

## Domestic activity of GB-registered heavy goods vehicles

This Statistical Release summarises the latest road freight statistics from the Continuing Survey of Road Goods Transport (CSRGT). The survey measures the activity of GB-registered heavy goods vehicles (HGVs) operating in the UK.

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



Key results	1
1. Overall trends in domestic road freight	2
2. Road freight and broader economic activity	2
3. Commodities	3
4. Activity by different types of vehicle	4
5. Trends in own account and public haulage	5
6. Fuel consumption of HGVs	6
7. Background notes	6

### Key results

- Between 2009 and 2010, the amount of goods moved by GB-registered HGVs operating in the UK increased by 11 per cent to 139 billion tonne kilometres.
- Over the same period, the amount of goods lifted increased by 10 per cent to 1,489 million tonnes and vehicle kilometres increased by 4 per cent to 18.8 billion vehicle kilometres (11.7 billion vehicle miles).
- Since the 1990s there has been a change in the type of vehicle accounting for HGV activity. The percentage share of goods moved by rigid vehicles declined from 31 per cent in 1990 to 24 per cent in 2000 and to 22 per cent in 2010.
- The amount of goods lifted by public haulage operators increased by 16 per cent between 2009 and 2010. The amount lifted by own account operators also increased, by 3 per cent over the same period.

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### FURTHER INFORMATION

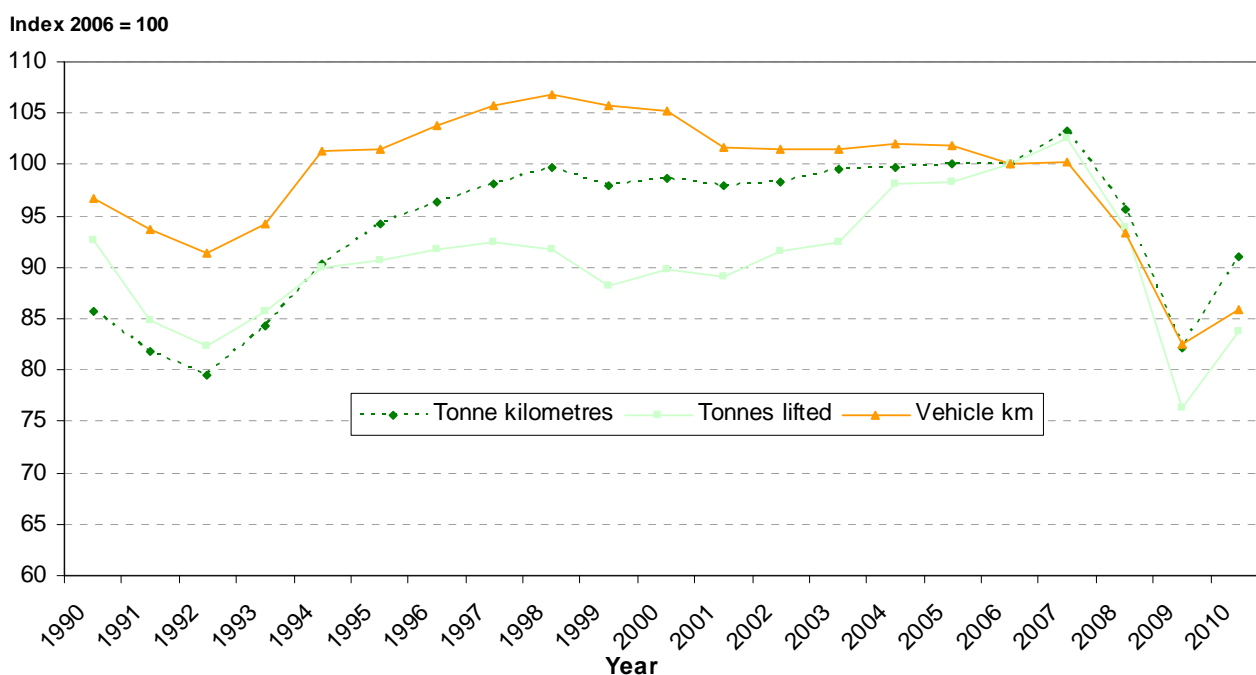
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## 1. Overall trends in domestic road freight

