

Transport Statistics Bulletin

Waterborne Freight Benchmark Report 2007

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Waterborne Freight Benchmark Report 2007

March 2008

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1. INTRODUCTION

This report, commissioned by the Department for Transport, is intended to document the status of both physical infrastructure and craft in relation to inland waters freight carrying, both actual and potential, in 2007. It supersedes the 'Waterborne Freight Statistics Benchmark Report 2002', also by MDS Transmodal, which was published in 2003.

This report and the data contained in it were compiled as part of the same project as the production of the annual DfT Statistics Bulletin *Waterborne Freight in the UK*. It is intended to provide supplementary information on the infrastructure of the inland waterway freight industry in the UK, which is one of the three components of domestic waterborne freight covered by that annual report (the others being coastwise and one-port traffic).

There are three main sections to the Benchmark Report, each of which is summarised in the form of aggregated statistical tables, as follows:

An inventory of relevant waterway track listing the appropriate navigation authority, the maximum sizes of craft which can or could be accommodated, and the classification and length of each section of waterway. The 'relevant' waterways in the case of the inventory are those that fall into the MDS classification of waterways, being those able to accommodate craft of 50 or more tonnes carrying capacity.

A list, by region and waterway, of wharves, jetties and other similar facilities that are or could be used for handling waterborne freight and are found on the commercial waterways listed in the waterway inventory.

An inventory of inland waterway craft that are currently used, or potentially could be used, either to carry freight or in a freight-related supporting role (e.g. the tugs used to move dumb barges). Craft are included irrespective of size if they are believed to either carry freight currently or could be used in this way in the future.

The full inventories are presented in a spreadsheet that accompanies this report: "2007 Benchmark Data.xls".

2. INVENTORY OF COMMERCIAL WATERWAY TRACK

This section catalogues those waterways in Great Britain that are either used for the movement of freight or deemed to be capable of carrying freight commercially. The full inventory appears in the accompanying spreadsheet.

Table 2.1 below shows that 2,204 km of commercial waterway track has been identified, of which 1,050 km (48%) is in freight use. Responsibility for navigation control is split between port authorities, British Waterways and other authorities. Port authorities are responsible for 38% of the overall 2,204 km available yet, as might be expected given the relationship with ports and the proximity to the coast, their share of the total distance actually in freight use is significantly higher (63%). In terms of both available track and actual freight usage, the total distances under the control of British Waterways and other authorities are similar, but much less than the corresponding distances for port authorities.

Table 2.1 Inventory of Commercial Waterway Track (Summary)

Navigation Authority	Km of Track				Km of Track		
	Total		In freight use		Year	Total	In freight use
British Waterways	715	32%	171	16%	1980	2,351	1,631
Port Authority	828	38%	662	63%	1990	2,353	1,192
Other	661	30%	217	21%	1995	2,462	1,153
Total	2,204	100%	1,050	100%	2002	2,127	1,065
					2007	2,204	1,050

Table 2.2 Length of Waterway Track by Government Office Region

Government Office Region	Total track (km)	% in active freight use
North East	80	44%
North West	140	54%
Yorkshire and the Humber	379	54%
East Midlands	196	40%
West Midlands	41	10%
East	294	43%
London	101	54%
South East	243	42%
South West	219	57%
Wales	52	87%
Scotland	459	44%
Total	2,204	48%

Table 2.2 provides a regional breakdown of the lengths of waterway track available for freight use and also indicates what proportion of the total distance available for freight within each Government Office Region sees at least some **commercial** freight usage. The movement of commodities carried solely in relation to waterway maintenance is not deemed

to be commercial freight. It will be noted that the Scotland region has the most track (459 km), whereas the Wales region has the highest percentage (87%) of track in freight use.

In the full inventory of commercial waterway track in the accompanying spreadsheet the presentation is as follows. The waterways are listed alphabetically and the information shown includes the relevant navigation authority; the type of authority (port, British Waterways or other); length of track; maximum craft dimensions; whether tidal, locked or estuarial; ECMT classification¹; MDS classification²; an indication of commercial freight usage; region.

There are eleven 'Government Office' Regions (strictly the nine Government Office Regions plus Scotland and Wales) and twelve DfT port regions. The latter are presented as they appear in the annual *Waterborne Freight in the United Kingdom* statistics bulletin.

When referring to the full inventory it is important to bear in mind that it is intended for general guidance only, rather than navigational purposes, and should not be taken to imply that a craft within the parameters stated will necessarily be able to make a safe and expeditious passage of a given waterway at any time under any conditions. One reason for this is that, irrespective of the nature of a waterway's maintenance regime, this in itself being an important factor, variations in water level can occur on all waterways and can affect not only the draft but also the aircraft available. It is impossible to be precise about aircraft in the case of arched structures, even on non-tidal waters, as vessel superstructure configurations vary so much and due allowance has to be made for wind and water conditions.

