

Transport Statistics Bulletin

Vehicle Excise Duty Evasion 2007

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Symbols and conventions: (i) Unless otherwise stated, all tables refer to Great Britain.
(ii) Metric units are generally used.

Units: Figures are shown in italics when they represent percentages, indices or ratios.

Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:	1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
	1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
	1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

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SECTION 1: SUMMARY OF KEY STATISTICS

Methodological improvements and comparisons with previous survey results

- Substantial improvements in the way that the roadside survey data are collected mean that evasion estimates for 2007 are not directly comparable with those from previous years.
- The vast majority of data in the 2007 survey were collected through Automatic Number Plate Recognition (ANPR) technology. This enabled the data collected through the survey to be quality assured in great detail.
- Analyses of this year's survey data also suggest that misread registration marks do not have a neutral effect on estimates as previously thought and, instead, tend to inflate estimates of evasion. More details regarding the effect and treatment of misreads are provided in Appendix C.
- Detailed checking has removed this inflationary effect from the 2007 estimates. However, the absence of sufficient ANPR data mean that it is not possible to remove this effect from previous survey results. As a result, the 2007 estimates should be considered as the first point in a new statistical series and should not be compared with previous years.

Revenue lost from unlicensed vehicles

- It is estimated that vehicle excise duty evasion could cost around £79 million in lost revenue in the year 2007/8.
- This is equivalent to about 1.5 per cent of the total revenue that could be raised in that year.
- Some of this revenue will be recovered through DVLA enforcement activity or through vehicles' keepers back-licensing their vehicles.

Rate of unlicensed vehicles in traffic

- The overall rate of unlicensed vehicles in Great Britain traffic was estimated to be 1.1 per cent in 2007. In Northern Ireland, it was estimated to be 2.3 per cent.
- Evasion rates in Great Britain traffic were estimated to be highest amongst motorcycles (6.5 per cent) and the other vehicles category (2.5 per cent).
- Rates were also highest on minor urban roads and lowest on motorways.

Rate of unlicensed vehicles in active stock

- The overall rate of unlicensed vehicles in stock in Great Britain was estimated to be 1.7 per cent, equivalent to approximately 589 thousand vehicles.
- This estimate is higher than the 'in-traffic' evasion rate as unlicensed vehicles travel, on average, less miles than licensed vehicles and are therefore less likely to be observed on the road.
- As with in traffic evasion, the rate for motorcycles and other vehicles was estimated to be highest at 9.8 per cent and 5.2 per cent respectively.

Characteristics of unlicensed vehicles

- 18 per cent of unlicensed motorcycles were observed whilst declared SORN (Statutory Off Road Notification). The equivalent figure for unlicensed private and light goods vehicles was 5 per cent.
- In addition, 58 per cent of unlicensed motorcycles observed in the survey had been unlicensed for at least a year. The average figure across all tax classes was 14 per cent.
- 64 per cent of unlicensed vehicles were over 5 years old, compared to 58 per cent of all licensed vehicles.
- The owner details were not known for 12 per cent of unlicensed vehicles seen in the survey. Amongst all licensed vehicles, details of ownership are known in 98 per cent of cases.

SECTION 2: INTRODUCTION

Overview of survey

The Department's estimates of vehicle excise duty evasion are derived by directly observing registration marks from traffic at various sites around the country and comparing these with records held by the government licensing agencies. Roadside surveys of this type are considered to be the only reliable way of estimating vehicle excise duty evasion. Personal interviewing or other surveys would face severe problems of under-estimation as people rarely admit to illegal activities. Direct observation at the roadside confirms that the vehicles are in use and through comparison against information held by the licensing agencies, it is relatively straightforward to determine whether the observed vehicles are correctly licensed or not.

In order to produce the latest estimates, over 1.7 million vehicle registration marks were collected from 236 sites across Great Britain and 20 sites across Northern Ireland by a private contractor during June 2007. A full description of the survey design and methodology is provided in Appendix A.

Main measures presented in publication

As in previous years, there are three main estimates of vehicle excise duty evasion presented in this publication. These are as follows:

Unlicensed vehicles in traffic

This estimate concerns the rate of unlicensed vehicles within Great Britain and Northern Ireland traffic. In other words, this is the level of evasion that you would expect to see over a period of time on an average road. In addition to an aggregated picture, estimates are presented for each tax class, road type and region.