- Between 2009 and 2010, the amount of goods moved by GB-registered HGVs operating in the UK increased by 11 per cent to 139 billion tonne kilometres. 'Goods moved' is a measure of activity taking into account the weight of the load and distance through which it is hauled.
- Over the same period, the amount of goods lifted increased by 10 per cent to 1,489 million tonnes and vehicle kilometres increased by 4 per cent to 18.8 billion vehicle kilometres (11.7 billion vehicle miles) (**Chart 1** and Table RFS0101).
- The amount of goods lifted in 2010 was 7 per cent lower than in 2000, and the amount of goods moved was 8 per cent lower than in 2000.

**Chart 1: Tonne kilometres, tonnes lifted and vehicle kilometres by GB-registered HGVs, 1990-2010**



Source: CSRG, DfT

- The average length of haul for HGVs has increased by 17 per cent since 1990 to 93 kilometres (58 miles) in 2010. The average length of haul for articulated vehicles at 122 kilometres (76 miles) is longer than rigid (51 kilometres, or 32 miles) (Table RFS0105).

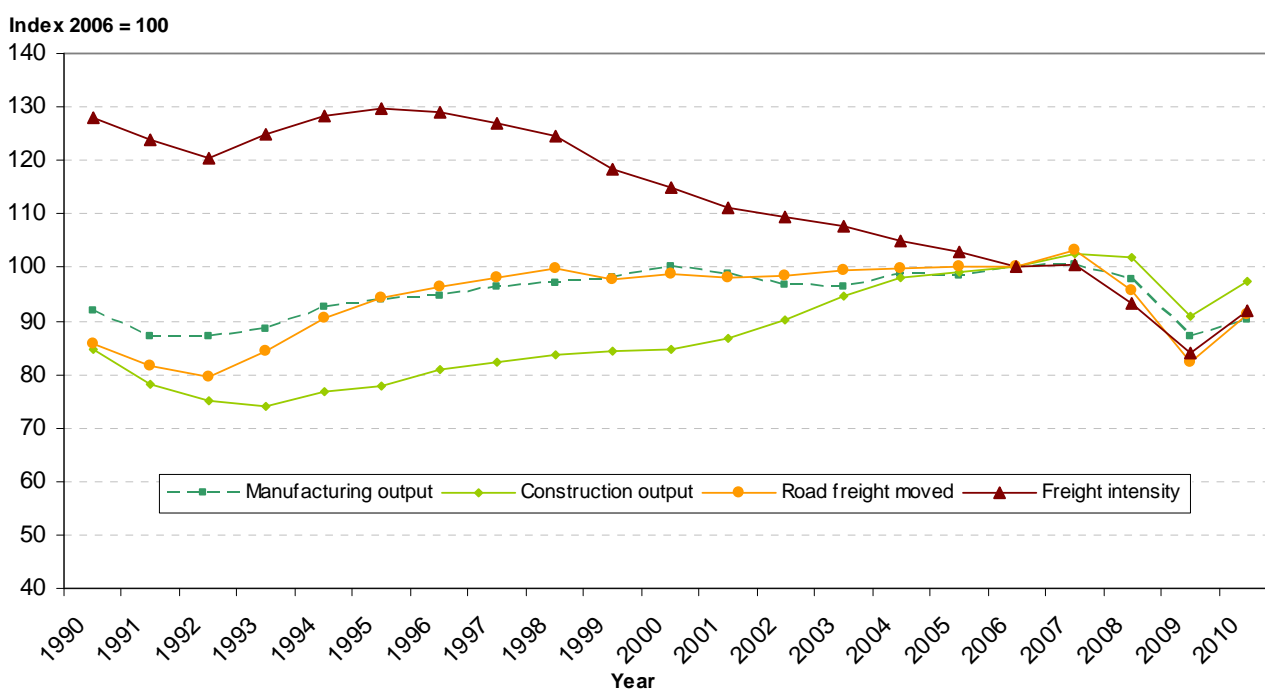
## 2. Road freight and broader economic activity

- **Chart 2** and Table RFS0102 show that over the last five years, the trend in the amount of

goods moved by road (tonne kilometres) has been in line with construction and manufacturing output measures.