Tables 2.3 to 2.16 split the overall information contained in the full inventory in various ways according to the type of navigation authority, type of waterway (e.g. river or canal), Government Office region, port region and whether or not there is commercial freight usage.

The full navigation inventory is to be found in the "Waterways" sheet of the accompanying spreadsheet file, "2007 Benchmark Data.xls". It should be noted that for completeness the spreadsheet shows a number of water stretches that are not included in these summary statistics. These are either 'sheltered water' areas (Thames Estuary, Solent etc) downstream of the inland waterways boundary, or waterways falling below the capacity threshold of the MDS waterway definition used in this report but appearing in the DfT freight waterways map as having some freight potential. (See footnote 1 to spreadsheet list).

¹ ECMT: European Conference of Ministers of Transport. This is the UNECE/ECMT Classification of European Inland Waterways, canals, navigable rivers and lakes. Resolution no. 92/2 [CEMT/CM(92)6/FINAL]. See www.cemt.org/resol/waterway/wat922e.pdf

² This represents a Classification of inland waterways into ship and barge class waterways by size of vessel able to be accommodated. See Appendix 1, 'Waterborne Freight in the United Kingdom 2006', DfT Transport Statistics Bulletin. <http://www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/waterborne/waterbornefreight2006>

Table 2.3 Total Length of Waterway Track – Type of Authority by ECMT Classification (km)

	Unclassified	I	II	III	IV	V	VI	Total
British Waterways	265	201	180	66		3		715
Port Authority	26	19	8	31	84	117	543	828
Other	184	131	101	89	40	71	45	661
Total	475	351	289	186	124	191	588	2,204

Table 2.4 Total Length of Waterway Track – Type of Authority by MDS Classification (km)

	A	B	C	D	E	F	G	Total
British Waterways		3	164	127	70	176	175	715
Port Authority	260	326	193	19	1	3	26	828
Other		108	181	49	106	103	114	661
Total	260	437	538	195	177	282	315	2,204

Table 2.5 Total Length of Waterway Track – Type of Waterway by ECMT Classification (km)

	Unclassified	I	II	III	IV	V	VI	Total
River	318	243	177	143	124	190	427	1,622
Canal	157	108	95	26		1	56	443
Loch			17	17			105	139
Total	475	351	289	186	124	191	588	2,204

Table 2.6 Total Length of Waterway Track – Type of Waterway by MDS Classification (km)

	A	B	C	D	E	F	G	Total
River	212	323	374	100	163	214	236	1,622
Canal		57	130	95	14	68	79	443
Loch	48	57	34					139
Total	260	437	538	195	177	282	315	2,204

Table 2.7 Total Length of Waterway Track – Government Office Region by ECMT Classification (km)

	Unclassified	I	II	III	IV	V	VI	Total
North East	16			11		10	43	80
North West		16	11	22		18	73	140
Yorkshire and the Humber	118	31	127	23	2	17	61	379
East Midlands	53	58	42		27	8	8	196
West Midlands	20	21						41
East	77	18	36	44	24	38	57	294
London	34	16	2	2	2	15	30	101
South East	66	50	9	25	22	10	61	243
South West	18	31	37	42	47	1	43	219
Wales		14				17	21	52
Scotland	73	96	25	17		57	191	459
Total	475	351	289	186	124	191	588	2,204

Table 2.8 Length of Waterway Track in Active Freight Use – Type of Authority by MDS Classification (km)

	A	B	C	D	E	F	G	Total
British Waterways		3	22	95	4	38	9	171
Port Authority	238	299	122		1	1	1	662
Other		104	101		8	4		217
Total	238	406	245	95	13	43	10	1,050

Table 2.9 Length of Waterway Track in Active Freight Use – Type of Waterway by ECMT Classification (km)

	Unclassified	I	II	III	IV	V	VI	Total
River	7	14	54	81	106	127	416	805
Canal	6	3	95			1	54	159
Loch			17				69	86
Total	13	17	166	81	106	128	539	1,050

Table 2.10 Length of Waterway Track in Active Freight Use – Type of Waterway by MDS Classification (km)

	A	B	C	D	E	F	G	Total
River	211	309	228		13	40	4	805
Canal		55		95		3	6	159
Loch	27	42	17					86
Total	238	406	242	95	13	43	10	1,050

Table 2.11 Length of Waterway Track in Active Freight Use – Government Office Region by Type of Authority (km)