Unlicensed vehicles in active stock

This estimate is of the rate and number of unlicensed vehicles within the active vehicle stock. This estimate may be higher or lower than the rate of unlicensed vehicles in traffic as unlicensed vehicles may travel a different mileage to licensed vehicles making them more or less likely to be seen on the road. Estimates for Great Britain are presented at both aggregate and tax class level but, due to the small sample size, 'in stock' estimates are not provided for Northern Ireland.

Revenue lost from unlicensed vehicles

This measure estimates the amount of yearly revenue that is lost from unlicensed vehicles that are in use and should, therefore, be properly licensed. Estimates for Great Britain are presented at both aggregate and tax class level but, again owing to the small sample size, data are not presented for Northern Ireland. It should also be noted that a portion of the revenue estimated to be lost through this measure will subsequently be recovered through DVLA enforcement activity or through the vehicles' keepers back-licensing their vehicles to cover the untaxed period.

A summary of how these measures are derived from the raw survey data is provided in Appendix B.

In addition to these three estimates of evasion, a series of additional tables are presented to show the characteristics of unlicensed vehicles observed in the survey. Analyses include: a breakdown of the last licensing activity relating to each unlicensed vehicle; an analyses of the period of time that each vehicle has been unlicensed; a table showing the age breakdown of the unlicensed vehicles; and an analyses showing the type of registered keeper for each unlicensed vehicle.

Statistical uncertainty

All estimates presented within this publication are derived from a sample survey and, as such, have a level of uncertainty. Within the publication each estimate is accompanied with upper and lower confidence limits. These limits indicate the range of values within which we can be statistically confident, after factors such as the sample size and variation are taken into account, that the true rate or value lies. These limits are important and should be considered carefully when any estimate given in the publication is assessed.

SECTION 3: MAIN SURVEY RESULTS

Table 1: Rate of unlicensed vehicles in Great Britain traffic, by tax class, 2004 to 2007 ¹

Tax class	2004	2005	2006	Percent		
				2007		
				Estimate	Lower confidence limit	Upper confidence limit
Private and Light Goods	1.8	1.9	2.0	1.1	1.1	1.1
Goods	1.8	1.7	1.8	0.7	0.7	0.8
Motorcycles	14.4	15.1	15.9	6.5	6.0	7.0
Bus	0.6	1.0	0.9	0.4	0.3	0.4
Exempt	1.8	2.1	2.0	0.8	0.7	0.9
Other	6.3	7.7	7.7	2.5	1.9	3.1
All tax classes	1.9	2.0	2.1	1.1	1.1	1.1

1. 2007 estimates not comparable with those from previous years

Table 2: Rate of unlicensed vehicles in Northern Ireland traffic, by tax class, 2004 to 2007 ¹

Tax class	2004	2005	2006	Percent		
				2007		
				Estimate	Lower confidence limit	Upper confidence limit
Private and Light Goods	5.4	3.9	4.4	1.5	1.4	1.7
Goods	5.3	5.5	3.2	0.9	0.5	1.2
All tax classes ²	7.2	5.4	5.0	2.3	2.1	2.4

1. 2007 estimates not comparable with those from previous years

2. For other tax classes, results are based on too few sightings to quote separately

Table 3: Rate of unlicensed vehicles in Great Britain traffic, by region, 2007

Region ¹	Estimate	Percent	
		Lower confidence limit	Upper confidence limit
East of England	1.8	1.8	1.9
East Midlands	0.8	0.7	0.8
Greater London	1.2	1.1	1.2
North East	0.9	0.8	0.9
North West	1.2	1.1	1.3
Scotland	0.7	0.7	0.8
South East	1.2	1.2	1.3
South West	0.6	0.6	0.7
Wales	1.3	1.3	1.4
West Midlands	1.1	1.1	1.2
Yorkshire and the Humber	0.8	0.8	0.8
All regions	1.1	1.1	1.1

1. Regions refer to where the vehicles were seen and not where the registered keepers of the vehicles reside

Table 4: Rate of unlicensed vehicles in Great Britain traffic, by road class, 2007

