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Kintra Pairts Fordèrin

Northern Ireland Road and Rail Transport Statistics

October to December 2010



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USER INFORMATION

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

Background Information

Background and Uses of the Publication

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

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

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

Data collection and timeliness

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

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

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

National Statistics

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

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

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

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

Designation can be broadly interpreted to mean that the statistics:

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

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

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

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

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

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

Data in the Publication

General guidance on using the data

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

Vehicle registrations (Table 1.1 to 4.2)

Description of the data

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

Website of data provider

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

Data Quality Assessment

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

Guidance on using the data

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

Public Transport (Table 5.1 to 5.4)

Description of the data

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

Website of data provider

<http://www.translink.co.uk/>

Data Quality Assessment

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

Guidance on using the data

- Only scheduled (timetabled) services are included but non-scheduled services (such as private hire or tours) only account for a small part of Translink's services.
- Most of Translink's quarters are based on a 13 week period and therefore the weekly average is determined by dividing the quarterly figure by 13. However occasionally this 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.

Petroleum (Table 6.1)

These data are National Statistics.

Description of the data

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

Website of data provider

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

Data Quality Assessment

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

Guidance on using the data

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

Driver and vehicle testing (Tables 7.1 to 8.6)

Description of the data

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

Websites of data providers

<http://www.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 8th December 2008 and in GB on 27th April 2009.

What this means

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

Future developments

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

Analysis of the impact

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

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

Changes since previous publication

Note that 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, October to December 2010, unless otherwise stated.

Summary of Vehicle Registrations Section

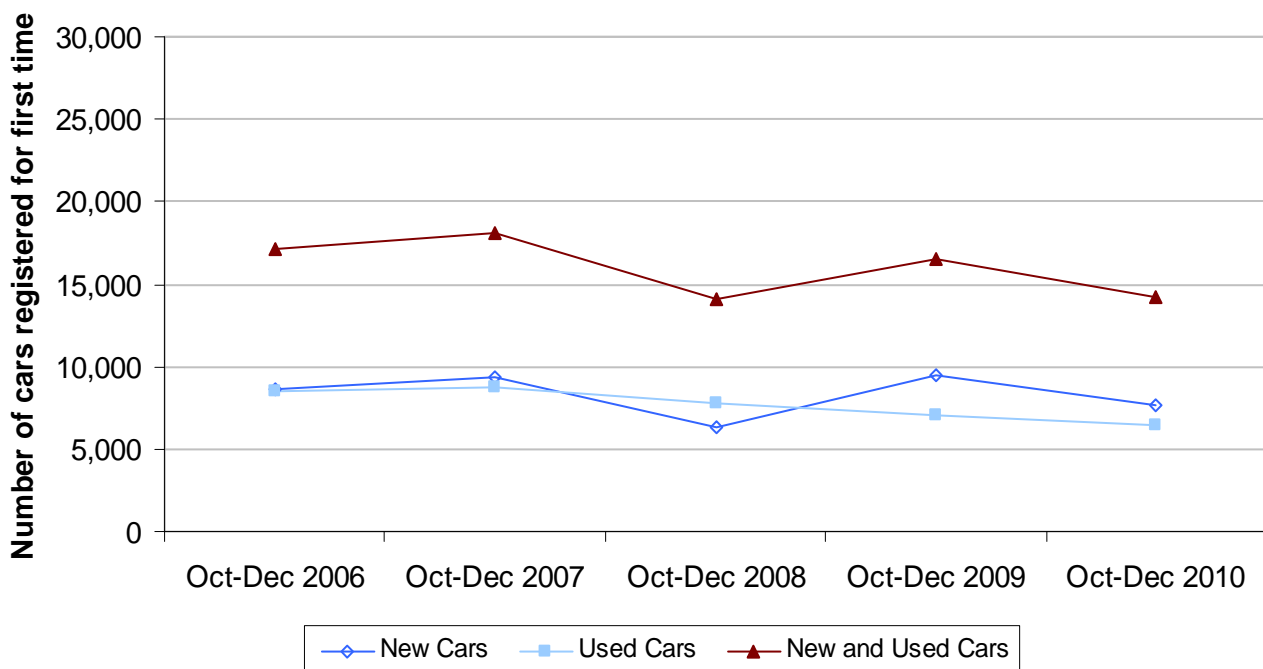
New vehicle registrations

- There were 17,148 vehicles registered for the first time in Northern Ireland during the quarter, a decrease of 14% when compared with the same quarter in 2009 (Table 1.1).

Car registrations

- There were 14,154 new and used cars registered for the first time during the quarter of which 54% (7,669) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has decreased by 15% since the corresponding quarter last year. This is the second consecutive quarter to show a decrease when compared to the corresponding time period in the previous year (Table 2.1).
- The number of new cars registered for the first time during the quarter decreased by 19% (dropping from 9,515 to 7,669) compared with the same quarter in 2009. There was a decrease of 8% 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:
October to December quarter 2006 to 2010**



Car registrations continued

- Vauxhall was the most popular make of new car, accounting for 13% (1,019) of all new cars registered. The second and third most popular makes of new car were Ford (813) and Renault (811), respectively (Table 2.2).
- Of the 6,485 used cars registered for the first time, 2% (121) were imported from outside Great Britain (Table 2.3).

Light goods registrations

- There were 1,649 new and used light goods vehicles registered for the first time. This represents a decrease of 11% on the corresponding quarter of 2009. (Table 3.1).

