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International activity of UK-registered HGVs and UK activity of foreign-registered HGVs

This Statistical Release summarises the latest statistics on the international activity of UK HGVs. The information is derived from two continuous surveys run by the Department for Transport: the International Road Haulage Survey (IRHS) and the Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI)

This release also includes the latest results from the Department's RoRo survey on the number of UK and foreign-registered goods vehicles travelling to mainland Europe and latest data from Eurostat on the activity of foreign-registered HGVs in the UK.

This release is part of a suite of statistical releases on different aspects of the road freight industry.

Key results

- In 2010, the amount of goods lifted by UK-registered goods vehicles travelling to or from the UK was 10.6 million tonnes, a 10 per cent increase from the 2009 level.
- Excluding 'groupage' (the consolidation of several different types goods into a full load) the main categories of commodity exported by UK vehicles in 2010 were Foodstuffs (24 per cent of all tonnes lifted) and Chemicals, Machinery & Engines and Leather & Textiles (all 11 per cent).
- In 2009 and 2010, apart from UK-registered vehicles, Polish vehicles lifted the largest tonnage of goods into or out of the UK (6.3 million tonnes in 2009 and 7.3 million tonnes in 2010).

1. UK and foreign-registered goods vehicles travelling to mainland Europe

- **Chart 1** (Table [RORO0101](#)) shows that the number of goods vehicles (powered vehicles and unaccompanied trailers) travelling to mainland Europe rose by 4 per cent between 2009 and 2010 to 2.5 million. The number of UK-registered vehicles rose by 9 per cent (to 379,000) while the number of foreign-registered vehicles stayed level at 1.4 million.
- Since 2000 the total number of vehicles travelling to mainland Europe has risen by 6 per cent, foreign-registered vehicles have risen by 35 per cent while the number of UK-registered vehicles has fallen by 30 per cent.
- Of the foreign-registered vehicles travelling to mainland Europe in 2010, 250,000 were Polish-registered, followed by vehicles registered in the Netherlands (194,000), Germany (152,000) and France (132,000) (Table [RORO0201](#) and [RORO0202](#))

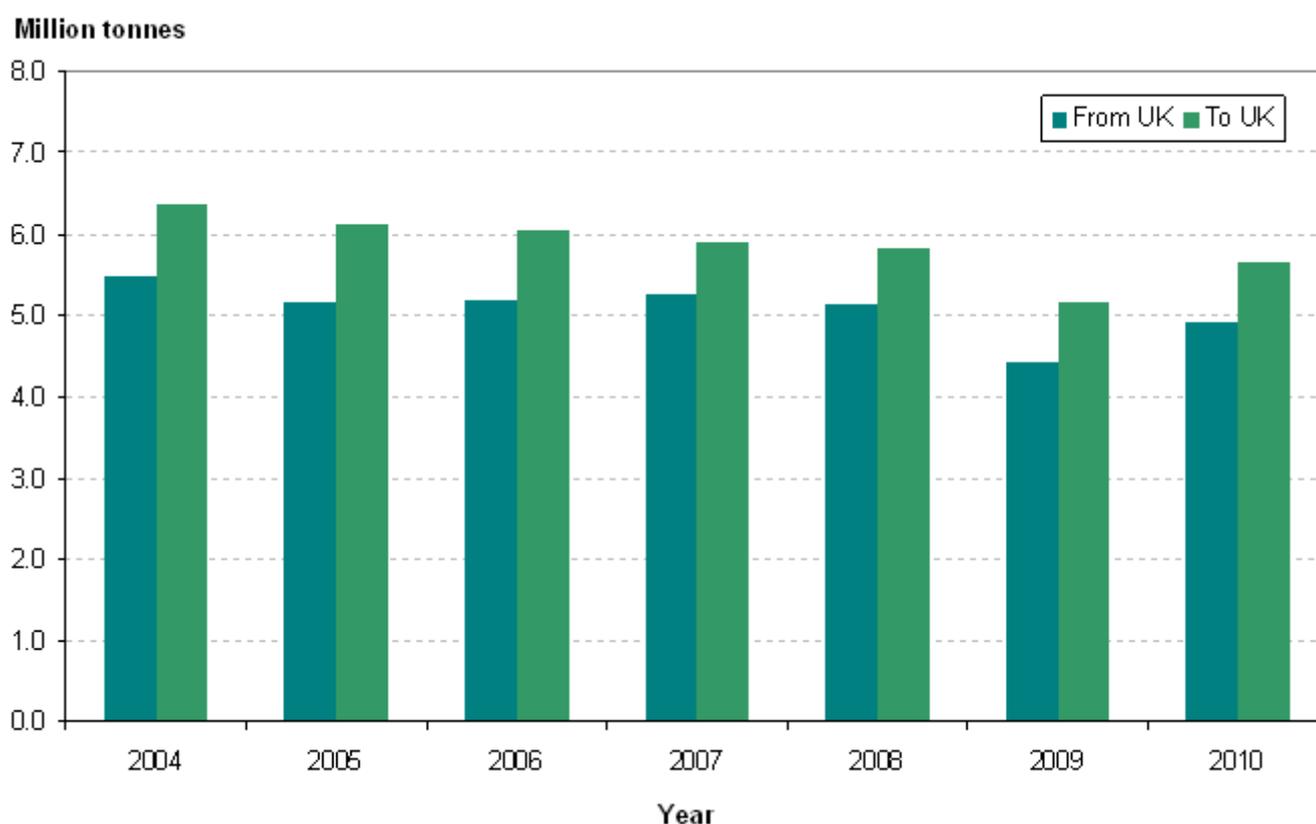
Chart 1: Heavy goods vehicles travelling to mainland Europe, 2000-2010



