

Domestic activity of GB-registered heavy goods vehicles, 2013



Department
for Transport

Total amount of goods moved by road within the UK decreased by 7 per cent between 2012 and 2013, and the total amount of goods lifted by road decreased by 7 per cent over the same period

Key results

- ▶ Over recent years, the trend in the amount of **goods moved** by road has been broadly in line with manufacturing output and transport and storage output components of GDP.
- ▶ Between 2012 and 2013, the amount of **goods moved** by GB-registered HGVs operating in the UK decreased by 7 per cent to 139 billion tonne kilometres.
- ▶ Over the same period, the amount of **goods lifted** decreased by 7 per cent to 1,475 million tonnes and vehicle kilometres decreased by 7 per cent to 17.2 billion vehicle kilometres (10.7 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 22 per cent in 2013, with the remaining share of **goods moved** by articulated vehicles.
- ▶ The amount of **goods lifted** by public haulage operators decreased by 6 per cent between 2012 and 2013. The amount lifted by own account operators also decreased, by 9 per cent over the same period.

Between 2011 and 2012, a number of changes were made to how the three DfT road freight surveys were processed. Therefore, caution should be used for statistics based on CSRGT GB, CSRGT NI and IRHS when making comparisons over time. See the [methodology note](#) for more information.

About this release

This Statistical Release summarises the latest road freight statistics from the Continuing Survey of Road Goods Transport Great Britain (CSRGT GB). 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.

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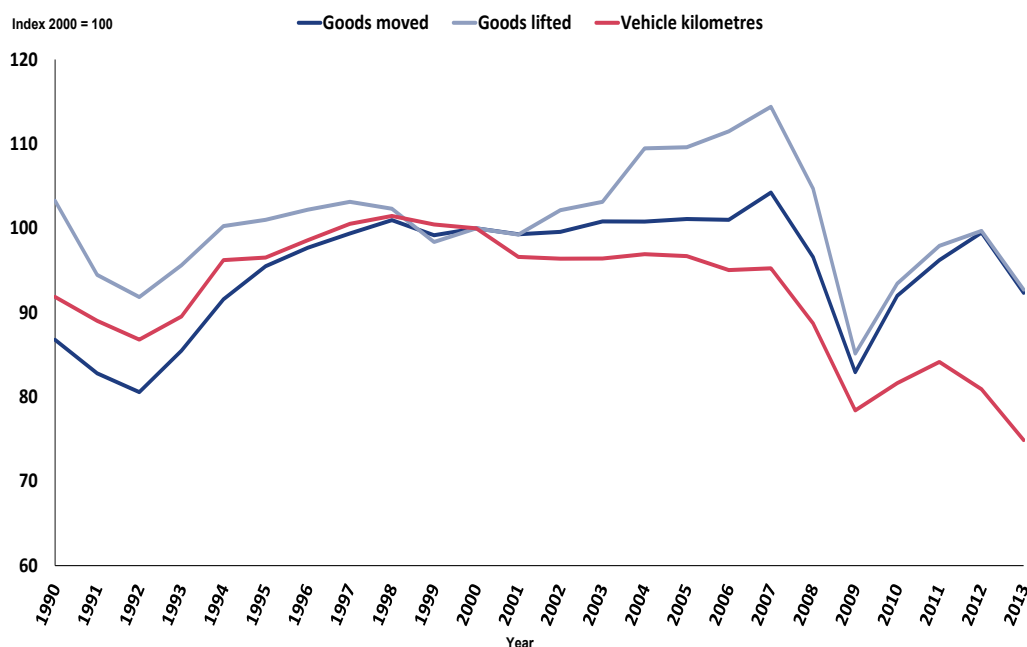
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Overall trends in domestic road freight

- Between 2012 and 2013, the amount of **goods moved** by GB-registered HGVs operating in the UK decreased by 7 per cent to 139 billion tonne kilometres.
- Over the same period, the amount of **goods lifted** decreased by 7 per cent to 1,475 million tonnes and vehicle kilometres decreased by 7 per cent to 17.2 billion vehicle kilometres (10.7 billion vehicle miles) (**Chart 1** and Table RFS0101).

