Domestic Waterborne Freight

Statistical Release

26 January 2012

Department for Transport

Waterborne Freight in the UK 2010

This publication provides information on freight traffic moved within the United Kingdom by water transport. The statistics cover inland waters traffic, traffic carried around the UK coast, one-port traffic to and from offshore installations and sea dredging. These statistics are updated annually.

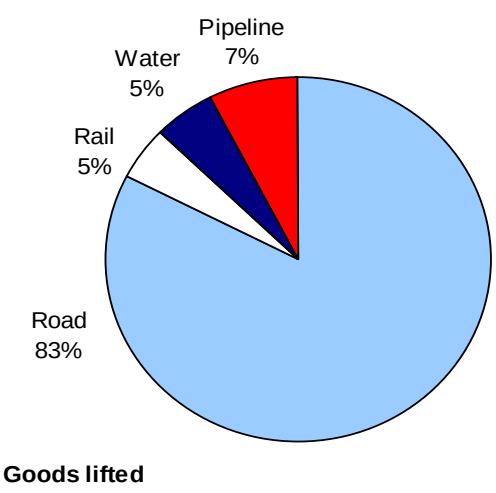
The key findings:

- Over the decade to 2010, goods lifted on UK waters fell by 23 per cent and goods moved fell by 37 per cent, but there were fluctuations up until 2005 for both goods moved and lifted. Since 2009, goods lifted and goods moved have fallen by 3 and 14 per cent respectively.
- In 2010, 71 per cent of goods moved on UK domestic waters was traffic around the coast; 26 per cent was one-port traffic (to or from offshore installations, or dredged materials) and 3 per cent was inland waters traffic (including both non-seagoing traffic and seagoing traffic crossing into inland waters).
- Since 2000, coastwise traffic has fallen by 18 per cent in terms of goods moved. In 2010, coastwise traffic fell by 14 per cent compared with 2009.
- One-port traffic has fallen by 64 per cent in the decade since 2000 in terms of goods moved. Traffic for 2010 was 15 per cent lower than in 2009.
- In the decade since 2000, inland waters traffic has fallen by 18 per cent. However, at 1.4 billion tonne-kilometres, inland waters traffic is 7 per cent higher than in 2009.
- Crude petroleum and petroleum products were the main type of cargo moved in 2010, accounting for 67 per cent of all waterborne freight moved.
- The River Thames was the busiest of the major inland waterways, with 0.55 billion tonne-kilometres of goods moved (40 per cent of inland waters total) in 2010. This was followed by the River Forth and the River Humber (both at 0.17 billion tonne-kilometres).

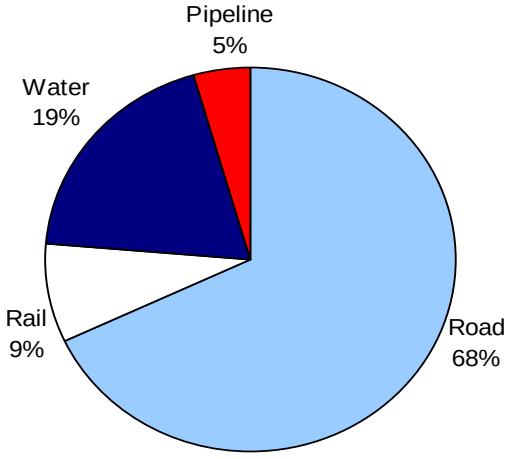
1. Overview of Domestic Waterborne Freight

Freight transport in the UK by mode, 2010

- Traffic on UK domestic waters accounted for 5 per cent (106 million tonnes) of all goods lifted and 19 per cent (42 billion tonne-km) of all goods moved, in the UK in 2010.



