



# Domestic Waterborne Freight, 2012

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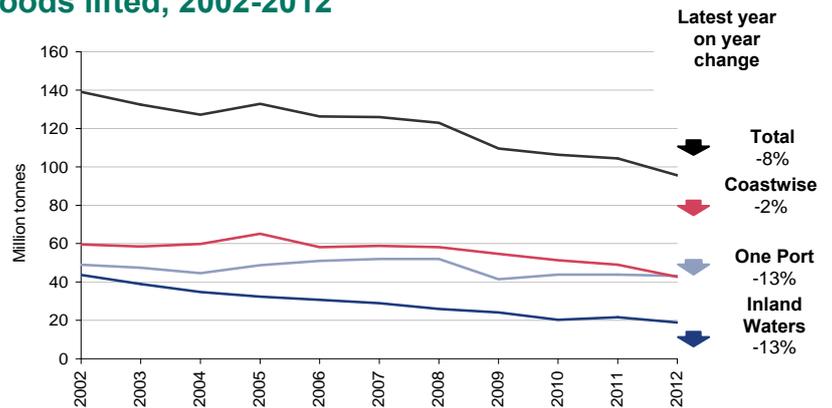


## Key Findings

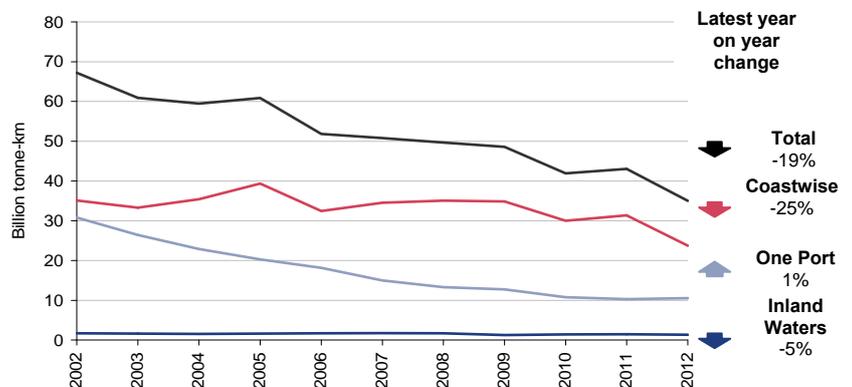
### In 2012:

- **Goods lifted** for all domestic waterborne freight **fell for the seventh year** to 95.6 million tonnes, an 8 per cent annual decrease.
- The total amount of **goods moved** fell by 19 per cent to 35.0 billion tonne-kilometres.
- **Coastwise traffic** fell to 42.6 million tonnes lifted and 23.6 billion tonne-kilometres moved.
- Due to the decline in coastwise traffic, **UK inland waterway traffic** was the **biggest** component of domestic waterborne freight for the first time in the last decade, in terms of goods lifted.

Goods lifted, 2002-2012



Goods moved, 2002-2012



## About these release

This publication provides information on freight traffic moved within the United Kingdom by water transport, known as 'domestic waterborne freight'. Domestic Waterborne Freight consists of:

- **Inland waters** traffic carried by barge or sea going vessels on the inland waterways network (rivers and canals).
- **Coastwise** traffic carried around the coast from one UK port to another.
- **One-port** traffic to and from offshore locations – such as oil rigs – and sea dredging.

Traffic is measured 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 tonnes-kilometres).

These statistics are updated annually.

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## Summary of Domestic Waterborne Freight

### Overview

In 2012 **goods lifted** for all domestic waterborne freight **fell for the seventh year** to 95.6 million tonnes, an 8 per cent annual decrease. The total amount of goods lifted **peaked in 2002** at 139.1 million tonnes, 46 per cent higher than in 2012.

The quantity of **goods moved** also peaked in 2002 and has **steadily fallen** since. In 2012 the total amount of goods moved **fell by 19 per cent** to 35.0 billion tonne-kilometres.

