



Freight

This section contains data relating to trends in the methods used to transport goods around Great Britain and the type of goods that are being transported. It also considers the efficiency of the road freight industry, which is responsible for the majority of tonnage delivered.

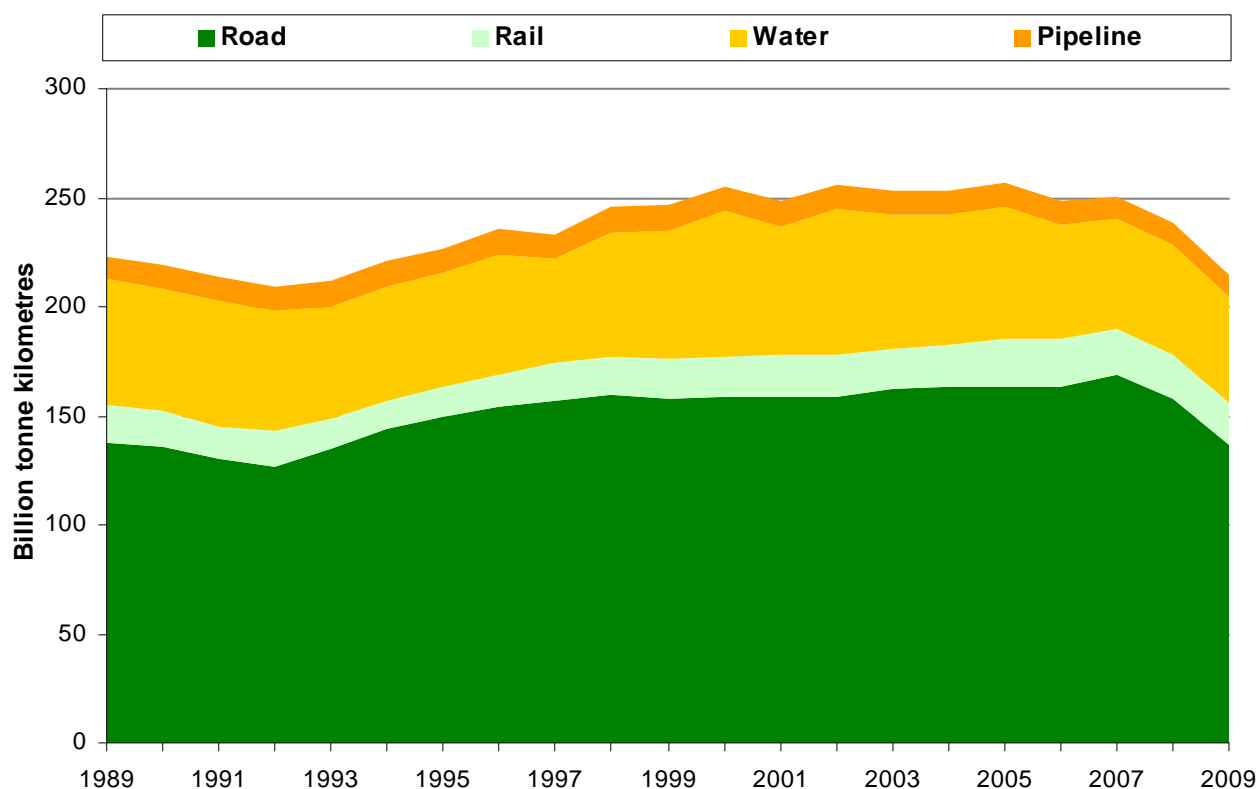
Freight includes:

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

Overall freight levels by mode

Chart 1: Domestic freight moved by mode: 1989 to 2009, Great Britain

([Table TSGB0401](#))



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

- In 2009, the level of domestic freight was at broadly the same level as in 1991, at around 215 billion tonnes kilometres (**Chart 1**).