2. International activity of UK-registered HGVs

- Table RFS0201 shows that in 2010, the amount of goods lifted by UK-registered goods vehicles travelling to or from the UK (excluding vehicles travelling wholly within the island of Ireland) was 10.6 million tonnes, a 10 per cent increase from 9.6 million tonnes in 2009. This was the first year since 1999 that there had been a yearly increase in the total tonnes lifted.
- Of the 10.6 million tonnes, 4.9 million tonnes were exported, and 5.6 million tonnes were imported (**Chart 2**).
- There was also a 7 per cent increase in the amount of goods moved over the same period, from 6.7 billion tonne kilometres to 7.2 billion tonne kilometres.
- The average weight of consignments (both inward and outward) has generally been increasing since about 2000. In 2010, the average weight of consignments was 11.5 tonnes.

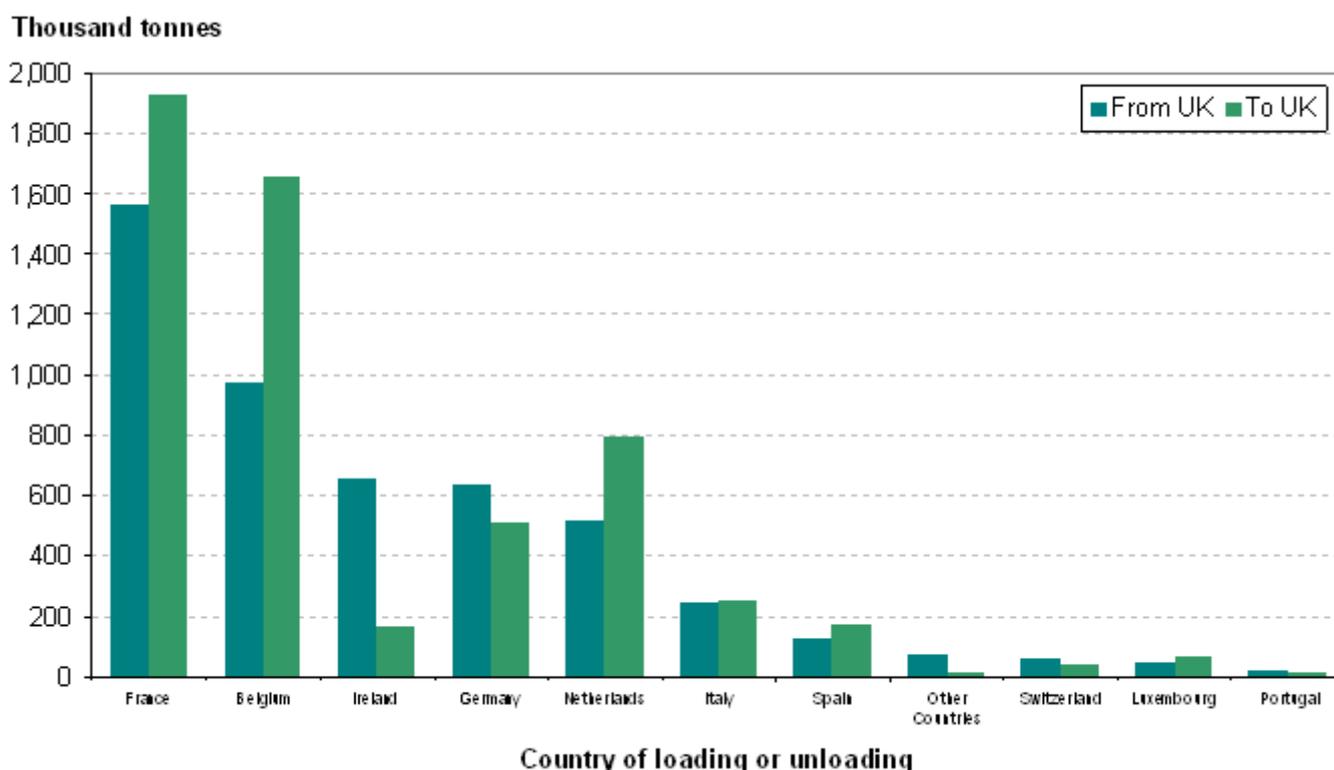
Chart 2: Goods lifted by UK-registered vehicles, 2004-2010