Chart 1: Goods moved, goods lifted and vehicle kilometres by GB-registered HGVs, 1990-2013



- The average length of haul for HGVs in 2013 was 94 kilometres (58 miles) and has remained around this length in recent years. The average length of haul for articulated vehicles at 126 kilometres (78 miles) was longer than rigid vehicles at 51 kilometres (32 miles) (Table RFS0105).

Definitions

Goods lifted: the weight of goods carried measured in tonnes

Goods moved: a measure of activity taking into account the weight of the load and distance through which it is hauled. It is equal to the weight of goods multiplied by distance and is measured in tonne kilometres

2012 to 2013

↓ 7 per cent decrease in the amount of **goods moved**

↓ 7 per cent decrease in the amount of **goods lifted**

↓ 7 per cent decrease in vehicle kilometres

Detailed statistics ...

on goods moved and goods lifted by GB-registered vehicles can be sourced from [Table RFS0101](#)

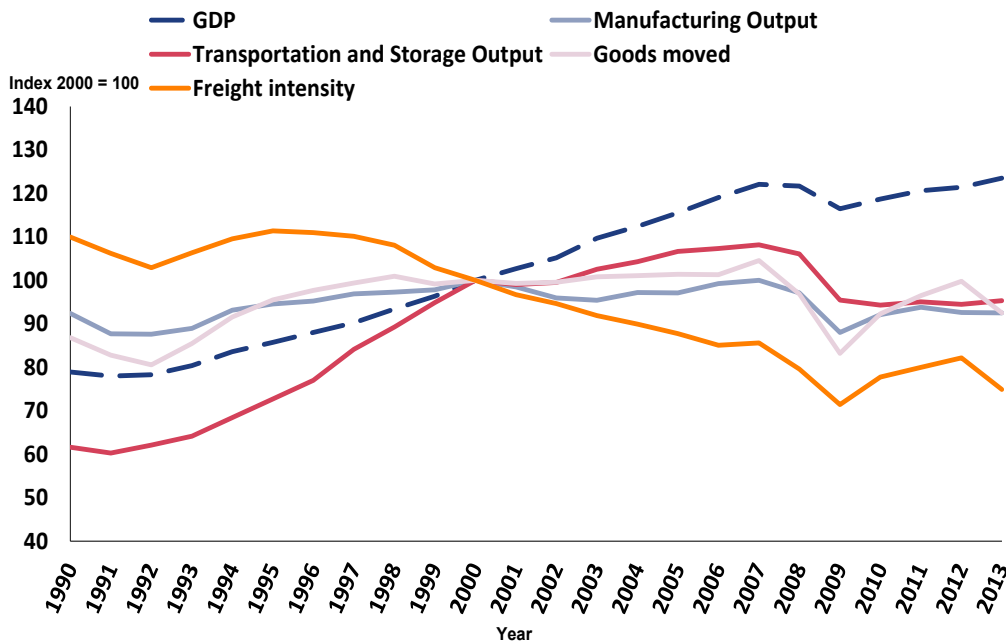
Definitions

Average length of haul: measured in kilometres is defined as tonne kilometres divided by tonnes lifted.

Road freight and broader economic activity

- Over recent years, the trend in the amount of **goods moved** by road (tonne kilometres) has generally been in line with manufacturing output and transport and storage output components of GDP with deviation seen in some years as shown in **Chart 2** and Table RFS0102.
- From 1995 to 2009, annual growth in the amount of **goods moved** (tonne kilometres) was slower than growth in GDP and this is reflected in the decreasing trend of the freight intensity index (the movement in tonne kilometres relative to GDP). Between 2010 and 2012, growth in GDP was slower than tonne kilometres. However, in 2013 there was a 2 per cent rise in GDP over the previous year compared to a 7 per cent fall in the amount of **goods moved**.