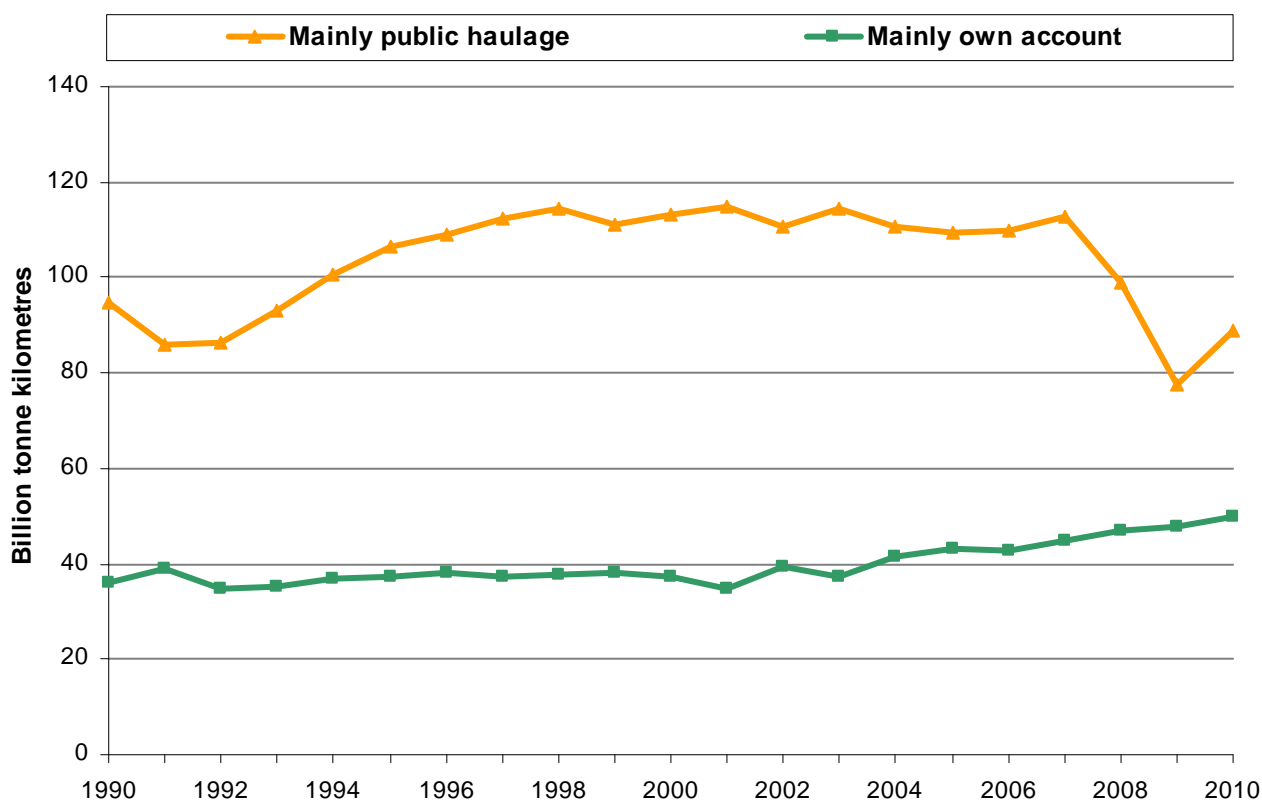
- Since the late-1980s, more than 60 per cent of goods have been moved by road, although the amount of goods moved by road decreased by 13 per cent between 2008 and 2009 to 137 billion tonnes kilometres and rose to 151 billion tonne kilometres in 2010.
- Goods moved by rail account for around 9 per cent of all goods moved. 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 around 11 billion tonne kilometres.

Domestic road freight activity by British and foreign-registered HGVs

- Domestic road freight activity is split between own account and public haulage operators. Between 2009 and 2010 the amount of goods moved by own account and public haulage operators rose (by 5 per cent and 15 per cent respectively)

Chart 2: Domestic freight moved by GB-registered goods vehicles over 3.5 tonnes, by mode of working: 1990–2010

([Table TSGB0407](#))



