



Department for
**Regional
Development**
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Northern Ireland Road and Rail Transport Statistics

October to December 2012



Proposed change to Quarterly Road and Rail Transport Statistics Bulletin

The User engagement protocol in the Code of Practice for Official Statistics asks that we "consult users before making changes that affect statistics (for example to coverage, definitions or methods) or publications."

As such, we are asking for your views on the following proposal:

Historically Central Statistics and Research Branch (CSRB) in DRD have published DVA data in the Quarterly Road and Rail publication. As Driver and Vehicle Agency (DVA) statisticians in DOE Analytical Services Branch (ASB) have been increasingly publishing their own official statistics, CSRB DRD and ASB DOE met to discuss a way forward on this as there is some overlap between what the two branches publish. This issue has been magnified with the recent development of a new DVA quarterly publication which, in addition to a lot of other DVA-specific activity, duplicates much of what is in the DRD quarterly bulletin.

DOE ASB have proposed that DVA statisticians will take over the production and publication of all of the DVA-relevant quarterly data which CSRB currently produce and publish. It will also make investigations into any data issues easier as DVA statisticians work more closely with the data providers. CSRB will continue to publish Translink public transport activity data and DECC petrol and diesel deliveries data and will identify an appropriate format to ensure that users can continue to access all the data currently published in the CSRB quarterly. If our users are content that DVA take over the publication of the DVA data from our quarterly, we will provide links to the DVA quarterly publication so that our users know where to access the tables. If this proposal is accepted by our users, it is anticipated that CSRB will publish DVA data in the next two Quarterly publications (including the current October to December 2012 Bulletin) to take the series up to the end of March 2013. From the April to June 2013 quarter, these DVA data will be published in the DVA Quarterly publication.

It has been agreed, however, that CSRB DRD will, for the foreseeable future, continue to produce and publish the more detailed annual DVA data in the NI Transport Statistics Annual publication (as it is a compendium publication pulling together relevant activity from a number of different areas).

Please note, if this proposal is accepted:

- Users will still have access to all the data that is currently published in the Quarterly Road and Rail Transport Statistics Bulletin. The DVA data will just be located in a different publication, the "Compendium of Key Statistics for the Driver and Vehicle Agency, Quarterly Reporting".
- The DVA Quarterly publication is normally published before the Quarterly Road and Rail Transport Statistics Bulletin. Therefore users should have access to the DVA data at an earlier date.

We would like to ask for your views on this proposal. If you have any comments, please send them to:

Email: csrb@drdni.gov.uk

or in writing to

John McCann
CSRB,
Room 4-02
Clarence Court,
10-18 Adelaide Street,
Belfast.BT2 8GB

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KEY POINTS

The key points for the October to December 2012 quarter are:

- There were 14,265 new and used cars registered for the first time during the quarter, of which 50% (7,169) were new cars.
- The number of new cars registered for the first time during the quarter has increased by 3% (from 6,954 to 7,169) compared to the corresponding quarter of 2011. This is the second consecutive quarter to show an increase when compared to the same time period in the previous year.
- Compared to the same quarter 5 years ago, the number of new cars registered for the first time in Northern Ireland has decreased by 23% (from 9,349 in October-December 2007 to 7,169 in October-December 2012).
- Vauxhall was the most popular make of new car, accounting for 15% (1,091) of all new cars registered for the first time during the quarter. The second and third most popular makes of new car were Ford 13% (935) and Volkswagen 8% (600), respectively.
- Of the 560 heavy goods vehicles registered for the first time in Northern Ireland during the quarter, 73% (408) were previously used vehicles.
- There was a weekly average of 1.47 million public bus passenger journeys made during the quarter, an increase of 4% from 1.42 million in the corresponding quarter of 2011. During the same time period, weekly average bus passenger receipts increased by 5% from £2.48 million to £2.60 million.
- The weekly average rail passenger journeys in October to December 2012 increased by 5% from 0.22 million to 0.23 million compared to the corresponding quarter of 2011. During the same time period, weekly average rail passenger receipts increased by 9% from £0.66 million to £0.72 million.
- Compared to the same quarter 5 years ago, average weekly bus passenger journeys have decreased by 3% (from 1.51 million in October-December 2007 to 1.47 million in October-December 2012). Whereas, over the same time period, average weekly rail passenger journeys have increased by 15% (from 0.20 million in October-December 2007 to 0.23 million in October-December 2012).
- Over the period January 2012 to December 2012, the overall pass rate for car 'L' driving tests in Northern Ireland was 55%, 60% for males and 50% for females.
- Over the past 5 years, there has been an upward trend in the overall pass rate for car 'L' driving tests in Northern Ireland which has increased by 9 percentage points (from 46% in January - December 2007 to 55% in January - December 2012).

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 Quarterly Road and Rail Transport Statistics Bulletin provides statistical information on vehicle registrations, public transport, petrol and diesel deliveries and driver and vehicle testing. It contains a subset of the information that appears in the Annual (NI Transport Statistics published each year in September). The quarterly reports, first published in 1996, are produced to meet the need for more frequent and timely information than that published in the annual report. They 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. CSRBI 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.

A copy of the Code of Practice for Official Statistics is available at:

<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.
- There was a fare increase in April 2012 on Metro, Ulsterbus and NIR services.

Petroleum (Table 6.1)

These data are National Statistics.

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources. The Department of Energy and Climate Change (DECC) is the source for these data (NI 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.
- The company who delivered sulphur free diesel to Northern Ireland finished their sales contract on 31st December 2011.

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/>

Great Britain practical driving tests data

Data on practical driving tests in Great Britain are now Official Statistics and therefore not available until after publication by the producer organisation, the Department for Transport (DfT):

http://www.dft.gov.uk/statistics?orderby=title&post_type=table&series=driving-tests-and-instructors

DVA publication

A quarterly publication “Compendium of Key Statistics for the Driver and Vehicle Agency” is available from the DOE website:

http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

This is a compendium report providing quarterly information on the Testing, Licensing and Enforcement/Compliance activities of the Driver and Vehicle Agency. The report also contains comparisons with the same quarter in the previous year.

Future developments

Future plans to develop the data include CSRB publishing actual vehicle test pass/fail rates to replace the estimate of vehicle test failures in the current tables (see first bullet point below) and obtaining an age breakdown for driving tests (see second bullet point below). See separate note on motorcycle tests. However, if the Driver and Vehicle Agency statisticians become responsible for the production and publication of all future DVA data (see proposed change to the Quarterly Bulletin outlined on the front page of this report), these future developments will be taken forward by DVA.

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 30).
- 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.

Comparison with the DVA publication

- Following consultation with the DVA statisticians, Tables 7.1 to 7.4 (vehicle testing data) are now produced from a more up-to-date system. The same source is used by the DVA publication, 'Compendium of Key Statistics for the Driver and Vehicle Agency, Quarterly Reporting'.
- The total number of practical driving tests (adding together car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests) should match the total published in DVA 'Compendium of Key Statistics' publication. However, looking at the car, large goods vehicle and passenger carrying vehicle practical driving tests separately, the figures may not match. This is because the categories in this publication have been grouped slightly differently to the categories in the DVA 'Compendium of Key Statistics' publication (which includes a miscellaneous category). In order that these data remain comparable with earlier editions of the Quarterly Road and Rail Transport Statistics Bulletin, we have continued to use the same groupings as published previously.
- Similarly for vehicle tests, totals will match but figures for individual categories of test (car, motorcycle, public service vehicles, goods vehicles) may not match. Again this is due to categories being grouped slightly differently to the categories in the DVA 'Compendium of Key Statistics' publication (which includes a wider range of categories). In order that these data remain comparable with earlier editions of the Quarterly Road and Rail Transport Statistics Bulletin, we have continued to use the same groupings as published previously.