Goods lifted

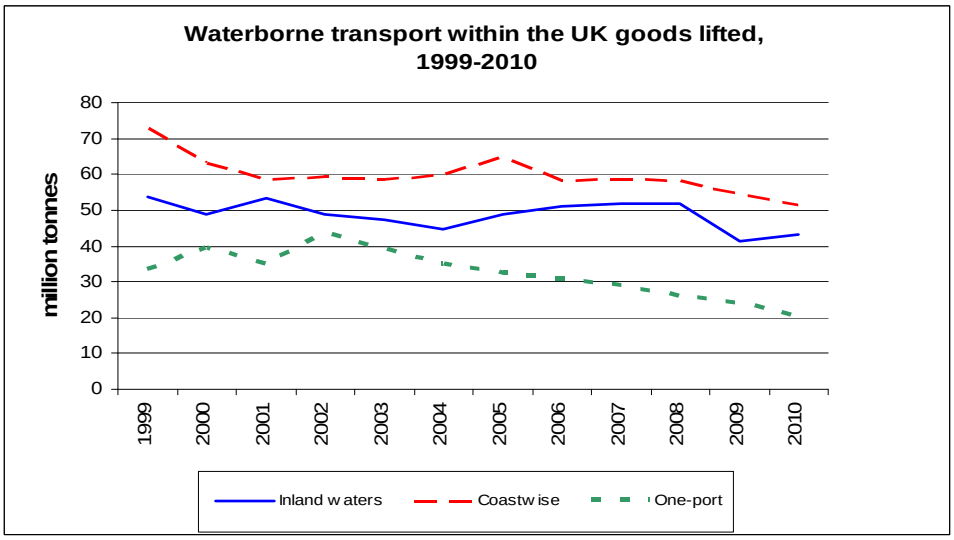


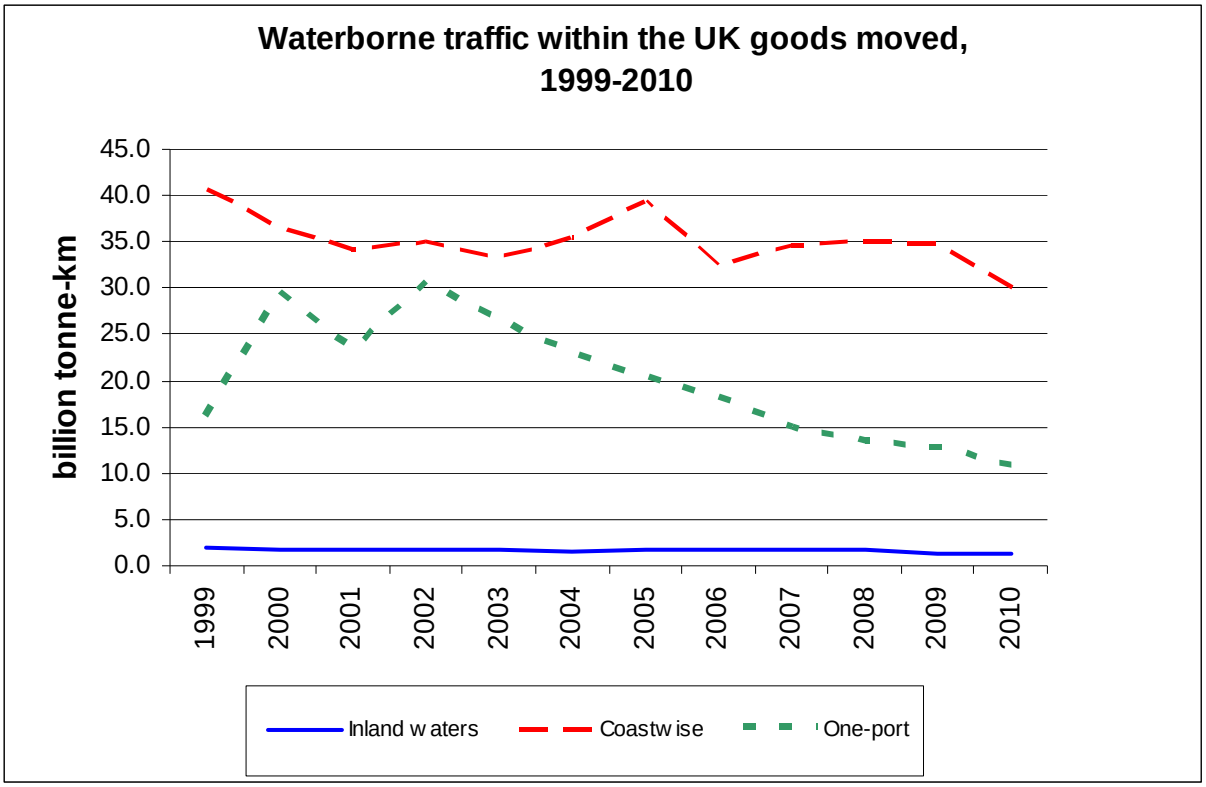
Goods moved

Traffic is measured both in terms of "goods lifted" (the tonnage of goods transported) and "goods moved" (the tonnage of goods lifted multiplied by the distance travelled and expressed as tonne-kilometres).