Road class	Estimate	Percent	
		Lower confidence limit	Upper confidence limit
Motorways	0.6	0.6	0.6
A road, urban	1.0	1.0	1.0
A road, rural	1.1	1.0	1.1
Minor road, urban	1.5	1.4	1.6
Minor road, rural	1.3	1.3	1.4
All road classes	1.1	1.1	1.1

Table 5: Rate of unlicensed vehicles in active Great Britain stock, by tax class, 2004 to 2007 ¹

Tax Class	Percent					
	2004	2005	2006	2007		
				Estimate	Lower confidence limit	Upper confidence limit
Private and Light Goods	2.9	3.1	4.3	1.4	1.3	1.5
Goods	3.8	3.1	4.6	1.0	0.8	1.2
Motorcycles	20.0	29.6	38.0	9.8	4.7	14.9
Bus	0.9	2.3	3.8	0.8	0.3	1.4
Exempt	3.6	4.4	3.9	0.9	0.7	1.2
Other	22.9	23.1	29.8	5.2	1.0	9.4
All tax classes	3.7	4.5	6.1	1.7	1.4	2.0

1. 2007 estimates not comparable with those from previous years

Table 6: Number of unlicensed vehicles in active Great Britain stock, by tax class, 2004 to 2007 ¹

Tax Class	Thousand					
	2004	2005	2006	2007		
				Estimate	Lower confidence limit	Upper confidence limit
Private and Light Goods	851	947	1,331	434	411	457
Goods	17	14	21	4	4	5
Motorcycles	275	471	698	127	57	204
Bus	1	2	4	1	-	2
Exempt	72	90	81	19	14	24
Other	25	25	35	5	1	9
All tax classes	1,240	1,549	2,170	589	486	701

1. 2007 estimates not comparable with those from previous years

Table 7: Revenue lost from unlicensed vehicles in Great Britain, 2004/5 to 2007/8 ¹

Tax Class	£m					
	2004/5	2005/6	2006/7	2007/8		
				Estimate	Lower confidence limit	Upper confidence limit
Private and Light Goods	107	118	169	70	66	74
Goods	9	7	11	3	2	3
Motorcycles	10	18	28	6	3	9
Bus	0	1	1	-	-	-
Exempt	0	0	0	0	0	0
Other	3	4	5	1	-	2
All tax classes	129	147	214	79	71	88
As % of total revenue	3.4	3.6	5.0	1.5	1.3	1.7

1. 2007 estimates not comparable with those from previous years

SECTION 4: CHARACTERISTICS OF UNLICENSED VEHICLES

Table 8: Unlicensed vehicles observed in 2007 survey by last licensing activity and tax class

Tax class	Current SORN	Expired SORN	Seen after Refund	Licence Expired	Percent	
					Previous Licence	No Licence
Private and light goods	5	5	7	83	1	
Goods	4	11	8	75	2	
Motorcycles	18	12	5	61	4	
Buses	12	8	15	59	6	
Exempt	5	4	11	79	2	
Other	8	5	7	77	3	
All unlicensed vehicles	5	5	7	81	1	

Table 9: Unlicensed vehicles observed in 2007 survey by period unlicensed and tax class

Tax class	Up to 2 months	2 to 4 months	4 to 6 months	6 to 8 months	8 to 10 months	10 to 12 months	Percent
							Over 12 months
Private and light goods	55	16	8	4	3	1	13
Goods	62	11	8	3	3	3	9
Motorcycles	13	12	6	2	5	4	58
Buses	57	20	7	9	0	0	9
Exempt	43	14	4	5	2	1	31
Other	46	7	4	4	5	0	35
All unlicensed vehicles	54	16	8	4	3	1	14

Table 10: Unlicensed vehicles observed in 2007 survey by age of vehicle and tax class

Tax class	Up to 2 years	2 to 5 years	5 to 10 years	10 to 20 years	Percent
					Over 20 years
Private and light goods	10	25	38	25	2
Goods	8	39	37	15	1
Motorcycles	11	25	42	15	7
Buses	9	17	33	32	9
Exempt	15	28	29	20	7
Other	16	15	34	25	10
All unlicensed vehicles	10	25	38	25	2
All licensed vehicles	16	26	36	20	3

Table 11: Unlicensed vehicles observed in 2007 survey by type of registered keeper and tax class