Chart 2: Goods moved and economic indicators, 1990-2013



2012 to 2013

- ↑ 2 per cent increase in GDP
- ↑ 1 per cent increase in Transportation and Storage output
- no change in manufacturing output
- ↓ 7 per cent decrease in the amount of **goods moved**

Detailed statistics ...

on road freight and economic indicators can be sourced from [Table RFS0102](#)

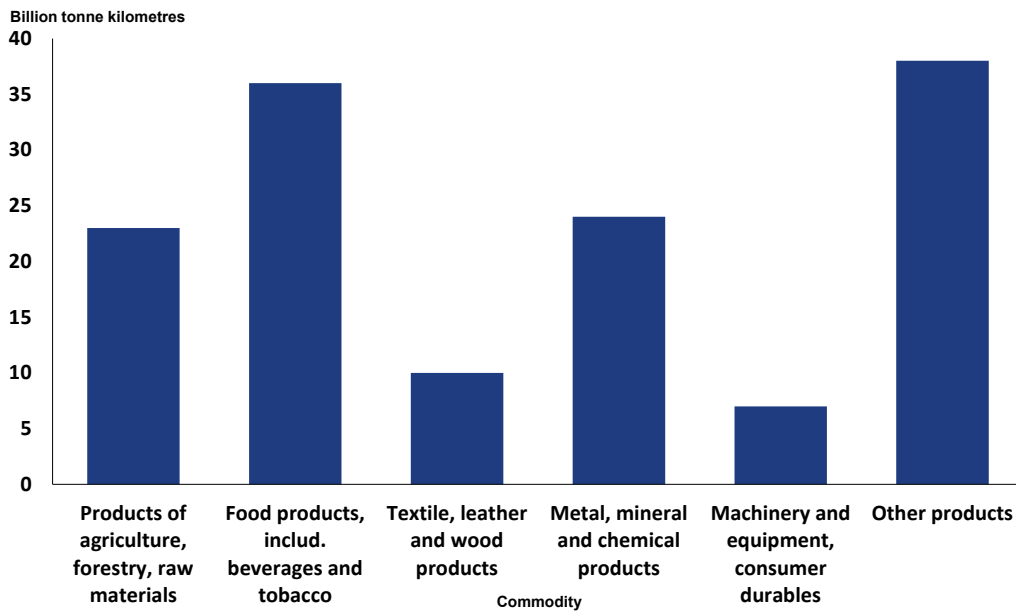
Commodities

- In 2013, the commodity group with the largest share of **goods moved** (tonne kilometres) was Other products (27 per cent of all **goods moved**). The Other products commodity group includes waste related products and grouped goods. The second most common group was Food products (26 per cent of all **goods moved**) which includes beverages and tobacco (**Chart 3** and Table RFS0104).

Definitions

Grouped goods (groupage): the consolidation of several different types of goods into a full load

Chart 3: Goods moved by GB-registered HGVs, by commodity, 2013



In 2013 ...

the commodity group with the largest share of **goods moved** was Other products which includes waste related products and grouped goods. The second most common group was Food products.

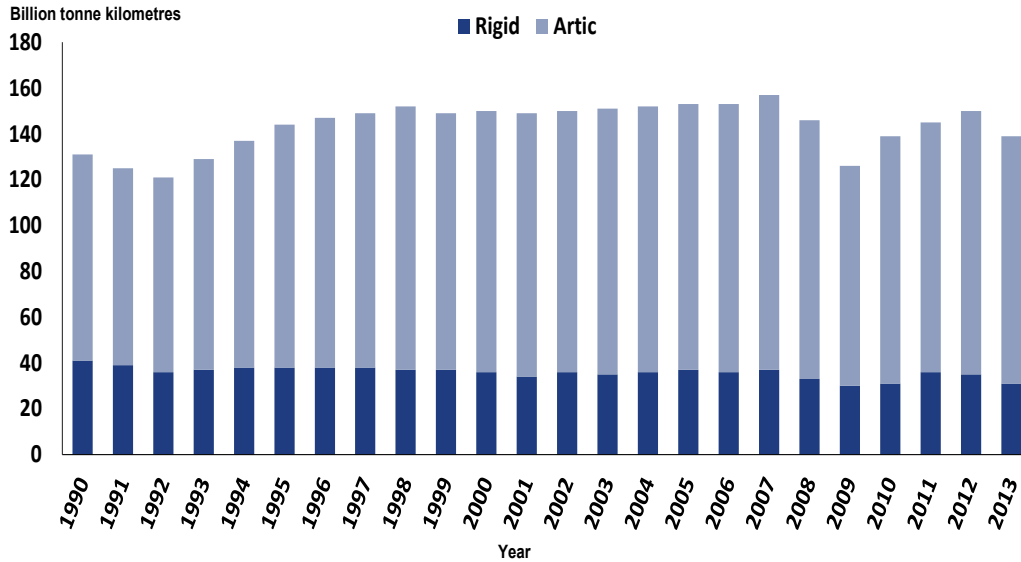
Detailed statistics ...

on goods moved by commodity group can be sourced from [Table RFS0104](#)

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 **goods moved** by rigid vehicles declined from 31 per cent in 1990 to 22 per cent in 2013, with the remaining share of **goods moved** by articulated vehicles (**Chart 4** and RFS0107).