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 31). 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

Future plans include CSRB investigating whether the NI data can be broken down by each specific test module so that comparisons with GB can again be made on a like-for-like basis (i.e. based on Module 2 tests and results). However, if the Driver and Vehicle Agency statisticians become responsible for the production and publication of all future DVA data (see proposed change to the Quarterly Bulletin outlined on the front page of this report), these future developments will be taken forward by DVA.

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 in 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, October to December 2012, unless otherwise stated. Information on vehicle registrations data is available in the User Information section (page 4).

Summary of Vehicle Registrations Section

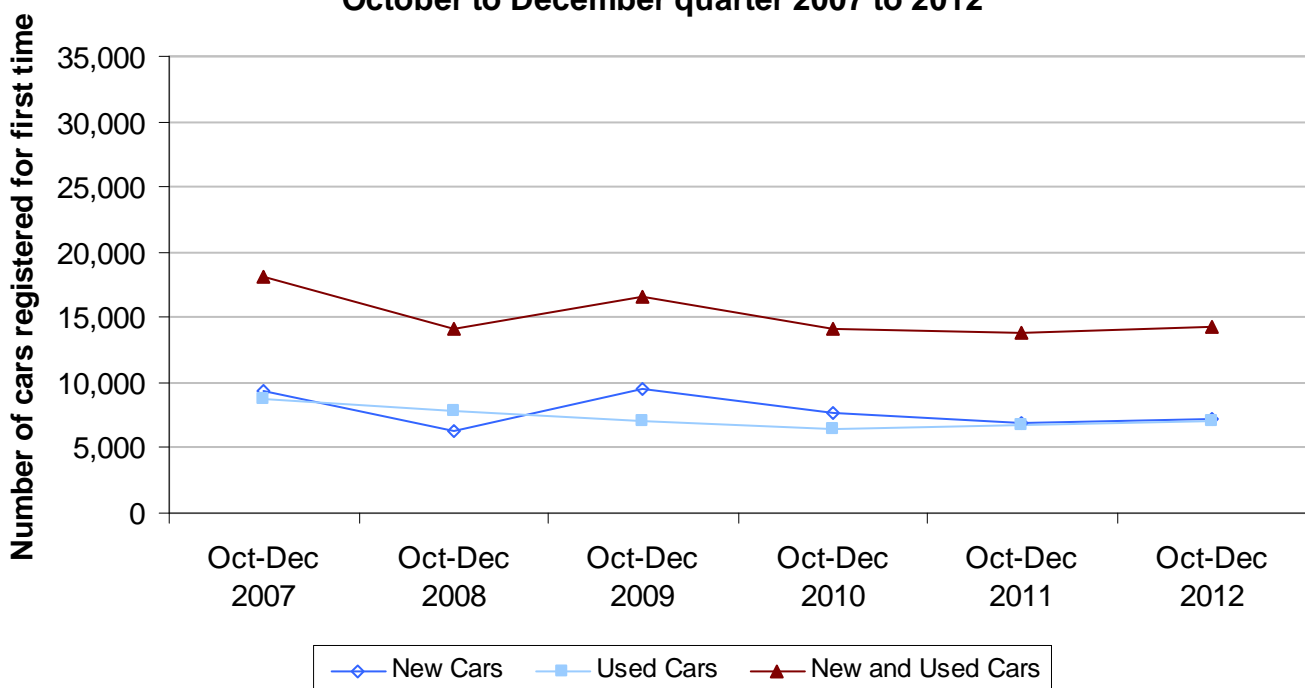
Vehicle registrations

- There were 17,017 vehicles registered for the first time in Northern Ireland during the quarter, an increase of 2% when compared with the same quarter in 2011 (Table 1.1).

Car registrations

- There were 14,265 new and used cars registered for the first time during the quarter of which 50% (7,169) were new cars (Table 2.1).
- The number of new and used cars registered for the first time during the quarter has increased by 4% compared to the corresponding quarter of 2011 (Table 2.1, Figure 2.1). This is the first quarter since April-June 2012 to show an increase when compared to the same time period in the previous year (Table 2.1 – see also previous publications).
- Looking only at new cars, the number registered for the first time during the quarter increased by 3% (rising from 6,954 to 7,169) compared with the same quarter in 2011 (Table 2.1, Figure 2.1). This is the second consecutive quarter to show an increase when compared to the corresponding time period in the previous year (Table 2.1 – see also previous publications).
- Compared to the same quarter 5 years ago, the number of new cars registered for the first time in Northern Ireland has decreased by 23% (from 9,349 in October-December 2007 to 7,169 in October-December 2012) (Figure 2.1).

**Figure 2.1: Cars registered for the first time by new/used breakdown:
October to December quarter 2007 to 2012**



Car registrations continued

- Vauxhall was the most popular make of new car, accounting for 15% (1,091) of all new cars registered for the first time during the quarter. The second and third most popular makes of new car were Ford 13% (935) and Volkswagen 8% (600), respectively (Table 2.2).
- The vast majority of used cars registered for the first time are imported into Northern Ireland from other countries (including Great Britain and the Republic of Ireland). Of the 7,096 used cars registered for the first time, 2% (143) were imported from outside Great Britain (Table 2.3).
- Comparing October-December 2011 to October-December 2012, there was an increase of 4% in used cars registered for the first time (Table 2.1, Figure 2.1). This is the first quarter since April-June 2012 to show an increase when compared to the corresponding time period in the previous year (Table 2.1 – see also previous publications).

Light goods registrations

- There were 1,516 new and used light goods vehicles registered for the first time. This represents a decrease of 7% on the corresponding quarter of 2011. (Table 3.1).

Heavy goods registrations

- Of the 560 heavy goods vehicles registered for the first time in Northern Ireland, 73% (408) were previously used vehicles (Table 4.1).
- The number of heavy goods vehicles registered for the first time during the quarter has decreased by 6% since the corresponding quarter of 2011. (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 11 to Oct-Dec 12

	Oct-Dec 11	Jan-Mar 12	Apr-Jun 12	Jul-Sep 12	Oct-Dec 12
Private Cars					
New cars	4,239	13,301	8,923	9,418	4,723
New cars exempt - Govt owned	1	3	0	0	0
New cars exempt - Non govt owned	2,714	3,097	3,150	2,929	2,446
Used cars	6,564	8,516	7,863	7,340	6,906
Used cars exempt - Govt owned	0	0	1	0	0
Used cars exempt - Non govt owned	236	295	271	219	190
All private cars	13,754	25,212	20,208	19,906	14,265
All buses	62	91	93	149	78
Light goods					
Light goods	1,570	2,633	1,971	2,120	1,455
Light goods exempt - Govt owned	0	28	17	8	21
Light goods exempt - Non govt owned	59	211	60	45	40
All light goods	1,629	2,872	2,048	2,173	1,516
Heavy goods					
Heavy goods	588	723	679	499	552
Heavy goods exempt - Govt owned	0	23	1	0	0
Heavy goods exempt - Non govt owned	7	33	3	10	8
All heavy goods	595	779	683	509	560
Tractors					
Tractors	0	0	0	1	0
Tractors exempt - Govt owned	0	6	0	0	0
Tractors exempt - Non govt owned	335	650	651	451	340
All tractors	335	656	651	452	340
Motorcycles					
Motorcycles	235	546	564	532	232
Motorcycles exempt - Govt owned	0	0	0	0	0
Motorcycles exempt - Non govt owned	15	28	53	34	22
All motorcycles	250	574	617	566	254
General Haulage and Special Types	6	3	6	1	4
All Vehicles	16,631	30,187	24,306	23,756	17,017