Heavy goods registrations

- Of the 578 heavy goods vehicles registered for the first time in Northern Ireland, 78% (452) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 10% since the corresponding quarter of 2009. (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: Oct-Dec 09 to Oct-Dec 10

	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10
Private Cars					
New cars	7,187	16,686	10,825	9,882	5,023
New cars exempt - Govt owned	0	7	0	1	0
New cars exempt - Non govt owned	2,328	3,103	3,216	3,054	2,646
Used cars	6,849	7,787	7,627	7,724	6,284
Used cars exempt - Govt owned	0	0	0	1	0
Used cars exempt - Non govt owned	196	251	288	287	201
All private cars	16,560	27,834	21,956	20,949	14,154
All buses	133	173	172	100	41
Light goods					
Light goods	1,822	2,379	1,859	1,968	1,601
Light goods exempt - Govt owned	3	30	7	0	1
Light goods exempt - Non govt owned	22	56	58	52	47
All light goods	1,847	2,465	1,924	2,020	1,649
Heavy goods					
Heavy goods	612	662	684	628	575
Heavy goods exempt - Govt owned	15	17	0	0	0
Heavy goods exempt - Non govt owned	13	22	11	7	3
All heavy goods	640	701	695	635	578
Tractors					
Tractors	1	0	0	0	0
Tractors exempt - Govt owned	0	0	8	0	2
Tractors exempt - Non govt owned	310	538	550	493	369
All tractors	311	538	558	493	371
Motorcycles					
Motorcycles	467	611	855	731	331
Motorcycles exempt - Govt owned	0	14	4	4	0
Motorcycles exempt - Non govt owned	21	22	25	31	20
All motorcycles	488	647	884	766	351
General Haulage and Special Types	0	5	5	11	4
All Vehicles	19,979	32,363	26,194	24,974	17,148

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Oct-Dec 10

	2010			All registrations
	Oct	Nov	Dec	Oct-Dec 10
Private Cars				
New cars	2,027	2,022	974	5,023
New cars exempt - Govt owned	0	0	0	0
New cars exempt - Non govt owned	991	965	690	2,646
Used cars	2,488	2,275	1,521	6,284
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	76	79	46	201
All private cars	5,582	5,341	3,231	14,154
All buses	16	16	9	41
Light goods				
Light goods	608	540	453	1,601
Light goods exempt - Govt owned	1	0	0	1
Light goods exempt - Non govt owned	27	16	4	47
All light goods	636	556	457	1,649
Heavy goods				
Heavy goods	215	231	129	575
Heavy goods exempt - Govt owned	0	0	0	0
Heavy goods exempt - Non govt owned	1	1	1	3
All heavy goods	216	232	130	578
Tractors				
Tractors	0	0	0	0
Tractors exempt - Govt owned	0	2	0	2
Tractors exempt - Non govt owned	154	151	64	369
All tractors	154	153	64	371
Motorcycles				
Motorcycles	150	133	48	331
Motorcycles exempt - Govt owned	0	0	0	0
Motorcycles exempt - Non govt owned	10	7	3	20
All motorcyles	160	140	51	351
General Haulage and Special Types	1	2	1	4
All Vehicles	6,765	6,440	3,943	17,148

Source: DVA

Table 2.1 New and used cars registered for the first time by make: Oct-Dec 09 to Oct-Dec 10

Make	Oct-Dec 09		Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	37	18	27	27	50	16	30	27	47	33
Audi	254	495	663	541	533	526	466	511	285	404
Austin	0	7	0	13	0	9	0	8	0	5
BMW	379	480	748	525	556	450	694	514	351	338
Carbodies	0	6	0	2	0	3	0	4	0	9
Chevrolet	60	7	192	13	80	20	72	27	61	28
Chrysler	8	22	19	28	7	18	12	28	7	18
Citroen	481	188	640	208	534	226	459	238	335	174
Daewoo	0	7	0	7	0	4	0	3	0	4
Daihatsu	12	9	24	13	6	12	1	10	2	17
Daimler	0	7	0	3	0	3	0	1	0	2
Dodge	15	9	35	8	3	9	16	4	6	5
Eunos	0	0	0	1	0	0	0	0	0	0
Ferrari	0	0	2	2	2	1	2	1	1	3
Fiat	153	75	233	66	189	61	175	56	102	60
Ford	1,005	678	2,470	856	1,702	845	1,412	787	813	574
Honda	202	278	445	294	301	280	349	263	174	247
Hyundai	638	35	1,148	32	571	53	573	48	323	31
Isuzu	0	2	0	7	0	4	0	8	0	5
Jaguar	27	58	94	48	65	57	53	64	29	46
Jeep	32	18	48	17	9	15	15	15	8	9
Kia	327	62	685	69	500	81	355	92	161	50
Land Rover	46	107	274	95	126	81	117	69	41	83
Lexus	5	68	32	78	26	77	31	56	6	55
Lotus	0	3	0	2	0	6	1	7	0	0
Maserati	3	1	5	4	2	3	4	2	1	0
Mazda	228	67	584	82	291	96	320	94	115	58
Mercedes	252	322	551	286	405	291	348	297	207	206
MG	1	35	0	19	0	48	0	51	0	28
Mini	195	60	337	45	314	51	220	76	183	51
Mitsubishi	99	74	181	78	188	80	126	57	53	57
Nissan	454	150	1,119	234	882	154	1,099	134	474	106
Opel	0	6	0	7	1	11	0	7	0	7
Peugeot	520	433	1,202	615	799	548	729	545	565	488
Porsche	11	26	35	28	29	24	24	18	13	12
Proton	3	2	13	4	11	5	4	3	1	2
Renault	877	221	1,450	211	1,409	267	1,152	338	811	268
Rolls Royce	0	3	2	3	0	5	0	4	0	2
Rover	0	51	0	32	0	44	0	59	0	35
Saab	16	90	28	89	17	81	25	62	16	53
Seat	245	214	414	303	290	297	294	277	152	271
Skoda	212	87	332	103	272	106	168	89	162	83
Smart	14	6	29	5	13	6	22	8	12	6
Ssangyong	29	2	44	4	14	5	8	4	4	3
Subaru	14	48	48	33	10	23	15	27	3	19
Suzuki	243	33	373	29	247	25	244	23	91	23
Toyota	495	546	1,306	594	651	611	586	624	292	501
Triumph	0	5	0	2	0	7	0	4	0	1
Vauxhall	1,013	838	1,787	844	1,447	826	1,464	904	1,019	826
Volkswagen	703	901	1,871	1,221	1,254	1,252	1,046	1,294	631	1,038
Volvo	199	118	296	141	223	113	200	94	105	89
Other	8	67	10	67	12	79	6	76	7	52
All New/Used Cars	9,515	7,045	19,796	8,038	14,041	7,915	12,937	8,012	7,669	6,485
All Cars	16,560		27,834		21,956		20,949		14,154	

