



Freight

- This section contains data relating to the different methods used to transport goods around Great Britain and the different types of goods transported. There are two key measures used in freight statistics. These are 'goods lifted' and 'goods moved'. Goods lifted is the weight of goods carried. Goods moved takes into account the distance a load is hauled. It is calculated as the weight of goods multiplied by the distance travelled.

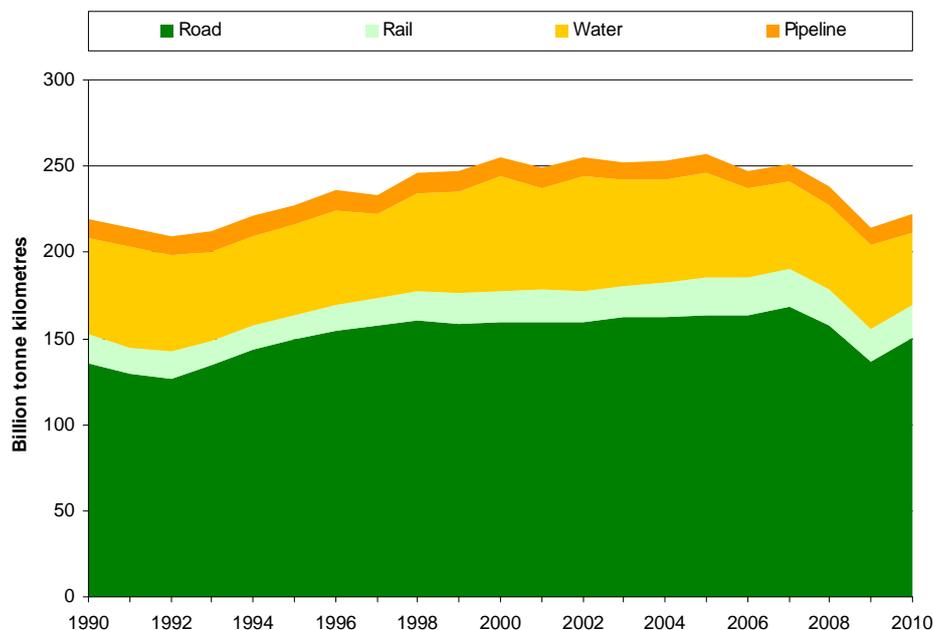
Freight includes:

- Domestic freight moved by different modes, including road, rail, water and pipelines.
- Domestic road freight lifted and moved by foreign-registered and Great Britain-registered HGVs.
- Roll on/Roll off ferry and Channel Tunnel traffic.
- Freight train movements and the impact on road haulage.

Overall freight levels by mode

Domestic goods moved by mode: 1990 to 2010, Great Britain

(Table TSGB0401)



Sources: Department for Transport; Office of Rail Regulation; Department of Energy and Climate Change

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- In 2010, the level of domestic freight moved was at broadly the same level as in 1990, at around 222 billion tonnes kilometres.
 - Since the late-1980s, more than 60 per cent of goods moved have been transported by road. The amount travelling this way rose to 151 billion tonne kilometres in 2010 from 137 billion tonne kilometres in 2009, an increase of 10 per cent.
 - Goods moved by rail have increased slowly since the mid-1990s to account for around 9 per cent of all goods moved in 2010. In recent years, rail freight has also accounted for around 5 per cent of goods lifted, compared with 9 per cent in 1980/81.
 - Goods moved by pipeline have remained fairly stable over the last 25 years, at between 10 and 12 billion tonne kilometres.

Domestic road freight activity by British and foreign-registered HGVs

- In 2010 GB-registered HGVs lifted about 1.5 billion tonnes of freight in the UK (Table TSGB0433). This was 10 per cent more than in 2009.
- The total imports and exports lifted by British vehicles to or from the UK were 10.4 million tonnes in 2010—up from 9.4 in 2009 (a 10 per cent increase).
- Vehicles registered in other EU-27 countries lifted 31.5 million tonnes of freight to or from the UK in 2010. This was a similar figure to that in 2009.
- Cabotage is the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State. In 2010, this was 1.27 billion tonne kms moved in the UK (Table TSGB0421). This was slightly more than in 2009 (1.23 billion tonne kms) and was less than 1 per cent of the domestic freight activity by UK registered vehicles¹. Around 25 per cent of this was cabotage by vehicles registered in the Republic of Ireland and much of that will have involved movements within Northern Ireland.

