



Department
for Transport

Road goods vehicles travelling to mainland Europe, January to March 2014 (quarter 1)

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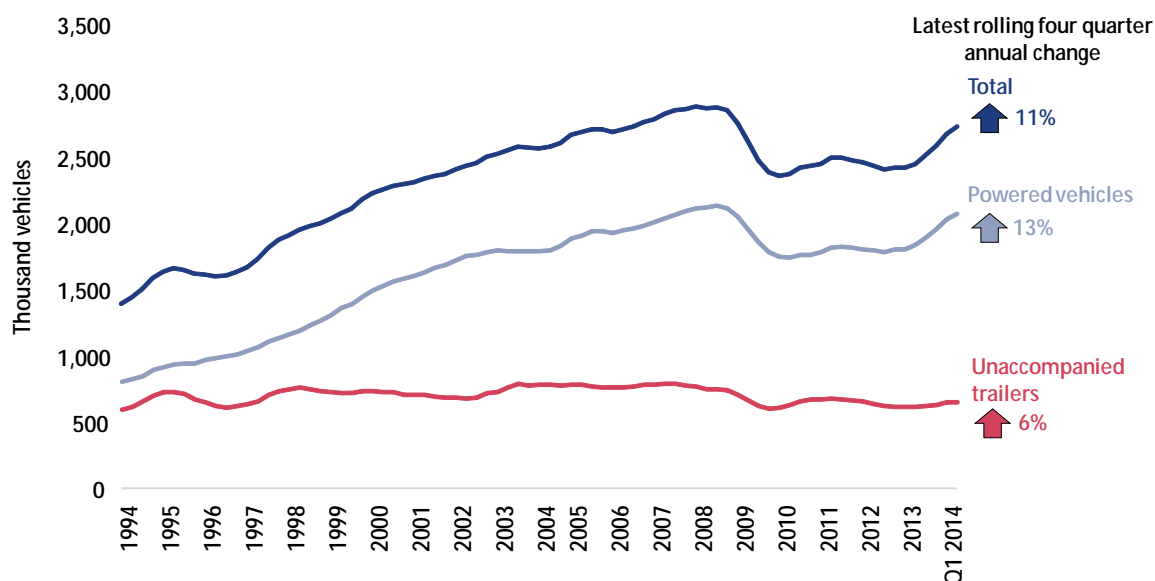
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Key Findings

Rolling annual total (April 2013 – March 2014):

- There were 2.7 million road goods vehicles travelling from Great Britain to mainland Europe. This was 11 per cent higher than the 12 month period ending March 2013 and just 6 per cent lower than in 2007 - the pre-recession peak.
- Of these goods vehicles, 2.1 million were **powered vehicles** and 658 thousand were **unaccompanied trailers**. Powered vehicles increased by 13 per cent whilst unaccompanied trailers increased by 6 per cent.

Chart 1: Road goods vehicles travelling from GB to mainland Europe, rolling 12 month totals to March 2014



In quarter 1 (January – March) 2014:

- 690 thousand **goods vehicles** travelled from Great Britain to mainland Europe (530 thousand **powered vehicles**, 159 thousand **unaccompanied trailers**). This was 8 per cent higher than in quarter 1 2013 and the highest quarter 1 figure since 2008.

About this release

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. These statistics are updated on a quarterly basis.

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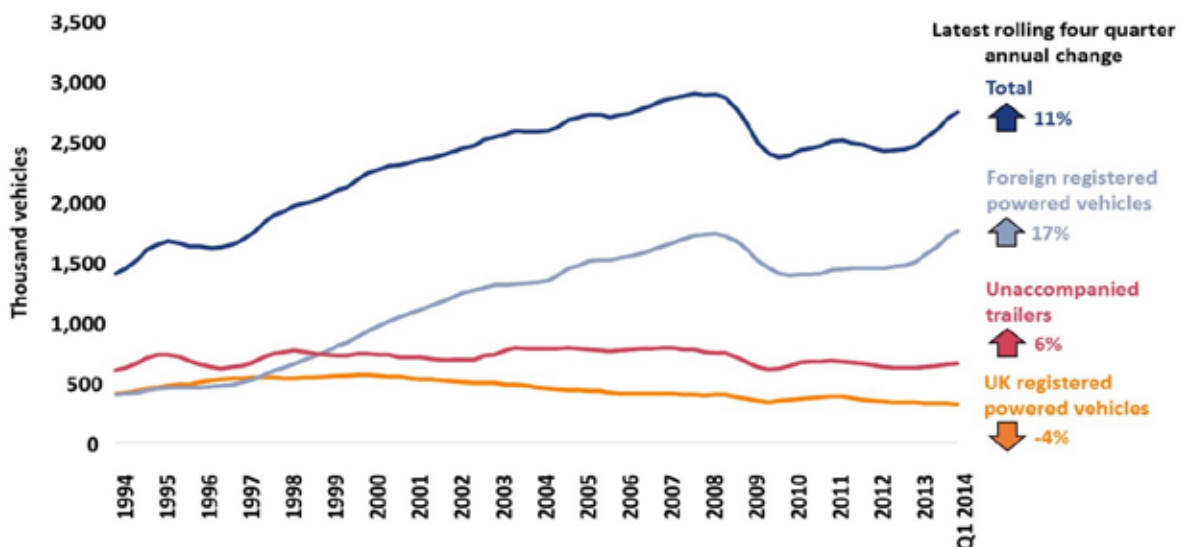
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Road goods vehicles travelling to mainland Europe