Source: Driver and Vehicle Agency (DVA)

Table 1.2 Motor vehicles registered for the first time by month: Oct-Dec 12

	2012			All registrations Oct-Dec 12
	Oct	Nov	Dec	
Private Cars				
New cars	2,058	1,816	849	4,723
New cars exempt - Govt owned	0	0	0	0
New cars exempt - Non govt owned	955	853	638	2,446
Used cars	2,721	2,463	1,722	6,906
Used cars exempt - Govt owned	0	0	0	0
Used cars exempt - Non govt owned	65	71	54	190
All private cars	5,799	5,203	3,263	14,265
All buses	27	26	25	78
Light goods				
Light goods	535	595	325	1,455
Light goods exempt - Govt owned	13	8	0	21
Light goods exempt - Non govt owned	16	16	8	40
All light goods	564	619	333	1,516
Heavy goods				
Heavy goods	207	222	123	552
Heavy goods exempt - Govt owned	0	0	0	0
Heavy goods exempt - Non govt owned	4	3	1	8
All heavy goods	211	225	124	560
Tractors				
Tractors	0	0	0	0
Tractors exempt - Govt owned	0	0	0	0
Tractors exempt - Non govt owned	148	115	77	340
All tractors	148	115	77	340
Motorcycles				
Motorcycles	108	69	55	232
Motorcycles exempt - Govt owned	0	0	0	0
Motorcycles exempt - Non govt owned	13	5	4	22
All motorcycles	121	74	59	254
General Haulage and Special Types	3	0	1	4
All Vehicles	6,873	6,262	3,882	17,017

Source: DVA

Table 2.1 New and used cars registered for the first time by make: Oct-Dec 11 to Oct-Dec 12

Make	Oct-Dec 11		Jan-Mar 12		Apr-Jun 12		Jul-Sep 12		Oct-Dec 12	
	New	Used	New	Used	New	Used	New	Used	New	Used
Alfa Romeo	23	28	54	27	25	47	38	26	16	21
Audi	249	589	694	581	534	664	514	636	232	579
Austin	0	9	0	8	0	9	0	7	0	9
BMW	307	312	825	416	607	414	655	408	337	375
Carbodies	0	4	0	2	0	4	0	4	0	2
Chevrolet	44	39	221	31	123	30	125	44	63	39
Chrysler	1	15	20	16	7	14	19	13	9	15
Citroen	344	213	585	268	505	251	493	212	416	210
Daewoo	0	2	0	2	0	2	0	5	0	4
Daihatsu	0	8	0	7	0	4	0	7	0	6
Daimler	0	1	0	1	0	0	0	0	0	1
Dodge	0	4	0	4	0	2	0	5	0	3
Eunos	0	1	0	2	0	0	0	0	0	0
Ferrari	0	5	5	5	1	2	4	1	1	3
Fiat	72	51	164	46	217	52	175	64	96	60
Ford	817	676	2,136	931	1,533	888	1,477	772	935	735
Honda	186	188	383	236	231	205	266	191	143	204
Hyundai	237	127	797	249	784	187	781	170	416	145
Isuzu	0	11	0	8	0	2	0	7	0	0
Jaguar	13	54	93	50	65	45	47	45	11	46
Jeep	3	16	15	15	7	9	27	19	15	12
Kia	236	66	587	114	442	94	565	105	275	75
Land Rover	76	91	318	76	163	97	166	101	73	102
Lexus	13	41	46	31	21	24	36	46	11	30
Lotus	0	1	0	2	0	4	0	1	0	1
Maserati	0	1	1	1	4	2	1	2	1	1
Mazda	74	67	372	114	158	104	221	72	53	52
Mercedes	130	209	508	320	388	288	323	276	137	258
MG	3	21	0	26	0	29	0	22	0	22
Mini	161	59	230	81	303	79	194	73	178	84
Mitsubishi	27	53	57	61	57	51	6	50	13	53
Nissan	566	123	1,073	154	790	169	724	176	438	166
Opel	0	5	0	3	1	3	9	5	0	2
Peugeot	384	447	996	475	687	513	784	500	413	492
Porsche	6	20	41	27	38	29	27	33	8	25
Proton	0	0	2	3	1	0	1	1	0	1
Renault	585	255	716	332	299	229	422	167	344	153
Rolls Royce	0	5	0	0	0	1	1	2	0	2
Rover	0	32	0	28	0	27	0	39	0	22
Saab	0	75	2	88	1	61	2	51	3	36
Seat	239	301	414	524	316	453	403	445	182	497
Skoda	138	111	440	175	375	177	257	148	179	171
Smart	4	6	20	9	14	16	6	9	4	7
Ssangyong	1	0	15	1	10	2	3	0	3	3
Subaru	1	25	15	31	10	23	10	7	5	17
Suzuki	82	27	343	25	204	18	266	24	131	24
Toyota	303	383	906	495	437	480	422	469	216	378
Triumph	0	3	0	4	0	5	0	3	0	1
Vauxhall	919	877	1,629	1,228	1,430	976	1,489	895	1,091	806
Volkswagen	594	969	1,460	1,291	1,100	1,138	1,266	1,018	600	987
Volvo	103	141	192	141	164	153	101	131	108	130
Other	13	33	26	46	21	59	21	52	13	29
All New/Used Cars	6,954	6,800	16,401	8,811	12,073	8,135	12,347	7,559	7,169	7,096
All Cars	13,754		25,212		20,208		19,906		14,265	