Domestic Waterborne Freight consists of:

- **Inland** waters traffic carried by barge or seagoing vessel on the inland waterways network (rivers and canals) accounting for 3 per cent of total goods moved in 2010;
- **Coastwise** traffic carried around the coast from one UK port to another (71% of goods moved in 2010); and
- **One-port** traffic to and from offshore locations - such as oil rigs - and sea dredging (26 per cent of goods moved in 2010).





2. Inland Waters Traffic

Inland waters traffic is carried by both barges and seagoing vessels along inland waters. It can be further categorised into *non-seagoing traffic* (i.e. internal traffic which is wholly within inland waters) and *seagoing traffic* which crosses into inland waterways from the sea (this can be further classified as coastal, foreign, and one port traffic).

Inland waters freight traffic 2010

- In 2010, traffic on UK inland waters increased by 4 per cent from 2009 to 43 million tonnes lifted and by 7 per cent to 1.4 billion tonne-km moved in 2010. *[Tables dwf0201, dwf0202 and dwf0203]*
- Foreign traffic, the largest component on inland waters, accounted for 31 million tonnes lifted (14 per cent higher than in 2009) and 1.0 billion tonne-km moved (18 per cent higher). *[Tables dwf0201, dwf0202 and dwf0203]*
- Coastwise traffic on inland waters totalled 6.0 million tonnes lifted (9 per cent lower than in 2009) and 0.2 billion tonne-km moved (6 per cent higher).

  [Tables dwf0201, dwf0202 and dwf0203]
- One-port traffic on inland waters totalled 3.0 million tonnes lifted (25 per cent lower than in 2009) and 0.1 billion tonne-km moved (28 per cent lower).

  [Tables dwf0201, dwf0202 and dwf0203]

- The leading areas for inland waters traffic in terms of goods lifted were Thames and Kent (40 per cent of total traffic), Scotland's East coast (20 per cent), Lancashire and Cumbria (13 per cent) and Humber (12 per cent). Humber, which has a large proportion of foreign tonnage (87 per cent), returned the second highest amount of goods moved after Thames and Kent. *[Tables dwf0201 and dwf0202]*
- Of the 43 million tonnes lifted in 2010, liquid bulk made up 37 per cent, dry bulk 31 per cent, and unitised traffic 22 per cent. In terms of goods moved, dry bulk made up 37 per cent, liquid bulk 30 per cent, and unitised traffic 23 per cent. *[Table dwf0204]*
- The mean length of haul of non-seagoing traffic was 47 kilometres in 2010. In this year, 35 per cent of cargo travelled 20 km or less whilst 21 per cent travelled more than 70 km. *[Table dwf0211]*