Rolling annual total (April 2013 – March 2014)

- There were 2.7 million **goods vehicles** travelling from Great Britain to mainland Europe in the 12 month period ending March 2014, 11 per cent higher than the previous 12 month period (2.5 million). This was largely driven by an increase in operators on the Dover to Calais route, contributing to an increase of 236 thousand goods vehicles travelling via the Dover Straits Port Group.
- Of these goods vehicles, 2.1 million were **powered vehicles** and 658 thousand were **unaccompanied trailers**)
- The latest rolling annual total was the highest in any 12 month period since 2008 and just 6 per cent less than the pre-recession peak of 2.9 million in 2007 (*chart 2*). This growth has been sustained since quarter 3 (July – September) 2012. The number of goods vehicles travelling from Great Britain to mainland Europe has **increased by 94 per cent in the last 20 years**.
- **Powered vehicles** rose by 13 per cent since the year ending March 2013. This was due to an increase in the number of **foreign registered powered vehicles** which rose 17 per cent continuing the gradual upward trend since 2009. **UK registered** powered vehicles were down 4 per cent. This continues the downward trend since 1999 and was the lowest rolling annual total for UK registered powered vehicles in over 20 years (*chart 2*).
- **Unaccompanied trailers** were 6 per cent higher compared to the 12 month period ending March 2013, the highest rolling annual total since 2011 (*chart 2*).

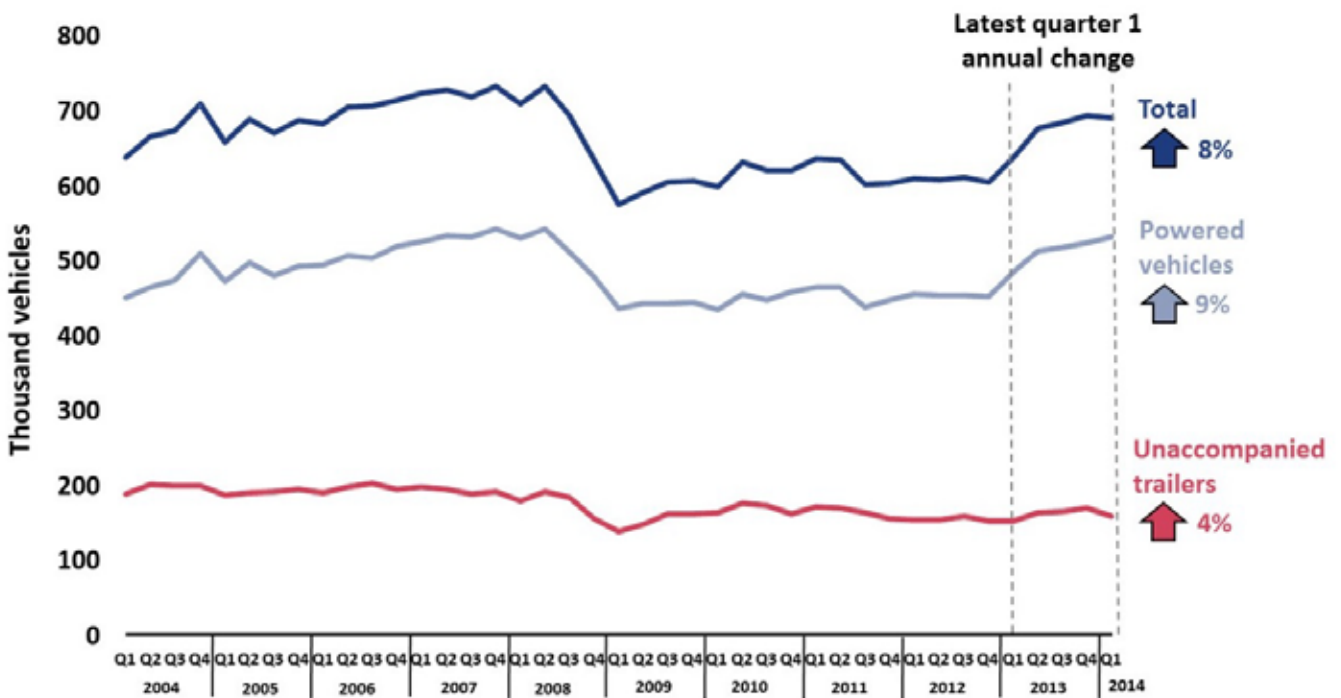
Chart 2: Road goods vehicles travelling from GB to mainland Europe, rolling 12 month totals to March 2014