Source: DVA

Table 2.2 New cars registered for the first time by make and month: Oct-Dec 12

Make	New (includes exempt and imports)			All new cars Oct-Dec 12	Imported during quarter from			Exempt
	Oct	Nov	Dec		ROI	Continent	Other	
Alfa Romeo	10	1	5	16	0	0	0	1
Audi	114	84	34	232	0	0	0	5
Austin	0	0	0	0	0	0	0	0
BMW	132	108	97	337	0	0	0	39
Carbodies	0	0	0	0	0	0	0	0
Chevrolet	33	24	6	63	0	0	0	14
Chrysler	8	1	0	9	0	0	0	0
Citroen	176	143	97	416	1	0	0	233
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	45	33	18	96	0	0	0	11
Ford	367	384	184	935	0	0	0	373
Honda	58	57	28	143	0	0	0	32
Hyundai	185	168	63	416	0	0	0	105
Isuzu	0	0	0	0	0	0	0	0
Jaguar	4	5	2	11	0	0	0	0
Jeep	7	6	2	15	0	0	0	0
Kia	104	106	65	275	1	0	0	88
Land Rover	28	27	18	73	0	1	0	1
Lexus	7	2	2	11	0	0	0	0
Lotus	0	0	0	0	0	0	0	0
Maserati	1	0	0	1	0	0	0	0
Mazda	25	26	2	53	0	0	0	3
Mercedes	57	53	27	137	0	0	0	9
MG	0	0	0	0	0	0	0	0
Mini	70	61	47	178	0	0	0	30
Mitsubishi	6	5	2	13	0	0	0	1
Nissan	179	167	92	438	0	0	0	265
Opel	0	0	0	0	0	0	0	0
Peugeot	199	140	74	413	1	0	0	236
Porsche	4	4	0	8	0	0	0	1
Proton	0	0	0	0	0	0	0	0
Renault	158	122	64	344	0	0	0	73
Rolls Royce	0	0	0	0	0	0	0	0
Rover	0	0	0	0	0	0	0	0
Saab	1	1	1	3	2	1	0	0
Seat	56	77	49	182	0	0	0	84
Skoda	115	54	10	179	0	0	0	10
Smart	2	1	1	4	0	0	0	1
Ssangyong	1	1	1	3	1	0	0	0
Subaru	2	3	0	5	0	0	0	0
Suzuki	43	55	33	131	0	0	0	16
Toyota	85	94	37	216	2	0	0	26
Triumph	0	0	0	0	0	0	0	0
Vauxhall	386	380	325	1,091	0	0	0	626
Volkswagen	279	236	85	600	1	0	0	154
Volvo	62	32	14	108	0	0	0	9
Other	4	7	2	13	2	0	0	0
All New Cars	3,013	2,669	1,487	7,169	11	2	0	2,446

Source: DVA

Table 2.3 Used cars registered for the first time by make and month: Oct-Dec 12

Used cars (includes exempt and imports)				All used cars Oct-Dec 12	Imported from				Exempt
Make	Oct	Nov	Dec		GB	ROI	Continent	Other	
Alfa Romeo	10	6	5	21	21	0	0	0	2
Audi	247	185	147	579	573	2	2	0	9
Austin	3	2	4	9	9	0	0	0	7
BMW	149	125	101	375	362	8	0	1	5
Carbodies	1	0	1	2	2	0	0	0	0
Chevrolet	12	17	10	39	38	1	0	0	2
Chrysler	4	6	5	15	14	0	1	0	1
Citroen	80	71	59	210	208	0	0	2	13
Daewoo	2	1	1	4	4	0	0	0	0
Daihatsu	2	3	1	6	5	0	1	0	1
Daimler	1	0	0	1	1	0	0	0	0
Dodge	1	1	1	3	2	0	0	1	0
Eunos	0	0	0	0	0	0	0	0	0
Ferrari	1	1	1	3	3	0	0	0	0
Fiat	21	17	22	60	57	3	0	0	1
Ford	293	273	169	735	722	4	3	0	20
Honda	91	68	45	204	198	6	0	0	8
Hyundai	69	52	24	145	143	2	0	0	2
Isuzu	0	0	0	0	0	0	0	0	0
Jaguar	18	15	13	46	44	2	0	0	1
Jeep	4	5	3	12	12	0	0	0	0
Kia	28	29	18	75	75	0	0	0	2
Land Rover	41	31	30	102	84	11	1	1	4
Lexus	15	8	7	30	27	3	0	0	0
Lotus	0	1	0	1	1	0	0	0	1
Maserati	1	0	0	1	1	0	0	0	0
Mazda	19	24	9	52	48	1	3	0	2
Mercedes	90	95	73	258	246	5	2	2	7
MG	9	6	7	22	22	0	0	0	5
Mini	22	38	24	84	84	0	0	0	0
Mitsubishi	20	19	14	53	41	4	7	1	4
Nissan	63	65	38	166	154	6	6	0	5
Opel	0	1	1	2	1	1	0	0	0
Peugeot	186	184	122	492	487	4	1	0	13
Porsche	10	9	6	25	25	0	0	0	1
Proton	0	1	0	1	0	0	0	1	0
Renault	57	60	36	153	149	3	0	0	6
Rolls Royce	0	0	2	2	1	1	0	0	2
Rover	9	6	7	22	22	0	0	0	1
Saab	15	13	8	36	36	0	0	0	0
Seat	186	193	118	497	492	5	0	0	8
Skoda	73	70	28	171	170	1	0	0	1
Smart	4	1	2	7	7	0	0	0	0
Ssangyong	2	1	0	3	3	0	0	0	0
Subaru	7	4	6	17	15	0	2	0	1
Suzuki	13	7	4	24	24	0	0	0	1
Toyota	156	126	96	378	357	14	5	2	10
Triumph	1	0	0	1	1	0	0	0	0
Vauxhall	298	286	222	806	800	1	0	0	23
Volkswagen	405	340	242	987	978	9	0	0	15
Volvo	40	53	37	130	130	0	0	0	1
Other	7	15	7	29	28	0	1	0	5
All Used Cars	2,786	2,534	1,776	7,096	6,927	97	35	11	190

Source: DVA

Table 3.1 New and used light goods vehicles registered for the first time by make: Oct-Dec 11 to Oct-Dec 12

Make	Oct-Dec 11		Jan-Mar 12		Apr-Jun 12		Jul-Sep 12		Oct-Dec 12	
	New	Used	New	Used	New	Used	New	Used	New	Used
Austin	0	2	0	1	0	1	0	1	0	3
Bedford	0	1	0	2	0	0	0	2	0	1
Chrysler	0	0	0	0	0	0	0	0	0	0
Citroen	66	145	252	185	172	148	171	145	74	132
DAF	0	0	1	0	0	0	0	0	0	0
Daihatsu	0	2	0	0	0	3	0	0	0	1
Fiat	8	11	56	12	8	20	33	13	41	11
Ford	94	302	253	347	210	301	219	330	78	301
Freight Rover	0	0	0	0	0	0	0	0	0	0
Honda	0	0	1	0	0	0	2	1	0	0
Hyundai	0	3	8	0	4	0	5	0	1	2
Isuzu	10	5	25	6	10	7	24	7	7	3
Iveco	10	22	7	12	13	18	12	21	8	6
Iveco-Ford (UK)	0	1	1	1	0	0	0	0	0	0
Land Rover	10	10	194	10	41	13	28	12	2	8
LDV	0	10	0	10	0	7	0	5	0	8
Leyland	0	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	1	0	0
Mazda	0	2	0	2	0	2	0	3	0	1
Mercedes	137	53	91	72	54	48	63	72	27	60
Mitsubishi	11	48	42	41	32	37	15	26	29	33
Nissan	23	37	97	21	36	39	33	32	31	20
Opel	0	1	0	2	0	1	0	0	0	1
Peugeot	44	61	163	67	54	68	91	70	71	83
Renault	90	30	157	47	82	41	59	28	39	32
Rover	0	0	0	0	0	0	0	1	0	0
Seat	0	0	0	3	0	2	0	0	0	0
Skoda	0	0	0	0	0	1	0	0	0	1
Subaru	0	0	0	0	0	0	0	0	0	0
Suzuki	0	1	0	2	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	77	22	76	34	64	21	75	37	22	23
Vauxhall	26	41	82	67	74	64	146	86	63	49
Volkswagen	105	95	250	158	201	135	150	142	119	117
Volvo	1	0	1	0	0	1	0	0	0	0
Other	6	6	6	7	4	10	4	8	4	3
All New/Used Light Goods	718	911	1,763	1,109	1,059	989	1,130	1,043	616	900
All Light Goods	1,629		2,872		2,048		2,173		1,516	