Road goods vehicles travelling to mainland Europe²

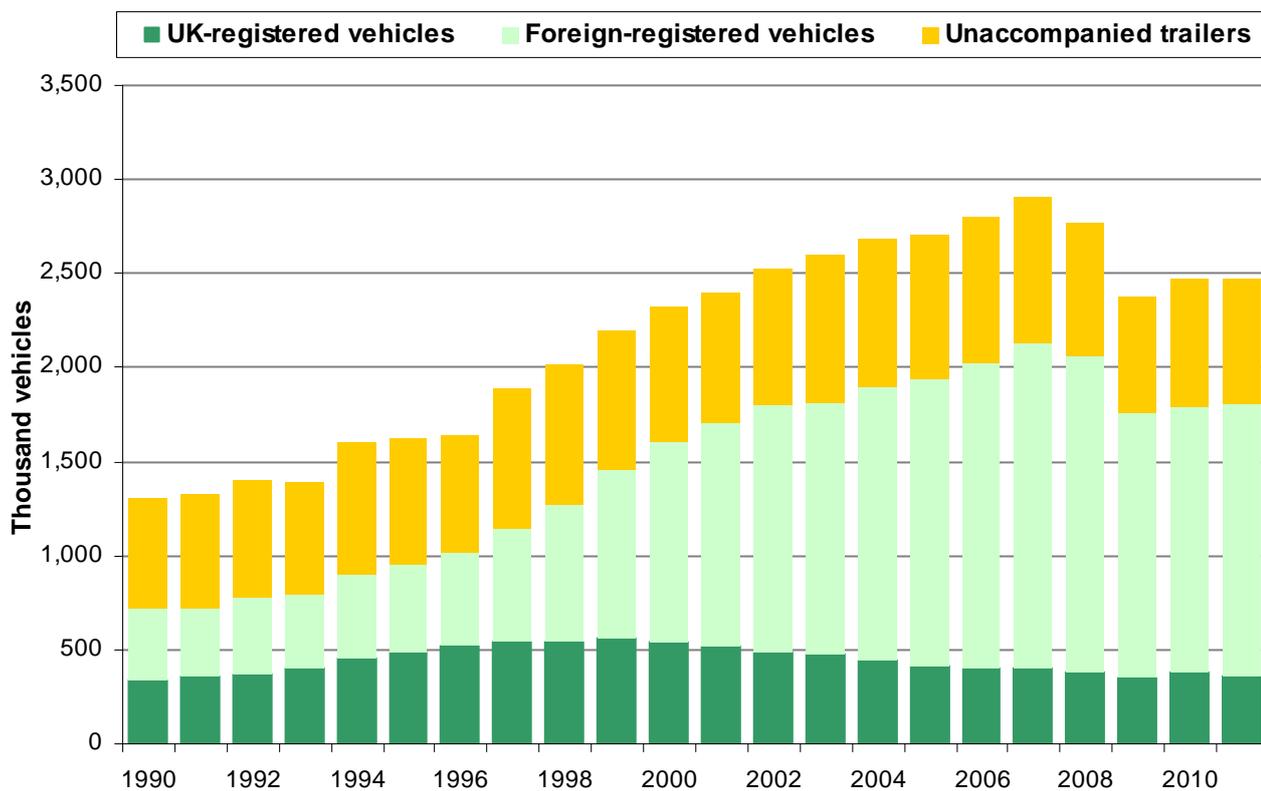
- 1.8 million powered vehicles travelled from Great Britain to mainland Europe in 2011, up 1 per cent from 2010 and up 150 per cent from 1991. However, the number of powered vehicles is down 15 per cent from the peak of 2.1 million in 2006, largely as a result of the recession.
- Of the powered goods vehicles 20 per cent (361 thousand) were UK-registered, a similar level as the 2010 share of 21 per cent.
- Since the early 1990s there has been a significant rise in the number of foreign registered goods vehicles travelling to mainland Europe, from 0.4 million in 1991 to 1.4 million in 2011. However, the number of foreign registered goods vehicles has dropped 16 per cent since the peak of 1.7 million in 2007.

¹ Note that only goods moved cabotage figures for the UK are available.

² The number of vehicles travelling to the UK from mainland Europe is not available.

- The number of Polish registered goods vehicles travelling to the UK from mainland Europe has increased dramatically since Poland joined the EU in 2004. In 2011, 270 thousand powered vehicles were Polish-registered, up 8 per cent on 2010 and nearly four times the 2004 level of 58 thousand.
- There were 0.7 million unaccompanied trailers in 2011, so that in total 2.5 million goods vehicles travelled from Great Britain to mainland Europe, roughly the same as the 2010 total and 87 per cent higher than in 1991.