Chart 4: Goods moved by GB-registered HGVs, by type of vehicle, 1990-2013



2012 to 2013

- ↓ 6 per cent decrease in the amount of **goods moved** by artic vehicles
- ↓ 11 per cent decrease in the amount of **goods moved** by rigid vehicles

Detailed statistics ...

on goods moved by type of vehicle can be sourced from [Table RFS0107](#)

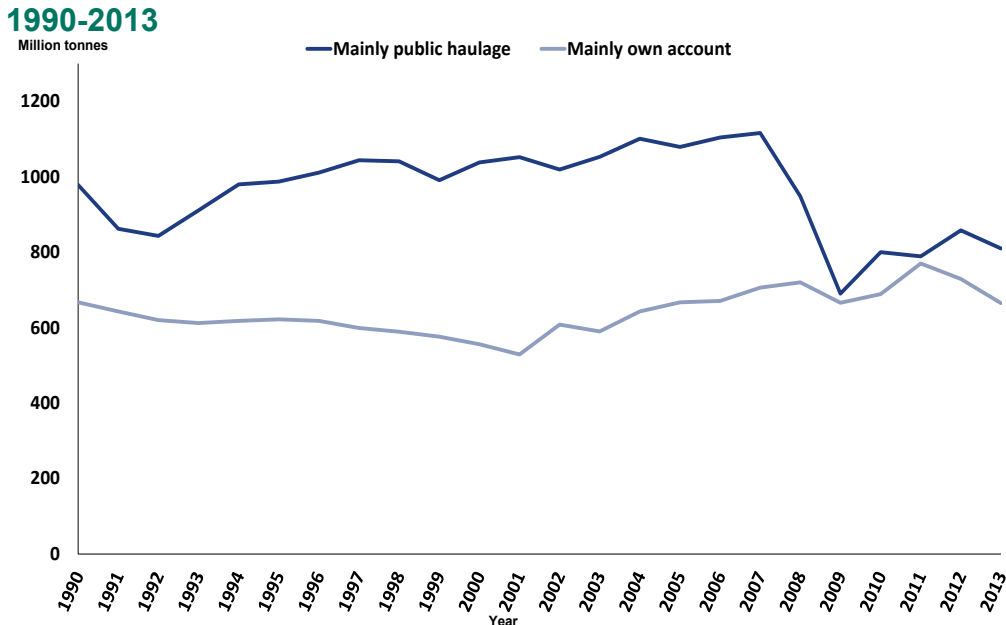
- Since 1990 the amount of **goods moved** by rigid vehicles has decreased by 24 per cent compared to a 20 per cent increase in the amount of **goods moved** by articulated vehicles.
- While the amount of **goods moved** by rigid vehicles as a whole has decreased, the amount moved by large rigid HGVs (those over 25 tonnes) has increased by over 66 per cent between 1990 and 2013. Therefore, a clear shift towards using larger vehicles when transporting goods has been observed.

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 decreased by 6 per cent between 2012 and 2013. The amount of **goods lifted** by own account operators also decreased, by 9 per cent over the same period (RFS0108).