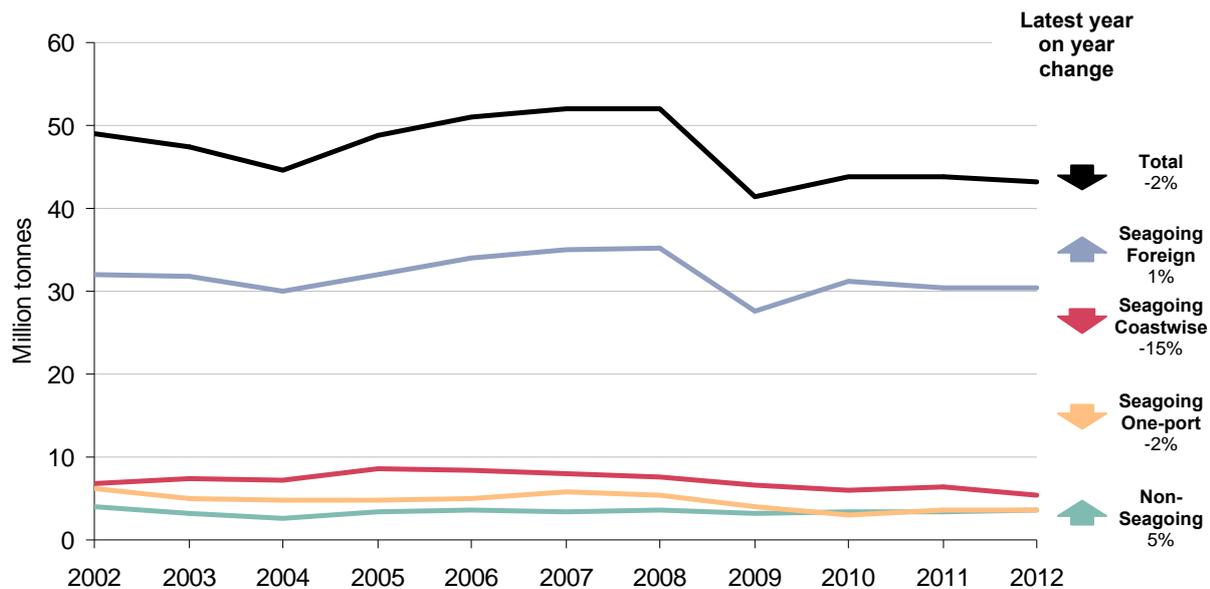
### Traffic type

- The decrease in domestic waterborne freight (by both measures) was in part caused by the **decline in coastwise traffic**, which fell to 42.6 million tonnes lifted and 23.6 billion tonne-kilometres moved.
- Due to the decline in coastwise traffic, **UK inland waterway traffic** was the **biggest component** of domestic waterborne freight in terms of good lifted. This was despite UK inland waterway traffic falling to 43.2 million tonnes lifted.
- The amount **one-port traffic** fell to 18.8 million tonnes of goods lifted and 10.4 billion tonne-kilometres of goods moved.

## UK Inland Waters Traffic

The amount of **goods lifted on inland waters** in 2012 was **2 per cent lower** than in 2011, at 43.2 million tonnes. Goods lifted on inland waters have fluctuated over the last decade, having **peaked in 2001** at 53.5 million tonnes. **Goods moved fell by 5 per cent** in 2012, from a low base of 1.4 billion tonne-kilometres.

### UK inland waters traffic, goods lifted, 2002-2012



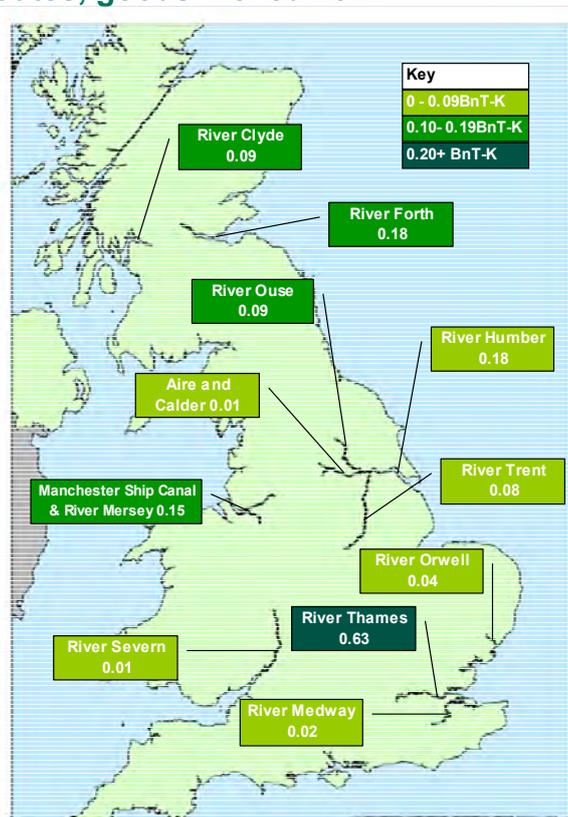
**Inland waters traffic** is carried by both barges and seagoing vessels along inland waters. It can be further categorised into **non-seagoing traffic** (i.e. internal traffic which is wholly within inland waters) and **seagoing traffic** which crosses into inland waterways from the sea (this can be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

