

TSUG

Transport Statistics Users Group

Monthly Review: July 2019

This month's review shows that New York City Transit's subway on-time performance in April reached nearly 80%, its highest level since October 2013. During the Hartford Line's (between Hartford and Windsor, Connecticut) first year in business, it saw 634,000 passenger boardings — about 51,000 more than originally projected for the first year. A combination of newer aircraft, better ticket value and improved customer service has driven overall satisfaction with North American airlines to the highest point in history. PKM of Air France/KLM were a record high, at 256,514m: ASK were also at a record high of 293,769m. In the case of Air Asia RPK, ASK and passenger numbers are all at record highs. Ryanair's emission rate in May was 66 grammes of CO₂/PKM. Total seat numbers from Scotland's airports will fall by 3.0% in 2019. This will be the second successive year of capacity decline, after a 0.7% drop in 2018. 21% of Vancouver's air passengers are using the Canada Line, while another 8% used other forms of collective transportation such as shuttle buses, courtesy buses, and coaches. When comparing the rolling year to March 2019 with March 2018 through UK major ports: total tonnage increased by 2% to 477.6 million tonnes and total volume of unitised traffic decreased by 1% to 23.7 million units. We have Message from the Chairman, TSUG, Letter from the Editor, and also Kit Mitchell's Statistics Digest.

Dr Shanta Bir Singh Tuladhar and Andrew Sharp

Contents

Dates of the next TSUG seminars	3
Statistics Digest.....	3
STATISTICS DIGEST July 2019.....	3
Seminar Write-up	4
Traffic Calming Seminar 22 May 2019.....	4
Members' Forum	5
Message from the Chairman, TSUG	5
Letter from the Editor	6
General News	6
Transport for London to use Wi-Fi Data to understand Passenger Flows	6
Rail.....	7
MTA Performance Continues to Improve	7
New Hartford Line a Success	7
Potential for Rail?	8
Air	8
Airline Satisfaction	8
Recent Airline Statistics	9
Recent IATA Statistics	11
Ryanair's Monthly Emissions Data.....	11
Scottish Flights Decline	11
Vancouver Airport Access.....	12
Sea	13
Port Freight Quarterly Statistics	13

Dates of the next TSUG seminars

Date	Venue	Topic
Wed-17-Jul	TfL	Aviation Emissions
Wed-14-Aug	TfL	The Impact of Carbon Change
Wed-18-Sep	TfL	Trip Generation
Wed-16-Oct	TfL	Domestic Freight – Rail & Road
Wed-20-Nov	TfL	High Speed Rail
Wed-11-Dec	TfL	Fuel Use & Climate Change

The seminars can be booked through the TSUG website at www.tsug.org.uk/seminars.php

Statistics Digest

STATISTICS DIGEST July 2019

This digest lists major sets of statistics that have been released recently or which are due to be released. Regular monthly and quarterly releases are not included. The web links given allow free downloads of the documents cited.

Recent releases from Department for Transport

Recent releases from Department for Transport

12 June	Search and rescue helicopter annual statistics: year ending March 2019 https://www.gov.uk/government/statistics/search-and-rescue-helicopter-annual-statistics-year-ending-march-2019
12 June	Statistical table update: UK officer cadets under the Support for Maritime Training (SMarT) scheme, 2018 to 2019 https://www.gov.uk/government/statistical-data-sets/seafarer-statistics-sfr
13 June	Travel time measures for the Strategic Road Network and local 'A' roads: April 2018 to March 2019 https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-april-2018-to-march-2019
13 June	Provisional road traffic estimates, Great Britain: April 2018 to March 2019 https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-april-2018-to-march-2019
19 June	Light rail and tram statistics: year ending March 2019 https://www.gov.uk/government/statistics/light-rail-and-tram-statistics-england-year-ending-march-2019
26 June	Vehicle speed compliance statistics for Great Britain: 2018 https://www.gov.uk/government/collections/speeds-statistics

