Road freight statistics: Notes and Definitions

Introduction

This document supports the latest statistics in the Road freight series. It is based on data derived from three continuous surveys run by the Department of Transport: the Continuing Survey of Road Goods Transport Great Britain (CSRGT GB), the Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI) and the International Road Haulage Survey (IRHS). Detailed data tables are available from the website.

In this document

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1. Road Freight Surveys

The Department for Transport runs three continuous road freight surveys:

- The Continuing Survey of Road Goods Transport Great Britain (CSRGT GB). This survey measures the UK activity of GB-registered heavy goods vehicles.

- The Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI). This survey measures the UK and international activity of NI-registered heavy goods vehicles.

- The International Road Haulage Survey (IRHS). This survey measures the international activity of GB-registered heavy goods vehicles.

2. The Continuing Survey of Road Goods Transport Great Britain (CSRGT GB)

2.a Background

- The results in the domestic road freight activity statistical release are mainly derived from the CSRGT GB. This survey provides information on the domestic activity of GB-registered heavy goods vehicles over 3.5 tonnes gross vehicle weight (HGVs) working in the UK.

- The activity of Northern Ireland-registered HGVs, foreign-registered HGVs and freight carrying vehicles 3.5 tonnes gross vehicle weight or less (Light Goods Vehicles) are not captured by this survey.

- There were around 395,000 HGVs over 3.5 tonnes gross vehicle weight and taxed as goods vehicles in GB in 2020.

2.b CSRGT GB survey characteristics and response rates

- In 2020, the survey was based upon a set sample of about 231 vehicles each week, a lower number than the figure of about 358 for 2010 but a slightly higher number than the figure of about 187 for 2012. This is because the sample size was decreased in 2011, but then increased slightly towards the end of 2012.

- The operator of the goods vehicle is asked to provide details of all domestic trips undertaken by that vehicle in one week; the domestic legs of any trips which start or end in a foreign country are also included.

- Table RFS0128 shows the survey vehicle response rate was 90 per cent in 2020, a slight increase from 87 per cent in 2019.

- The sample of vehicles used in the CSRGT is selected from vehicle records maintained by the Driver and Vehicle Licensing Agency (DVLA). Prior to 2004, the sample was selected on a weekly basis from a sampling frame of vehicles that was updated weekly. From 2004, for practical and administrative reasons, the weekly sample has been selected from a sampling frame that is updated quarterly. A consequence of this is that the sampling frame becomes more out-of-date through the quarter, as vehicles are sold, scrapped, become unlicensed or in rarer cases new vehicles (registered after the sample has been drawn) are added. The sample is drawn as late as possible to try and achieve a balance of data which is up to date but also delivered so as to allow timely production of the statistics. Any changes made to the population, after the sample is drawn, will be reflected the time the next sample is drawn. The returned weekly sample from 2004 onwards therefore also includes a higher proportion of forms for these vehicles, and therefore a smaller proportion of usable forms when compared with 2003 and earlier years.

- Estimates of the total activity of the HGV population are derived by applying a grossing factor to the work done by each sampled vehicle. The grossing factors are calculated using the population of heavy goods vehicles for each quarter, from DVLA licensing records (the same records from which the sample is drawn).

- To ensure comparability with estimates for 2003, a further adjustment has been made to the grossing procedure from 2004 to allow for the change in sample selection methodology described above. For each stratum within which a sample is selected, the grossing factor is calculated as N/n, where N is the vehicle population (including unlicensed and scrapped vehicles) and n is the returned sample of forms used for analysis. The change in sample selection methodology has no effect on the calculation of the grossing factor. However, because it results in a greater proportion of unlicensed or scrapped vehicles in the returned sample it is applied to a smaller proportion of usable forms than in the previous year, which makes the grossing factor too large. Since 2004, it is therefore necessary to adjust the grossing factors to allow for this. The adjustment (applied to the denominator) is calculated as the number of expected usable forms in 2004 based on the proportion of usable forms in the 2003 sample, divided by the achieved number of usable forms in 2004. This produces a figure of 1.0314 which is used to adjust the grossing factors.