Source: DVA

Table 3.2 Light goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 12

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 12	Oct	Nov	Dec	Oct-Dec 12	Oct-Dec 12
Austin	0	0	0	0	2	0	1	3	3
Bedford	0	0	0	0	0	1	0	1	1
Chrysler	0	0	0	0	0	0	0	0	0
Citroen	34	26	14	74	49	57	26	132	206
DAF	0	0	0	0	0	0	0	0	0
Daihatsu	0	0	0	0	0	1	0	1	1
Fiat	21	15	5	41	5	5	1	11	52
Ford	38	26	14	78	101	131	69	301	379
Freight Rover	0	0	0	0	0	0	0	0	0
Honda	0	0	0	0	0	0	0	0	0
Hyundai	0	1	0	1	1	0	1	2	3
Isuzu	6	1	0	7	2	0	1	3	10
Iveco	3	4	1	8	2	4	0	6	14
Iveco-Ford (UK)	0	0	0	0	0	0	0	0	0
Land Rover	2	0	0	2	4	2	2	8	10
LDV	0	0	0	0	2	6	0	8	8
Leyland	0	0	0	0	0	0	0	0	0
Leyland Daf	0	0	0	0	0	0	0	0	0
Mazda	0	0	0	0	0	1	0	1	1
Mercedes	4	9	14	27	22	24	14	60	87
Mitsubishi	7	5	17	29	14	10	9	33	62
Nissan	12	12	7	31	7	8	5	20	51
Opel	0	0	0	0	1	0	0	1	1
Peugeot	17	38	16	71	37	28	18	83	154
Renault	11	14	14	39	8	18	6	32	71
Rover	0	0	0	0	0	0	0	0	0
Seat	0	0	0	0	0	0	0	0	0
Skoda	0	0	0	0	1	0	0	1	1
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	9	10	3	22	5	9	9	23	45
Vauxhall	28	29	6	63	27	13	9	49	112
Volkswagen	38	63	18	119	41	43	33	117	236
Volvo	0	0	0	0	0	0	0	0	0
Other	1	3	0	4	2	1	0	3	7
All Light Goods	231	256	129	616	333	363	204	900	1,516

Source: DVA

Table 4.1 New and used heavy goods vehicles registered for the first time by make: Oct-Dec 11 to Oct-Dec 12

Make	Oct-Dec 11		Jan-Mar 12		Apr-Jun 12		Jul-Sep 12		Oct-Dec 12	
	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	0	0	0	0	1	0	0	0	0
Case	0	0	0	0	1	0	1	0	0	0
Caterpillar	0	0	0	0	0	0	1	0	0	0
DAF	39	111	43	139	49	123	24	66	24	93
Dennis	5	2	1	2	2	5	8	2	7	4
Dodge	0	0	0	0	0	0	0	0	0	0
ERF	0	5	0	1	0	8	0	1	0	4
Fiat	1	1	4	6	10	4	9	6	4	4
Foden	0	3	0	8	0	4	0	6	0	3
Ford	0	3	1	0	0	2	1	0	0	3
Grove Coles	0	0	0	0	0	0	0	0	0	0
Hino	0	3	2	6	1	1	2	6	0	2
Isuzu	0	1	0	3	0	4	5	0	1	1
Iveco	20	24	28	34	34	23	34	19	10	23
Iveco-Ford	0	18	0	18	0	15	0	12	0	5
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	4	1	11	0	8	0	4	1	8
JCB	0	5	9	1	3	2	1	2	1	6
Johnston	0	2	0	0	0	0	0	0	0	0
Kato	0	0	0	0	0	0	0	0	0	0
Leyland	0	3	0	0	0	1	0	1	0	0
Leyland Daf	4	6	0	3	0	10	1	1	1	2
MAN	7	25	25	44	5	42	14	32	6	44
MAN/VW	0	0	0	0	0	0	0	1	0	0
Manitou	1	1	1	1	0	0	2	0	0	0
Matbro	0	0	0	0	0	0	0	0	0	0
Mercedes	18	35	49	65	22	45	14	33	5	30
Merlo	0	0	0	0	0	0	0	0	1	0
Mitsubishi	0	2	1	4	2	3	2	3	0	4
New Holland	0	0	0	0	0	0	0	0	0	1
Renault	2	7	3	15	3	13	1	15	0	11
Renault (UK)	0	3	0	4	0	4	0	6	0	10
Scania	15	82	24	79	18	79	6	61	5	68
Seddon/Atkinson	0	0	0	0	0	0	0	0	0	0
Thwaites	0	0	0	0	0	0	0	0	0	0
Volkswagen	0	1	0	1	2	0	0	2	1	0
Volvo	73	58	60	77	36	87	34	56	79	73
Other	3	2	2	2	6	5	3	11	6	9
All New/Used Heavy Goods	188	407	254	525	194	489	163	346	152	408
All Heavy Goods	595		779		683		509		560	

Source: DVA

Table 4.2 Heavy goods vehicles registered for the first time by make, month and new/used breakdown: Oct-Dec 12

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 12	Oct	Nov	Dec	Oct-Dec 12	Oct-Dec 12
All Wheel Drive	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	0	0	0
Case	0	0	0	0	0	0	0	0	0
Caterpillar	0	0	0	0	0	0	0	0	0
DAF	16	3	5	24	38	37	18	93	117
Dennis	3	2	2	7	2	2	0	4	11
Dodge	0	0	0	0	0	0	0	0	0
ERF	0	0	0	0	3	1	0	4	4
Fiat	1	3	0	4	2	0	2	4	8
Foden	0	0	0	0	2	0	1	3	3
Ford	0	0	0	0	0	2	1	3	3
Grove Coles	0	0	0	0	0	0	0	0	0
Hino	0	0	0	0	2	0	0	2	2
Isuzu	0	0	1	1	0	0	1	1	2
Iveco	5	4	1	10	9	10	4	23	33
Iveco-Ford	0	0	0	0	5	0	0	5	5
Iveco-Ford (German)	0	0	0	0	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0	0	0	0	0
Iveco-Ford (UK)	0	1	0	1	1	4	3	8	9
JCB	0	1	0	1	3	1	2	6	7
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	0	0	0	0	0
Leyland Daf	0	0	1	1	1	1	0	2	3
MAN	3	3	0	6	13	15	16	44	50
MAN/VW	0	0	0	0	0	0	0	0	0
Manitou	0	0	0	0	0	0	0	0	0
Matbro	0	0	0	0	0	0	0	0	0
Mercedes	4	1	0	5	10	13	7	30	35
Merlo	1	0	0	1	0	0	0	0	1
Mitsubishi	0	0	0	0	2	2	0	4	4
New Holland	0	0	0	0	1	0	0	1	1
Renault	0	0	0	0	5	5	1	11	11
Renault (UK)	0	0	0	0	3	3	4	10	10
Scania	4	1	0	5	21	27	20	68	73
Seddon/Atkinson	0	0	0	0	0	0	0	0	0
Thwaites	0	0	0	0	0	0	0	0	0
Volkswagen	1	0	0	1	0	0	0	0	1
Volvo	22	45	12	79	22	30	21	73	152
Other	2	4	0	6	4	4	1	9	15
All Heavy Goods	62	68	22	152	149	157	102	408	560