Forthcoming releases from Department for Transport

11 July	Road freight statistics: 2018 https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics
18 July	Rail passenger numbers and crowding on weekdays in major cities in England and Wales: 2018 https://www.gov.uk/government/collections/rail-statistics
25 July	Reported road casualties Great Britain, main results: 2018 https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
31 July	National Travel Survey 2018

	https://www.gov.uk/government/collections/national-travel-survey-statistics
31 July	Walking and cycling statistics, England: 2018
	https://www.gov.uk/government/collections/walking-and-cycling-statistics
August	Air passenger experience of security screening: 2018
	https://www.gov.uk/government/collections/aviation-statistics
August	Reported Road Casualties in Great Britain, final estimates involving illegal alcohol levels: 2017
	https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
August	Road goods vehicles travelling to Europe: July 2018 to June 2019
	https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics
August	Renewable Transport Fuel Obligation: Year 11 (2018) report 4 (15 April 2018 to 31 December 2018 supply)
	https://www.gov.uk/government/collections/biofuels-statistics
August	Renewable Transport Fuel Obligation: Year 12 (2019) report 1 (1 January 2019 to 31 December 2019 supply)
	https://www.gov.uk/government/collections/biofuels-statistics
August	Domestic waterborne freight statistics: 2018
	https://www.gov.uk/government/collections/maritime-and-shipping-statistics
August	Port freight annual statistics: 2018
	https://www.gov.uk/government/collections/maritime-and-shipping-statistics
August	Journey time statistics: 2017
	https://www.gov.uk/government/collections/journey-time-statistics
Sep 2019	Provisional road traffic estimates, Great Britain: July 2018 to June 2019 Road traffic
	https://www.gov.uk/government/collections/road-traffic-statistics
Sep 2019	Reported road casualties Great Britain, annual report: 2018 Road accidents and safety
	https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
Sep 2019	Travel time measures for the Strategic Road Network and local 'A' roads: July 2018 to June 2019 Road congestion and reliability
	https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics

Recent releases from Office of National Statistics

24 May	Travel trends: 2018
	https://www.ons.gov.uk/peoplepopulationandcommunity/leisureandtourism/articles/travel-trends/2018

Seminar Write-up

Traffic Calming Seminar 22 May 2019

Five very interesting speakers, one with a comprehensive and data-rich presentation, left little time for the customary Q&A.

Questions on **Phil Jones'** presentation on the effectiveness of traffic calming through engineering measures.

From a **TfL delegate** – does the removal of centreline marking as part of a resurfacing project have an impact? No research done to check.

Nick Healey, Surrey CC, asked about the environmental impact of speed limit changes. He knew of cases where the limit had been raised from 30 to 40 mile/h and average speeds had gone down, and where the speed limit had been reduced and

average speeds had increased. Was the absence of repeaters a contributor to speed? If there is no repeater, people assume the national speed limit applies.

Jeremy Leach, 20splenty – roundabouts affect pedestrian desire lines. Agreed: keep them small.

David Davis, PACTS. Humps are currently unfashionable and thought to be environmentally bad (slowing down then accelerating). This depends on the design of the road and the overall street environment.

Duncan Knox, Surrey CC – roundabouts can have an adverse effect on cyclist casualties. He had found that painting ‘dead’ areas of large roundabouts with white paint effectively reduced the size of roundabouts. There is a tension between safety and capacity (and capacity for what – cars or people?)

General questions

Simon Lister, TSUG. Several cases had come up with an average speed reduction of 1.9 mile/h – but what are the actual data? Why 1.9? What’s the variability? Some traffic calming schemes have resulted in increases, some in decreases and some remained the same. The results come from a very large number of data points.

Duncan Knox, Surrey CC – do extremes of weather affect results? Or the presence (or introduction) of things like bike lanes? Probably not, since surveys tend to be done on a random week: they are just a snapshot.

Ben Heydecker, UCL – we should expect researchers to make datasets available for scrutiny: disc space is cheap these days. Average speeds tend to decrease, but so do low and high speeds – so the figures given by some of the speakers are not just averages.

Heather Ward, UCL. *It is very important to look at the original research and the data in it: press releases and press reports on press releases can conceal important facts and trends.*

Members can find past seminar slides here: http://www.tsug.org.uk/past_seminars.php

Note to the Readers

Don’t forget that you can download slides of previous seminars from our website including the most recent. Please log in, click on the seminar tab and then on ‘view a list of past seminars’ on the top line. We have presentations going back many years, but apologies if a few are missing, occasionally speakers do not wish us to include their presentations. Also it can take a few days for speakers to release their presentations.

Members’ Forum

Message from the Chairman, TSUG

We have added the presentations of most of the recent meetings to the website. They are available by visiting our website at <http://www.tsug.org.uk/index.php>. You will need to log in using your e-mail address. Please contact us if you have any problems. Select the Seminar tab (the third from the left) and click on ‘You can view a list of past seminars’. A few are

missing either because the speaker did not wish us to use them or because they are not available.