Source: IRHS and CSRGT NI, Department for Transport

- In 2010, 88 per cent of the tonnage leaving the UK in UK-registered vehicles was unloaded in one of five countries: France (32 per cent), Belgium (20 per cent), Germany and the Republic of Ireland (both 13 per cent) and the Netherlands (10 per cent). The same five countries represented the origin of 90 per cent of inward goods (**Chart 3** and Tables RFS0202 and RFS0203).

Chart 3: Goods lifted by UK-registered vehicles by country of loading or unloading, 2010

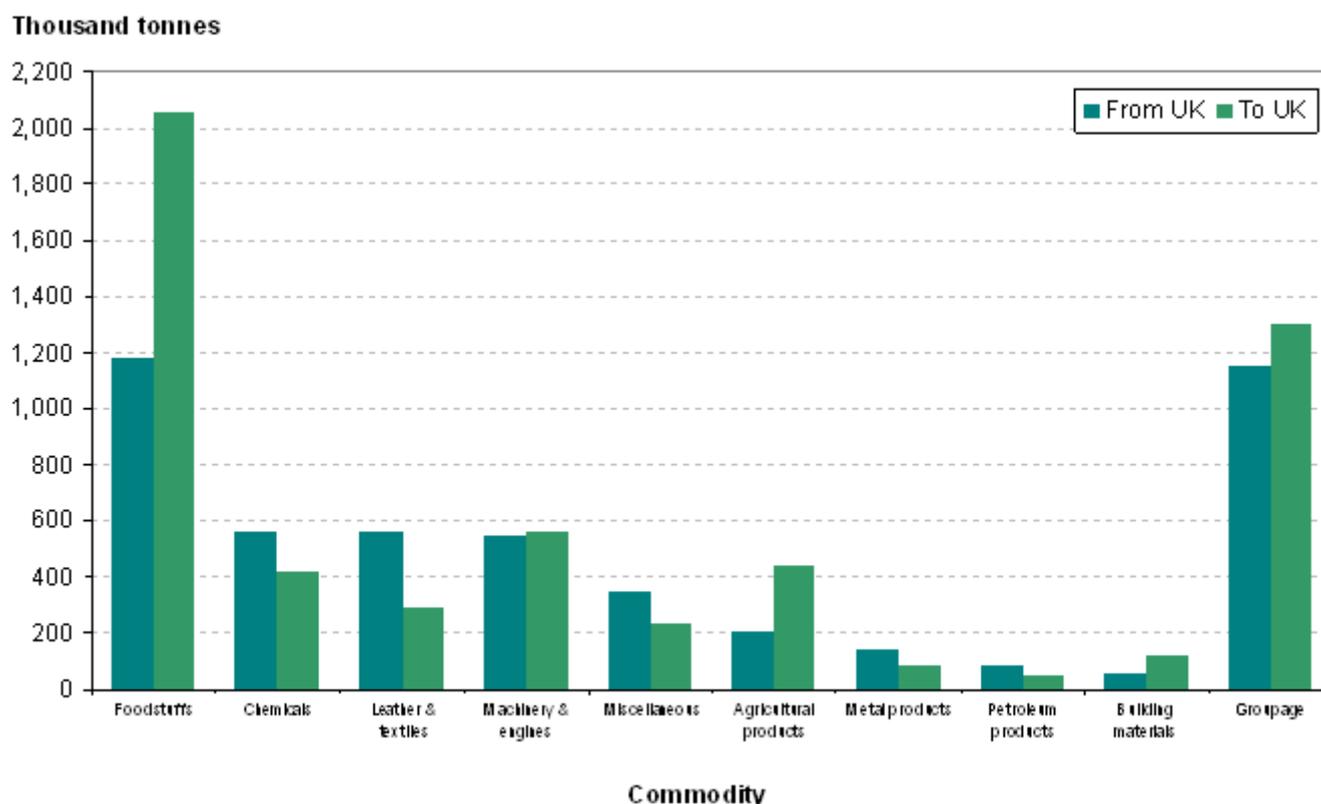


Source: IRHS and CSRG T NI, Department for Transport

3. Commodities carried by UK-registered vehicles

- Excluding 'groupage' (the consolidation of several different types goods into a full load), the main categories of commodity exported by UK vehicles in 2010 were Foodstuffs (24 per cent of all tonnes lifted), Chemicals, Machinery & Engines and Leather and Textiles (all 11 per cent).
- Excluding 'Groupage', the main imports were Foodstuffs (36 per cent), Machinery & Engines (10 per cent) and Agricultural Products (8 per cent) (**Chart 4** and Table RFS0206).