Inland waters freight traffic 2000 – 2010

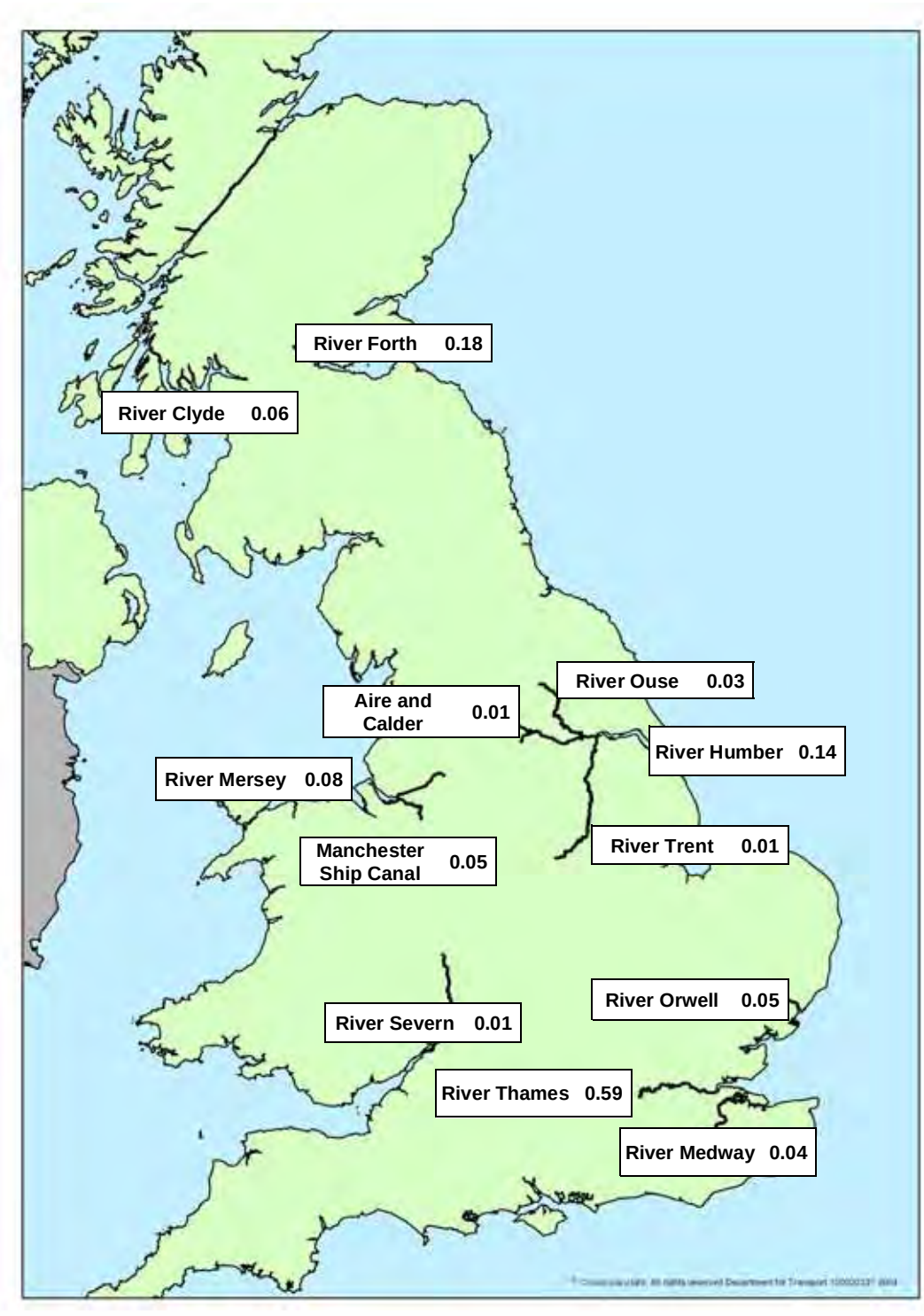
- Total traffic lifted on inland waters has declined by 12 per cent since 2000. Total traffic moved has declined by 18 per cent over the same period.
  [Tables dwf0203 and dwf0203]
- Liquid bulk was the largest cargo lifted on inland waters in 2010 (16 million tonnes lifted and 0.4 billion tonne-km moved). This type of traffic has fallen by 9 per cent since 2000 in terms of goods lifted but has risen by 5 per cent in terms of goods moved over this period. Over the same period dry bulk traffic has also fallen by 22 per cent to 14 million tonnes lifted and fallen by 32 per cent to 0.5 billion tonne-km moved.

  [Table dwf0204]
- Unitised traffic on inland waters totalled 10 million tonnes lifted (14 per cent higher than 2000) and 0.3 billion tonne-km moved (7 per cent higher than 2000).

  [Table dwf0204]

Major inland waterway routes - total goods moved 2010

billion tonne-kilometres



- The River Thames was the busiest inland waterway route in 2010, lifting 16 million tonnes (4 per cent lower than 2009) and moving 0.6 billion tonne-km (6 per cent lower than 2009) of internal and sea-going traffic. The second busiest was River Forth which lifted 8.2 million tonnes and moved 0.2 billion tonne-km. *[Tables dwf0207 and dwf0208]*

3. Coastwise Traffic

Coastwise traffic consists of the freight carried around the UK coast between sea ports in Great Britain, Northern Ireland, the Isle of Man and the Channel Islands.

- From 2009 to 2010, coastwise traffic between UK ports fell by 6 per cent to 51 million tonnes lifted while goods moved fell by 14 per cent to 30 billion tonne-km.

  [Tables dwf0301 and dwf0302]

- The largest regional share of coastwise traffic was loaded on Scotland's East Coast (accounting for 12 million tonnes lifted). In terms of goods moved,11 billion tonne-km was loaded on Scotland's East Coast.
- Lancashire and Cumbria ports discharged the most coastwise tonnage (10 million tonnes or 18 per cent of the total). *[Tables dwf0301 and dwf0302]*
- Liquid bulk was the largest component of coastwise traffic (30 million tonnes lifted and 22 billion tonne-km moved). *[Tables dwf0303 and dwf0304]*
- Coastwise traffic has fallen by 8 per cent in terms of goods lifted and by 17 per cent in terms of goods moved since 2000. *[Tables dwf0301 and dwf0302]*
- In 2010, North East ports recorded the largest increase of 1.0 million tonnes (11 per cent higher) since 2000. Ports in Scotland (largest in terms of total goods lifted in 2010) loaded 6 million tonnes (35 per cent) less tonnage than in 2000. *[Tables dwf0301]*

4. One-Port Traffic

This section includes traffic carried between UK offshore locations and UK ports. This is largely crude oil, sea-dredged aggregates and (until 1999) material dumped at sea.