Peter Gordon

Letter from the Editor

TSUG Review

The editors would like to encourage more people to write articles for the Review. At the moment, this work falls on a small number of people, and of course reflects their interests. Both of these reduce the comprehensiveness of our coverage.

YOU could easily write once a year about some statistics you have seen: please do so, and send them to the Editors.

Editor, TSUG Newsletter

General News

Transport for London to use Wi-Fi Data to understand Passenger Flows

Transport for London (TfL) is to begin collecting depersonalised Wi-Fi data from passengers' mobile devices to obtain a better understanding of how people travel around the London Underground network. A four-week pilot scheme in 2016 collected more than 509 million depersonalised items of data from 5.6 million mobile devices making around 42 million journeys. Results that TfL said it could not have obtained from station entry and exit data or surveys included the finding that passengers travelling between King's Cross-St Pancras and Waterloo took at least 18 different routes, with around 40% of travellers not taking two most popular routes.

The system has been developed in-house by TfL, and uses the media access control address which wi-fi enabled devices send when searching for nearby routers. The data is automatically depersonalised, and browsing or historical data is not collected.

TfL said it had worked with the Information Commissioner's Office to address privacy concerns. Individual customer data would 'never' be shared and users would not be personally identified. People can opt out by turning off the wi-fi on their device.

Data collection is scheduled to begin on July 8, and TfL said passengers would start seeing benefits later this year. This could include the provision of station crowding data on the TfL website and TfL's API to help users better plan their routes; warnings about congestion at ticket halls or platforms; and providing station staff with the latest information when they are assisting customers.

A better understanding of passenger flows through stations would also allow TfL to better demonstrate the effectiveness of its commercial advertising sites.

<https://www.metro-report.com/news/metro/single-view/view/transport-for-london-to-use-wi-fi-data-to-understand-passenger-flows.html>

MTA Performance Continues to Improve



New York's Metropolitan Transportation Authority (MTA) recorded on-time performance improvements on the subway, Long Island Rail Road (LIRR) and Metro-North Railroad.

New York City Transit's subway on-time performance in April reached nearly 80%, its highest level since October 2013, according to an MTA press release. Major incidents on the subway system decreased by 32%

LIRR Train at Jamaica

and weekday delays decreased by 35% from April 2018.

Meanwhile, LIRR logged a 95% on-time performance in April. LIRR's on-time performance is four percentage points above this time last year, translating to 1,645 more on-time trains operating in the first four months of 2019 compared with 2018's level. LIRR also reduced the number of trains operated with fewer cars than normal by 21%. The falling number is an indication of increased mechanical reliability of the fleet, MTA officials said.

Metro-North Railroad's on-time performance in April was 95%, compared with 91% at the same time last year. The number of trains the railroad had to cancel or terminate mid-run has been reduced by 74% this year, and the railroad has also reduced the number of trains delayed more than 15 minutes by 50%.

New Hartford Line a Success

From Progressive Railroading

Connecticut Department of Transportation's (CTDOT) Hartford Line between Hartford and Windsor, Connecticut, recently marked its first year of service.

During its first year in business, the line saw 634,000 passenger boardings — about 51,000 more than originally projected for the first year, according to CTDOT report.

On average, 51,000 passengers boarded the train each month, with 2,000 boardings on a typical weekday.

The busiest stations were New Haven, Hartford and Springfield.

In a passenger satisfaction survey conducted in November 2019, nearly 88% of passengers were satisfied overall with the service. Onboard ticket collection and crew courtesy had the highest satisfaction ratings.

The Hartford Line also achieved on-time performance (OTP) in the 80% to 90% range for the first months of service. Cumulative OTP from July 2018 through to April 2019 was 89%.

The 100km commuter-rail route was launched on June 16, 2018.

Potential for Rail?

The European Co-ordinators for the Trans-European Networks produce regular work plans. A study mentioned in the Third Work Plan of the Scandinavia-Mediterranean Co-ordinator (April 2018) caught my eye.

It attempted to assess the amount of road traffic which could be shifted to rail by looking at the capacity of the rail network. The theoretical capacity of the 2030 rail network was assessed based on the number of tracks likely to be available then. Maximum capacity was set at 80 trains/day 'to ensure acceptable operational quality'. For a line with two tracks, the maximum capacity was set at 120 trains/day. This was multiplied by 280 operating days to generate a theoretical annual capacity in 2030.