Chart 4: Goods lifted by UK-registered vehicles by commodity type, 2010

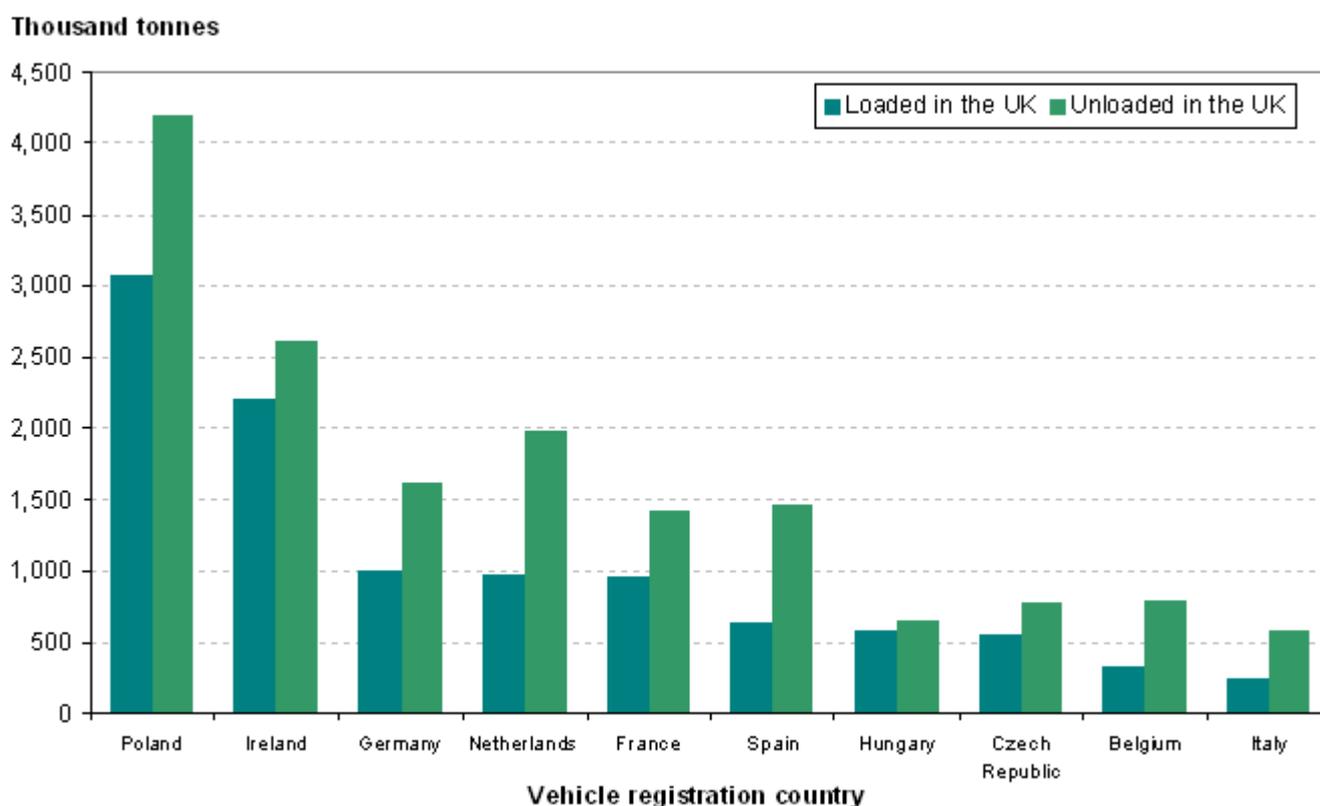


Source: IRHS and CSRG T NI, Department for Transport

4. Road haulage by foreign HGVs in the UK

- The data in Tables RFS0208 to RFS0212 are produced by Eurostat and show the latest available data on the [Eurostat Transport Statistics Database](#) for years 2002 to 2010.
- Tables RFS0208 to RFS0211 show goods lifted and moved to and from the UK by foreign HGVs. These tables are disaggregated by country of registration of the vehicle. The vehicle registration countries are primarily those of the EU27, although data for some non-EU countries, such as Croatia, Norway and Switzerland, are also available.
- For each year between 2002 and 2008 Irish HGVs carried the largest weight of goods into or out of the UK, mostly across the Irish Land Boundary between the Republic of Ireland and Northern Ireland. However, in 2009 and 2010, Polish HGVs lifted the largest tonnage of goods in total (6.3 million tonnes in 2009 and 7.3 million tonnes in 2010). Irish vehicles continued to carry significant quantities in 2010, as did Dutch, German, French and Spanish HGVs. (**Chart 5**).

Chart 5: Goods lifted in the UK by foreign-registered vehicles: by vehicle registration country, 2010