Source: DVA

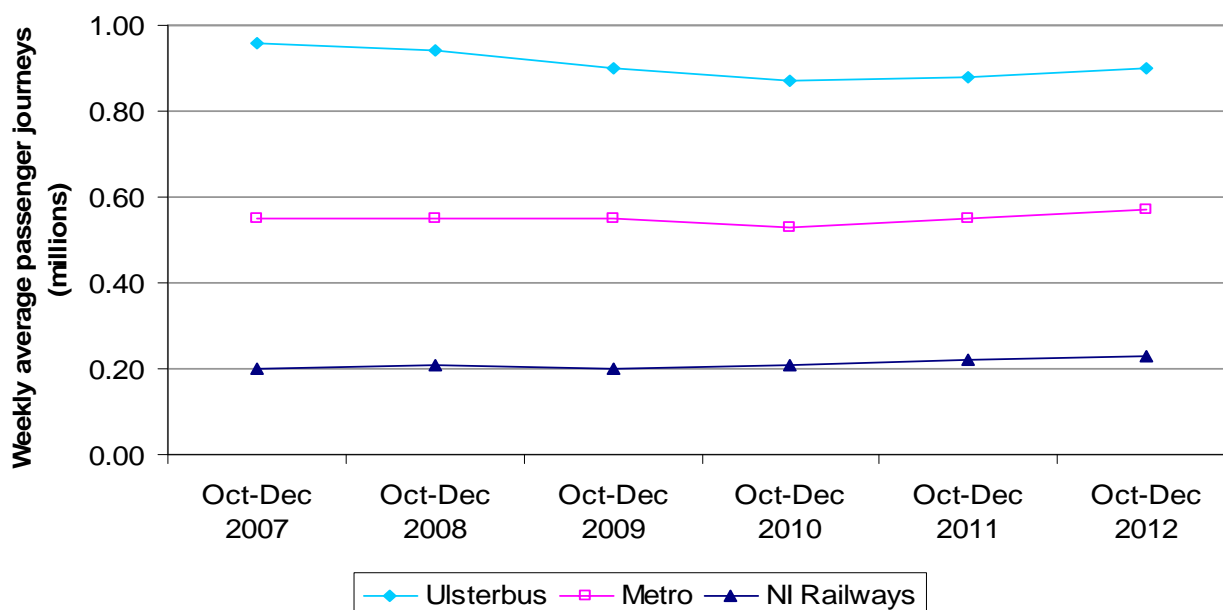
PUBLIC TRANSPORT

Figures quoted are for the current quarter, October to December 2012, 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 19.07 million bus passenger journeys made during the quarter. This represents a weekly average of 1.47 million, an increase of 4% from 1.42 million in the corresponding quarter of the previous year (Table 5.3).
- The weekly average bus miles have increased by 5% from 0.83 million to 0.87 million miles since the corresponding quarter in 2011 (Table 5.3).
- Weekly average bus passenger receipts have increased by 5% from £2.48 million to £2.60 million compared to the same time period in 2011 (Table 5.3).
- Weekly average rail passenger journeys have increased by 5% from 0.22 million to 0.23 million since the corresponding quarter of 2011 (Table 5.4, Figure 5.1).
- Weekly average rail passenger miles have increased by 6% from 4.09 million to 4.32 million since the corresponding quarter of the previous year (Table 5.4).
- Compared to the same period in the previous year, the weekly average rail passenger receipts increased by 9% from £0.66 million to £0.72 million (Table 5.4).
- Compared to the same quarter 5 years ago, average weekly bus passenger journeys have decreased by 3% (from 1.51 million in October-December 2007 to 1.47 million in October-December 2012). Whereas, over the same time period, average weekly rail passenger journeys have increased by 15% (from 0.20 million in October-December 2007 to 0.23 million in October-December 2012) (Figure 5.1).

Figure 5.1: Ulsterbus, Metro and NIR Weekly Average Passenger Journeys: October to December quarter 2007 to 2012



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 11 to Oct-Dec 12

	Millions				
	Oct-Dec 11	Jan-Mar 12 ^P	Apr-Jun 12 ^P	Jul-Sep 12 ^P	Oct-Dec 12 ^P
Passenger journeys					
All passenger journeys	11.41	10.87	11.32	6.91	11.68
Weekly average	0.88	0.84	0.87	0.53	0.90
Bus miles					
All bus miles	8.90	8.64	8.78	8.23	9.27
Weekly average	0.68	0.66	0.68	0.63	0.71
Passenger receipts £s					
All passenger receipts	23.17	21.99	23.27	16.35	24.31
Weekly average	1.78	1.69	1.79	1.26	1.87

Source: Translink

Table 5.2 Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 11 to Oct-Dec 12

	Millions				
	Oct-Dec 11	Jan-Mar 12 ^P	Apr-Jun 12 ^P	Jul-Sep 12 ^P	Oct-Dec 12 ^P
Passenger journeys					
All passenger journeys	7.10	6.41	6.52	6.00	7.39
Weekly average	0.55	0.49	0.50	0.46	0.57
Bus miles					
All bus miles	1.95	1.97	1.96	1.78	1.98
Weekly average	0.15	0.15	0.15	0.14	0.15
Passenger receipts £s					
All passenger receipts	9.04	8.30	8.43	7.77	9.46
Weekly average	0.70	0.64	0.65	0.60	0.73

Source: Translink

Table 5.3 Ulsterbus and Metro passenger journeys, bus miles and passenger receipts: Oct-Dec 11 to Oct-Dec 12

	Millions				
	Oct-Dec 11	Jan-Mar 12 ^P	Apr-Jun 12 ^P	Jul-Sep 12 ^P	Oct-Dec 12 ^P
Passenger journeys					
All passenger journeys	18.51	17.28	17.84	12.91	19.07
Weekly average	1.42	1.33	1.37	0.99	1.47
Bus miles					
All bus miles	10.85	10.61	10.74	10.01	11.25
Weekly average	0.83	0.82	0.83	0.77	0.87
Passenger receipts £s					
All passenger receipts	32.21	30.29	31.70	24.12	33.77
Weekly average	2.48	2.33	2.44	1.86	2.60

Source: Translink

Table 5.4 NIR passenger journeys, passenger miles and passenger receipts: Oct-Dec 11 to Oct-Dec 12

	Millions				
	Oct-Dec 11	Jan-Mar 12 ^P	Apr-Jun 12 ^P	Jul-Sep 12 ^P	Oct-Dec 12 ^P
Passenger journeys					
All passenger journeys	2.88	2.67	2.84	2.73	3.01
Weekly average	0.22	0.21	0.22	0.21	0.23
Passenger miles					
All passenger miles	53.15	50.24	52.89	52.94	56.14
Weekly average	4.09	3.86	4.07	4.07	4.32
Passenger receipts £s					
All passenger receipts	8.54	8.01	8.74	8.71	9.39
Weekly average	0.66	0.62	0.67	0.67	0.72

Source: Translink

PETROLEUM

Summary of Petroleum Section

- From October to December 2012, 199,155 tonnes of petrol and diesel were delivered for use in Northern Ireland, with diesel accounting for 62% 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: Oct-Dec 11 to Oct-Dec 12

	Tonnes/Percentage									
	Oct-Dec 11 ^P		Jan-Mar 12 ^P		Apr-Jun 12 ^P		Jul-Sep 12 ^P		Oct-Dec 12 ^P	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol¹										
Super ²	6,444	3.2	5,904	3.4	7,316	3.9	11,903	6.2	21,324	10.7
Premium (95 Ron) ³	72,066	35.8	69,278	40.0	70,321	37.6	62,608	32.4	53,894	27.1
All unleaded petrol	78,510	39.1	75,183	43.4	77,637	41.5	74,512	38.6	75,217	37.8
Sulphur free⁴ petrol										
Super ²	0	0.0	0	0.0	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	0	0.0	0	0.0	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	78,510	39.1	75,183	43.4	77,637	41.5	74,512	38.6	75,217	37.8
DIESEL										
ULSD ⁶	114,789	57.1	98,224	56.6	109,423	58.5	118,526	61.4	123,938	62.2
Sulphur free ^{4, 7}	7,744	3.9	0	0.0	0	0.0	0	0.0	0	0.0
All Diesel	122,533	60.9	98,224	56.6	109,423	58.5	118,526	61.4	123,938	62.2
All Petrol and Diesel	201,043	100.0	173,406	100.0	187,061	100.0	193,038	100.0	199,155	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).

