

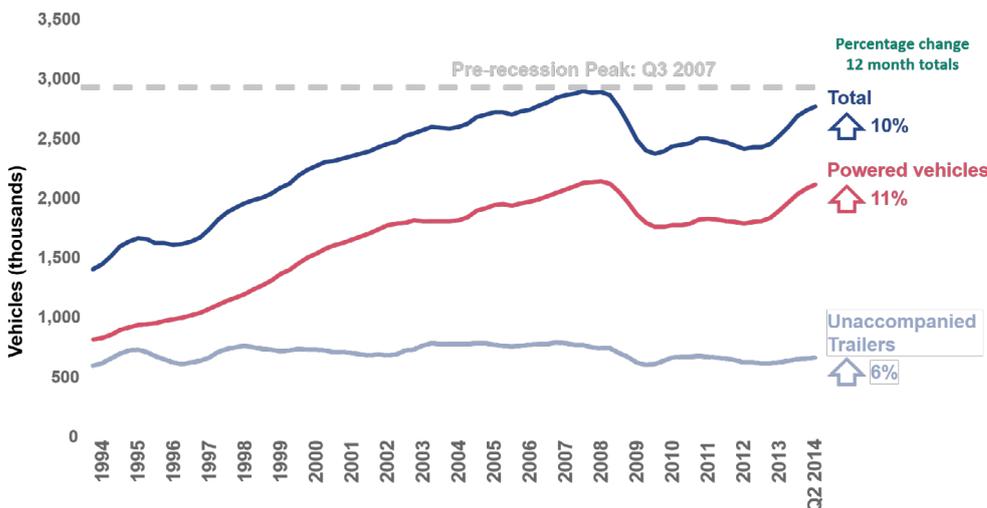


Road goods vehicles travelling to mainland Europe: April to June 2014 (quarter 2)

There was a 10 per cent increase in the number of road goods vehicles travelling from Great Britain to mainland Europe in the 12 month period ending June 2014

- ▶ The increase of 252 thousand to **2.8 million road goods vehicles** was just 4 per cent lower than 2007 – the pre-recession peak. This was largely driven by operators on the **Dover to Calais** route, contributing to the additional 208 thousand goods vehicles travelling via the **Dover Straits Port Group**.
- ▶ Of the total road goods vehicles, 2.1 million were **powered vehicles** and 664 thousand were **unaccompanied trailers**. Powered vehicles increased by 11 per cent and unaccompanied trailers increased by 6 per cent.

Chart 1: Road goods vehicles travelling from GB to mainland Europe, rolling 12 month totals to June 2014



In quarter 2 (April – June) 2014, 714 thousand goods vehicles travelled from Great Britain to mainland Europe (544 thousand **powered vehicles** and 170 **unaccompanied trailers**). This was the highest quarter 2 total since 2008.

About this release

This statistical release summarises results from the survey of road goods vehicles travelling to mainland Europe from Great Britain. It includes all the main ferry routes between Great Britain and mainland Europe.

Ferry routes between Great Britain and Northern Ireland or the Republic of Ireland are not included.

These statistics are used within the UK, the Department for Transport, regional bodies, academics and transport consultants to obtain a better understanding of the complexities of freight transport and of trends, in order to advise on policy options. The haulage industry itself has a particular interest in data on the activity of overseas registered vehicles within the UK.

These statistics are updated on a quarterly basis.