The report does concede that the extra rail capacity is a 'highly theoretical figure'.

Table 16 of the report shows that rail passenger traffic on the Corridor could be increased by 200 bn passenger kilometres, compared with a forecast increase of 61bn. Rail freight could increase by 551bn tonne-kilometre, compared with a forecast of 174bn. Road passenger traffic would decrease by 75% and cargo traffic by 68.5%. All of this results in significant decreases in CO₂, NO_x and particulates compared with existing forecasts.

One can only agree with the 'highly theoretical figure' statement. 80 trains/day is four an hour over a 20-hour operating day – ok, for a single track railway rather on the conservative side. But to assume that a two-track railway has 150% of a single-track railway's capacity is seriously understating the issue. Obviously, a single track railway is limited by the inability of trains to pass each other on the single track sections: a double track railway with reasonably modern signalling equipment allows trains to run at least every five minutes each way.

That maximum capacity and potential for diversion looks seriously under-stated.

Air

Airline Satisfaction

J D Power is an American marketing information company. It produces regular reports on customer satisfaction with airlines: at the end of May they published their 2019 North America Airline Satisfaction Study. This reported that a combination of newer aircraft, better ticket value and improved customer service has driven overall satisfaction with airlines to the highest point in history. The improvements were driven mainly by traditional carriers: satisfaction with low cost carriers slowed down.

Apparently passengers on traditional carriers feel that value for money is improving: this factor historically drove satisfaction with low-cost carriers but as legacy carrier performance improves, the difference is eroding.

The lowest-rated aspect continues to be in-flight service – in-flight entertainment, connectivity, at-seat power and food.

On a 1000-point scale, overall satisfaction in 2019 was up 11 points to 773. For traditional carriers, the improvement was 22 points: low-cost carrier overall satisfaction was down 6 points.

Among traditional carriers, Alaska Airlines ranked first for the 12th consecutive year, scoring 801. Next came Delta (788), American (764), Air Canada (729) and United (723).

JetBlue led low cost carriers with a score of 817: Southwest's score was the same. Westjet scored 758, Spirit 711 and Frontier 702.

Flight Shame

This is the name given to the phenomenon noted in particular in Sweden where people are ashamed to admit that they fly – to the extent that they are changing to more environmentally benign modes.

This is starting to show up in statistics published by Swedavia for passenger numbers at Sweden's 10 largest airports.

A 12-month total to December 2018 shows just over 42m passengers: for the 12 months to May it's just over 41m.

Recent Airline Statistics

Air France/KLM recently reported Q1, 2019 results.

Looking at the four quarters up to and including Q1, 2019, results are mixed.

Passenger revenues are €20,978m – the lowest since the 4 quarters to Q2, 2018.

Passenger kilometres (PKM) were a record high, at 256,514m: available seat kilometres (ASK) were also at a record high of 293,769m.

Passenger numbers were also at a record high of 86,077,000 – this is the first time they have exceeded 86m.

However the revenue/passenger is the second lowest I record since my series started in the four quarters to Q4, 2015: it is just below €244 (compared with the low of €242 in the year to Q4, 2017).

Revenue/PKM is just below €0.82 for the first time since my series started: it's been between €0.082 and €0.083 since the year to Q4, 2016.

Average journey length is the second highest since the year to Q1, 2016 at 2980km: in the year to Q4, 2018 it was 2983 and has always been just below 3000.

Air Asia also published Q1, 2019 data.

Most of the figures (last four quarters) are encouraging.

Revenue, Revenue passenger kilometres (RPK), ASK and passenger numbers are all at record highs. Revenue is above 10,800,000 RMB for the first time: it was 6,300,000 when my series started with the four quarters to Q4, 2015. RPKs are above 57,000m for the first time: ASKs are above 68,000m for the first time. At the start of the series, these figures were just over 30,000m and 37,400m respectively.

Passengers carried in the last four quarters totalled 46bn – over 45bn for the first time (24bn at the start of the series).

Revenue/passenger continues its downward trend, to 234RMB: revenue/PKM is also at an all-time low of 0.1874 RMB. Average length of journey is also down, at 1248km: it reached a high of 1313km in the year to Q4, 2016 but has dropped every quarter since then.