<u>Tax class</u>	<u>Private</u>	<u>Company</u>	<u>Percent 'Between keepers'</u>
Private and light goods	77	11	12
Goods	9	78	14
Motorcycles	88	4	8
Buses	15	68	17
Exempt	58	29	13
Other	33	54	13
<u>All unlicensed vehicles</u>	<u>73</u>	<u>16</u>	<u>12</u>
<u>All licensed vehicles</u>	<u>83</u>	<u>15</u>	<u>2</u>

APPENDIX A: SURVEY DESIGN AND METHODOLOGY

During June 2007, over 1.7 million valid sightings of vehicle registration marks were collected at sites around the UK by contractors working on behalf of the Department for Transport. Collection was conducted at 256 sites, distributed across the regions of Great Britain and within Northern Ireland according to methods established in previous surveys.

In Great Britain, four sites (one of each of four different road types) were selected in each of the 49 police force areas outside London. In London, sixteen sites (four of each road type) were selected. The road types covered in each area were: built-up A roads; non built-up A roads; built-up minor roads; and non built-up minor roads. In addition, two motorway sites were chosen in each Government Office Region, with the exception of London, where four motorway sites were selected. As well as these, 20 sites were selected in Northern Ireland to cover the different road classes and to give a large enough survey sample to give reliable results.

At each site, the contractors were required to collect data for one twelve hour period on a weekday and for six hours on weekends. This process was followed for all but two sites which, due to technical issues, were only surveyed on a single day during June. On weekdays, surveying was between 08:00 and 14:00 and between 15:00 and 21:00, while on weekends surveying was for one of these periods only. Weekend surveying was predetermined to give equal numbers of morning and afternoon counts and equal numbers of Saturday and Sunday counts; otherwise surveying was down to the discretion of the contractors. The precise location of each site was agreed between the survey contractors and the Department for Transport.

At all but nine sites, collection was carried out by positioning a video camera at the roadside and then using Automatic Number Plate Recognition (ANPR) software at the contractor's office to collect details of the observed vehicles' registration marks from the video footage. The ANPR software automatically records each vehicle's registration mark from the video footage. Each automatically produced registration mark was then manually checked against the video footage of that vehicle. At the remaining nine sites, collection was carried out through the use of enumerators at the roadside to manually note the registration marks of passing traffic. In addition, the registration marks of all motorcycles were also collected in this way.

The collected data was then returned to the Department where those registration marks in an invalid or foreign format or where the vehicle was noted as displaying trade plates were removed. The remaining records were passed to the DVLA and DVLNI in order to identify which registration marks were licensed when they were seen and which were unlicensed. Once these matched data were returned, a further quality assurance check was made by comparing the ANPR produced registration mark with the video image of all vehicles reported to be unlicensed. Any misread registration marks identified through this process were removed from the survey dataset.

The number of records included in the final survey dataset is given in Table 12.

Table 12: 2007 survey size by tax class

Tax class	Weekday	Weekend	Total sightings
			Total
Great Britain			
Private and light goods	1,020,998	461,424	1,482,422
Goods	83,207	9,760	92,967
Motorcycles	6,451	2,715	9,166
Bus	12,095	4,506	16,601
Exempt	33,245	17,015	50,260
Other	1,972	484	2,456
All vehicles	1,157,968	495,904	1,653,872
Northern Ireland			
Private and light goods	39,082	16,976	56,058
Goods	2,761	360	3,121
Other	3,898	1,513	5,411
All vehicles	45,741	18,849	64,590

The following table compares the 2007 survey size with the surveys conducted in 2005 and 2006:

Table 13: 2007 survey size compared with 2006 and 2005 surveys

Tax class	2005	2006	Total sightings
			2007
Great Britain			
Private and light goods	1,094,173	1,149,219	1,482,422
Goods	47,635	54,451	92,967
Motorcycles	9,942	10,405	9,166
Bus	7,034	8,831	16,601
Exempt	37,378	42,552	50,260
Other	1,527	3,175	2,456
All vehicles	1,197,689	1,268,633	1,653,872
Northern Ireland			
Private and light goods	52,320	59,900	56,058
Goods	2,446	2,743	3,121
Other	5,990	6,345	5,411
All vehicles	60,756	68,988	64,590

APPENDIX B: DERIVATION OF EVASION ESTIMATES

The exact methodology used to derive the estimates within this report is complex and is outlined in detail within a recent methodological review carried out by Southampton University. This review is available at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/excisedutyevasion/estimatevedreview.pdf>.