2.c Sample design and sampling errors

- The CSRGT surveys goods vehicles and collects data about one week of activity from each vehicle in the sample. The sample is spread evenly over the year so that the sample is 'self-weighting' in respect of seasonal effects.

- The vehicles covered by the survey are goods vehicles over 3.5 tonnes gross vehicle weight. The normal maximum weight limit for goods vehicles is 40 tonnes gross (44 tonnes for vehicles with 'road friendly' suspension, increased from 41 tonnes on 1 February 2001), though some exceptions are made for haulage of abnormal loads. This wide range in size and carrying capacity means that important estimates, such as road freight moved (tonne kilometres), can vary considerably from vehicle to vehicle. In order to make the best use of the sample size available the sample is selected using stratified random sampling, using strata defined by vehicle group and using different sampling rates in each stratum.

2.d Stratified Sampling

- The vehicle population has natural groupings arising from the administrative rules governing the construction and use of goods vehicles. These vehicle groups (shown below) are based on ten gross weight bands and characterised by different types of freight activity.

Rigid HGVS: Up to 7.5 tonnes; Over 7.5 to 15 tonnes; Over 15 to 18 tonnes; Over 18 to 26 tonnes; Over 26 tonnes

Articulated HGVs: Up to 26 tonnes; Over 26 to 34 tonnes; Over 34 to 38 tonnes; Over 38 to 40 tonnes; Over 40 tonnes

- The sample is allocated to each of the ten groups based on the proportionate size of the vehicle population in each group.

- The sample sizes so derived for each vehicle group are then divided over each region based on the proportionate size of the population in the region to ensure adequate coverage for each area.

- The sample sizes used to calculate sampling error in Table RFS0129 are for the number of forms returned for vehicles that had worked during the survey week.

- There is proportionately more variation in estimates that are based on groups with smaller sample sizes (for example, for quarterly data and data for some disaggregations of vehicle type). Users should be aware of this when analysing data in some of the tables in this publication.

2.e Estimates from 2011

- Users should note that the methodology used to process the data captured from the CSRGT GB questionnaires changed from Q2 2011. For more information see the Methodology note.

- Please note although an estimate of the impact of the methodology change has been made, neither the estimates for years prior to 2011 nor the estimates from 2011 have been adjusted to reflect this change. Comparisons over time where methodological changes have occurred should be treated with caution.

2.f Estimates from 2006

- In the 2010 Road Freight Statistics publication it was noted that due to revisions in the vehicle licensing statistics, figures for 2006 to 2009 needed to be revised. More details on this can be found: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/8970/notes-and-definitions.pdf

- Figures from 2010 are on a consistent basis to the revised 2006 to 2009 CSRGT figures. Statistics prior to 2006 have not been revised.

3. The Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI)

3.a Background

- The CSRGT NI measures the activity of HGVs registered in Northern Ireland.

- The CSRGT NI is administered in the same way as the CSRGT GB but the survey form covers both domestic and international journeys made by Northern Irish registered vehicles. These are mostly trips made to and from the Republic of Ireland.

- Prior to 2004 there existed one survey to capture international haulage by vehicles registered in Great Britain and Northern Ireland. This single survey was subsequently split into two surveys (the IRHS and the CSRGT (NI)) from 2004 onwards.

- However, journeys made solely between the Republic of Ireland and Northern Ireland have been excluded from the statistics published in the International Activity of UK Registered HGVs and UK Activity of Foreign Registered HGVs publication.

- Statistics for Northern Ireland-registered vehicles from this survey are available from the Department for Regional Development at the following link: https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics.

3.b Estimates from 2014

- Prior to 2014 Quarter 4 the Department for Regional Development in Northern Ireland supplied the vehicles to be sampled and the vehicle populations for the purposes of grossing. From 2014 Quarter 4 the sample and vehicle population information is extracted from vehicle records maintained by the Driver and Vehicle Licensing Agency (DVLA).

3.c Estimates from 2011

- Users should note that the methodology used to process the data captured from the CSRGT NI questionnaires changed from Q2 2011. For more information see the Methodology note.

- Please note although an estimate of the impact of the methodology change has been made, neither the estimates for years prior to 2011 nor the estimates from 2011 have been adjusted to reflect this change. Comparisons over time where methodological changes have occurred should be treated with caution.