Source: Eurostat

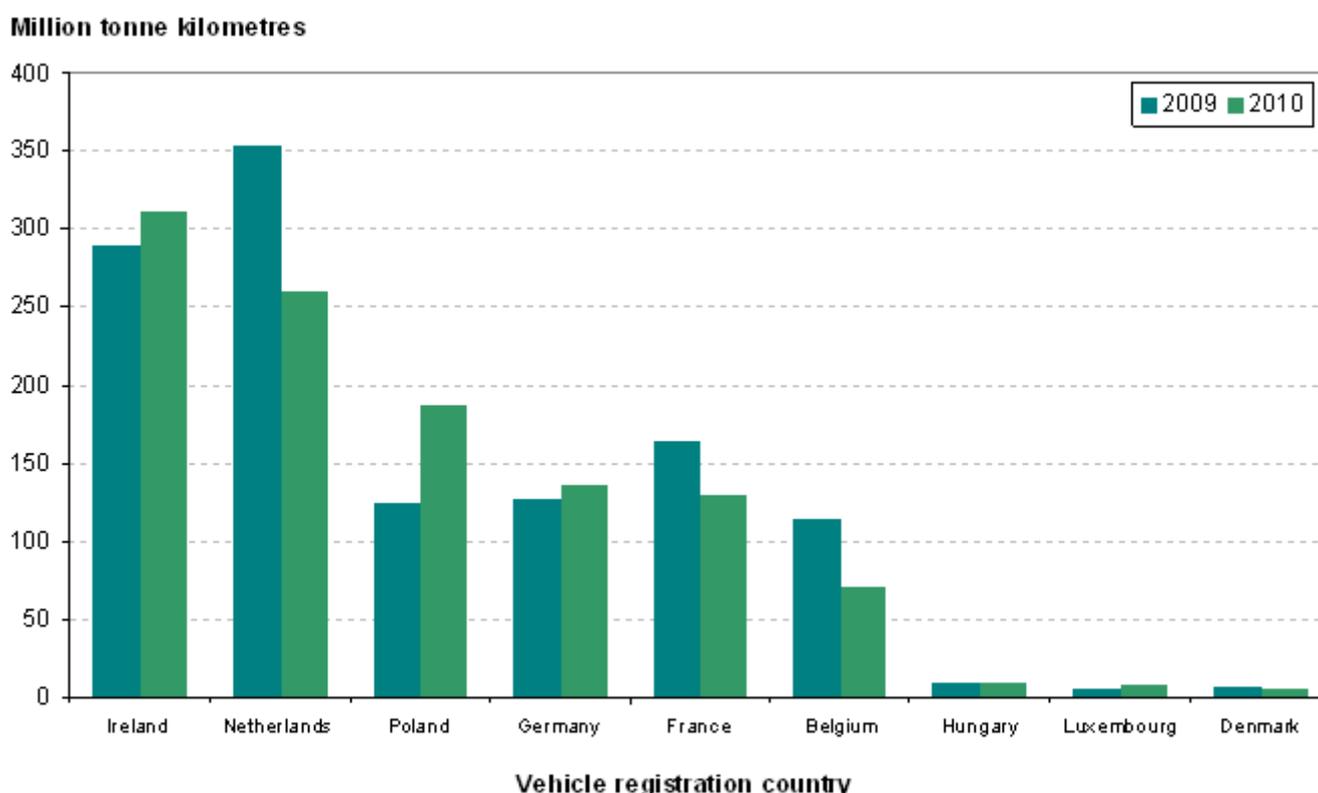
5. Cabotage within the UK

- The term 'cabotage' refers to road haulage solely within one country by a vehicle registered in another country. Table RFS0212 shows goods moved (tonne kilometres) within the UK undertaken by HGVs registered in other countries between 2000 and 2010.
- The overall level of cabotage goods moved in the UK was 1.2 billion tonne kilometres in 2010. This was a similar level to that in 2009, and 35 per cent lower than the peak in 2005. In 2010, cabotage represented less than one per cent of domestic HGV freight activity in the UK.
- In terms of tonnes moved, the major contributors to cabotage in the UK were vehicles from Ireland, Netherlands and Poland. These three countries accounted for over 60 per cent of cabotage in the UK. France, Germany and Belgium together accounted for most of the remaining cabotage (**Chart 6**).
- The amount of cabotage by Polish vehicles in UK more than tripled between 2004 and 2010 from 52 million tonne kilometres to 187 million tonne kilometres. Over the same period,

cabotage tonne kilometres by vehicles from the Netherlands dropped by 62 per cent.

- UK vehicles did approximately 143,000 tonne kilometres of cabotage in foreign countries in 2009, down from 243,000 in 2008.

Chart 6: Cabotage in the UK by vehicle registration country, 2010



Source: Eurostat

Detailed statistics on the international activity of UK registered HGVs and the activity of foreign-registered HGVs in the UK can be found on the [Road Freight Statistics](#) web page, table numbers [RFS0201 to RFS0212](#)

6. Background Notes

1. The web tables give further detail on the key results presented in this statistical release and statistics on other road freight topics, including the domestic activity of GB-registered HGVs. They are available here: <http://www.dft.gov.uk/statistics/series/road-freight/>
2. The statistics on vehicles travelling to mainland Europe are available on the 'Roll on Roll off International Freight' webpages via <http://www.dft.gov.uk/statistics/series/roll-on-roll-off-international-freight/>.

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3. The statistics on road freight undertaken by foreign-registered vehicles have been taken from the Eurostat Transport Database at:
<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>
 4. In 2009, the Department for Transport also undertook a survey of foreign vehicle activity in the UK. The results from this survey are available here:
<http://tna.europarchive.org/20110503185748/http://www.dft.gov.uk/pgr/statistics/datatablespublications/freight/foreignvehicle/>
 5. Guidance on the methods used to compile these statistics and further background information can be found in the Road Freight Statistics Notes and Definitions.
 6. National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs: <http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>
 7. Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: <http://assets.dft.gov.uk/statistics/series/road-freight/road-freight-pre-release-access.pdf>
 8. The next annual Road Freight Statistics release will be published in the autumn of 2012. It will contain statistics for 2011.