- From 1995 to 2009, tonne kilometres increased more slowly than GDP and this is reflected in the decreasing trend of the freight intensity index (the movement in tonne kilometres relative to GDP) in **Chart 2**. However, in 2010 there was a 1 per cent rise in GDP over the previous year compared to an 11 per cent rise in the amount of road freight moved.

**Chart 2: Road freight moved and economic indicators, 1990-2010**

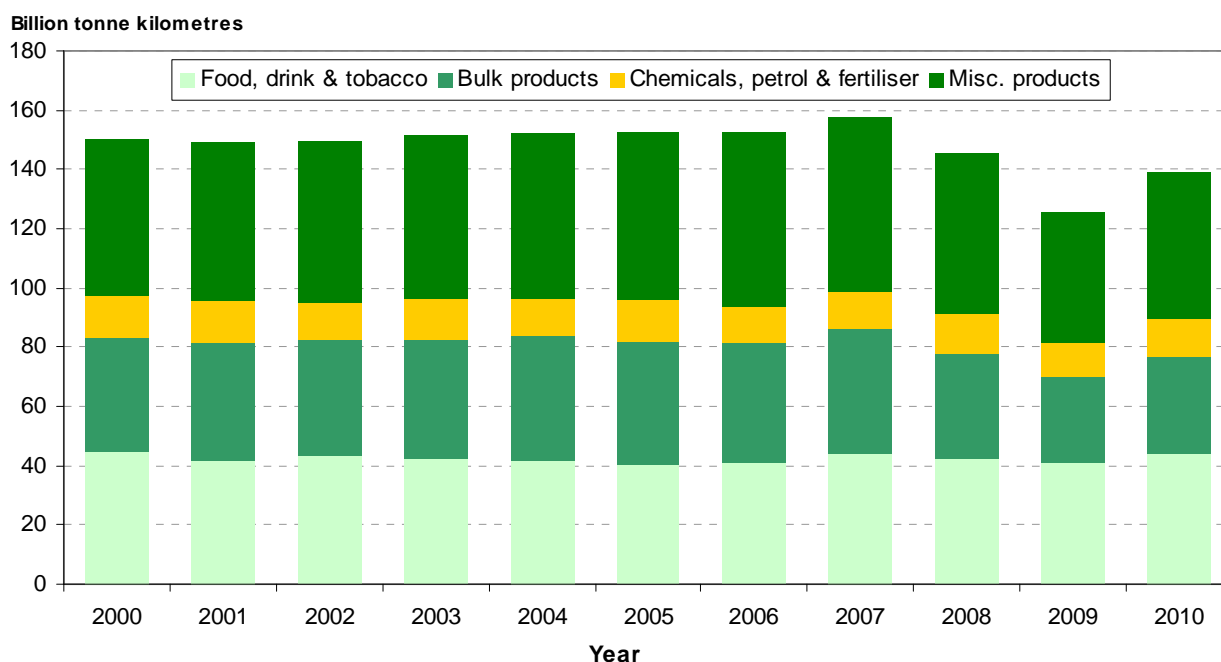


Source: CSRG, DfT and National Accounts, ONS

### 3. Commodities

- In 2010, the commodity group with the largest share of the goods moved (tonne kilometres) was 'Miscellaneous Products', which accounted for 36 per cent of goods moved. This commodity group includes machinery and transport equipment, other metal products and miscellaneous articles (Table RFS0104).
- Following decreases between 2008 and 2009 in the amount of goods moved in the four broad commodity groups shown, between 2009 and 2010 all four groups showed an increase. 'Bulk Products', 'Chemicals, Petrol and Fertiliser' and 'Miscellaneous Products' all increased by 13 per cent over this period (**Chart 3**).