	British Waterways	Port Authority	Other	Total
North East		35		35
North West		73	3	76
Yorkshire and the Humber	123	76	6	205
East Midlands	35	43		78
West Midlands	4			4
East		58	68	126
London	8	47		55
South East		99	3	102
South West	1	36	87	124
Wales		15	30	45
Scotland		180	20	200
Total	171	662	217	1,050

Table 2.12 Length of Waterway Track in Active Freight Use – DfT Port Group by Type of Authority (km)

	British Waterways	Port Authority	Other	Total
Thames & Kent	8	137	46	191
Sussex & Hampshire		26	3	29
West Country		25	16	41
Bristol Channel	5	11	71	87
West & North Wales		15	30	45
Lancashire & Cumbria		73	3	76
Scotland West Coast		77	20	97
Scotland East Coast		103		103
North East		35		35
Humber	158	103	6	267
Wash & North East Anglia		20	22	42
Haven		37		37
Total	171	662	217	1,050

Table 2.13 Length of Waterway Track in Active Freight Use - Government Office Region by Type of Waterway (km)

	River	Canal	Loch	Total
North East	35			35
North West	22	54		76
Yorkshire and the Humber	105	100		205
East Midlands	78			78
West Midlands	4			4
East	126			126
London	51	4		55
South East	102			102
South West	123	1		124
Wales	45			45
Scotland	114		86	200
Total	805	159	86	1,050

Table 2.14 Length of Waterway Track in Active Freight Use - DfT Port Group by Type of Waterway (km)

	River	Canal	Loch	Total
Thames & Kent	187	4		191
Sussex & Hampshire	29			29
West Country	41			41
Bristol Channel	86	1		87
West & North Wales	45			45
Lancashire & Cumbria	22	54		76
Scotland West Coast	44		53	97
Scotland East Coast	70		33	103
North East	35			35
Humber	167	100		267
Wash & North East Anglia	42			42
Haven	37			37
Total	805	159	86	1,050

Table 2.15 Length of Waterway Track in Active Freight Use – Government Office Region by MDS Classification (km)

	A	B	C	D	E	F	G	Total
North East	31	3					1	35
North West	17	56	3					76
Yorkshire and the Humber	18	60	25	95	1	4	2	205
East Midlands		8	35			35		78
West Midlands					4			4
East	19	88	19					126
London	16	14	17		1		7	55
South East	48	23	30			1		102
South West		69	55					124
Wales		21	17		7			45
Scotland	89	64	44			3		200
Total	238	406	245	95	13	43	10	1,050

Table 2.16 Length of Waterway Track in Active Freight Use – DfT Port Group by MDS Classification (km)

	A	B	C	D	E	F	G	Total
Thames & Kent	61	62	59		1	1	7	191
Sussex & Hampshire	20	2	7					29
West Country		8	33					41
Bristol Channel		61	22		4			87
West & North Wales		21	17		7			45
Lancashire & Cumbria	17	56	3					76
Scotland West Coast	57	20	17			3		97
Scotland East Coast	32	44	27					103
North East	31	3					1	35
Humber	18	60	52	95	1	39	2	267
Wash & North East Anglia		34	8					42
Haven	2	35						37
Total	238	406	245	95	13	43	10	1,050

3. LIST OF WHARVES

The list of wharves has resulted from extensive enquiries made with the navigation authorities. A greater level of detail is available for the River Thames, thereby enabling this waterway to be presented separately. To the best of our knowledge, all wharves in active commercial use have been listed, although the depth alongside some wharves is unknown. Whether or not a wharf is currently in use is indicated, irrespective of whether such use is by commercial freight or of a waterway maintenance nature.

On smaller capacity waterways there is a potential to handle traffic at more sites than are listed as 'wharves' in this inventory because safe and effective functioning of a wharf facility can often be undertaken at temporary facilities, especially in relation to craft that can only carry relatively small tonnages. It is possible therefore that 'new' wharves may appear in locations that are more optimal from an overall logistics standpoint than existing sites. This list should not, therefore, be regarded as documenting all possible wharf locations.

The full wharf listings are to be found in the "Wharves (not Thames)" and "Wharves (Thames)" sheets of the accompanying spreadsheet file, "2007 Benchmark Data.xls".