- **Non-Seagoing traffic increased** in 2012. Goods lifted rose from 3.5 million tonnes to 3.7 million tonnes and goods moved increased by 10 per cent to 0.2 billion tonne-kilometres.
- **Sea-going foreign traffic** is the **largest component** on all UK inland waters traffic. In 2012, 30.5 million tonnes lifted were going to or from foreign countries (0.9 billion tonne kilometres-moved).
- **Sea-going coastwise traffic** on inland waters **fell to 5.5 million tonnes lifted** (15 per cent lower than in 2011) and **0.1 billion tonne-km moved**.
- **Sea-going one-port traffic** on inland waters totalled 3.5 million tonnes lifted. This was a **2 per cent decrease** compared with 2011 but 17 per cent higher than 2010, the lowest levels in the last decade.

### Inland waterways traffic by region and inland waterway

- **Thames and Kent** is the region with the **most domestic traffic** in the UK. This is largely due to the **River Thames** which lifted **17.5 million tonnes** of freight (41 per cent of the total traffic), **more than twice** any other inland waterway.

### Major inland waterway routes, goods moved 2012



## Inland Waterways traffic by cargo

**Liquid bulk** was the most common cargo category in terms of **goods lifted** in 2012, accounting for 16.4 million tonnes or **38 per cent of the total**. Of the liquid bulk, **crude petroleum and petroleum products** accounted for 86 per cent. Liquid bulk has been the most common cargo category in terms of goods lifted since 2008.

However, **dry bulk** has consistently been the most common cargo category in terms of **goods moved**. In 2012, 0.51 billion tonne-kilometres of dry bulk was moved along inland waterways.

Detailed statistics (tables and charts) on Inland water traffic can be found in the web tables, [DWF0201 – DWF0210](#)

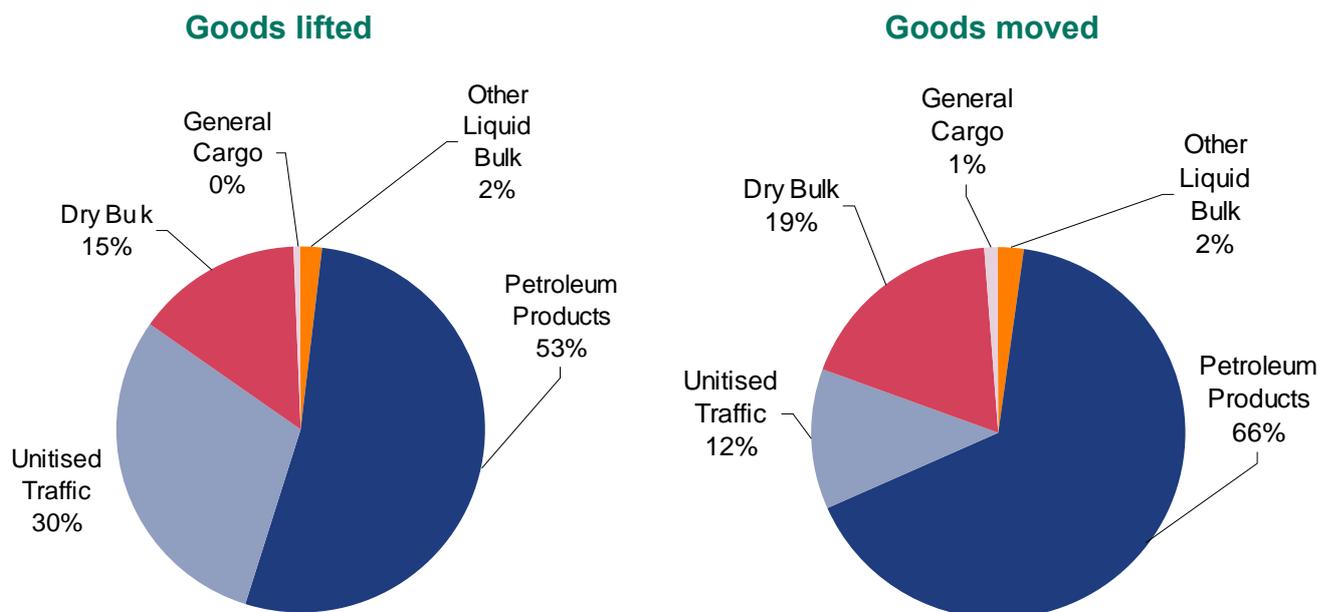
## Coastwise Traffic between UK ports

**Coastwise traffic** has consistently **fallen since 2007**. In 2012 coastwise traffic fell to 42.6 million tonnes lifted, a **13 per cent decline**. The amount of goods lifted peaked in 2005 at 65.1 million tonnes, with traffic 35 per cent lower in 2012. Goods moved also fell in 2012, to 23.6 billion tonne-kilometres moved (a 25 per cent decline).