**Chart 3: Goods moved by GB-registered HGVs, by commodity, 2000-2010**

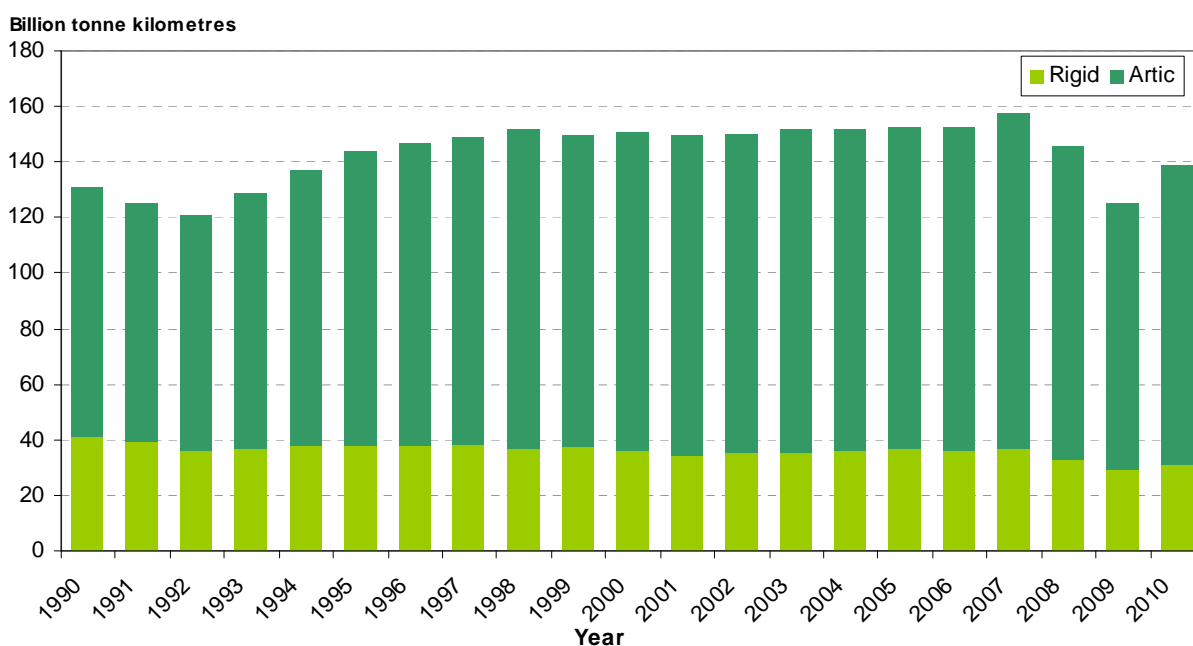


Source: CSRG, DfT

#### 4. Activity by different types of vehicle

- Since the 1990s there has been a change in the type of vehicle accounting for HGV activity. The percentage share of freight moved by rigid vehicles declined from 31 per cent in 1990 to 24 per cent in 2000, and to 22 per cent in 2010 (**Chart 4** and RFS0107).