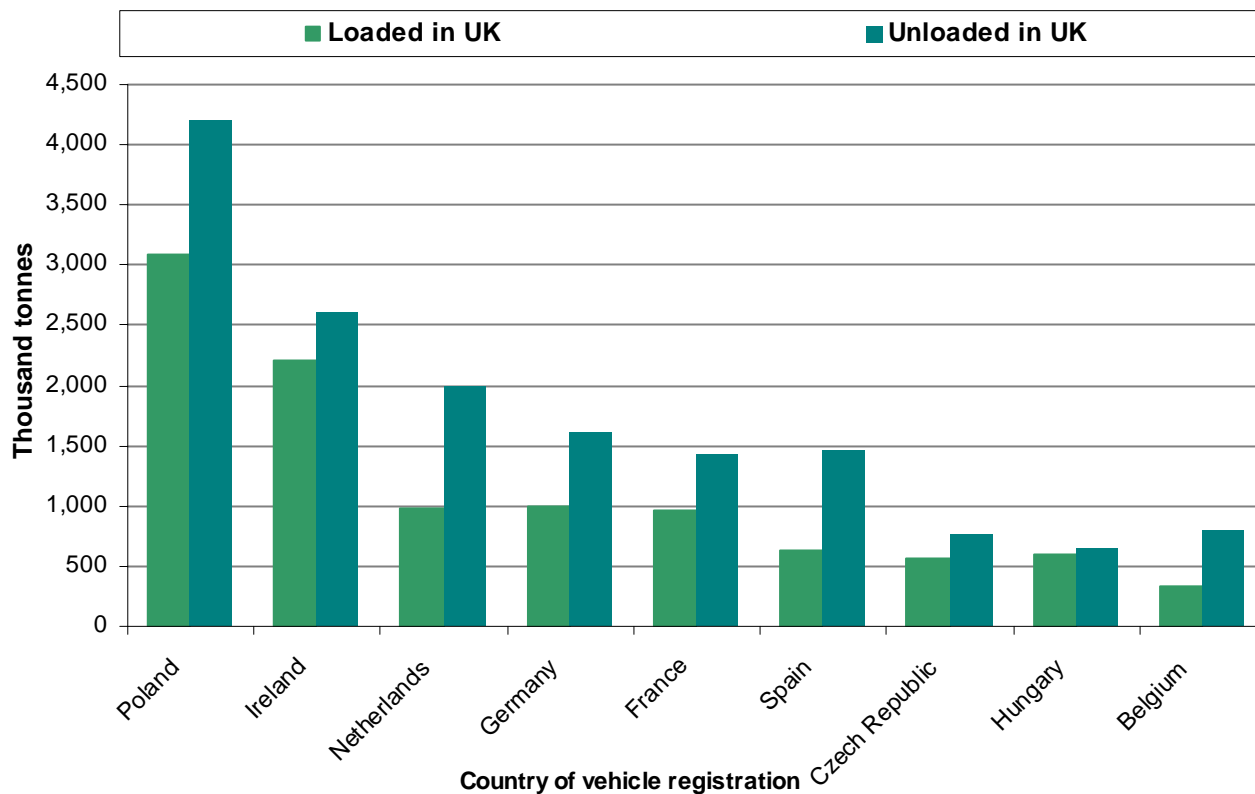
Source: Continuing Survey of Road Goods Transport Great Britain, Department for Transport

- 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 2**).

- Information compiled by Eurostat on the amount of international road haulage carried out by foreign HGVs show that, in 2010, foreign-registered HGVs loaded 12.4 million tonnes of goods and unloaded 18.6 million tonnes of goods in UK (**Chart 3**).

Chart 3: Goods loaded or unloaded in the UK by foreign-registered goods vehicles over 3.5 tonnes: 2010

(Tables [TSGB0413](#) and [TSGB0414](#))



