1).

Driving tests

- Over the period October 2010 to September 2011 the pass rate for car 'L' driver tests was 58% 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 October 2010 to September 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 65% for females (Table 8.2, Figure 8.2).

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

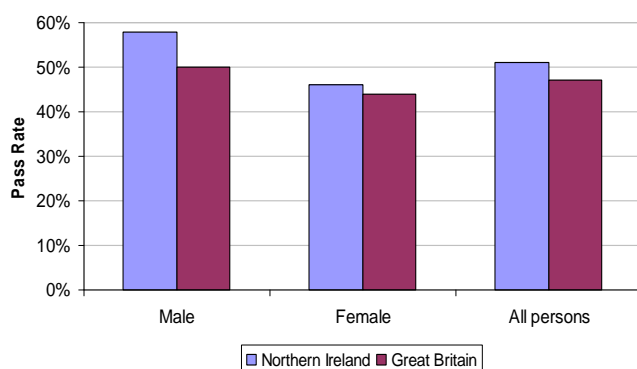
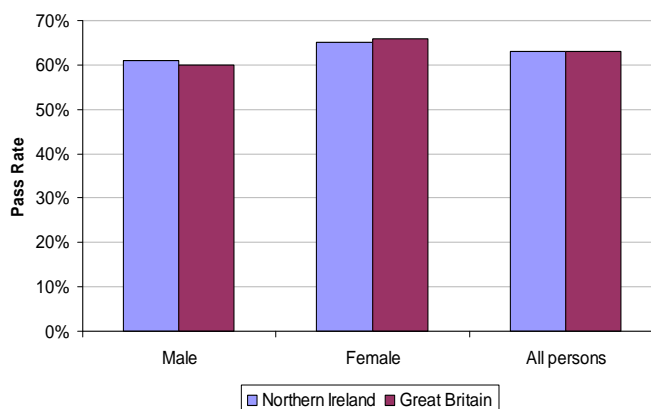


Figure 8.2: Touch screen theory tests for private car drivers: % Pass Rates for Males/Females in NI/GB October 2010 to September 2011



- From October 2010 to September 2011, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 76%, 77% for males and 67% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 80% during the same time period, 79% for males and 84% 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: Jul-Sep 10 to Jul-Sep 11

	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11	Jul-Sep 11
Full Tests completed	158,574	136,706	177,568	173,737	176,075
Retests	33,842	33,286	32,683	35,254	37,713
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 October 2010 to September 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 28)).

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

	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11	Jul-Sep 11
Full Tests completed	5,663	2,025	3,973	9,518	6,128
Retests	374	135	208	526	400
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 October 2010 to September 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 28)).

Table 7.3 Public service vehicles annual vehicle test: Jul-Sep 10 to Jul-Sep 11

	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11	Jul-Sep 11
Full Tests completed	3,852	4,030	4,068	4,071	3,762
Retests	1,068	1,151	997	1,039	1,035
4 quarter rolling average (% retests) ¹	27	27	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 October 2010 to September 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 28)).

Table 7.4 Goods vehicles annual vehicle test: Jul-Sep 10 to Jul-Sep 11

	Jul-Sep 10	Oct-Dec 10	Jan-Mar 11	Apr-Jun 11	Jul-Sep 11
Full Tests completed	25,407	23,920	26,395	27,154	26,832
Retests	6,819	6,770	6,496	7,116	7,340
4 quarter rolling average (% retests) ¹	28	28	27	26	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 October 2010 to September 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 28)).

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,879		5,770		6,357		6,164		6,230	
	Female	8,344		6,762		7,528		8,126		7,495	
	All persons	15,223		12,532		13,885		14,290		13,725	
Tests Passed	Male	3,914		3,220		3,684		3,590		3,619	
	Female	3,915		2,974		3,481		3,687		3,700	
	All persons	7,829		6,194		7,165		7,277		7,319	
4 Quarter rolling average (% passed)¹	Male	57	50	57	50	57	50	57	50	58	50
	Female	47	43	46	43	46	43	46	44	46	44
	All persons	51	46	51	46	51	46	51	47	51	47

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 October 2010 to September 2011

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,974		5,937		5,700		6,284		5,883	
	Female	6,722		5,268		5,138		5,862		5,729	
	All persons	13,696		11,205		10,838		12,146		11,612	
Tests Passed	Male	4,295		3,567		3,555		3,727		3,559	
	Female	4,404		3,423		3,409		3,812		3,740	
	All persons	8,699		6,990		6,964		7,539		7,299	
4 Quarter rolling average (% passed)¹	Male	62	61	61	61	61	60	61	60	61	60
	Female	66	67	66	66	66	66	65	66	65	66
	All persons	64	64	63	63	63	63	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 October 2010 to September 2011

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	1,060		668		523		870		1,173	
	Female	164		127		74		99		155	
	All persons	1,224		795		597		969		1,328	
Tests Passed	Male	820		480		421		674		916	
	Female	106		75		55		62		113	
	All persons	926		555		476		736		1,029	
4 Quarter rolling average (% passed)²	Male	77	70	76	70	76	69	77	69	77	69
	Female	64	70	65	70	65	70	64	69	67	68
	All persons	75	70	74	70	75	69	75	69	76	69

Sources: NI - DVA; GB - DSA

1 Motorcycle tests changed 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 October 2010 to September 2011. Note that NI and GB pass rates are compiled on a different basis - see User Information (page 7).

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	610		329		339		700		696	
	Female	89		54		19		74		97	
	All persons	699		383		358		774		793	
Tests Passed	Male	469		258		270		555		557	
	Female	79		47		15		59		83	
	All persons	548		305		285		614		640	
4 Quarter rolling average (% passed)¹	Male	79	81	78	81	79	81	78	81	79	81
	Female	87	86	87	85	87	85	85	85	84	84
	All persons	80	81	79	81	79	81	79	81	80	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 October 2010 to September 2011.

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11^r</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI		NI		NI		NI		NI	
Tests	Male	943		897		829		915		1,162	
Conducted	Female	71		44		69		108		92	
	All persons	1,014		941		898		1,023		1,254	
Tests	Male	540		526		538		611		761	
Passed	Female	42		21		40		67		51	
	All persons	582		547		578		678		812	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
4 Quarter	Male	60	51	60	51	61	52	62	52	64	52
rolling average	Female	53	56	50	54	54	53	58	53	57	53
(% passed)¹	All persons	60	52	59	52	60	52	62	52	64	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 October 2010 to September 2011

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

		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>		<u>Jan-Mar 11</u>		<u>Apr-Jun 11</u>		<u>Jul-Sep 11</u>	
		NI		NI		NI		NI		NI	
Tests	Male	128		131		151		117		141	
Conducted	Female	6		12		17		11		14	
	All persons	134		143		168		128		155	
Tests	Male	86		90		107		88		102	
Passed	Female	3		8		8		4		9	
	All persons	89		98		115		92		111	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
4 Quarter	Male	70	51	70	52	71	52	70	52	72	52
rolling average	Female	58	59	61	61	56	62	50	62	54	61
(% passed)¹	All persons	69	52	70	53	70	54	69	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 October 2010 to September 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. The Hazard Perception Element was introduced on 6 January 2003. Currently, for the multiple choice element, candidates have just under 1 hour to answer 50 multiple choice questions. To pass they must get 43 answers correct. The hazard perception element consists of 14 video clips lasting approximately 1 minute (15 hazards to identify in total). The pass mark is 44 out of 75. Both the multiple choice and hazard perception elements must be passed. 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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