**Chart 4: Goods moved by GB-registered HGVs, by type of vehicle, 1990-2010**



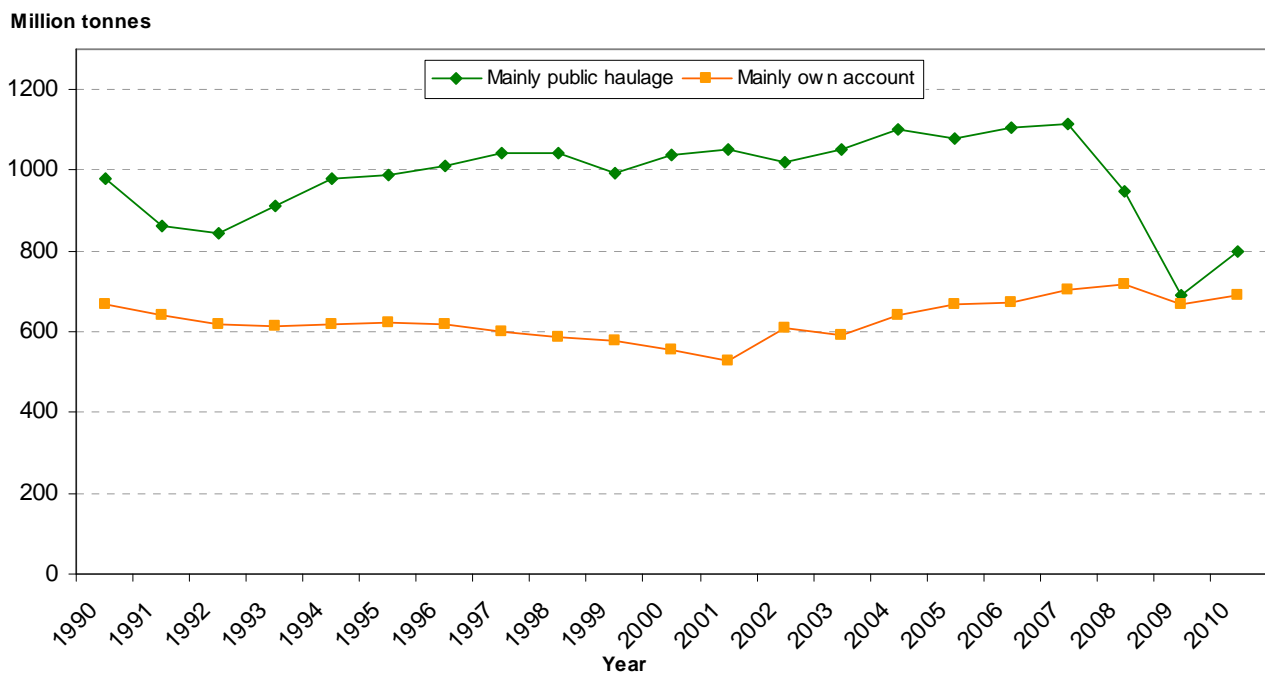
Source: CSRG, DfT

- Since 1990 the amount of goods moved by rigid vehicles has decreased by 24 per cent compared to a 20 per cent increase in the amount of goods moved by articulated vehicles.
- While the amount of goods moved by rigid vehicles as a whole has decreased, the amount moved by large rigid HGVS (those over 25 tonnes) has increased by over 50 per cent between 1990 and 2010.

## 5. Trends in own account and public haulage

- Road freight activity in Great Britain is split between own account and public haulage operators. **Chart 5** shows that the amount of goods lifted by public haulage operators increased by 16 per cent between 2009 and 2010. The amount lifted by own account operators also increased, by 3 per cent over the same period (RFS0108).