4. The International Road Haulage Survey (IRHS)

4.a Background

- The results in the International Road Freight Activity statistical release were mainly derived from the IRHS and CSRGT NI surveys.

- The International Road Haulage Survey (IRHS) is a business-level survey of road freight activity. It collects information on international journeys made by GB-registered powered HGVs (3.5 tonnes and over) registered to firms in GB by road, via Roll-on/Roll-off (RoRo) ferries or the Channel Tunnel. This data is combined with information on international trips collected under the CSRGT NI survey to provide a complete picture of the international freight activity carried out by UK registered HGVs. Firms are legally required to provide this information to the DfT under legislation set out in the Statistics of Trade act 1947.

4.b IRHS survey characteristics and response rates

- The survey's population is all HGV operators with a Standard International Licence, issued by the Office of the Traffic Commissioner (OTC). A pre-determined process ensures that over a two-year period the international activity of all licensed firms will be included in the sample, with each firm randomly being sampled for a total of 4 weeks over that period. The results for 2020 were based upon a sample of 2,422 round trips and the survey received a response rate of 79.8 per cent. The data collected from these trips were grossed up to the total number of GB-registered vehicles travelling on ferries or the Channel Tunnel as recorded by the Roll-on/Roll-off (Ro-Ro) survey and combined with CSRGT NI data to produce an overall picture of international road freight activity undertaken by UK registered HGVs.

- The Ro-Ro provides a distribution of journeys by route, and this is used to create weights in a process called post-stratification. This weighting by route can compensate for different levels of nonresponse, if there is variation by route, and reduce the sampling error in the survey estimates. The weighting will not pick up variation in the response rate other than by route.

- IRHS data is restricted to Great Britain registered vehicles, but the Ro-Ro totals used for weighting include Northern Ireland registered vehicles. In order to compensate for this, a scaling factor is applied in the weighting whereby each port group route (from the RoRo survey) is adjusted by a factor to account for the proportion of NI traffic estimated to be travelling on these routes. These factors are set out below:

Table 1: Northern Ireland Vehicles Scaling Factors

Port Group Route	Factor
North and East	0.988
Irish Sea	0.700
Channel Tunnel	0.988
Dover and Ramsgate	0.988
Hull	0.988
Portsmouth, Newhaven and Southampton	0.988
Plymouth and Poole	0.988

- DfT will review these factors in the future if there is evidence to indicate changes in the pattern of travel of vehicles from Northern Ireland.

- Journeys made solely between the Republic of Ireland and Northern Ireland are excluded from the statistics published in the International road freight statistics publication.

4.c Sample design and sampling errors

- Businesses are identified for inclusion in the IRHS from records of HGV operator licences owned by the Office of the Traffic Commissioner (OTC) and provided to DfT by the Driver and Vehicle Standards Agency (DVSA). Further information on the data used to identify businesses for this survey can be found in the Quality Assurance of Administrative Data documents on the [methodology page](). Only firms possessing a "Standard International" HGV operator's licence (which permit them to carry their own goods and those of others in the UK and internationally) are surveyed under the IRHS. Firms in possession of a "Restricted" or "Standard National" licence (which permit them to move their own goods internationally but not those of others) are excluded from the survey on the basis of balancing cost, resources and time with coverage.

- Historical feedback from DVSA and OTC suggests that most international freight activity takes place on a Standard International licence and more recent, albeit, anecdotal evidence from these parties corroborates this. DfT understand from these conversations that among firms possessing Restricted and Standard National Licences are large proportions of firms who require and use these licences to move their own personal goods which are not considered to be freight and so such activity would not be relevant to the survey. Examples of the items being moved under these Restricted and Standard National Licences include horses and motor vehicles for sporting and recreational competitions and activities, musical instruments and supporting equipment for touring musicians and theatrical shows, show stands for education and demonstration purposes etc.