Source: DVA

Table 2.2 New cars registered for the first time by make and month: Oct-Dec 10

New (includes exempt and imports)	All new cars			Imported during quarter from			Exempt	
				ROI	Continent	Other		
Make	Oct	Nov	Dec	Oct-Dec 10				
Alfa Romeo	20	17	10	47	0	0	0	4
Audi	135	114	36	285	0	0	0	9
Austin	0	0	0	0	0	0	0	0
BMW	158	138	55	351	1	0	0	27
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	34	23	4	61	1	0	0	8
Chrysler	7	0	0	7	0	0	0	0
Citroen	130	137	68	335	0	0	0	144
Daewoo	0	0	0	0	0	0	0	0
Daihatsu	2	0	0	2	0	0	0	0
Daimler	0	0	0	0	0	0	0	0
Dodge	6	0	0	6	0	0	0	0
Eunos	0	0	0	0	0	0	0	0
Ferrari	1	0	0	1	0	0	0	0
Fiat	27	37	38	102	0	0	0	5
Ford	295	321	197	813	3	0	0	376
Honda	47	60	67	174	0	0	0	32
Hyundai	127	163	33	323	0	0	0	52
Isuzu	0	0	0	0	0	0	0	0
Jaguar	10	6	13	29	0	0	0	0
Jeep	2	6	0	8	0	0	0	0
Kia	51	69	41	161	0	0	0	40
Land Rover	17	18	6	41	2	0	0	2
Lexus	3	3	0	6	0	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	1	0	0	1	0	0	0	0
Mazda	48	54	13	115	0	0	0	11
Mercedes	69	79	59	207	0	0	0	13
MG	0	0	0	0	0	0	0	0
Mini	50	63	70	183	0	0	0	10
Mitsubishi	21	16	16	53	0	0	0	40
Nissan	197	173	104	474	1	0	0	249
Opel	0	0	0	0	0	0	0	0
Peugeot	211	248	106	565	2	0	0	241
Porsche	7	6	0	13	0	0	0	0
Proton	1	0	0	1	0	0	0	1
Renault	341	254	216	811	1	0	0	384
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	6	6	4	16	0	0	0	0
Seat	46	74	32	152	0	0	0	42
Skoda	80	49	33	162	0	0	0	36
Smart	2	10	0	12	0	0	0	3
Ssangyong	2	2	0	4	0	0	0	0
Subaru	1	2	0	3	0	0	0	0
Suzuki	26	43	22	91	0	0	0	5
Toyota	154	88	50	292	1	0	0	52
Triumph	0	0	0	0	0	0	0	0
Vauxhall	354	404	261	1,019	0	0	0	683
Volkswagen	279	257	95	631	2	0	0	156
Volvo	47	43	15	105	0	0	0	21
Other	3	4	0	7	2	0	0	0
All New Cars	3,018	2,987	1,664	7,669	16	0	0	2,646