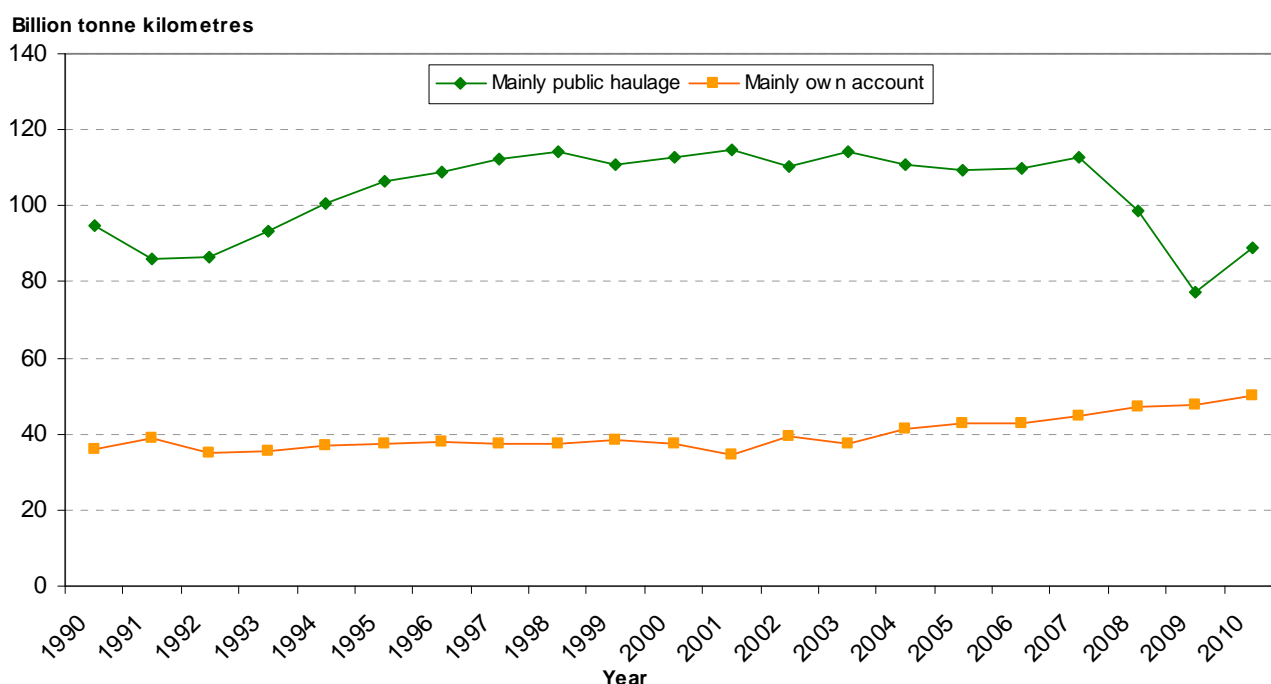
**Chart 5: Goods lifted by GB-registered HGVs, by mode of working, 1990-2010**



Source: CSRG, DfT

- **Chart 6** shows that between 2009 and 2010 the amount of goods moved by own account and public haulage operators also rose (by 5 per cent and 15 per cent respectively).
- The amount of goods moved by public haulage in 2010 was at a level similar to that in 1992, but the level of goods moved by own account hauliers was at its highest level over the same period.

**Chart 6: Goods moved by GB-registered HGVs, by mode of working, 1990-2010**



Source: CSRGT, DfT

- The percentage of goods moved by own account operators in 2009 was 38 per cent and in 2010 the figure was 36 per cent. These were the highest percentage shares since the early 1980s.

## 6. Fuel consumption of HGVs

- RFS0141 shows fuel consumption for different road freight vehicle types. In 2010 rigid vehicles travelled on average 9.1 miles per gallon (mpg) while articulated vehicles travelled 7.6 mpg. These figures were similar to the fuel consumption rates in 2009.

Detailed statistics on domestic road freight can be found on the [Road Freight Statistics](#) web page, table numbers [RFS0101 to RFS0143](#)

## 7. Background Notes

1. The figures in this release are derived from the Continuing Survey of Road Goods Transport Great Britain (CSRGT GB). All statistics included in this release are for HGVs registered in Great Britain only. The statistics exclude HGVs registered in Northern Ireland, foreign-registered vehicles and vehicles 3.5 tonnes or less gross vehicle weight (Light Goods Vehicles).

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2. A set of web tables give further detail on the key results presented in this statistical release and statistics on other road freight topics, including the international activity of UK-registered HGVs. They are available here: <http://www.dft.gov.uk/statistics/series/road-freight/>
  3. Users should note that CSRGT GB statistics for 2006 to 2009 have been revised in this release, following revisions to the vehicle licensing statistics in December 2010. For full details on the revisions, as well as other guidance on the methods used to compile these statistics and background information, please see the Notes and Definitions.
  4. 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>
  5. 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>
  6. The next annual Road Freight Statistics release will be published in the autumn of 2012. It will contain statistics for 2011.