



Road goods vehicles travelling to mainland Europe: October to December 2012 (Quarter 4)



This Statistical Release summarises results from the survey of road goods vehicles travelling to mainland Europe from Great Britain. It includes all the main ferry routes between Great Britain and mainland Europe. Ferry routes between Great Britain and Northern Ireland or the Republic of Ireland are not included.

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Key findings include:-

2012:-

- There were 2.43 million **goods vehicles** travelling from Great Britain to mainland Europe in 2012. This is a 1.7 per cent decline compared to 2011 and 16 per cent lower than the peak in 2007.
- Of these goods vehicles, 1.81 million were **powered vehicles** and 619 thousand were **unaccompanied trailers**. Powered vehicles are at a similar level to 2011 whereas unaccompanied trailers have fallen by 6.2 per cent.

Quarter 4 2012:-

- During quarter 4 2012, 604 thousand **goods vehicles** travelled from Great Britain to mainland Europe, of which 451 thousand were **powered vehicles** and 153 thousand were **unaccompanied trailers**.
- **Powered vehicles** have increased slightly compared to quarter 4 2011 (up by 0.9 per cent) whereas **unaccompanied trailers** have fallen slightly (down 1.6 per cent).

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1. Road goods vehicles travelling to mainland Europe

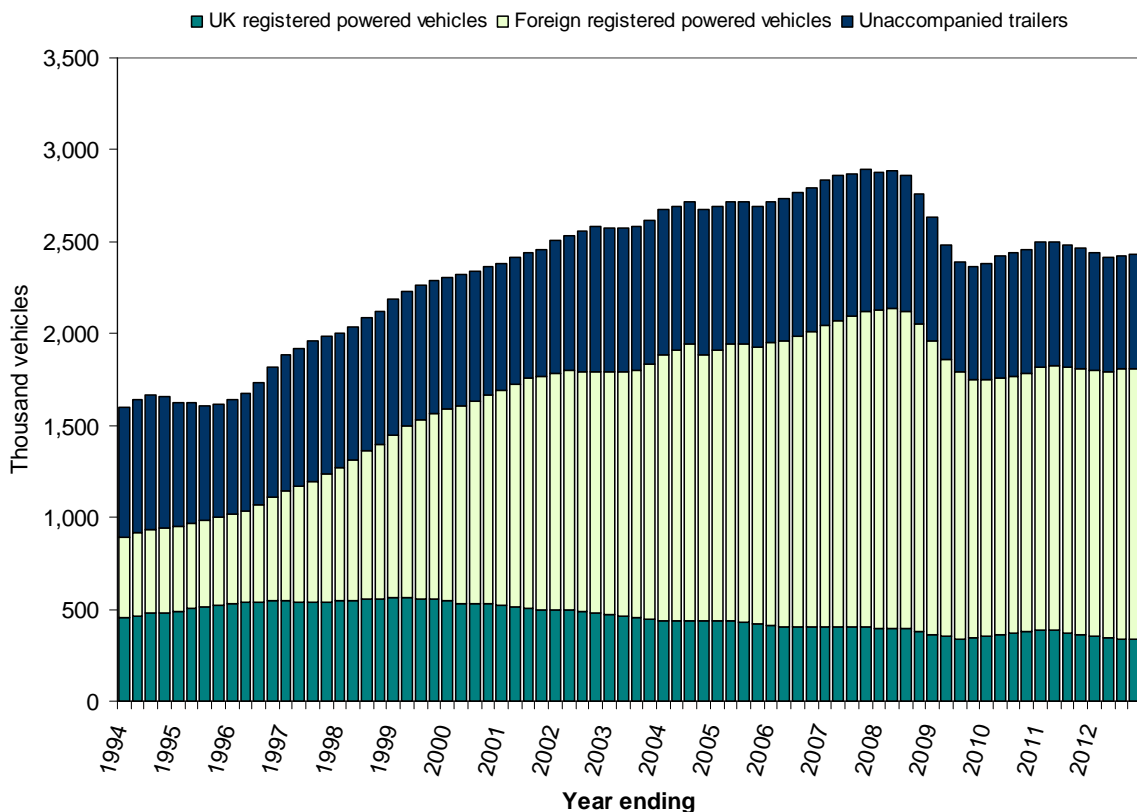
1.1 Annual (2012)

- There were 2.43 million **goods vehicles** travelling from Great Britain to mainland Europe in 2012. This is a 1.7 per cent decline compared to 2011 and 16 per cent lower than the peak in 2007. However, the number of goods vehicles travelling from Great Britain to mainland Europe has increased by nearly 74 percent in the last 20 years.
- Of these goods vehicles, 1.81 million were **powered vehicles** and 619 thousand were **unaccompanied trailers**. Powered vehicles are at a similar level to 2011 whereas unaccompanied trailers have fallen by 6.2 per cent.

1.2 Quarterly (Quarter 4 2012)

- During quarter 4 2012, 604 thousand **goods vehicles** travelled from Great Britain to mainland Europe. Of this 451 thousand were **powered vehicles** and 153 thousand were **unaccompanied trailers**.
- The total number of **goods vehicles** travelling from Great Britain to mainland Europe was broadly similar to Quarter 4 2011, increasing by 0.2 per cent. The number of **powered vehicle** increased by 0.9 per cent over the same period, whereas the number of **unaccompanied trailers** fell by 1.6 per cent.

Road goods vehicles travelling from GB to mainland Europe – rolling 4 quarter totals



Detailed statistics (tables) on 'Road goods travelling to mainland Europe' can be found in the web tables, [RORO01](#).