Source: DVA

Table 2.3 Used cars registered for the first time by make and month: Oct-Dec 10

Make	Used cars (includes exempt and imports)			All used cars Oct-Dec 10	Imported from				Exempt
	Oct	Nov	Dec		GB	ROI	Continent	Other	
Alfa Romeo	15	12	6	33	31	1	1	0	2
Audi	162	150	92	404	400	0	0	0	9
Austin	1	4	0	5	4	0	1	0	2
BMW	125	134	79	338	335	3	0	0	2
Carbodies	4	3	2	9	9	0	0	0	0
Chevrolet	6	14	8	28	28	0	0	0	4
Chrysler	4	6	8	18	18	0	0	0	1
Citroen	65	67	42	174	171	1	1	0	7
Daewoo	0	3	1	4	4	0	0	0	1
Daihatsu	1	9	7	17	16	1	0	0	2
Daimler	1	1	0	2	2	0	0	0	0
Dodge	2	2	1	5	4	0	1	0	1
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	0	3	0	3	2	1	0	0	0
Fiat	27	17	16	60	53	4	2	1	2
Ford	239	195	140	574	566	3	1	1	14
Honda	99	85	63	247	238	3	1	3	7
Hyundai	14	9	8	31	29	0	1	1	0
Isuzu	3	2	0	5	5	0	0	0	2
Jaguar	15	18	13	46	46	0	0	0	1
Jeep	3	3	3	9	9	0	0	0	0
Kia	19	19	12	50	50	0	0	0	2
Land Rover	26	30	27	83	76	6	0	0	2
Lexus	21	19	15	55	55	0	0	0	1
Lotus	0	0	0	0	0	0	0	0	0
Maserati	0	0	0	0	0	0	0	0	0
Mazda	25	25	8	58	52	3	0	2	0
Mercedes	98	67	41	206	199	1	1	2	7
MG	16	6	6	28	28	0	0	0	5
Mini	23	16	12	51	50	0	1	0	0
Mitsubishi	26	19	12	57	47	2	4	4	1
Nissan	44	40	22	106	94	5	4	3	5
Opel	2	3	2	7	1	6	0	0	0
Peugeot	175	190	123	488	477	7	2	1	9
Porsche	6	4	2	12	11	0	0	0	0
Proton	0	2	0	2	1	0	0	0	0
Renault	100	98	70	268	266	0	0	1	9
Rolls Royce	1	1	0	2	1	0	0	0	2
Rover	20	7	8	35	34	1	0	0	0
Saab	27	22	4	53	52	1	0	0	0
Seat	121	89	61	271	271	0	0	0	5
Skoda	38	26	19	83	83	0	0	0	2
Smart	1	2	3	6	6	0	0	0	0
Ssangyong	2	0	1	3	3	0	0	0	0
Subaru	6	6	7	19	16	1	0	2	0
Suzuki	9	6	8	23	23	0	0	0	1
Toyota	187	181	133	501	490	3	7	1	19
Triumph	0	0	1	1	1	0	0	0	0
Vauxhall	330	300	196	826	819	0	1	0	35
Volkswagen	404	375	259	1,038	1,024	6	4	2	27
Volvo	27	42	20	89	88	0	1	0	3
Other	24	22	6	52	48	1	3	0	9
All Used Cars	2,564	2,354	1,567	6,485	6,336	60	37	24	201

Source: DVA

Table 3.1 New and used light goods vehicles registered for the first time by make: Oct-Dec 09 to Oct- Dec 10

Make	Oct-Dec 09		Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	1	0	0	0	1	0	0	0	3
Bedford	0	2	0	1	0	1	0	1	0	1
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	36	155	140	153	68	129	113	173	51	195
DAF	0	0	0	0	0	0	0	0	0	0
Daihatsu	0	1	0	1	0	2	0	3	0	2
Fiat	8	18	9	16	12	10	15	20	5	16
Ford	158	352	269	378	162	302	195	334	137	264
Freight Rover	0	0	0	0	0	0	0	0	0	1
Honda	1	2	0	1	1	0	0	0	0	0
Hyundai	1	1	3	2	2	0	0	0	3	0
Isuzu	7	5	26	4	17	8	14	8	10	8
Iveco	5	11	13	14	3	12	12	15	6	21
Iveco-Ford (UK)	1	3	1	0	0	0	0	0	0	1
Land Rover	17	9	46	7	34	12	30	3	11	7
LDV	1	16	5	12	1	9	0	9	0	6
Leyland	0	0	0	0	0	1	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0	0
Mazda	6	3	26	0	1	2	0	1	0	4
Mercedes	76	67	61	52	72	67	53	68	107	39
Mitsubishi	3	42	59	38	47	25	52	35	16	44
Nissan	7	30	65	32	39	27	30	46	6	27
Opel	12	3	0	2	0	0	0	3	0	5
Peugeot	37	66	119	79	92	61	77	62	51	55
Renault	52	43	133	39	82	40	120	35	125	29
Rover	0	1	0	1	0	1	0	0	0	0
Seat	0	3	0	3	0	2	0	1	0	1
Skoda	0	1	0	0	0	0	0	1	0	0
Subaru	0	1	0	0	0	0	0	1	0	0
Suzuki	0	1	0	0	0	1	0	1	0	0
Talbot	0	0	0	0	0	1	0	0	0	0
Tata	0	4	0	1	0	0	0	0	0	0
Toyota	31	34	147	35	66	37	66	39	21	38
Vauxhall	124	69	95	52	78	43	66	58	56	40
Volkswagen	188	115	215	100	221	93	145	96	148	71
Volvo	0	0	0	0	4	0	0	0	3	0
Other	7	10	7	3	21	14	2	17	3	12
All New/Used Light Goods	778	1,069	1,439	1,026	1,023	901	990	1,030	759	890
All Light Goods	1,847		2,465		1,924		2,020		1,649	