However, the key stages within each calculation have been summarised below.

Rate of unlicensed vehicles in traffic

The rate of unlicensed vehicles in traffic is derived as follows:

1. Calculate the rate of unlicensed vehicles in traffic for each tax class as observed at each survey site.
2. Weight the rates in (1) by traffic flow information specific to that site, drawn from national traffic census sources.
3. Use these weights to calculate an average unlicensed rate for each tax class within each road type and region.
4. Weight the rates in (3) by further traffic flow information specific to each road type and region.
5. Use these secondary weights to calculate an estimated unlicensed rate in traffic for each tax class.

Rate and number of unlicensed vehicles in active stock

The rate and number of unlicensed vehicles in active stock is derived as follows:

1. Calculate the number of times each individual vehicle was seen within the survey.
2. Use these data within a complex statistical model to estimate the relative mileage of licensed and unlicensed vehicles within each tax class. A table showing the results produced by this model is given overleaf:

Table 14: Relative mileage of unlicensed vehicles in Great Britain, 2007

Tax Class	Relative mileage ¹	Lower confidence limit	Upper confidence limit
Private and Light Goods	0.79	0.75	0.83
Goods	0.73	0.59	0.86
Motorcycles	0.64	0.27	1.01
Bus	0.42	0.15	0.69
Exempt	0.88	0.65	1.12
Other	0.47	0.09	0.86

¹ Average mileage per unlicensed vehicle for every mile travelled by a licensed vehicle

3. Combine these relative mileage estimates with the rates of unlicensed vehicles in traffic to produce an estimated rate of unlicensed vehicles in active stock for each tax class.
4. Use the rates calculated in (3) together with the known number of licensed vehicles to produce the estimated number of unlicensed vehicles in active stock within each tax class.
5. Sum the numbers calculated in (4) to give the overall estimated number of unlicensed vehicles in active stock.

Revenue lost from unlicensed vehicles

Estimates of the revenue lost from unlicensed vehicles are calculated as follows:

1. Calculate the average cost of a yearly licence within each tax class. These costs are given in the table below:

Table 15: Average licence values by tax class, Great Britain, 2007/8

Tax class	2007/8
Private and Light Goods	£161
Goods	£589
Motorcycles	£45
Bus	£266
Exempt	£0
Other	£154

2. Multiply the values from (1) by the estimated numbers of unlicensed vehicles within each tax class to give the estimated revenue lost from unlicensed vehicles within each tax class.
3. Sum the values calculated in (2) to give the overall estimated revenue lost from unlicensed vehicles.

APPENDIX C: EFFECT AND TREATMENT OF MISREAD REGISTRATION MARKS

Effect of misreads on evasion estimates

In addition to improvements in accuracy, the use of ANPR (Automatic Number Plate Recognition) technology for the vast majority of this year's survey has enabled a better understanding of the effect of misread registration marks on the survey results.

Every registration mark collected through ANPR software was manually checked before being submitted to the Department. However, an additional check was then made by comparing the video images of all those vehicles reported to be unlicensed against the registration marks that had been recorded for those vehicles. In addition to removing any remaining errors, this additional check demonstrated the following:

1. The likelihood of a vehicle's registration mark being misread is largely independent of whether that vehicle is actually licensed or unlicensed. In other words, for any given number of misreads, the percentage that originate from licensed or unlicensed vehicles is likely to mirror that from the survey as a whole.
2. While some misreads will produce a registration mark that is unknown and will therefore be excluded from the survey, the likelihood of a misread registration mark coincidentally matching that of a separate licensed vehicle is roughly equal to that of it matching a separate unlicensed vehicle.

As the vast majority of vehicles seen in the survey each year are found to be properly licensed, it therefore follows that:

- Most misread registration marks will similarly originate from licensed vehicles, and therefore;
- The number of licensed vehicles erroneously misread as unlicensed is likely to significantly outweigh the number of misreads in the opposite direction, and therefore;
- Misreads – if left untreated - will artificially inflate estimates of evasion.

This effect is clearly demonstrated through the example below, taken from the site in the 2007 survey where the highest number of misreads were found.