Singapore Airlines reported its Q4 data (to 31 March) recently. The figures are for Singapore Airlines only, and do not include its subsidiaries – so no revenue data are available.

RPKs were the highest I record since my series started in the 4 quarters to Q4, 2015. At 102,592m they are above 100bn for the second consecutive 4-quarter period. ASKs are also at a record high, at 123,486m. Passenger numbers at 20,738,000 were above 20m for the third consecutive 4-quarter period. Average length of haul is also almost at a record high – 4946km. In the year to Q4, 2015 the figure was 4954km, but since then it has dipped to a low of 4890 in the year to Q3, 2016 before growing steadily to the current level.



IAG, owners of BA, Aer Lingus and Vueling, reported Q1 figures recently. Cumulated four-quarter figures all look good, but some of the derivatives less so.

Passenger revenue, at €21780m is the highest I record since my series started in the year to Q4, 2015. The same is true of RPKs and ASKs. Passenger numbers, at 114,349,000, are also at a

BA A320 at Heathrow

record high.

Revenue/passenger is €190.47. In the four quarters to Q4, 2015 it was €230.72: it dropped steadily to €189.49 in the year to Q2, 2018 and then trended upwards to the year to Q4, 2018 (€190.83).

Revenue/PKM has followed broadly the same trend - €0.0918 at the start of the series, dropping to €0.0789 in the year to Q2, 2018 then up to €0.0796 in calendar year 2018 before dropping to €0.0794 in the latest four quarters.

Average journey length started at 2513 km, then trended down to 2397 in the year to Q3, 2018. Since then it has grown in both subsequent 4-quarter periods to just short of 2399.

Recent IATA Statistics



Jet Airways Boeing 737-800 at Singapore

At the very end of May, IATA released its Air Passenger Market Analysis for April. Key points were as follows.

- As expected, industry-wide revenue passenger kilometres (RPKs) recovered this month, lifting to a 4.3% annual rate of growth (up from 3.1% in March). Growth remains steady, but is still well below the long-run average pace of around 5%. As noted last month, the timing of Easter has affected the performance in March

and April this year.

- The industry-wide load factor rose to a record high for April at 82.8%, as available seat kilometres (ASKs) increased by 3.6% year-on-year. Amongst the regions, record load factors for April were recorded in each of Europe, Latin America and Africa.
- After a sustained period of very strong growth, RPKs in the domestic India market are 0.5% lower than their level a year ago. This is the first negative growth rate in more than five years and is largely due to the demise of Jet Airways.

Ryanair's Monthly Emissions Data

In June, Ryanair became the first airline to publish monthly emissions data. Many airlines have reported quarterly or annually, but Ryanair says it is the first to report monthly.

In May, emissions were 1157 kilotonnes (kt) of CO₂. The airline generated 17,529m PKM and carried 14.1m passengers. They calculate that this gave an emission rate of 66 grammes of CO₂/PKM.

<https://corporate.ryanair.com/news/ryanair-becomes-first-eu-airline-to-report-monthly-co2-emissions/>

Scottish Flights Decline

From CAPA

According to data from OAG's Schedules Analyser, total seat numbers from Scotland's airports will fall by 3.0% in 2019. This will be the second successive year of capacity decline, after a 0.7% drop in 2018.

This reversal in growth contrasts with an increase of 20.3% between 2014 and 2017. At least to some extent, airlines (especially LCCs) were tempted into growth in Scotland by the promise of a cut in air passenger duty by the Scottish government in 2015. The SNP-led government's recent change of mind may be a contributory factor in the capacity reduction.

Among the leading airlines serving Scotland that are still growing this year, the one that is growing fastest is Loganair. Calling itself Scotland's airline, it emerged from its previous life as a Flybe franchise operator to flying under its own brand

in September 2017. Loganair took on a fleet of Embraer regional jets from its bankrupt former sister company flybmi in February 2019 to add to its turboprops.

It is the fifth largest airline overall serving Scotland (after easyJet, Ryanair, BA and Flybe), but number one on routes within Scotland. This summer 2019 it is launching a number of new routes and it has opened a base at Newcastle.

Vancouver Airport Access



A growing share of air passengers travelling through Vancouver International Airport (YVR) are choosing to get to and from the airport by using SkyTrain's Canada Line automated light rail line. Vancouver Airport Authority's 2018 annual and sustainability report shows 21% of air passengers are using the Canada Line, while another 8% used other forms of collective transportation such as shuttle buses, courtesy buses, and coaches.