Roll-on/Roll-off ferry and Channel Tunnel traffic: 1990 to 2011, Great Britain (Tables TSGB0434 and TSGB0435)



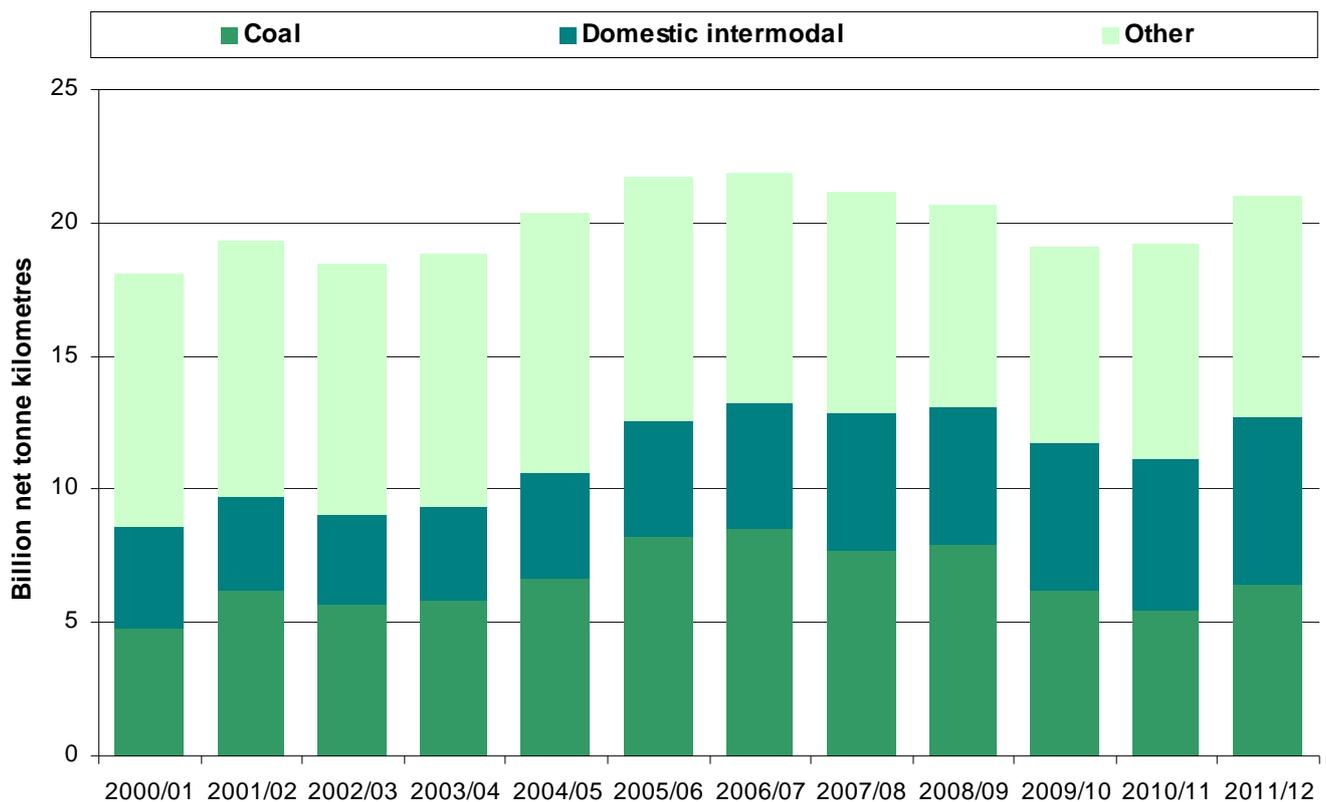
Source: Road goods vehicles travelling to mainland Europe survey, Department for Transport

Rail freight activity

- The amount of freight moved in 2011/12 was 21.1 billion net tonne kilometres, a 9.5 per cent increase from 2010/11, and follows two years of increases from 2009/10.
- In 2011/12, coal and domestic intermodal commodities accounted for more than 60 per cent of goods moved by rail.

Goods moved by rail, by commodity: 2000/01 to 2011/12

(Table TSGB0422)



Source: Office of Rail Regulation

- The weight of goods lifted by rail has fallen by 34 per cent since 1980/81, from 154 million to 102 million tonnes. However, the amount of goods lifted increased by 17 per cent from 2009/10 to 2011/12.

Background notes

- Full guidance on the methods used to compile these statistics and their sources can be found on the [TSGB Chapter 4 - Freight page](#).