Table 3.1 List of wharves: Number of wharves by water depth and Government Region

Government Office Region	0.1 - 2.0m	2.1 - 4.0m	4.1 - 6.0m	6.1 - 8.0m	8.1 - 10.0m	10.1 - 12.0m	12.1 - 14.0m	14.1 - 16.0m	>16.0 m	Unknown depth	Total
North East		5	10	13	5	10	1		2	17	63
North West		3	3	14	14		3			7	44
Yorkshire and the Humber	4	57	11	5		5	2	1		33	118
East Midlands	2	7	1	2						9	21
West Midlands	1	1								2	4
East		19	3	4	4	4	9	7	12	1	63
London	6	18	18	5	3	7	3	2		12	74
South East	15	29	7	8	6	9	7	7	4	17	109
South West		15	7	2						2	26
Wales		1	1								2
Scotland			10	6	4	3	1	1	2	13	40
Total	28	155	71	59	36	38	26	18	20	113	564

Note: More than one water depth is provided for some Thames wharves, in which case each is counted separately in this table.

4. INVENTORY OF INLAND WATERWAY CRAFT

The aim has been to include all craft which carry, or could carry, freight in commercial quantities, or which are currently or could be used in connection with such work (e.g. tugs for moving dumb barges) on inland waters with the exception of coastal and foreign going ships carrying cargoes to and from inland ports.

Craft that are used purely or principally in connection with waterway maintenance activities are excluded as it was decided that their inclusion would, in realistic terms, significantly misrepresent overall freight carrying capacity. Craft used for carrying freight on the narrow canals ('narrowboats'), or that are available for this purpose, are included even though their carrying capacities are limited. Not to have included them would have left the overall picture incomplete.

The craft inventory is designed to assist with the identification of which craft will fit within the parameters of particular waterways. The craft included are listed by: vessel operator, general type (self propelled, dumb, tug etc) with dimensions, power etc. Where in the case of freight-carrying craft there was no information on capacity this has been estimated in order to provide sufficient information for the compilation of Tables 4.1 – 4.2 in which the total carrying capacity of the listed craft is calculated.

The full craft inventory is to be found in the "Craft" sheet of the accompanying spreadsheet file, "2007 Benchmark Data.xls".

Table 4.1 Craft inventory: Summary of self-propelled carrying capacity**a) Number of craft by capacity range (tonnes) and Government Office Region**

Government Office Region	< 26	26 - 50	51 - 100	101 - 200	201 - 300	301 - 400	401 - 500	501 - 750	751 - 1000	> 1000	Total
North West	4		1	1	3	1	1	2	4	1	18
Yorkshire and the Humber				4	7	7	10	7		2	37
East Midlands	12										12
West Midlands	27										27
London	8	1	3		1	1		3			17
South East	7	3	2	2	9	2	1	2	1	1	30
South West	1			3		2					6
Unknown	8	2						1			11
Total	67	6	6	10	20	13	12	15	5	4	158

b) Sum of capacity by capacity range (tonnes) and Government Office Region

Government Office Region	< 26	26 - 50	51 - 100	101 - 200	201 - 300	301 - 400	401 - 500	501 - 750	751 - 1000	> 1000	Total
North West	68		60	200	770	335	450	1,250	3,666	1,394	8,193
Yorkshire and the Humber				630	1,810	2,460	4,775	4,480		2,550	16,705
East Midlands	204										204
West Midlands	462										462
London	131	30	239		275	350		1,860			2,885
South East	112	91	170	255	2,335	800	420	1,250	850	2,800	9,083
South West	17			540		800					1,357
Unknown	136	100						730			966
Total	1,130	221	469	1,625	5,190	4,745	5,645	9,570	4,516	6,744	39,855

Table 4.2 Craft inventory: Summary of dumb barge carrying capacity**a) Number of craft by capacity range (tonnes) and Government Office Region**

Government Office Region	< 26	26 - 50	51 - 100	101 - 200	201 - 300	301 - 400	401 - 500	501 - 750	751 - 1000	> 1000	Total
North West		1		1	1	2		1		3	9
Yorkshire and the Humber	2			41	2		2				47
East Midlands		4									4
West Midlands		17									17
London	7	5	10	12	33	15	18	2			102
South East	2	6	5	3	21	23	10	9	13	8	100
South West				2							2
Unknown		4							2		6
Total	11	37	15	59	57	40	30	12	15	11	287

b) Sum of capacity by capacity range (tonnes) and Government Office Region

Government Office Region	< 26	26 - 50	51 - 100	101 - 200	201 - 300	301 - 400	401 - 500	501 - 750	751 - 1000	> 1000	Total
North West		30		200	296	800		600		8,600	10,526
Yorkshire and the Humber	40			6,920	440		910				8,310
East Midlands		120									120
West Midlands		510									510
London	100	148	740	2,020	8,794	5,355	7,722	1,350			26,229
South East	32	176	500	555	5,425	8,380	4,500	6,270	12,068	12,190	50,096
South West				360							360
Unknown		120							1,632		1,752
Total	172	1,104	1,240	10,055	14,955	14,535	13,132	8,220	13,700	20,790	97,903