Canada Line Train at Vancouver Airport

Altogether, based on a survey conducted by YVR in 2018, a combined total of 29% are using either public transit or collective transportation for their airport travels.

Moreover, throughout the year, based on TransLink data, there were 10.23 million boardings and alightings at the three Canada Line stations on Sea Island (on which the airport is located), representing a 10.9% increase over 2017. In 2018, off-island trips — travel between Sea Island and Vancouver/Richmond — increased by 3.8% over the previous year, while intra-island trips between the three Sea Island stations shot up by 27.6% to 3.47 million.

TransLink data also shows YVR Airport Station — the station that directly serves the terminal building — saw total number of boardings increase by 14.2% over just one year, from 2.64 million in 2017 to 3.01 million in 2018. Templeton Station saw an even higher rate of growth at 21.1% — from 978,800 boardings in 2017 to 1.185 million boardings in 2018. Even Sea Island Station saw a significant rate of growth, with ridership up by 20% from 246,800 boardings in 2017 to 296,300 boardings in 2018. But in terms of total number of boardings, Sea Island Station, which largely serves Sea Island employees and aircrew, is the quietest station on the entire SkyTrain system.

This growth in Canada Line ridership within Sea Island could be attributed to YVR's record year-over-year air passenger growth (from 24.2 million in 2017 to 25.9 million in 2018), record tourism in Vancouver and record cruise ship passenger numbers, recent parking changes that relocated the Value Long Term Lot next to Templeton Station (passengers parking their vehicle at this lot take the Canada Line to reach the airport terminal), growth in the number of visitors to McArthurGlen Vancouver Airport Outlet Centre, and increased traffic congestion that deters travel by private vehicle. As well, TransLink saw all-time high ridership on its entire regional transit system in 2018.

The latest data aligns with YVR's previous 2015 survey of all employees working on Sea Island, which revealed transit ridership at 25%. Another 13% of employees choose alternatives such as carpooling, cycling, walking, and motorcycles/scooters. YVR notes it also offers airport authority employees a C\$50/month rebate to take public transit, bike, walk or carpool. In 2018, 36% of airport authority employees (201 people) participated in this program.

Overall, YVR's transit modal share is the highest of any airport in North America. In comparison, Toronto Pearson International Airport, even with the Union Pearson Express rail service to downtown Toronto and a number of bus services, has a transit modal share of just 10% of all trips made to the airport. But the transit modal share for both airports falls short of some major European airports such as London at 36%, Frankfurt at 33%, and Amsterdam Schiphol at 40%.

The annual report also discussed taxi operations. In 2018, YVR saw a record 1.27 million outbound taxi trips — a 9.4% increase from 2017. There were 579 taxis operating at YVR last year, with 409 of these taxis using alternative fuels, representing a 5% increase over the previous year. A total of 54 additional YVR taxi licenses were added last year to help reduce taxi shortages and long wait times. The size of the YVR taxi fleet means roughly 25% of all 2,100 taxis on the road in Metro Vancouver can serve the airport.

<https://dailyhive.com/vancouver/canada-line-ridership-yvr-airport>

Sea

Port Freight Quarterly Statistics



Statistics on freight handled at major UK sea ports for January to March 2019 were released on 12 June.

The release notes that when comparing January to March 2019 with January to March 2018 through UK major ports:

- total freight tonnage increased by 6% to 119.3 million tonnes
- inward tonnage increased by 10% to 77.7 million tonnes

MTL Ship near Saltburn, on the Tees

- outward tonnage fell by 1% to 41.6 million tonnes
- total volume of unitised traffic increased by 3% to 5.4 million units
- inward units increased by 5% to 2.9 million units
- outward units held steady at 2.5 million units

When comparing the rolling year to March 2019 with March 2018 through UK major ports:

- total tonnage increased by 2% to 477.6 million tonnes
- total volume of unitised traffic decreased by 1% to 23.7 million units

An associated spreadsheet in a zip file shows data back to 2000, indexed. Where the index value of the year 2000 = 100, inward flows have remained reasonably stable up to Q1, 2019 = 100.6 (although there have been peaks and troughs). Outward

flows have steadily declined, to Q1, 2019 = 68. Total port traffic Q1, 2019 = 86 (2000 = 100).