- While some operators will possess these licences to move freight and be relevant to the survey, many will not. Expanding the survey to cover these operations is likely to result in significantly increased costs to DfT to collect potentially little additional data and is likely to achieve high levels of "Nil return" responses (owing to the non-relevance of the activities of the hauliers being surveyed). Changing the collection is also likely to have an impact on the consistency of the long term data series and potentially introduce a break in series. Restricting coverage of the IRHS to just Standard International licences ensures that freight moved by all types of operator (Own Account and For Hire) are included while keeping the cost of the surveys down.

- This approach may introduce bias if the characteristics or activity or type of work conducted by firms with standard international licences differs to those of firms carrying other licence types. However for the reasons outlined above, it is assumed that firms on restricted and standard licences tend to be smaller and move low amounts of freight internationally and therefore sampling these firms would not justify the resource required to include them or outweigh the negative impacts of the bias this may introduce.

- The use of RORO and channel tunnel data to weight the IRHS data may introduce a small bias due to the fact that this information is collected on outward traffic only. This may affect the weighting of vehicles which return to the UK using a route different than that for the outward journey. RORO and channel tunnel data is also only able to disaggregate between UK and foreign vehicles. An assumption is therefore made on the proportion of UK vehicles which are registered in Northern Ireland to obtain an estimate of GB registered vehicles for the survey.

4.d Stratified Sampling

- Hauliers licensed to transport road freight internationally are asked to provide details of all trips that left the UK on specified days. Over a two-year period, all licensed firms are in included in the sample, in the sense that some journeys from all firms will be included. This inclusion of all firms means that the firms can be treated as strata. The sampling of periods is systematic and is described in more detail below.

- The days chosen depend on haulier size (determined by the number of annual trips made) and vary in frequency from one day each month for big hauliers to 4 weeks' coverage once every two years for the smallest hauliers. This choice of a higher frequency of selection and short reporting period for large firms and vice versa for small firms means that the probability of selection of a given day, and hence any given journey is approximately 1 in 25.

- Summary information on how sampling is carried out for each firm size is demonstrated in the following table:

Table 2: Summary of sampling procedures

Firm size category	Estimated number of journeys in next 12 months	Summary sampling strategy	Average interval between sampled periods	Reciprocal probability of selection	Number of active firms on IRHS system, 31 December 2020
1	1000+	1 day per month	29	29.0	30
3	401-1000	3 days every 3 months	87.5	29.2	76
6	101-400	1 week every 6 months	175	25.0	231
12	25-100	2 weeks every 12 months	350	25.0	637
24	24 and below	4 weeks every 2 years	700	25.0	2538
Total					**3,512**

Firms are allocated to one of 100 sampling groups. Samples are then drawn from each sampling group and assigned a different sample period, depending on the week number in the year. The pattern of sampling is based on 50 week years and more details of sampling periods are given below.

Firm size 1: 1,000+ trips per year

Survey dispatched every 31 days, then 26 days, 31 days, 26 days, 24 days, and 36 days. This ensures that a firm is surveyed on a different day of the week (the pattern is Sunday, Wednesday, Monday, Thursday, Tuesday, Friday and Saturday). Over a 50 week period a firm is sampled on average every 29 days on 12 occasions.

Firm size 3: 401 – 1,000 trips per year

Survey dispatched every 88 days, then 87 days. Sampled period is Wednesday to Saturday (4 days) and Sunday to Tuesday (3 days). Over 50 week period a firm is sampled equivalent to every 87.5 days on 4 occasions.

Firm size 6: 101 – 400 trips per year

Survey is dispatched every 175 days. Sample period is one week, from Sunday to Saturday. Over 50 week period a firm is sampled every 175 days on 2 occasions.

Firm size 12: 25–100 trips per year

Sample period is fortnightly from Sunday to Saturday. Survey is dispatched every 350 days on one occasion over 50 week period.

Firm size 24: 24 and below trips per year

Four weeks sampling starting on Sunday and ending on Saturday. Survey dispatched every 700 days on one occasion over 100 weeks.

Using the above rules, we have included the reciprocal of the inclusion probabilities for journeys recorded by each type of firm under each set of rules. As these are reciprocals, the values can equally be seen as sampling one-in-n, where n is the value given in table 2.

- The probabilities of selection do vary a little across the firm size bands. However, with a maximum variation of 1-in-29 to 1-in-25, the variation in probability of selection is not large.