### Coastwise traffic by cargo

- The most common type of coastwise traffic in 2012 was ‘**crude petroleum and petroleum products**’ accounting for 53 per cent of goods lifted and **66 per cent of goods moved**.

### Coastwise traffic by cargo category, 2012

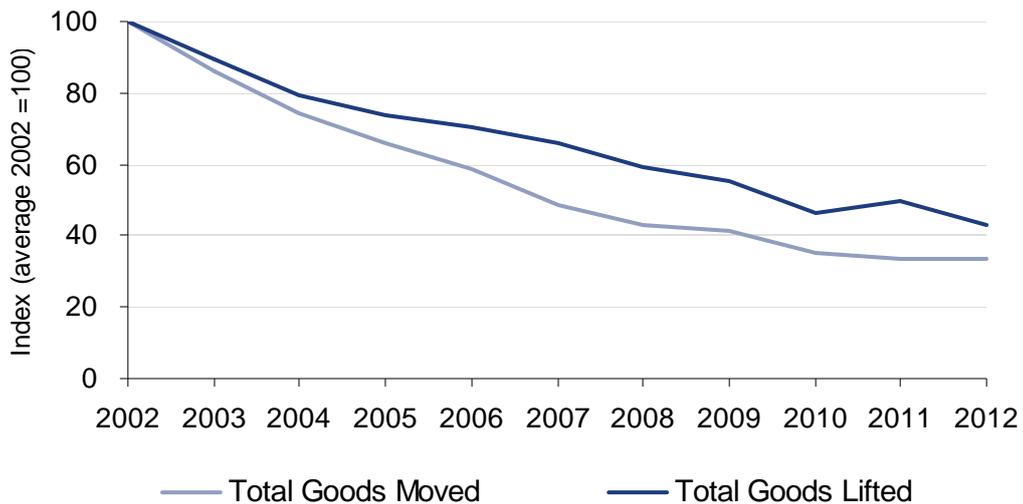


Detailed statistics (tables and charts) on Coastwise Traffic can be found in the web tables, [DWF0301 – DWF0311](#)

## One-port Traffic

The amount of traffic travelling to or from off-shore rigs and sea beds (**one-port traffic**) fell to **18.8 million tonnes of goods lifted** and **10.4 billion tonne-kilometres of goods moved**. The amount of goods lifted has been steadily decreasing since 2002. Despite a slight increase in 2011, levels remain 57 per cent lower than the peak of 43.7 million tonnes seen in 2002.

One-Port traffic, goods lifted and goods moved, 2002 – 2012 (Index, 2002=100)



Detailed statistics (tables and charts) on One-port traffic can be found in the web tables, [DWF0401](#) and [DWF 0402](#)

## Background notes

Port freight statistics includes all traffic that either arrives at or leaves UK sea ports. Details are given by weight and number of units loaded and unloaded. The statistics are based on returns from ports and shipping agents.

The statistics in this publication cover freight moved by water in the UK. They are based on re-analysis of the domestic element of the Port Freight Statistics, combined with a survey of inland waterway operators.

Both coastwise and one port traffic will contribute towards the port freight statistics as can be seen in table [PORT0105](#).

However, inland waters traffic does not appear in the port freight statistics when it takes place solely on the inland waterway network. Furthermore, *international* freight - carried by sea to or from the UK - will appear in the Port Freight statistics but it will only be included as domestic waterborne freight if it crosses into inland waterways. Further details of these calculations are given in the technical note for this publication:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230359/dwf-2011-technical-note.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230359/dwf-2011-technical-note.pdf)

Both publications give details of the total amount of freight handled or *goods lifted*. However, this publication also provides figures in terms of goods moved whereas the port freight statistics do not estimate of how far the freight travelled.

## 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:

<https://www.gov.uk/government/publications/port-freight-statistics-2012-final-figures>

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 or wharves (e.g. Tilbury 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. This is because 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 routing of crude oil shipments has resulted in differences in one-port and coastwise traffic compared with earlier years. See the technical note at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/230359/dwf-2011-technical-note.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230359/dwf-2011-technical-note.pdf)

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 taken 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.

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

<https://www.gov.uk/government/collections/maritime-and-shipping-statistics>

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<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:

<https://www.gov.uk/government/publications/pre-release-access-lists-for-maritime-and-shipping-series>