Next Update: November 2014

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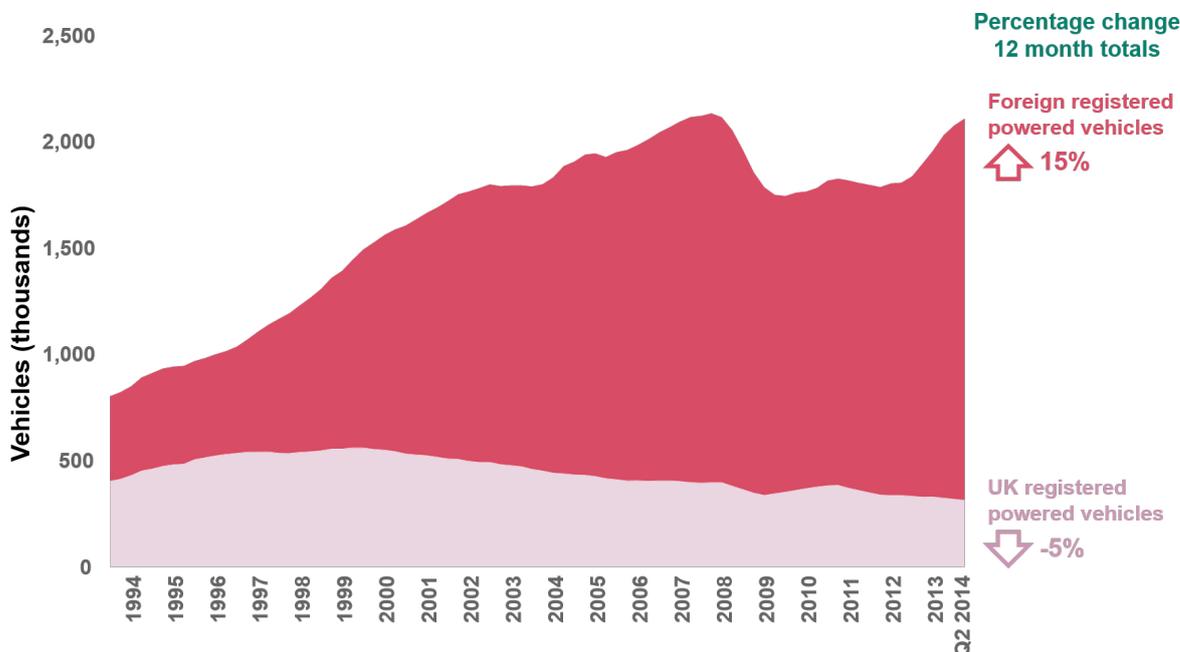
Road goods vehicles travelling to mainland Europe

Rolling annual total (July 2013 – June 2014)

- ▶ There were 2.8 million goods vehicles travelling from Great Britain to mainland Europe during the 12 month period ending June 2014 (2.1 million **powered vehicles** and 664 thousand **unaccompanied trailers**), 10 per cent higher than the previous 12 months.
- ▶ The latest rolling annual total was the highest in any 12 month period since 2008 and just 4 per cent lower than the pre-recession peak (2.9 million). It also continues the growth seen since the 12 month period ending June 2012. The number of goods vehicles travelling from Great Britain to mainland Europe has increased by 74 per cent in the last 20 years.

Powered vehicles rose by 11 per cent, this was due to an increase in the number of **foreign registered** powered vehicles which rose by 15 per cent continuing a gradual upward trend seen since 2009. **UK registered** powered vehicles were down 5 per cent continuing the downward trend seen since 1999 falling to the lowest rolling annual total for UK registered powered vehicles in over 20 years.

Chart 2: Powered vehicles travelling from GB to mainland Europe, rolling 12 month totals to June 2014



Over the last 20 years large increases in the number of foreign registered vehicles travelling to Europe has seen the UK's percentage share of registered vehicles drop to 15 per cent of the total, from a peak of 52 per cent in 1996.

Quarter 2 total (April - June 2014)