Source: Eurostat

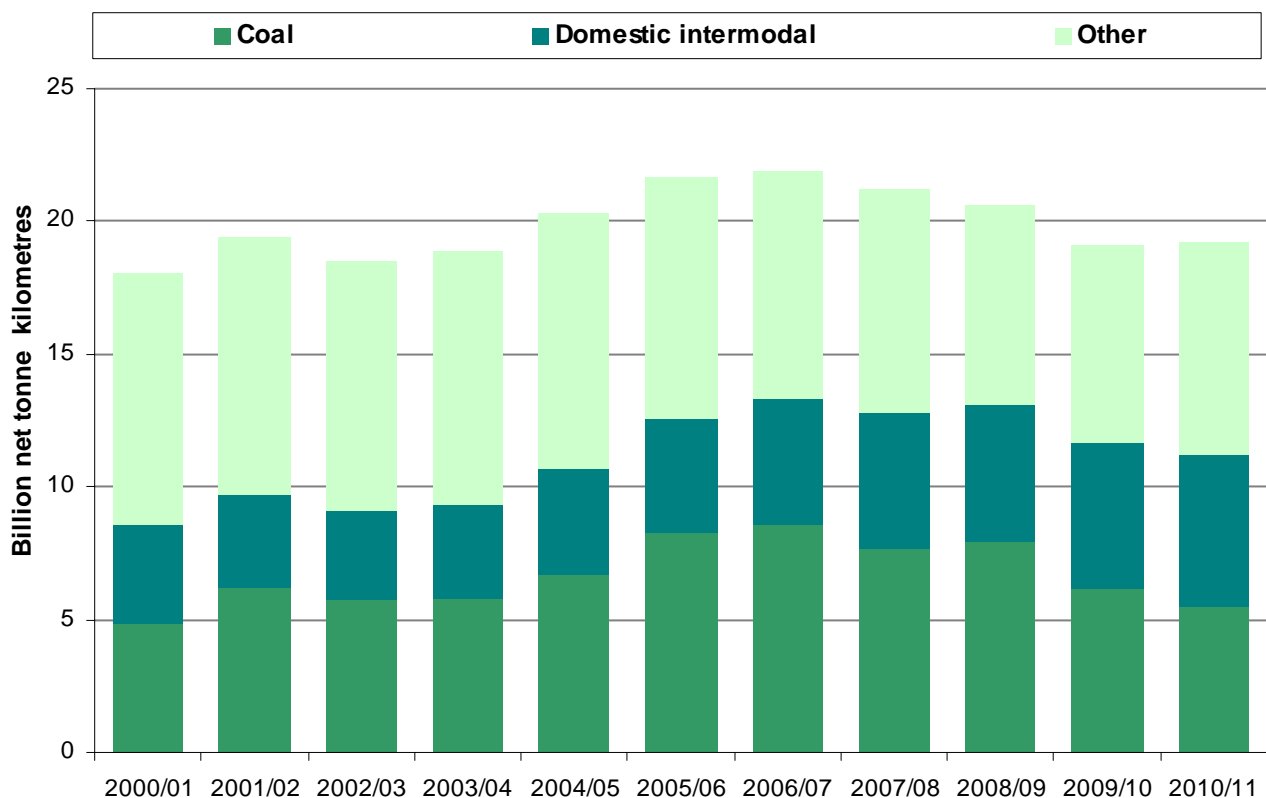
- Significant contributors to these totals include Polish vehicles, that loaded 3.1 million tonnes and unloaded 4.2 million tonnes, and vehicles from the Republic of Ireland that loaded 2.2 million tonnes and unloaded 2.6 million tonnes in the UK.

Rail freight activity

- Goods moved by rail had declined in the three years to 2009/10. The amount of freight moved in 2009/10 was 19.1 billion net tonne kilometres, a 7.6 per cent decrease from 2008/09. However, there was a slight increase to 19.2 billion net tonne kilometres moved by rail in 2010/11.
- In 2010/11, coal and domestic intermodal commodities accounted for nearly 60 per cent of goods moved by rail.

Chart 4: Goods moved by rail, by commodity: 2000/01 to 2010/11

([Table TSGB0422](#))