Chart 5: Goods lifted by GB-registered HGVs, by mode of working, 1990-2013



2012 to 2013

↓ 6 per cent decrease in the amount of **goods lifted** by public haulage operators

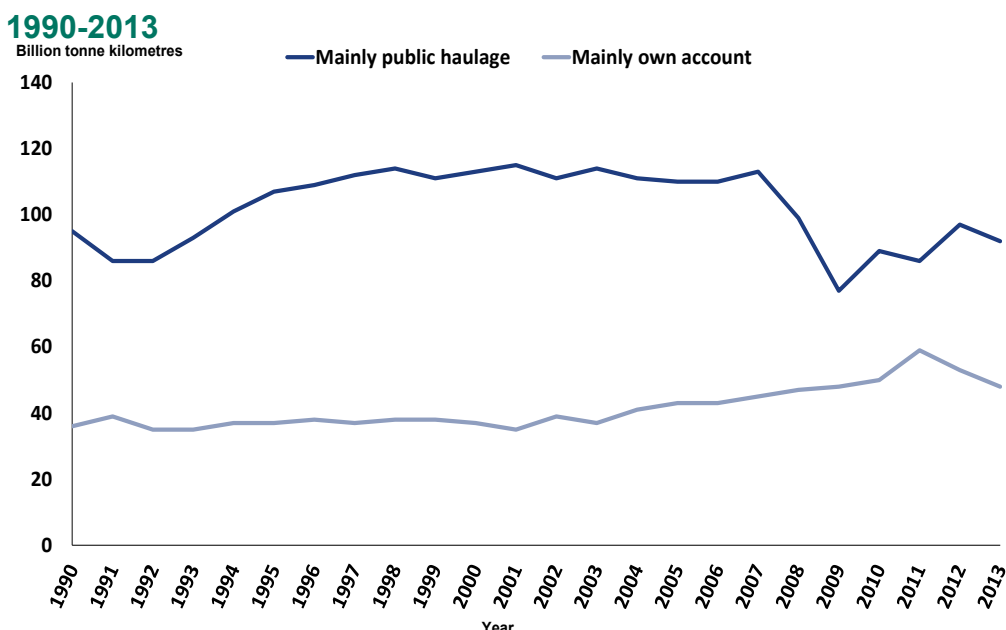
↓ 9 per cent decrease in the amount of **goods lifted** by own account operators

Detailed statistics ...

on goods lifted by mode of working can be sourced from [Table RFS0108](#)

• **Chart 6** shows that between 2012 and 2013 the amount of **goods moved** by own account and public haulage operators also fell (by 10 per cent and 6 per cent respectively). Both charts 5 and 6 show that the recession had a greater impact on public haulage operators than own account operators. However, public haulage operators still have the greater share of total **goods moved** than own account operators; the percentage of **goods moved** by own account operators in 2013 was 34 per cent, similar to 2012.

Chart 6: Goods moved by GB-registered HGVs, by mode of working, 1990-2013



2012 to 2013

↓ 6 per cent decrease in the amount of **goods moved** by public haulage operators

↓ 10 per cent decrease in the amount of **goods moved** by own account operators

Detailed statistics ...

on goods moved by mode of working can be sourced from [Table RFS0108](#)

- The amount of **goods moved** by public haulage in 2013 was at 92 billion tonne kilometres, a level similar to that in 1990. The level of **goods moved** by own account hauliers was at its highest level in 2011 at 59 billion tonne kilometres before decreasing to 48 billion tonne kilometres in 2013.

Fuel consumption of HGVs

- Table RFS0141 shows fuel consumption for different road freight vehicle types. In 2013 rigid vehicles travelled on average 8.9 miles per gallon (mpg) while articulated vehicles travelled 7.8 mpg. These figures were similar to the fuel consumption rates in 2012.

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). Also excluded are HGVs registered in Great Britain operating outside of the UK.

2. The 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: <https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics>

3. Guidance on the methods used to compile these statistics and further background information can be found in the Road Freight Statistics [Notes and Definitions](#). Sample sizes that estimates are based on can be found within [Table RFS0143](#) broken down by vehicle type and size.

4. Between 2011 and 2012, a number of changes were made to how the three DfT road freight surveys were processed. Caution should therefore be used for statistics based on CSRGT GB, CSRGT NI and IRHS when making comparisons over time. See the [methodology note](#) for more information.

5. 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/road-freight-statistics-pre-release-access-list>

6. The next annual Road Freight Statistics release will be published in the summer of 2015. It will contain statistics for 2014.

Detailed statistics ...

on the domestic activity of GB-registered heavy goods vehicles can be found on the [Road Freight Statistics](#) web page, table numbers RFS0101 to RFS0144

Acknowledgements

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