Source: DVA

Table 3.2 Light goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 10

Make	New (includes imports and exempt)			All new light goods	Used (includes imports and exempt)			All used light goods	All light goods
	Oct	Nov	Dec	Oct-Dec 10	Oct	Nov	Dec	Oct-Dec 10	Oct-Dec 10
Austin	0	0	0	0	2	1	0	3	3
Bedford	0	0	0	0	0	1	0	1	1
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	19	26	6	51	76	67	52	195	246
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	1	0	1	2	2
Fiat	3	1	1	5	5	8	3	16	21
Ford	62	34	41	137	99	88	77	264	401
Freight Rover	0	0	0	0	1	0	0	1	1
Honda	0	0	0	0	0	0	0	0	0
Hyundai	1	1	1	3	0	0	0	0	3
Isuzu	4	2	4	10	3	1	4	8	18
Iveco	0	6	0	6	8	7	6	21	27
Iveco-Ford (UK)	0	0	0	0	1	0	0	1	1
Land Rover	3	4	4	11	3	3	1	7	18
LDV	0	0	0	0	1	3	2	6	6
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	1	2	1	4	4
Mercedes	78	18	11	107	14	17	8	39	146
Mitsubishi	7	7	2	16	8	19	17	44	60
Nissan	1	4	1	6	13	5	9	27	33
Opel	0	0	0	0	1	2	2	5	5
Peugeot	19	18	14	51	15	29	11	55	106
Renault	55	45	25	125	12	9	8	29	154
Rover	0	0	0	0	0	0	0	0	0
Seat	0	0	0	0	0	1	0	1	1
Skoda	0	0	0	0	0	0	0	0	0
Subaru	0	0	0	0	0	0	0	0	0
Suzuki	0	0	0	0	0	0	0	0	0
Talbot	0	0	0	0	0	0	0	0	0
Tata	0	0	0	0	0	0	0	0	0
Toyota	12	5	4	21	11	15	12	38	59
Vauxhall	15	13	28	56	13	19	8	40	96
Volkswagen	39	38	71	148	21	31	19	71	219
Volvo	3	0	0	3	0	0	0	0	3
Other	0	2	1	3	6	4	2	12	15
All Light Goods	321	224	214	759	315	332	243	890	1,649

Source: DVA

Table 4.1 New and used heavy goods vehicles registered for the first time by make: Oct-Dec 09 to Oct-Dec 10

Make	Oct-Dec 09		Jan-Mar 10		Apr-Jun 10		Jul-Sep 10		Oct-Dec 10	
	New	Used	New	Used	New	Used	New	Used	New	Used
All Wheel Drive	0	0	0	0	0	0	0	0	0	1
Bedford	0	0	0	2	0	1	0	1	0	2
Case	0	1	0	0	0	0	0	0	0	0
Caterpillar	1	1	0	0	0	0	0	0	0	0
DAF	18	101	31	137	27	129	31	86	12	108
Dennis	3	1	1	4	1	1	11	1	6	5
Dodge	0	0	0	0	0	0	0	0	0	0
ERF	0	5	0	9	0	5	0	8	0	2
Fiat	3	6	9	8	13	7	4	2	6	2
Foden	0	5	0	2	0	4	0	3	0	4
Ford	0	0	0	6	5	4	0	3	1	0
Grove Coles	0	1	0	0	0	0	0	0	0	0
Hino	0	4	1	7	0	3	0	7	1	4
Isuzu	1	5	0	6	0	5	0	0	0	3
Iveco	23	25	36	33	32	22	29	21	18	19
Iveco-Ford	0	15	0	12	0	25	0	18	0	13
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)	1	11	3	20	0	12	0	6	2	4
JCB	2	1	1	3	3	3	1	3	2	4
Johnston	0	0	0	1	0	1	0	0	0	1
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	2	0	3	0	0	0	3	0	2
Leyland Daf	0	17	2	11	0	17	2	8	1	15
MAN	10	65	12	45	4	43	17	41	4	36
MAN/VW	0	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	1	2	1	0	0	0	1
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	10	45	31	42	15	54	11	68	14	56
Merlo	1	0	0	1	7	2	0	1	0	0
Mitsubishi	0	1	0	1	0	4	0	4	1	5
New Holland	0	0	0	0	0	0	0	1	0	0
Renault	15	22	9	9	6	15	3	9	1	11
Renault (UK)	0	2	0	5	0	0	0	2	0	5
Scania	28	71	6	92	5	81	18	81	13	69
Seddon/Atkinson	0	0	0	2	0	2	0	0	0	1
Thwaites	0	2	0	0	0	1	0	1	0	0
Volkswagen	1	2	0	0	0	1	0	1	5	2
Volvo	10	81	12	77	21	100	22	92	35	68
Other	11	10	7	1	1	10	6	9	4	9
All New/Used Heavy Goods	138	502	161	540	142	553	155	480	126	452
All Heavy Goods	640		701		695		635		578	

Source: DVA

Table 4.2 Heavy goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 10

Make	New (includes imports and exempt)			All new heavy goods	Used (includes imports and exempt)			All used heavy goods	All heavy goods
	Oct	Nov	Dec	Oct-Dec 10	Oct	Nov	Dec	Oct-Dec 10	Oct-Dec 10
All Wheel Drive	0	0	0	0	0	1	0	1	1
Bedford	0	0	0	0	2	0	0	2	2
Case	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	0	0	0
DAF	6	3	3	12	32	35	41	108	120
Dennis	2	2	2	6	0	1	4	5	11
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	1	1	0	2	2
Fiat	4	2	0	6	1	1	0	2	8
Foden	0	0	0	0	3	1	0	4	4
Ford	0	1	0	1	0	0	0	0	1
Grove Coles	0	0	0	0	0	0	0	0	0
Hino	0	1	0	1	3	1	0	4	5
Isuzu	0	0	0	0	2	1	0	3	3
Iveco	5	6	7	18	7	8	4	19	37
Iveco-Ford	0	0	0	0	3	7	3	13	13
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	2	0	2	2	2	0	4	6
JCB	1	0	1	2	1	3	0	4	6
Johnston	0	0	0	0	0	0	1	1	1
Kato	0	0	0	0	0	0	0	0	0
Leyland	0	0	0	0	2	0	0	2	2
Leyland Daf	0	1	0	1	10	2	3	15	16
MAN	2	0	2	4	15	17	4	36	40
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	1	0	0	1	1
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	2	9	3	14	21	28	7	56	70
Merlo	0	0	0	0	0	0	0	0	0
Mitsubishi	1	0	0	1	2	3	0	5	6
New Holland	0	0	0	0	0	0	0	0	0
Renault	1	0	0	1	4	2	5	11	12
Renault (UK)	0	0	0	0	0	3	2	5	5
Scania	1	10	2	13	25	29	15	69	82
Seddon/Atkinson	0	0	0	0	1	0	0	1	1
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	3	1	1	5	0	1	1	2	7
Volvo	20	13	2	35	26	26	16	68	103
Other	1	3	0	4	3	5	1	9	13
All Heavy Goods	49	54	23	126	167	178	107	452	578