- Cargoes lifted direct from UK offshore oil and gas installations in 2010 totalled 8 million tonnes (14 per cent lower than in 2009) and 8 billion tonne-km of goods moved (14 per cent lower). The vast majority of this traffic is crude oil.

  [Tables dwf0401 and dwf0402]

- Sea dredged aggregates landed at UK ports totalled 10 million tonnes (4 per cent lower than in 2009) and 0.6 billion tonne-km moved (10 per cent lower).

  [Tables dwf0401 and dwf0402]

- Traffic shipped from offshore installations has fallen by 60 per cent, both in terms of goods lifted and goods moved, since 2004.

  [Tables dwf0401 and dwf0402]

- Sea dredged aggregates have fallen by 33 per cent for goods lifted and 26 per cent for goods moved over the same period. *[Tables dwf0401 and dwf0402]*

- The average length of haul for coastwise and one-port oil traffic was 648 kilometres in 2009. This is a 7 per cent decrease on the 2009 figure (692 kilometres).

[Table dwf0502]

5. Strengths and weaknesses of the data

Most of the data for this release comes from our own *Port Freight Statistics*. This is a robust data source, for more information see http://www.dft.gov.uk/statistics/series/ports/.

The port freight statistics data does not always give a specific port or wharf instead it often gives the *statistical port* which is actually made up of several smaller ports of wharves (e.g Coryton is a component of the statistical port London). In order to make the inland tonne-kilometres more accurate, the specific port is sometimes estimated using data the Department already records on ship arrivals and knowledge of the cargo type handled at certain ports. However, these estimates will not have a major impact on the data, even if the port has been wrongly estimated, as all of the component ports are relatively close to the geographical location of the statistical port.

Some details of traffic coming from, or going to, *minor ports* are estimated, however, the total amount of traffic by cargo type is known for these ports. Therefore, the estimation is done in a way that is consistent with the totals and has little overall effect on the statistics.

From 2000 onwards more accurate recording of the routeing of crude oil shipments has resulted in differences in one-port and coastwise traffic compared with earlier years. See the Technical notes at: http://www.dft.gov.uk/statistics/series/domestic-waterborne-freight/.

Some of the data for internal inland waters traffic comes from an additional survey of barge operators. As far as is known, this is comprehensive, and efforts have been take to ensure that no double counting takes place between this and the data already collected from the port freight statistics. However, there is still a possibility that such traffic is not fully reported or is being doubled counted.

6. Glossary

There are three main traffic types of domestic waterborne freight in the UK:

Inland waters traffic: traffic carried by both barges and seagoing vessels along inland waters. Inland waters traffic can be further categorised into *non-seagoing traffic* (internal traffic) which is wholly within inland waters, and *seagoing traffic* which crosses into inland waterways from the sea (and which can be further classified as coastwise, foreign and one-port traffic).

Coastwise traffic: traffic carried around the UK coast.

One-port traffic: traffic to and from UK offshore installations, sea dredging and (before 1999) dumping.

Total traffic: the sum of coastwise traffic, one port traffic and the internal and foreign components of inland waters traffic. This avoids double counting (e.g. counting coastwise and one-port traffic entering inland waters as both (i) coastwise or one-port traffic and (ii) as inland waters traffic).

Traffic is measured both in terms of "goods lifted" (the tonnage of goods transported) and "goods moved" (the tonnage of goods lifted multiplied by the distance travelled and expressed as tonne-kilometres).

7. Further information

This release is a summary of a larger set of data tables, charts and documentation on seafarer statistics available from the Department for Transport web site at:

http://www.dft.gov.uk/statistics/series/domestic-waterborne-freight/

Other documents which form part of this release include a technical note describing the data sources, methods, definitions and data issues in more detail

http://www.dft.gov.uk/statistics/series/domestic-waterborne-freight/dwf-2010-technical-note.pdf

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

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/domestic-waterborne-freight/dwf-pre-release.pdf

The next update in this annual series is due before the end of 2012.