The actual numbers of vehicles passing this site were as follows:

No. of sightings:	1,248
No. <u>actually</u> licensed:	1,228
No. <u>actually</u> unlicensed:	20
Percent <u>actually</u> unlicensed:	1.6%

However, 282 registration marks provided for this site were found to have been misread. As expected, the vast majority (274) of these were found to have originated from licensed vehicles while only 8 originated from unlicensed vehicles. However, as a result of being misread, 161 of these were found to coincidentally match a separate licensed vehicle while 121 were found to coincidentally match a separate unlicensed vehicle.

The numbers of vehicles originally reported for this site, prior to the removal of any misreads, were therefore as follows:

No. of sightings:	1,248
No. <u>originally reported</u> as 'licensed':	1,115
No. <u>originally reported</u> as 'unlicensed':	133
Percent <u>originally reported</u> 'unlicensed':	10.7%

Therefore, in this example, the 282 registration marks that were misread would have, if left untreated, inflated the evasion rate at this site from 1.6 to 10.7 per cent.

Treatment of misreads in 2007 survey

The vast majority of data in the 2007 survey were collected through Automatic Number Plate Recognition (ANPR) technology. As opposed to the largely manual data collection used in previous years, this enabled the contractor to manually check every registration mark recorded through this process against the video image stored for those vehicles. Therefore, it is likely that most misreads will have been corrected before the survey data were submitted to the Department.

However, as an additional check, after the data had been submitted to the Department and matched to the DVLA database, the registration mark of every vehicle reported to be unlicensed was compared to the video image held for that vehicle, and any misreads were removed.

While this additional process removed those remaining misreads incorrectly matching the registration mark of a separate 'unlicensed' vehicle, it will not have removed those erroneously matching 'licensed' vehicles - creating the potential for a slight under-estimation of evasion. However, as outlined earlier, there are likely to be very few misreads of this type (as the vast majority of misreads will originate from licensed vehicles) so the overall level of under-estimation through this approach is likely to be minimal.

At 9 survey sites and in the case of motorcycles, data were collected manually by roadside enumerators. For these vehicles, it was therefore not possible to check the registration marks that had been recorded in the survey and, as such, these data may contain a number of misreads which would have an inflationary effect on evasion. However, due to the relatively small number of registration marks that were collected in this way, these associated misreads are unlikely to have had a significant effect on the estimates presented in the publication.

Treatment of misreads in previous surveys

In all previous surveys, the majority of registration marks in the survey were collected manually and so could not be checked for accuracy. As a result, all estimates given in previous surveys are likely to be inflated by the presence of mis-recorded registration marks in the survey dataset.

Due to the absence of sufficient evidence it is not possible to assess the extent to which these estimates have been inflated and, therefore, direct comparisons cannot be drawn between the survey results presented in 2007 and those from previous years.

Scottish Government

Transport Publications

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Transport Across Scotland:
some SHS results for parts of Scotland
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Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

National Assembly for Wales - Cynulliad Cenedlaethol Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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Assistant Inclusion Manager
Strategy and Service Development
London Underground Ltd.
Transport for London
Room 494 (4th floor)
55 Broadway
London
SW1H 0BD

Tel: 020 7027 8340
Fax: 020 7918 4580
Email: nina.webster@tube.tfl.gov.uk

The TSUG is contributing to the production of the *Transport Yearbook 2008*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Transport Statistics Publications (as at February 2008)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

TSO

Mail, Telephone, Fax and E-mail
PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

TSO Shops – London, Belfast and Edinburgh

TSO@Blackwell and other Accredited Agents

Annual Reports

Transport Statistics Great Britain: 2007 Edition (ISBN: 978-0-11-552907-8)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Road Casualties in Great Britain: 2006 (ISBN: 978-0-11-552905-4)
Maritime Statistics: 2006 (ISBN: 978-0-11-552906-1)

See also TSO's virtual bookshop at: -

<http://www.tsoshop.co.uk>

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (020)7944 4846.

DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics
National Rail Travel Survey
National Road Maintenance Condition Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Traffic in Great Britain ☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)117 987 8484
Road Casualties in Great Britain: Quarterly Provisional Estimates
☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -

<http://www.dft.gov.uk/pgr/statistics>