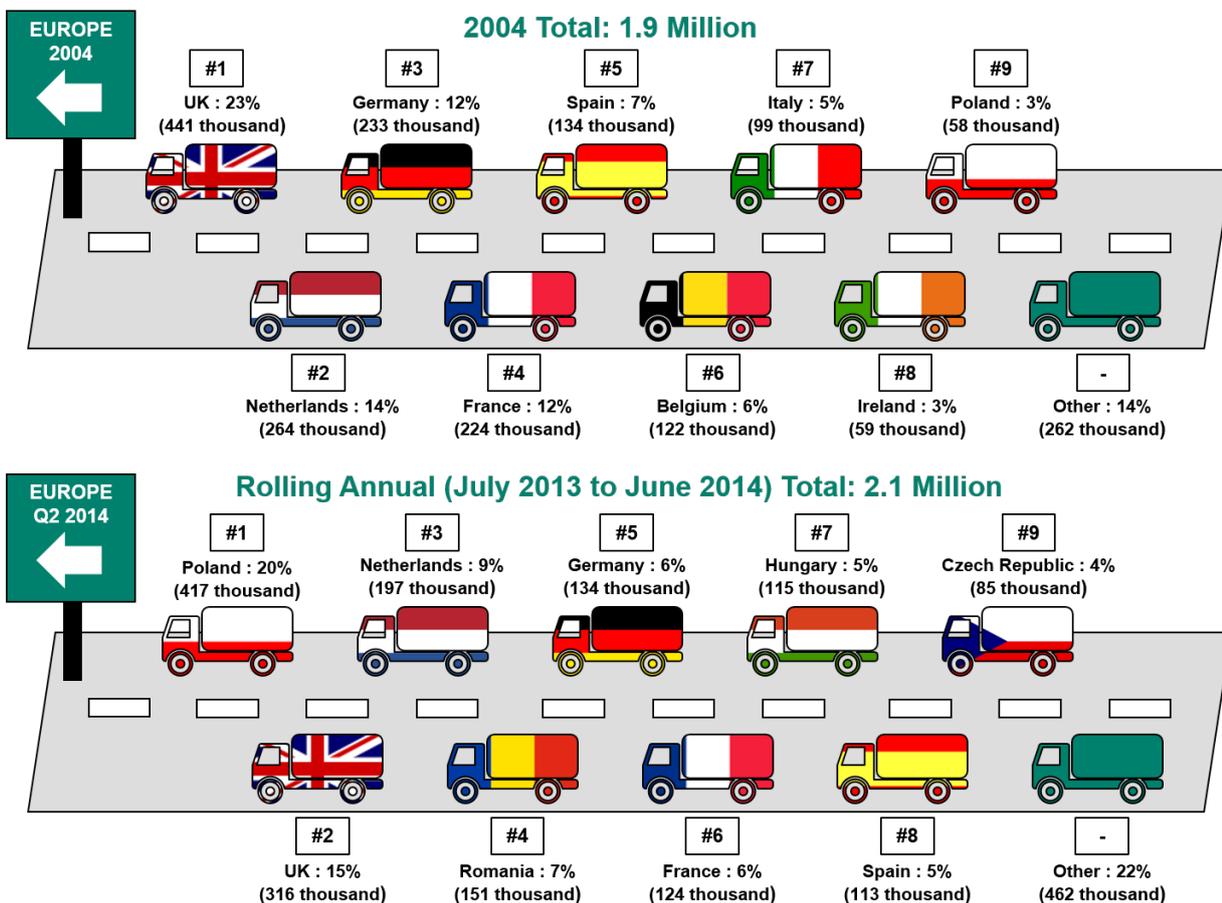
- ▶ During quarter 2 2014, 714 thousand goods vehicles travelled from Great Britain to mainland Europe (544 thousand **powered vehicles** and 170 **unaccompanied trailers**). This was 6 per cent higher compared to quarter 2 2013 and the highest quarter 2 total since 2008.

Country of vehicle registration

Rolling annual total (July 2013 – June 2014)

- ▶ Over the last twenty years there has been a four fold increase in the number of **foreign registered** powered vehicles travelling from Great Britain to mainland Europe (from 439 thousand in the year ending December 1994 to 1.79 million in the 12 month period ending June 2014).
- ▶ Vehicles registered to countries such as the **UK, Netherlands, Germany and France** have seen their share of powered goods vehicles travelling from Great Britain to mainland Europe fall as a number of countries have increased their share since joining the EU. When **Poland and Hungary** joined the EU in 2004, they accounted for 3 per cent and 1 per cent of the total number of powered vehicles, respectively. By the 12 month period ending June 2014 this had risen to 20 per cent and 5 per cent. **Romania and Bulgaria** now account for 7 per cent and 4 per cent of total powered vehicles compared to 0.5 per cent and 0.4 per cent in 2004 (both joined the EU in 2007)

Chart 3: Powered vehicles travelling from GB to mainland Europe, percentage share by country of registration, 2004 compared to the 12 month period ending June 2014