GLOSSARY

Airdraft (airdraught)	The maximum allowable height of vessel superstructure above normal water level, to give clearance for passing under bridges. Ad hoc factors may result in this height not being attainable
Beam	The width of a craft
British Waterways	Government-funded organisation tasked with administering much of the inland canal network of Great Britain, together with some natural rivers
Canal	Artificial watercourse cut through the terrain, usually with some flow of water and in non-level areas often interspersed with locks to enable craft to move between sections of different elevation
Capacity	Amount of cargo space available, measured in deadweight tonnes
Classification	Division of types of waterway and vessel according to specified characteristics that may include size or function. See 'ECMT' and 'MDS' below
Commercial freight	Freight (as defined below) that is carried for third parties, who bear the cost. Materials moved by a waterway authority for waterway maintenance purposes, in its own craft, are thereby excluded
Commercial waterway track	Waterway track that falls within the definition "able to accommodate craft of 50 tonnes or more carrying capacity"
Craft	Vessels able to carry freight or support the carriage of freight on inland waterways
Crane barge	Barge with a crane mounted aboard
Deadweight	The capacity of a vessel measured in terms of the weight of cargo that it can carry
DfT (Department for Transport) port group	The geographical region, by

	reference to a particular section of the UK coastline, to which a port belongs for DfT statistical purposes
Draft (draught)	The maximum depth of a vessel below water level: this measurement is usually of most relevance when the vessel is fully laden
Dumb	Without a form of independent propulsion: the term is used in relation to cargo-carrying vessels that have to be moved around by other craft
ECMT classification	European Conference of Transport Ministers classification of inland waterways. See footnote 1, page 3
Freight	Goods or cargoes
Government Office Region	A grouping of counties / unitary authorities for various Government purposes, including the provision of statistics
Jetty	A structure, usually at a right angle to the bank, that extends out over the water to allow vessels to moor alongside or at its end (say in deeper water): it is often a means of handling principally bulk cargoes but could be a layby jetty (see below)
Key waterway	One of the most significant and important waterways falling within the definition of a strategic waterway (see 'strategic waterway' below)
Layby jetty	A jetty (see above) that is not used in connection with cargo handling but at which a vessel can moor while awaiting a berth or suitable tidal conditions
Loch (sea loch, rather than a lake)	A natural watercourse in Scotland, fed by the sea and often a narrow inlet from the coast
MDS classification	A UK classification of waterways by size of craft that can be accommodated. See footnote 2, page 3
Narrowboat (Narrow boat)	Craft with a beam of approximately 7

	feet (2.1 metres) that is suitable for the lock parameters of the narrowest canals (the Narrow Canals)
Navigation authority	Organisation responsible for the administration, maintenance and regulatory control of a waterway
Port authority	Organisation responsible for administering a port; usually a statutory authority
Safeguarded wharf	A wharf that is viable or can be made viable for waterborne cargo handling, present or future, that is designated under the Secretary of State's safeguarding directions for wharves on the River Thames so that in planning terms it is protected for waterborne freight use
Strategic waterway	Waterway defined under the DfT definition of strategic waterways for freight
Tug	A vessel principally designed to push or pull (tow) other craft or vessels, that does not itself carry freight
Water depth	Depth of water available alongside a wharf. In tidal waters it will vary
Waterborne freight	Freight traffic, i.e. goods, carried by ships or barges over water
Wharf (wharves)	Waterside site(s) or structure(s) to handle the movement of cargoes between land and vessels or vice versa

Scottish Government

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

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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The TSUG is contributing to the production of the *Transport Yearbook 2008*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Transport Statistics Publications (as at March 2008)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

TSO

Mail, Telephone, Fax and E-mail
PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

TSO Shops – London, Belfast and Edinburgh

TSO@Blackwell and other Accredited Agents

Annual Reports

Transport Statistics Great Britain: 2007 Edition (ISBN: 978-0-11-552907-8)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Road Casualties in Great Britain: 2006 (ISBN: 978-0-11-552905-4)
Maritime Statistics: 2006 (ISBN: 978-0-11-552906-1)

See also TSO's virtual bookshop at: -

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

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the
Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics
National Rail Travel Survey
National Road Maintenance Condition Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Traffic in Great Britain ☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)117 987 8484
Road Casualties in Great Britain: Quarterly Provisional
Estimates
☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -

<http://www.dft.gov.uk/pgr/statistics>

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (020)7944 4846.