2. Country of vehicle registration

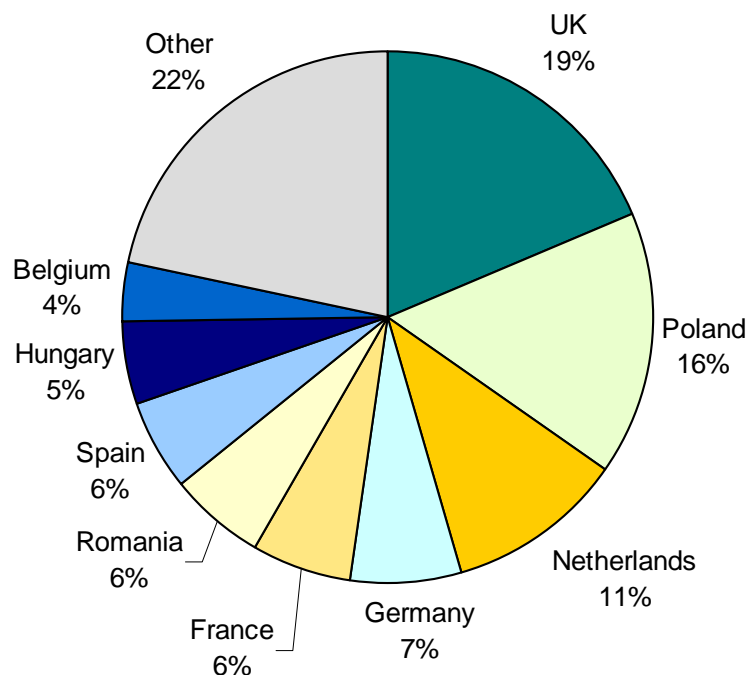
2.1 Annual (2012)

- Over the last twenty years there has been a steady increase in the number of **foreign registered powered vehicles** travelling from Great Britain to mainland Europe. The number of foreign registered powered vehicles has increased from 0.39 million in 1992 to 1.47 million in 2012.
- In 2012, 338 thousand powered goods vehicles were **UK registered** (19%). The **foreign countries** with the most registered powered goods vehicles were Poland (289 thousand or 16%), followed by the Netherlands (200 thousand or 11%), Germany (120 thousand or 7%) and France (111 thousand or 6%).

2.2 Quarterly (Quarter 4 2012)

- In quarter 4 2012, 82 thousand **powered vehicles** travelling from Great Britain to mainland Europe were **UK registered** compared to 368 thousand **foreign registered** vehicles.
- In quarter 4 2012, **UK registered** vehicles accounted for 18.2 per cent of all powered vehicles travelling to mainland Europe, a small decline compared to 18.6 per cent in quarter 4 2011.

Powered vehicles travelling from GB to mainland Europe, percentage share by country of registration: 2012



Detailed statistics (tables and charts) on Powered goods vehicles travelling to mainland Europe by country of registration can be found in the web tables, [RORO02](#)

3. Country of disembarkation and port group

3.1 Annual (2012)

- In 2012, 66 per cent of all **goods vehicles** travelling to mainland Europe used the **Dover Straits Port Group**, which includes the Channel Tunnel. A total of 29 per cent used the **North Sea Port Group** and 4 per cent used the **English Channel port group**.
- The majority (87%) of **powered vehicles** travelling to mainland Europe used the Dover Straits Port Group,. However the majority (93%) of all **unaccompanied trailers** travelling to mainland Europe went via the North Sea Port Group.
- For Channel tunnel traffic, France is the only country of disembarkation. As would be expected from the majority port group (Dover Straits), 90 per cent of **powered vehicles** disembarked in **France**.
- Around half of **unaccompanied trailers** disembarked in the **Netherlands** (54%), with a further 26 per cent disembarking in Belgium.

2.2 Quarterly (Quarter 4 2012)

Quarter 4 2012:-

- In quarter 4 2012, the proportion of all goods vehicles disembarking in France (91%), Netherlands (7%), Belgium (2%) and Denmark and Germany (0.2%) have all stayed roughly the same compared to quarter 4 2011.

Detailed statistics (tables and charts) on Goods vehicles travelling to mainland Europe by country of disembarkation can be found in the web tables, [RORO03](#), [RORO04](#), [RORO05](#), [RORO06](#), and [RORO07](#)

4. Strengths and weaknesses of the data

- The results in this bulletin are compiled from quarterly returns provided by the roll-on / roll-off ferry operators, giving the number of powered vehicles and unaccompanied trailers carried on each route from GB to mainland Europe, and from monthly information supplied by Eurotunnel. Disaggregation by country of registration of powered vehicles is supplied by most of the ferry operators and by Eurotunnel. Some operators identify this from the registration number pattern whilst others extract the nationality from the manifest or waybill. A few operators use the country of booking as a proxy for the country of registration of the powered vehicle.

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- Revised estimates for 2004 to 2007 were published in May 2008 following a data quality review. This resulted in a break in the series between 2003 and 2004. For full details see the Technical Note.
 - As a result of the review the survey was put on a statutory basis and since early 2008 returns have been supplied by all operators resulting in more complete reporting of country of registration. The quality of the data is therefore thought to have been substantially improved and the data are considered fit for purpose.

5. Background notes

- The web tables for RoRo statistics can be found at <https://www.gov.uk/government/organisations/department-for-transport/series/roll-on-roll-off-international-freight-statistics>
- Full guidance on the methods used in the publication of these releases, the quality of the data, and the revisions published in 2007 can be found in the Technical Note at <https://www.gov.uk/technical-guidance-for-transport-stats#roll-on-roll-off-international-freight-statistics>
- National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo formal statutory assessments 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 at:
<http://assets.dft.gov.uk/statistics/series/roll-on-roll-off-international-freight/ro-ro-pre-release.pdf>
- These results will be updated for Q1 2013 in May 2013.