4.e Grossing Methodology Review

- In 2010 the Road Freight Statistics team in DfT, commissioned a methodological review of grossing procedures by the Office for National Statistics, under a Quality Improvement Fund (QIF) Project which led to the grossing methodology for IRHS data being partly revised. The full report on the grossing revisions is available in the methodology page.

- DfT's Road Freight Statistics team would like to express their gratitude to Charles Lound, the report's author for producing this report. The main issues identified in the report, recommendations made and the actions subsequently taken against them are set out below:

Probabilities of selection

- **Issue:** The existing weighting procedure does not include an explicit adjustment for the varying probabilities of selection. In the existing weighting a constant initial factor of 25 is applied. This is clearly intended to capture the probability of selection although, because it is a uniform scale

factor, its impact is lost in the subsequent weighting to population totals.

- **Recommendation:** The existing factor of 25 is replaced by a factor which properly captures the variation in sampling probabilities.

- **Outcome:** Implemented. The variation in sampling probabilities is now taken into account by applying different factors depending on the size of the firm as shown in the table 2.

Non-response weighting

- **Issue:** The survey has a system of reminders in place to follow up on non-responding firms, however, no explicit weighting procedure is included to account for observed patterns of non-response. It was noted that this may not be an important issue as the survey is compulsory and the numbers of nonresponding cases are small. One potential factor associated with non-response is the size of the business – smaller businesses may be less well equipped to handle the administration of the survey, or it could be that the burden of filling in many forms in a larger business leads to higher rates of non-response.

- As well as unit non-response, where firms fail to respond at all to a request for data, it might also be expected that some firms will record some but not all of the journeys made. This under-reporting will be invisible as there will be no indication of a missing journey. The only prospects for investigating this form of non-response would come from extra data collection – checking back on returned responses – or some form of external data validation.

- **Recommendation:** Patterns of non-response and their relationship with survey outcomes are modelled with a view to introducing a sample-based weighting strategy.

- **Outcome:** Modelling of non-response against firm size has not been implemented, owing to lack of resources to date, but is an avenue DfT may consider as part of future efforts to improve quality.

- DfT have been investigating the issue highlighted in the report whereby some firms are suspected of reporting a reduced number of the actual journeys they made or incorrectly reporting no work as having taken place at all.

- In 2020, 40.8 per cent of forms returned to DfT indicated no international work had taken place during the reporting period, the major reasons being given on the form as 'no work available during survey period' and 'company no longer carrying out international work'. DfT believe this level of non-work being reported on forms is artificially high when compared to other data sources. Research indicates that this is not an issue unique to the UK.

- In meetings with other EU countries through the Eurostat road freight taskforce, the UK has found that underreporting on road freight activity is also encountered by neighbouring countries. The UK has agreed to work with other members of the EU28 to look at ways of addressing this issue.

- In, 2015 DfT commissioned transport consultant Systra to report on the difficulties that UK hauliers encountered when completing the road freight survey forms as part of a bid to identify and reduce respondent burden and improve data quality. The findings from this report can be found at:

  https://www.gov.uk/government/publications/experience-of-completing-the-continuing-survey-of-road-goods-transport

- Key findings from this report included some respondents experiencing difficulties in completing the survey forms and anecdotal evidence was provided of some firms knowingly underreporting work in order to avoid completing the forms.

- The findings from this consultation led to DfT implementing a number of changes to the data collection process in an effort to improve both data accuracy and reduce the level of non-response. In 2016 newly designed questionnaires and guidance notes were introduced across all of the DfT's three road freight surveys, together with an improved online version of the survey form.

- Changes focused on the areas of the survey form that were causing hauliers the most difficulty to complete and questions deemed no longer necessary were removed. As of 2016, respondents reporting no work during the survey period are now also asked to provide evidence of this through copies of tachographs or odometer readings and an additional telephone reminder stage has been introduced for firms that persistently fail to return a completed survey form.

Calibration weighting

- **Issue:** The survey uses totals of outward journeys from the Ro-Ro survey to produce final weights. The IRHS population is restricted to Great Britain registered vehicles, but the Ro-Ro totals used include Northern Ireland registered vehicles. The report suggested two ways to address this:

  1. Try and establish a breakdown of the Ro-Ro figures into Great Britain and Northern Ireland. To do this directly would require extra data collection and it is probable that data providers will not be able to accurately determine this distinction.