Quarter 1 total (January - March 2014)

- During quarter 1 2014, 690 thousand **goods vehicles** travelled from Great Britain to mainland Europe, of which 530 thousand were **powered vehicles** and 159 thousand were **unaccompanied trailers**.
- The total number of **goods vehicles** travelling from Great Britain to mainland Europe increased by 8 per cent compared to quarter 1 2013 and was the highest quarter 1 total since 2008. This was the biggest quarter on quarter increase in this period for over a decade. The number of **powered vehicles** increased by 9 per cent compared to quarter 1 2013 whilst the number of **unaccompanied trailers** increased by 4 per cent (*chart 3*).

Chart 3: Road goods vehicles travelling from GB to mainland Europe, quarter 1 2004 – quarter 1 2014



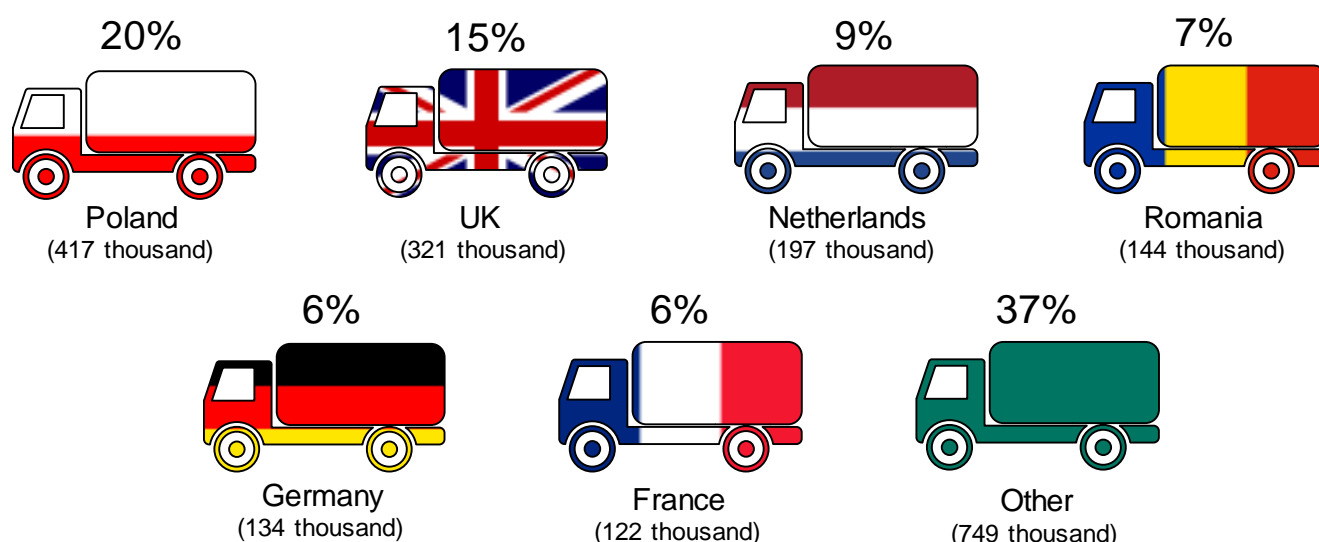
Detailed statistics (tables) on 'Road goods vehicles travelling to mainland Europe' can be found in [RORO01](#).