7 The company who delivered sulphur free diesel to Northern Ireland finished their sales contract on 31 December 2011.

DRIVER AND VEHICLE TESTING

Figures quoted are for the current quarter, October to December 2012, unless otherwise stated. Information on driver and vehicle testing data is available in the User Information section (pages 6-8).

Summary of Driver and Vehicle Testing Section

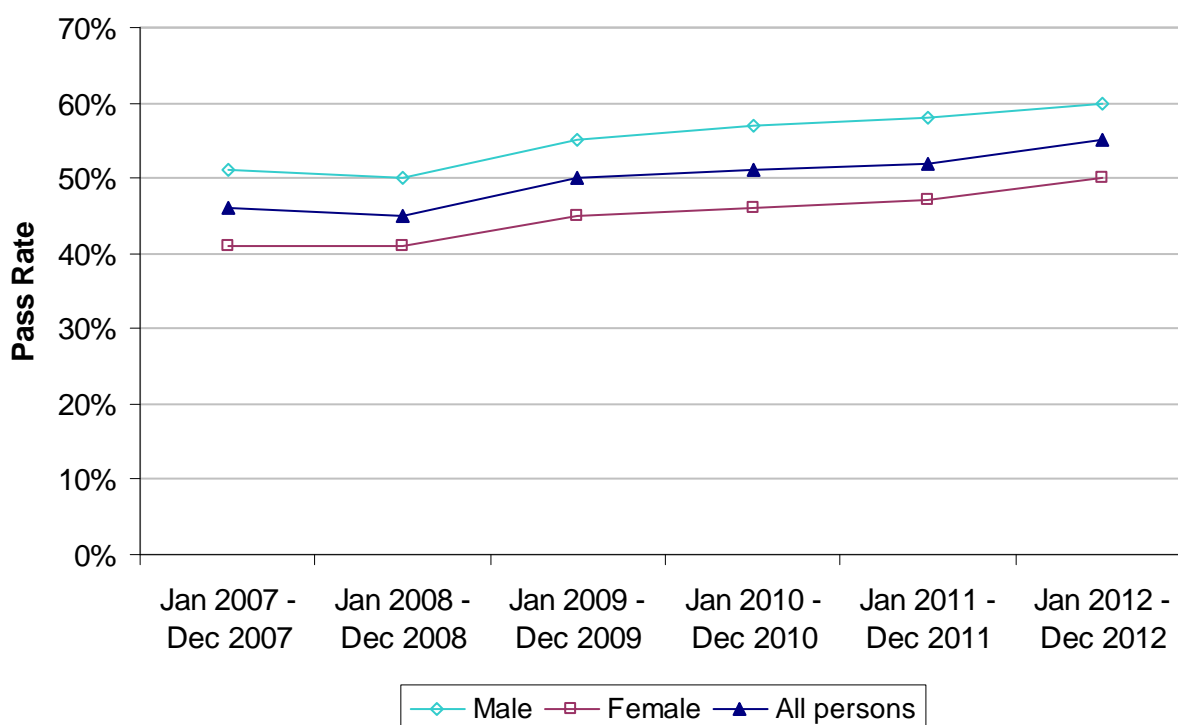
Vehicle testing

- 147,534 annual vehicle tests for motor cars were conducted during the quarter, an increase of 4% from the corresponding quarter of 2011 (141,527) (Table 7.1).
- The estimated test failure rate for motor cars over the period January 2012 to December 2012 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 30)) (Table 7.1).

Driving tests

- Over the period January 2012 to December 2012 the overall pass rate for car 'L' driving tests in Northern Ireland was 55%, 60% for males and 50% for females (Table 8.1, Figure 8.1).
- Over the past 5 years, there has been an upward trend in the overall pass rate for car 'L' driving tests in Northern Ireland which has increased by 9 percentage points (from 46% in January - December 2007 to 55% in January - December 2012). There has been a similar upward trend in the car 'L' driving test pass rates for both males and females (Figure 8.1).

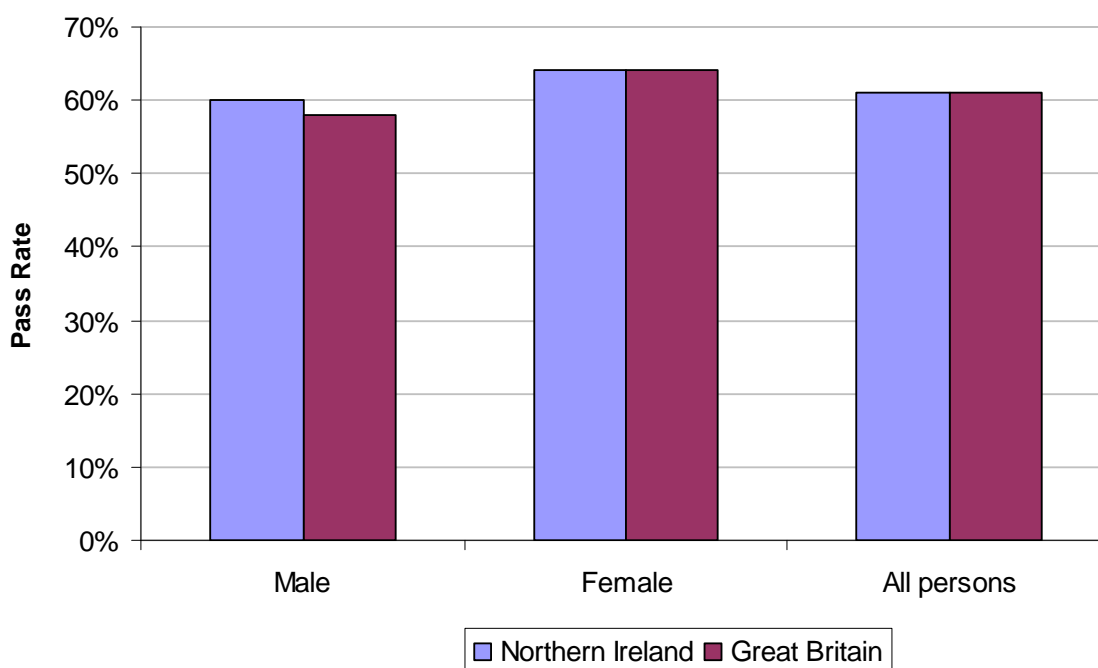
**Figure 8.1: Northern Ireland Car 'L' driving tests: % Pass Rates
by gender: Jan 2007-Dec 2007 to Jan 2012-Dec 2012**



Driving tests continued

- Over the period January 2012 to December 2012, the overall pass rate for touch screen theory tests for private car drivers was 61% in Northern Ireland, 60% for males and 64% for females. In Great Britain during the same time period, the overall pass rate was 61%, 58% for males and 64% for females (Table 8.2, Figure 8.2).