  2. Amalgamate the data from the IRHS and the CSRGT (NI) prior to the population weighting and then weight the two sources at the same time to the UK Ro-Ro figures

- **Recommendation:** Carry out further investigation into adjusting the UK Ro-Ro totals to Great Britain totals. If this cannot be done, investigate weighting the IRHS together with the CSRGT (NI) so that the UK totals can be used directly.

- **Outcome:** Implemented. Each port group route is adjusted by a factor to account for the proportion of NI traffic estimated to be travelling on these routes, as indicated in table 1. DfT will review these factors in the future if there is evidence to indicate changes in the pattern of travel of vehicles from Northern Ireland.

Post-stratification

- **Issue:** The post-stratification used in IRHS is simply by route within the survey quarter. This means that some of the sample cells sometimes fall below the usual rule-of-thumb thirty cases. The report went on to make several potential suggestions on how this could be mitigated e.g. by collapsing together geographically neighbouring routes likely to have similar traffic, either on the port of origin or destination to ensure at least thirty cases in each cell. However the report noted that many of the suggested solutions were either not adequate to meet the minimum cell size or would considerably increase the complexity of the weighting process and would probably delay the survey processing without great benefit.

- **Recommendation:** The post-stratification should be changed at the next opportunity so that all cells contain no fewer than thirty cases. The impact of the change should be estimated on a back series of data.

- **Outcome:** Not implemented. Many of the recommendations would involve a major change to the current processes used to apply post-stratification. Limited resources within the road freight team has meant that other high priority issues have taken precedent. This issue will be revisited when future resources allow.

Other recommendations

- The report made 3 further recommendations that the author considered to be of lower priority but which nonetheless may improve the efficiency of the sampling or grossing designs. These include:

  1. In allocating firms to sampling groups consider ordering the list by firm size to introduce an extra layer of control into the way the periods are sampled across firms.

  2. Carry out an exercise to investigate whether the existing level of clustering is efficient.

  3. Carry out an optimisation exercise looking at the variance structure across strata to see whether the existing near-equal probability sampling can be improved upon by oversampling high variance strata.

- Owing to a lack of resources these have not been implemented but DfT will consider these as part of ongoing efforts to improve the road freight statistics.

4.f Estimates from 2012

- Users should note that the methodology used to process the data captured from the IRHS questionnaires changed from Q1 2012. For more information see the Methodology note.

- Please note although an estimate of the impact of the methodology change has been made, neither the estimates for years prior to 2012 nor the estimates from 2012 have been adjusted to reflect this change. Comparisons over time where methodological changes have occurred should be treated with caution.

4.g Estimates from 2004

- Statistics derived from the IRHS for 2004 onwards were retrospectively revised following the methodological review of grossing procedures by the Office for National Statistics. As a result of the revised grossing methodology, IRHS data for 2004 onwards are not directly comparable to those prior to 2004, and users should treat comparisons between these time periods with caution.

5. Activity of foreign-registered HGVs in the UK

- Eurostat collects data from EU member states under Regulation (EU) No 70/2012 of the European Parliament and of the Council of 18 January 2012 on statistical returns in respect of the carriage of goods by road.

- The statistics on the activity of foreign-registered HGVs in the UK have been taken from the Eurostat Transport Statistics Database here. The latest data available from Eurostat at the time of preparation of this bulletin were for 2019 although data were not available for all EU member states.

6. Vehicle groupings

- The vehicle groupings used in the statistical releases attempt to reflect operational characteristics as follows:

  Rigid vehicles
  Up to 7.5 tonnes
  7.5 to 17 tonnes
  17 to 25 tonnes
  Over 25 tonnes

  Articulated vehicles
  Up to 33 tonnes
  Over 33 tonnes

  All vehicles
  Over 3.5 tonnes

- Note: From 2004, the survey sample has been selected within new weight groups to reflect current trends in vehicle type, weight and legislative groups. However, for comparability with earlier years, in this report, analyses have continued to be presented on the basis of the above weight groups.