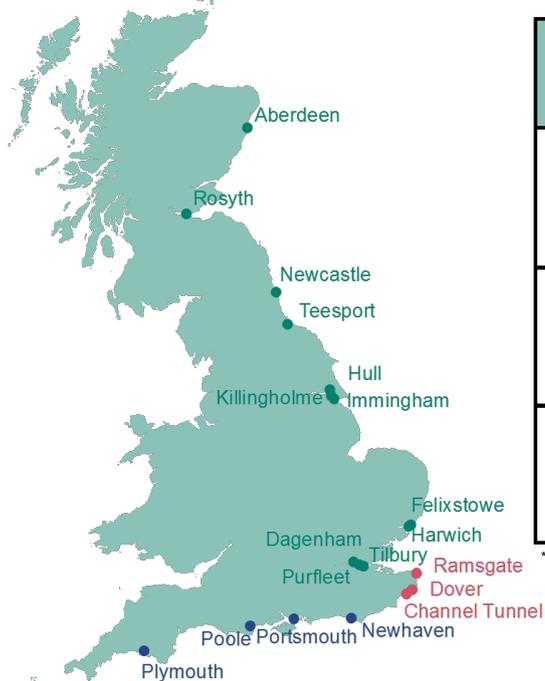
Quarter 2 total (April - June 2014)

- ▶ During quarter 2 2014, 80 thousand powered vehicles were **UK registered** (15% of the total). This was the third consecutive quarter 2 decline (from 99 thousand in 2011). The remainder of the vehicles were made up by **Foreign Registered** vehicles, 464 thousand in 2014. This was the highest total during quarter 2 seen in the last 30 years.

Country of disembarkation and port group

Chart 4: Goods vehicles travelling to mainland Europe by port group, rolling annual total (July 2013 - June 2014)

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Port Group	All Goods Vehicles (Total: 2.8 Million)	Of Which	Powered Vehicles (Total: 2.1 Million)	Unaccompanied Trailers (Total: 0.66 Million)
North Sea	28%		7%	94%
Dover Straits	69%		89%	3%
English Channel	4%		4%	3%

*Totals for 'all goods vehicles' sum to 101% due to rounding

Rolling annual total (July 2013 – June 2014)

- ▶ Proportions by port group have remained similar over the last decade.
- ▶ 93 per cent of powered vehicles disembarked in **France** explained by the high number using the **Dover Straits Port Group** (France is the only country of disembarkation for the Channel Tunnel).
- ▶ Just over a half of unaccompanied trailers disembarked in the **Netherlands** (56%) and around a quarter disembarked in **Belgium** (24%). Given the high number using the **North Sea Port Group** this is not unexpected. In the 12 month period ending June 2014, over half of the routes from North Sea ports disembarked in the Netherlands or Belgium.
- ▶ Of the goods vehicles using the **English Channel Port Group**, 89 per cent disembarked in **France** and 11 per cent in **Spain**.

Quarter 2 total (April - June 2014)

- ▶ In quarter 2 2014, 92 per cent of powered vehicles disembarked in **France** (92% in quarter 2 2013), 6 per cent in the **Netherlands** (6% in quarter 2 2013) and the remaining 1 per cent in **Denmark**, **Germany** and other countries (most notably, **Belgium**).

Background notes

- ▶ The web tables for RoRo statistics can be found at:

<https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics>

- ▶ Full guidance on the methods used in the publication of these releases, the quality of the data, and the revisions published in 2007 can be found in the Technical Note at:

<https://www.gov.uk/government/publications/road-freight-domestic-and-international-statistics-guidance>

- ▶ National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo formal statutory assessments to ensure they meet customer needs:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>

- ▶ Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found at:

<https://www.gov.uk/government/publications/roll-on-roll-off-international-freight-statistics-pre-release-access-list>

Strengths and Weaknesses of the data

- ▶ The results in this bulletin are compiled from quarterly returns provided by the roll-on / roll-off ferry operators, giving the number of powered vehicles and unaccompanied trailers carried on each route from GB to mainland Europe, and from monthly information supplied by Eurotunnel.
- ▶ Disaggregation by country of registration of powered vehicles is supplied by most of the ferry operators and by Eurotunnel. Some operators identify this from the registration number pattern whilst others extract the nationality from the manifest or waybill. A few operators use the country of booking as a proxy for the country of registration of the powered vehicle.
- ▶ Revised estimates for 2004 to 2007 were published in May 2008 following a data quality review. This resulted in a break in the series between 2003 and 2004. For full details see the Technical Note.
- ▶ As a result of the review the survey was put on a statutory basis and since early 2008 returns have been supplied by all operators resulting in more complete reporting of country of registration. The quality of the data is therefore thought to have been substantially improved and the data are considered fit for purpose