Country of vehicle registration

Rolling annual total (April 2013 to March 2014)

- Over the last twenty years there has been a general 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 392 thousand in the year ending December 1993 to 1.76 million in the year ending March 2014.
- During the 12 month period ending March 2014, 321 thousand powered vehicles travelling to mainland Europe were **UK registered** (15% of all powered goods vehicles).
- Foreign countries** with a large number of powered goods vehicles include the Netherlands (197 thousand or 9%), Germany (134 thousand or 6%) and France (122 thousand or 6%) - *chart 4*.
- A number of **foreign countries** have increased their share of powered goods vehicles travelling from Great Britain to mainland Europe since joining the EU. When Poland and Hungary joined the EU in 2004, they accounted for 3 per cent and 1 per cent of the total number of power vehicles travelling from Great Britain to mainland Europe, respectively. By the year ending March 2014 this had risen to 20 per cent and 5 per cent. Romania and Bulgaria now account for 7 per cent and 4 per cent of total powered vehicles compared to 1% and 0.4% in 2004 (both joined the EU in 2007).

Chart 4: Powered goods vehicles travelling from GB to mainland Europe, percentage share by country of registration, year ending March 2014



- These trends have led to a change in the proportions of country of registration of powered goods vehicles travelling from Great Britain to mainland Europe over the last decade (*chart 5*).

Chart 5: Powered goods vehicles travelling from GB to mainland Europe, percentage share by country of registration, 2004 compared to year ending March 2014



Key: Flag size represents the proportion of total powered vehicles

Quarter 1 total (January to March 2014)

- In quarter 1 2014, 77 thousand **powered vehicles** travelling from Great Britain to mainland Europe were **UK registered** compared to 453 thousand **foreign registered** vehicles.
- In quarter 1 2014, **UK registered** vehicles accounted for 15 per cent of all powered vehicles travelling to mainland Europe, a decline compared to 17 per cent in quarter 1 2013.

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

Country of disembarkation and port group

Rolling annual total (April 2013 to March 2014)

Good vehicles travelling to mainland Europe by port group

	North Sea	English Channel	Dover Straits
All goods vehicles (Total: 2.7 Million)	28%	4%	68%
Of which:			
Powered vehicles (Total: 2.1 Million)	7%	4%	89%
Unaccompanied trailers (Total: 658 Thousand)	94%	3%	3%

*North Sea Ports: all ports on east coast north of and including the Thames estuary

*English Channel Ports: all ports on south coast, west of Folkestone

*Dover Straits Ports: Channel Tunnel, Dover, Folkestone, Ramsgate

- Proportions by port group have remained similar over the last decade.
- 93 per cent of **powered vehicles** disembarked in **France**. This is to be expected given the high number using the Dover Straits Port Group. In the year ending March 2014, all but one of the routes from Dover Strait ports disembarked in France. France is the only country of disembarkation for the Channel Tunnel.
- Just over a half of **unaccompanied trailers** disembarked in the **Netherlands** (57%), and around a quarter disembarked in Belgium. This is to be expected given the high number using the North Sea Port Group. In the year ending March 2014, just over a half of the routes from North Sea ports disembarked in the Netherlands or Belgium. On average these two destinations accounted for a greater number of unaccompanied trailers than those between North Sea ports and other countries and accounted for 85 per cent of total unaccompanied trailers travelling via the North Sea Port Group.

Quarter 1 total (January to March 2014)

- In quarter 1 2014, 93 per cent of powered vehicles disembarked in France (92% in Q1 2013), 6 per cent in the Netherlands (6% in Q1 2013) and the remaining 1 per cent in Belgium, Denmark and Germany.

Detailed statistics (tables and charts) on Goods vehicles travelling to mainland Europe by country of disembarkation and port group can be found in tables, [RORO03](#), [RORO04](#), [RORO05](#), [RORO06](#), and [RORO07](#). A list of active routes by quarter can be found in [RORO09](#).

Background notes

- The web tables for RoRo statistics can be found at: <https://www.gov.uk/government/collections/road-freight-domestic-and-international-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/government/publications/road-freight-domestic-and-international-statistics-guidance>
- 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: <https://www.gov.uk/government/publications/roll-on-roll-off-international-freight-statistics-pre-release-access-list>
- These results will be updated for quarter 2 2014 in August 2014.

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.
- 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.