Source: DVA

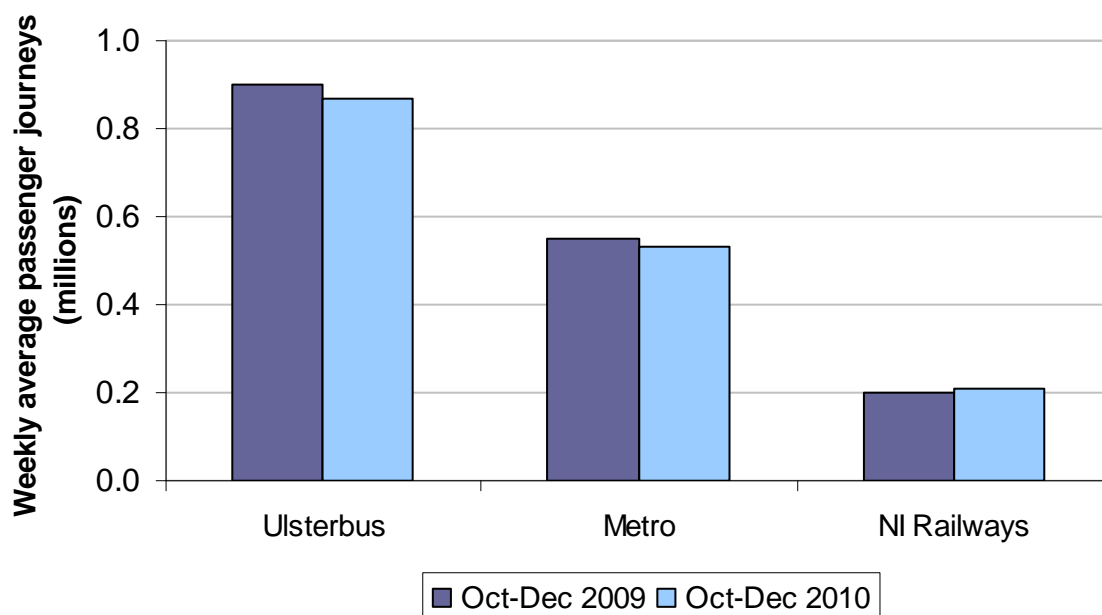
PUBLIC TRANSPORT

Figures quoted are for the current quarter, October to December 2010, unless otherwise stated.

Summary of Public Transport Section

- There were 18.20 million bus passenger journeys made during the quarter. This represents a weekly average of 1.40 million, a decrease of 3% from 1.45 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have decreased by 2% from 0.87 million to 0.85 million miles since the corresponding quarter in 2009 (Table 5.3).
- Weekly average bus passenger receipts have decreased by 2%, from £2.51 million to £2.47 million, compared to the same period in the previous year (Table 5.3).
- Weekly average rail passenger miles have increased by 13% to 3.78 million from 3.35 million since the corresponding quarter of 2009 (Table 5.4).
- Weekly average rail passenger journeys have increased by 5% to 0.21 million from 0.20 million compared to the corresponding quarter of 2009 (Table 5.4, Figure 5.1).
- Compared to the same period in the previous year, the weekly average rail passenger receipts increased by 17% to £0.63 million from £0.54 million (Table 5.4).

Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: Oct-Dec 2009 and Oct-Dec 2010^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: Oct-Dec 09 to Oct-Dec 10

	Millions				
	Oct-Dec 09	Jan-Mar 10 ^P	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^{P, 1}
Passenger journeys					
All passenger journeys	11.72	11.17	11.58	6.97	11.29
Weekly average	0.90	0.86	0.89	0.54	0.87
Bus miles					
All bus miles	9.20	9.07	9.18	7.98	9.03
Weekly average	0.71	0.70	0.71	0.61	0.69
Passenger receipts £s					
All passenger receipts	23.45	21.96	22.78	15.50	23.05
Weekly average	1.80	1.69	1.75	1.19	1.77

Source: Translink

1 October to December 2010 quarter - Ulsterbus and Metro figures have decreased, while NIR figures have increased compared to the corresponding quarter of last year. This can 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.

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 09 to Oct-Dec 10

	Millions				
	Oct-Dec 09	Jan-Mar 10 ^P	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^{P, 1}
Passenger journeys					
All passenger journeys	7.14	6.52	6.61	5.88	6.91
Weekly average	0.55	0.50	0.51	0.45	0.53
Bus miles					
All bus miles	2.12	2.07	2.09	2.05	2.06
Weekly average	0.16	0.16	0.16	0.16	0.16
Passenger receipts £s					
All passenger receipts	9.12	8.32	8.42	7.70	9.11
Weekly average	0.70	0.64	0.65	0.59	0.70

Source: Translink

1 October to December 2010 quarter - Ulsterbus and Metro figures have decreased, while NIR figures have increased compared to the corresponding quarter of last year. This can 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.

Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 09 to Oct-Dec 10

	Millions				
	Oct-Dec 09	Jan-Mar 10 ^P	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^{P, 1}
Passenger journeys					
All passenger journeys	18.86	17.69	18.19	12.85	18.20
Weekly average	1.45	1.36	1.40	0.99	1.40
Bus miles					
All bus miles	11.32	11.14	11.27	10.03	11.09
Weekly average	0.87	0.86	0.87	0.77	0.85
Passenger receipts £s					
All passenger receipts	32.57	30.28	31.20	23.20	32.16
Weekly average	2.51	2.33	2.40	1.78	2.47

Source: Translink

1 October to December 2010 quarter - Ulsterbus and Metro figures have decreased, while NIR figures have increased compared to the corresponding quarter of last year. This can 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.

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Oct-Dec 09 to Oct-Dec 10

	Millions				
	Oct-Dec 09	Jan-Mar 10 ^P	Apr-Jun 10 ^P	Jul-Sep 10 ^P	Oct-Dec 10 ^{P, 1}
Passenger journeys					
All passenger journeys	2.58	2.49	2.61	2.47	2.70
Weekly average	0.20	0.19	0.20	0.19	0.21
Passenger miles					
All passenger miles	43.59	44.31	45.90	48.35	49.11
Weekly average	3.35	3.41	3.53	3.72	3.78
Passenger receipts £s					
All passenger receipts	7.07	7.16	7.84	7.77	8.22
Weekly average	0.54	0.55	0.60	0.60	0.63

Source: Translink

1 October to December 2010 quarter - Ulsterbus and Metro figures have decreased, while NIR figures have increased compared to the corresponding quarter of last year. This can 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

Summary of Petroleum Section

- From October to December 2010, 179,569 tonnes of petrol and diesel were delivered for use in Northern Ireland. More tonnes of diesel than petrol were delivered to Northern Ireland during the quarter, with diesel accounting for 62% 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: Oct-Dec 09 to Oct-Dec 10

	Tonnes/Percentage									
	Oct-Dec 09 ^{P, 1}		Jan-Mar 10 ^{P, 1}		Apr-Jun 10 ^{P, 1}		Jul-Sep 10 ^{P, r, 1}		Oct-Dec 10 ^{P, 1}	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol²										
Super ³	7,837	2.9	7,173	3.1	6,059	2.7	6,345	3.1	6,795	3.8
Premium (95 Ron) ⁴	108,818	39.6	86,522	37.6	82,998	37.4	75,069	37.1	61,926	34.5
All unleaded petrol	116,655	42.5	93,695	40.7	89,057	40.1	81,414	40.3	68,721	38.3
Sulphur free petrol⁵										
Super ³	0	0.0	0	0.0	160	0.1	211	0.1	134	0.1
Premium (95 Ron) ⁴	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Sulphur free petrol	0	0.0	0	0.0	160	0.1	211	0.1	134	0.1
Leaded petrol										
LRP ⁶	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	116,655	42.5	93,695	40.7	89,217	40.2	81,624	40.4	68,854	38.3
DIESEL										
ULSD ⁷	142,266	51.8	122,088	53.0	121,916	54.9	113,652	56.2	102,345	57.0
Sulphur free ⁵	15,699	5.7	14,572	6.3	10,930	4.9	6,995	3.5	8,370	4.7
All Diesel	157,965	57.5	136,660	59.3	132,846	59.8	120,646	59.6	110,715	61.7
All Petrol and Diesel	274,620	100.0	230,355	100.0	222,063	100.0	202,270	100.0	179,569	100.0

Source: Department of Energy and Climate Change (DECC)

1 All reported 2009 figures are provisional pending DECC's release of the 2011 Digest of United Kingdom Energy Statistics (DUKES) in July 2011, with all reported 2010 figures provisional until the publication of DUKES 2012.

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

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

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

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

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

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

DRIVER AND VEHICLE TESTING

Figures quoted are for the current quarter, October to December 2010, unless otherwise stated.

Summary of Driver and Vehicle Testing Section

Vehicle testing

- 136,706 annual vehicle tests for motor cars were conducted during the quarter, an increase of 1% from the corresponding quarter of 2009 (135,218) (Table 7.1).
- The estimated test failure rate for motor cars over the period January 2010 to December 2010 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).

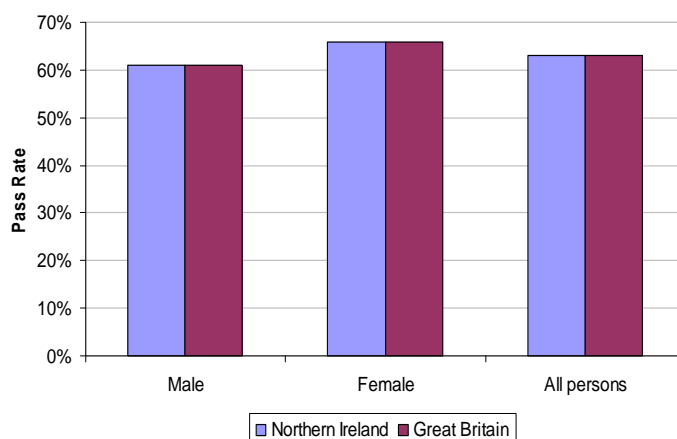
Driving tests

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



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



- From January to December 2010, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 74%, 76% for males and 65% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 79% during the same time period, 78% for males and 87% for females (Tables 8.3 and 8.4).