7. Road freight survey questionnaires

- The questionnaires and guidance notes for the Continuing Survey of Road Goods Transport (both Great Britain and Northern Ireland) and the International Road Haulage Survey can be found at the following links on the Department for Transport website:

  - [Continuing Survey of Road Goods Transport Great Britain](#)

  - [Continuing Survey of Road Goods Transport Northern Ireland](#)

  - [International Road Haulage Survey](#)

8. Definitions used in road freight statistics publications

Average length of haul	Total tonne kilometres divided by total tonnes lifted.
Great Britain	England, Scotland and Wales but excluding Northern Ireland.
Goods lifted	The quantity derived by adding together the weight of all the loads carried. Measured in tonnes.
Goods moved	A measure of freight moved which takes account of the weight of the load and the distance through which it is hauled. Measured in tonne kilometres. For example, a load of 26 tonnes carried a distance of 100 kilometres represents 2,600 tonne kilometres.
Goods vehicles in this publication	Vehicles of more than 3.5 tonnes gross plated weight but excluding certain special categories such as recovery vehicles, mobile cranes etc., i.e. heavy vehicles which do not carry goods.
Gross vehicle weight	The maximum permissible weight of the vehicle and its load.
Hire or reward	Goods vehicle operators who carry goods for other companies or individuals.
Journey	A complete international round-trip, starting and finishing in Great Britain (used in the IRHS). A journey can consist of a number of consignments.
Own account	Goods vehicle operators who carry goods only in the course of their own trade or business.
Plated weight	The same as gross vehicle weight (see above): when goods vehicles are first registered an official plate is issued showing the maximum permissible gross vehicle weight.
Public haulage	The same as hire or reward (see above).

9. Commodity groupings

- The standard goods classification for transport statistics, Nomenclature Statistique de Transport - abbreviated as NST (2007), is a statistical nomenclature for the goods transported by four modes of transport: road, rail, inland waterways and sea (maritime). NST 2007 considers the economic activity from which the goods originate.

- For further information see: http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:NST_2007

- Commodity data from 2013 have been coded to NST 2007, with classifications being retrospectively applied to earlier data-sets. Tables showing consignment detail have been coded to the first level classification of NST 2007, though labels have been shortened for style purposes.

Publication label	Division	NST 2007
Agricultural products	01	Products of agriculture, hunting, and forestry; fish and other fishing products
Coal and lignite	02	Coal and lignite; crude petroleum and natural gas
Metal ore and other mining and quarrying	03	Metal ores and other mining and quarrying products; peat; uranium and thorium ores
Food products	04	Food products, beverages and tobacco
Textiles and textile products; leather and leather products	05	Textiles and textile products; leather and leather products
Wood products	06	Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media
Coke and refined petroleum products	07	Coke and refined petroleum products
Chemical products	08	Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel
Glass, cement and other non-metallic mineral products	09	Other non-metallic mineral products
Metal products	10	Basic metals; fabricated metal products, except machinery and equipment
Machinery and equipment	11	Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks
Transport equipment	12	Transport equipment
Furniture	13	Furniture; other manufactured goods n.e.c.
Waste related products	14	Secondary raw materials; municipal wastes and other wastes
Mail, parcels	15	Mail, parcels
Empty containers, pallets and other packaging	16	Equipment and material utilized in the transport of goods
Household and office removals	17	Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.
Grouped goods	18	Grouped goods: a mixture of types of goods which are transported together
Unidentifiable goods	19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.
Other goods	20	Other goods n.e.c.

- Collapsed commodity categories shown in other tables are based on the following groupings:

Products of agriculture, forestry, raw materials	Agricultural products Coal and lignite Metal ore and other mining and quarrying
Food products, includ. beverages and tobacco	Food products
Textile, leather and wood products	Textiles and textile products; leather and leather products Wood products
Metal, mineral and chemical products	Coke and refined petroleum products Chemical products Glass, cement and other non-metallic mineral products Metal products
Machinery and equipment, consumer durables	Machinery and equipment Transport equipment Furniture
Other products	Waste related products Mail, parcels Empty containers, pallets and other packaging Household and office removals Grouped goods Unidentifiable goods Other goods