Figure 8.2: Touch screen theory tests for private car drivers: % Pass Rates for Males/Females in NI/GB: Jan 2012 to Dec 2012



- From January 2012 to December 2012, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 76%, 76% for males and 70% for females. The overall pass rate for Northern Ireland touch screen theory tests for motorcyclists was 72% during the same time period, 72% for males and 76% 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 11 to Oct-Dec 12

	Oct-Dec 11 ^r	Jan-Mar 12 ^r	Apr-Jun 12 ^r	Jul-Sep 12 ^r	Oct-Dec 12 ^p
Full Tests completed	141,527	186,399	177,890	170,086	147,534
Retests	37,121	34,362	35,752	36,871	36,570
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 2012 to December 2012 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 30)).

Table 7.2 Road annual vehicle test (MOT) – Motorcycles: Oct-Dec 11 to Oct-Dec 12

	Oct-Dec 11 ^r	Jan-Mar 12 ^r	Apr-Jun 12 ^r	Jul-Sep 12 ^r	Oct-Dec 12 ^p
Full Tests completed	2,113	4,470	9,326	6,347	2,159
Retests	162	205	525	433	163
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 January 2012 to December 2012 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 30)).

Table 7.3 Public service vehicles annual vehicle test: Oct-Dec 11 to Oct-Dec 12

	Oct-Dec 11 ^r	Jan-Mar 12 ^r	Apr-Jun 12 ^r	Jul-Sep 12 ^r	Oct-Dec 12 ^p
Full Tests completed	3,895	3,942	3,806	3,744	3,792
Retests	1,367	1,174	1,179	1,124	1,152
4 quarter rolling average (% retests) ¹	30	31	31	31	30

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 2012 to December 2012 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 30)).

Table 7.4 Goods vehicles annual vehicle test: Oct-Dec 11 to Oct-Dec 12

	Oct-Dec 11 ^r	Jan-Mar 12 ^r	Apr-Jun 12 ^r	Jul-Sep 12 ^r	Oct-Dec 12 ^p
Full Tests completed	24,606	25,769	26,087	25,206	25,369
Retests	7,888	6,904	7,117	7,120	7,484
4 quarter rolling average (% retests) ¹	28	28	29	29	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 2012 to December 2012 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 30)).

Table 8.1 Car 'L' driving tests, NI/GB comparison: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12^P</u>		<u>Jul-Sep 12^P</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	5,989		5,153		5,502		5,485		5,457	
Conducted	Female	7,237		5,832		6,643		6,566		6,361	
	All persons	13,226		10,985		12,145		12,051		11,818	
Tests	Male	3,450		3,012		3,286		3,335		3,366	
Passed	Female	3,451		2,748		3,279		3,428		3,243	
	All persons	6,901		5,760		6,565		6,763		6,609	
4 Quarter	Male	58	50	58	50	58	50	59	50	60	50
rolling average	Female	47	44	47	44	48	44	49	44	50	44
(% passed)¹	All persons	52	47	52	47	53	47	54	47	55	47

Sources: NI - DVA; GB - Driving Standards Agency (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 2012 to December 2012

Table 8.2 Touch screen theory tests for private car drivers, NI/GB comparison: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12</u>		<u>Jul-Sep 12</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	5,837		5,901		5,438		5,621		6,229	
Conducted	Female	5,209		5,336		4,965		5,412		5,674	
	All persons	11,046		11,237		10,403		11,033		11,903	
Tests	Male	3,197		3,519		3,174		3,423		3,686	
Passed	Female	3,106		3,428		3,112		3,499		3,547	
	All persons	6,303		6,947		6,286		6,922		7,233	
4 Quarter	Male	59	59	59	58	58	58	58	57	60	58
rolling average	Female	64	65	64	64	63	63	63	63	64	64
(% passed)¹	All persons	62	62	61	61	61	60	61	60	61	61

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 2012 to December 2012

Table 8.3 Motorcycle 'L' driving tests¹, NI/GB comparison: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12^P</u>		<u>Jul-Sep 12^P</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	1,238		829		627		704		970	
Conducted	Female	161		125		74		118		153	
	All persons	1,399		954		701		822		1,123	
Tests	Male	922		619		489		534		748	
Passed	Female	119		87		48		84		111	
	All persons	1,041		706		537		618		859	
4 Quarter	Male	77	69	76	69	76	69	75	69	76	69
rolling average	Female	71	68	71	67	71	67	71	68	70	68
(% passed)²	All persons	76	69	76	69	76	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 January 2012 to December 2012. 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: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12</u>		<u>Jul-Sep 12</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	512		426		471		490		487	
Conducted	Female	74		54		53		70		63	
	All persons	586		480		524		560		550	
Tests	Male	370		287		344		384		332	
Passed	Female	57		39		43		53		48	
	All persons	427		326		387		437		380	
4 Quarter	Male	78	81	76	79	74	77	73	75	72	74
rolling average	Female	81	84	80	83	80	82	76	81	76	80
(% passed)¹	All persons	78	81	76	80	75	78	73	76	72	75

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 2012 to December 2012

Table 8.5 Large goods vehicle driving tests, NI/GB comparison: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12^P</u>		<u>Jul-Sep 12^P</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	1,135		1,065		989		832		841	
Conducted	Female	50		58		41		63		56	
	All persons	1,185		1,123		1,030		895		897	
Tests	Male	739		672		664		601		604	
Passed	Female	36		37		24		43		40	
	All persons	775		709		688		644		644	
4 Quarter	Male	66	52	65	52	65	52	67	52	68	53
rolling average	Female	61	54	62	54	61	54	66	55	66	54
(% passed)¹	All persons	65	52	65	52	65	53	67	53	68	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 2012 to December 2012

Table 8.6 Passenger carrying vehicle driving tests, NI/GB comparison: Oct-Dec 11 to Oct-Dec 12

		<u>Oct-Dec 11</u>		<u>Jan-Mar 12</u>		<u>Apr-Jun 12^P</u>		<u>Jul-Sep 12^P</u>		<u>Oct-Dec 12^P</u>	
		NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests	Male	152		103		113		114		103	
Conducted	Female	7		4		10		18		17	
	All persons	159		107		123		132		120	
Tests	Male	111		66		79		88		68	
Passed	Female	5		3		6		13		10	
	All persons	116		69		85		101		78	
4 Quarter	Male	73	53	72	53	70	53	71	53	70	53
rolling average	Female	53	61	58	59	66	57	69	55	65	56
(% passed)¹	All persons	71	54	71	54	70	54	71	53	69	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 2012 to December 2012

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 2011 will be published in DUKES 2013 in July 2013 and final UK data for 2012 in DUKES 2014.

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).

Produced by:
Central Statistics & Research Branch
Department for Regional Development
Clarence Court
10-18 Adelaide Street
Belfast BT2 8GB

For further information please contact:

John McCann

Tel 028 9054 0981

E-mail: CSRB@drdni.gov.uk

Textphone: 028 9054 0642

Fax: 028 9054 0782

Internet: <http://www.drdni.gov.uk/index/statistics.htm>