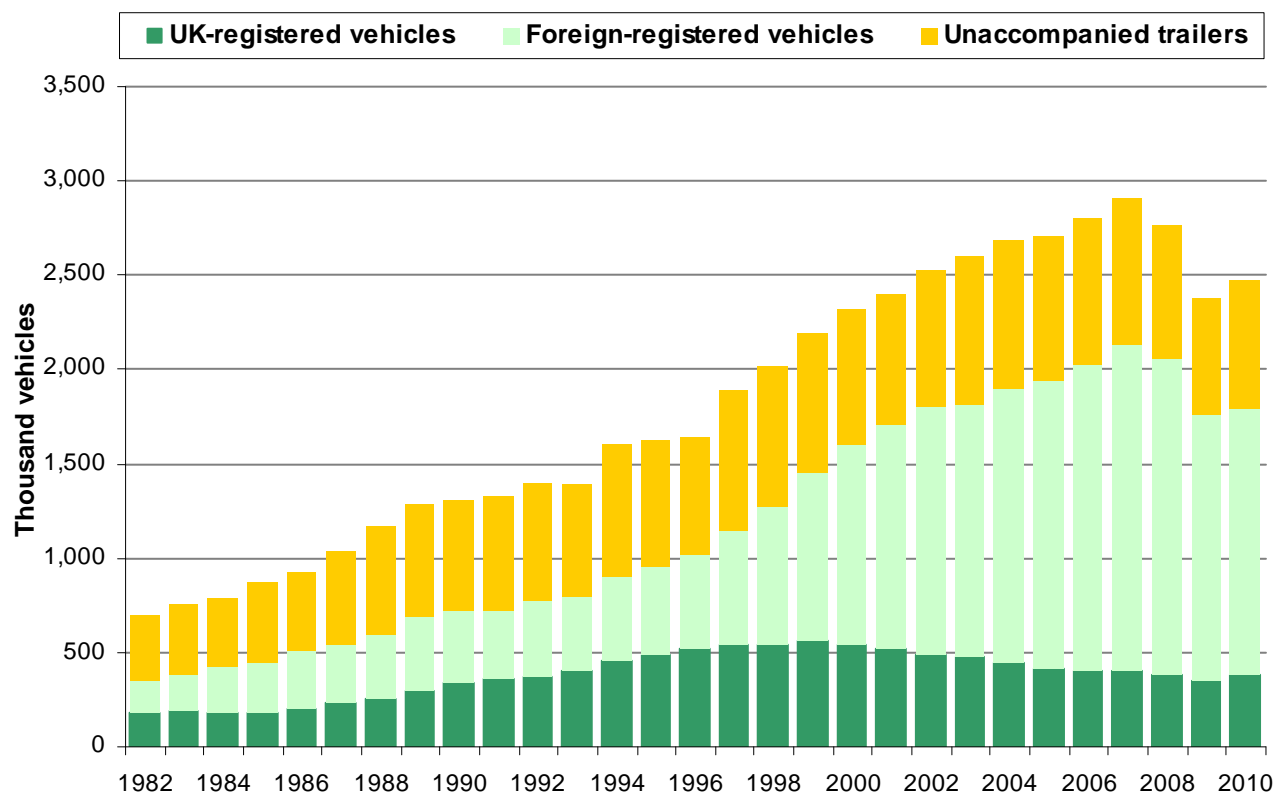
Source: Office of Rail Regulation

- The weight of goods lifted by rail has fallen by 42 per cent since 1980/81, from 154 to 90 million tonnes. However, between 2009/10 to 2010/11 there was a 3 per cent increase in goods lifted by rail.

Road goods vehicles travelling to mainland Europe

- In 2010, 2.47 million goods vehicles travelled from Great Britain to mainland Europe, 4 per cent higher than the 2009 total and 76 per cent higher than in 1992.
- This figure was made up of 1.79 million powered vehicles, up 2 per cent from 2009 and up 133 per cent from 1992, and 673 thousand unaccompanied trailers, up 10 per cent from 2009 and up 7 per cent from 1992.
- Of the powered goods vehicles 21 per cent (379 thousand) were UK-registered, a small rise on the 2009 share of 20 per cent.
- Since the early 1990s there has been a significant rise in the number of foreign registered goods vehicles, from 394 thousand in 1992 to 1.4 million in 2010.
- Of these foreign registered goods vehicles the majority were from Poland (250 thousand), followed by the Netherlands (194 thousand) and Germany (152 thousand).

Chart 5: Roll-on/Roll-off ferry and Channel Tunnel traffic: 1982 to 2010, Great Britain
(Tables [TSGB0425](#) and [TSGB0426](#))



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

Background notes

Full guidance on the methods used to compile these statistics and their sources can be found in the [Freight Notes and Definitions](#).