Symbols and Conventions:

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

Table 7.1 Road annual vehicle test (MOT) – Motor cars: Oct-Dec 09 to Oct-Dec 10

	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10
Full Tests completed	135,218	164,414	169,375	158,574	136,706
Retests	32,239	31,643	34,801	33,842	33,286
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 January to December 2010 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: Oct-Dec 09 to Oct-Dec 10

	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10
Full Tests completed	2,224	3,609	9,231	5,663	2,025
Retests	173	166	514	374	135
4 quarter rolling average (% retests) ¹	7	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 January to December 2010 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: Oct-Dec 09 to Oct-Dec 10

	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10
Full Tests completed	4,315	4,040	4,245	3,852	4,030
Retests	1,151	1,056	1,105	1,068	1,151
4 quarter rolling average (% retests) ¹	25	25	26	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 January to December 2010 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: Oct-Dec 09 to Oct-Dec 10

	Oct-Dec 09	Jan-Mar 10	Apr-Jun 10	Jul-Sep 10	Oct-Dec 10
Full Tests completed	23,858	21,907	27,038	25,407	23,920
Retests	6,585	6,314	7,392	6,819	6,770
4 quarter rolling average (% retests) ¹	26	27	27	28	28

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 January to December 2010 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: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,864		5,920		6,871		6,879		5,770	
	Female	8,008		6,666		8,437		8,344		6,762	
	All persons	14,872		12,586		15,308		15,223		12,532	
Tests Passed	Male	3,918		3,351		3,921		3,914		3,220	
	Female	3,736		3,056		3,955		3,915		2,974	
	All persons	7,654		6,407		7,876		7,829		6,194	
4 Quarter rolling average (% passed)¹	Male	55	49	56	49	57	49	57	50	57	50
	Female	45	43	46	43	46	43	47	43	46	43
	All persons	50	46	50	46	51	46	51	46	51	46

Sources: NI - DVA; GB - DSA

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

Table 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	6,514		5,919		6,365		6,974		5,937	
	Female	5,723		5,222		5,929		6,722		5,268	
	All persons	12,237		11,141		12,294		13,696		11,205	
Tests Passed	Male	3,994		3,676		3,909		4,295		3,567	
	Female	3,779		3,528		3,884		4,404		3,423	
	All persons	7,773		7,204		7,793		8,699		6,990	
4 Quarter rolling average (% passed)¹	Male	62	61	62	61	62	61	62	61	61	61
	Female	66	67	67	67	67	67	66	67	66	66
	All persons	64	64	64	64	64	64	64	64	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 January 2010 to December 2010

Table 8.3 Motorcycle 'L' driving tests¹, NI/GB comparison: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	615		319		726		1,060		668	
	Female	117		39		87		164		127	
	All persons	732		358		813		1,224		795	
Tests Passed	Male	469		247		553		820		480	
	Female	67		28		60		106		75	
	All persons	536		275		613		926		555	
4 Quarter rolling average (% passed)²	Male	74	69	76	70	76	70	77	70	76	70
	Female	61	63	61	67	64	70	64	70	65	70
	All persons	73	68	74	69	75	70	75	70	74	70

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 January 2010 to December 2010. 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: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	278		237		557		610		329	
	Female	52		25		68		89		54	
	All persons	330		262		625		699		383	
Tests Passed	Male	224		187		444		469		258	
	Female	45		21		59		79		47	
	All persons	269		208		503		548		305	
4 Quarter rolling average (% passed)¹	Male	80	81	80	81	80	81	79	81	78	81
	Female	87	86	87	85	85	86	87	86	87	85
	All persons	81	81	81	81	80	81	80	81	79	81

Sources: NI - DVA; GB - DSA

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

Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	827		822		903		943		897	
	Female	41		34		72		71		44	
	All persons	868		856		975		1,014		941	
Tests Passed	Male	502		492		570		540		526	
	Female	25		13		35		42		21	
	All persons	527		505		605		582		547	
4 Quarter rolling average (% passed)¹	Male	60	50	61	51	61	51	60	51	60	51
	Female	57	54	54	55	51	55	53	56	50	54
	All persons	60	51	60	51	60	51	60	52	59	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 January 2010 to December 2010

Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Oct-Dec 09 to Oct-Dec 10

		<u>Oct-Dec 09</u>		<u>Jan-Mar 10</u>		<u>Apr-Jun 10</u>		<u>Jul-Sep 10</u>		<u>Oct-Dec 10</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests Conducted	Male	124		147		165		128		131	
	Female	14		17		6		6		12	
	All persons	138		164		171		134		143	
Tests Passed	Male	80		103		123		86		90	
	Female	8		10		4		3		8	
	All persons	88		113		127		89		98	
4 Quarter rolling average (% passed)¹	Male	66	52	69	51	71	52	70	51	70	52
	Female	68	57	60	58	58	58	58	59	61	61
	All persons	66	53	68	53	70	53	69	52	70	53

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 January 2010 to December 2010

TECHNICAL NOTES

The following symbols are used throughout:

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

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

Tables 1.1 and 1.2

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

Tables 2.2 and 2.3

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

Tables 5.1 to 5.4

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

Table 6.1

All reported 2009 figures are provisional pending DECC's Release of the 2011 Digest of United Kingdom Energy Statistics (DUKES) in July 2011, with all reported 2010 figures provisional until the publication of DUKES 2012.

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

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

Tables 7.1 to 7.4

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

Tables 7.1 and 7.2

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

Table 7.3

Covers Omnibuses, 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. 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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