

Foreign Vehicle Survey – Tyne and Wear Port Study



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Non UK Driver Port Study

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1 Introduction

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1 Introduction

The Tyne & Wear Freight Partnership intend to produce a variety of forms of media for a wide variety of purposes, some of which will be used by non UK freight drivers travelling through the regions ports. Consequently a decision must be made regarding the choice of languages to be used in the production of this media.

This report aims to detail the findings of a two week languages study conducted at the Port of Tyne in North Shields and Teesport in Teesside. The Port of Tyne is located on Coble Dene in North Shields, Tyne & Wear. It is just a few kilometres east of the A19 and the Tyne Tunnel river crossing. Teesport is located just off the A66 in Middlesbrough, Cleveland. It is approximately 8-10 kilometres east of the A66/A19 intersection.

The Port of Tyne survey commenced on Sunday 20th June and ended on Saturday 26th June. The Teesport study took place between Monday 28th June and Saturday 3rd July. Both studies were carried out with the assistance of funding from the EU's CIVITAS programme.

Prior to conducting the study staff at both ports were contacted in order to seek approval to be on site and notify them of the dates that survey staff would be present. Contact was made with Dean Ranyard at the Port of Tyne and Bill McGowen at Teesport.

The primary aim of the study was to ascertain the languages most commonly understood by non UK freight drivers operating through the ports. At this point it is important to differentiate between the ability to understand and speak a language. Many of the drivers interviewed were capable of understanding the language despite not having the ability / confidence to speak it. In addition to this, details of the drivers' freight company, including nationality were recorded. This evidence base will be used by the Tyne and Wear Freight Partnership to develop websites and other forms of media in two of the most commonly understood foreign languages.

Whilst ascertaining the most commonly spoken languages was of utmost importance, the two site visits were also a key opportunity to obtain further data. The questioning within the survey focussed on three areas, logistical details, such as the movement of goods, vehicle details and personal details. The questionnaire was split into sections A, B, C and D in order to differentiate between drivers arriving at the port, departing the port as well as the personal and vehicle details mentioned above. To assist with the completion of the questionnaire a number of show cards were produced to help overcome any language difficulties. These are detailed further in the appendices.

At the Port of Tyne a DFDS Seaways ferry service operates between Amsterdam and North Shields, arriving at the Port of Tyne at 0900 hours and departing the same day at 1700 hours seven days a week.

At Teesport P&O ferries operated vessels from Zeebrugge, arriving at 1100 hours and departing at 2100 hours daily between Monday and Friday and from Rotterdam arriving at 1300 hours and departing at 2100 hours on Tuesday, Thursday and Saturday each week

It should be noted that during the two week period the study yielded 167 samples. However, 143 of these samples were obtained from freight drivers at the Port of Tyne, meaning therefore, that just 24 were obtained from Teesport. This limits the analysis that can be conducted on these data and also reduces the statistical robustness of the results.

2 Methodology

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2 Methodology

2.1 Methodology adopted at the Port of Tyne

Upon arrival at the port, surveying staff consulted with security staff at the port in order to check shipping times and notify them of our presence on site. Both surveying staff wore appropriate PPE at all times. Having investigated the Port layout in conjunction with port staff in order to ascertain the most suitable location to conduct the study, surveyors took position on the exit road from the inspection hall, at this point it should be noted that vehicular traffic was still governed by a 20mph speed restriction. The exit road consisted of two all purpose running lanes and a lay-by prior to the exit gate. The lay-by was approximately the length of three articulated HGV vehicles. This arrangement allowed HGV vehicles to be interviewed in the lay-by whilst queuing in the nearside lane allowing non HGV traffic to exit the port via the two running lanes in the conventional manner. The survey typically took between three and five minutes to complete, however this would vary, often depending on the drivers' comprehension of English. Upon completion of the survey vehicles were asked to vacate the lay-by and the vehicle behind would pull to the front of the lay-by where the process would be repeated. For those vehicles arriving at the port by road, i.e. departing the UK, drivers were questioned throughout the course of the afternoon, as and when they arrived prior to weighing and booking in with port staff.

2.2 Methodology adopted at Teesport

Two surveyors wearing appropriate PPE were positioned adjacent to the gatehouse and barriers on the exit from the port. Having spoken to the Teesport office staff on the morning of each survey, the number plate of vehicles required to be questioned was known. This allowed the correct vehicles to be selected from all those travelling through the port. These vehicles were signalled to pull to the side of the carriageway before being interviewed allowing all other vehicles to pass safely.

Due to safety restrictions drivers departing the UK were interviewed at the booking office. While this method ensured the safety of the interviewers, it meant the drivers' vehicle was not present thereby adding to the time taken to complete the survey.

In order to overcome the language barrier experienced at certain points in the interview process (at both ports), show cards were produced depicting national flags allowing for ease of communication particularly regarding the language and nationality based questions. A similar card was produced in order to assist with the identification of vehicle types; this depicted the most common rigid and articulated types of heavy goods vehicles allowing the surveyor to complete several aspects of the survey on approach to the vehicle. These show cards can be found in Appendices B and C.

3 Port of Tyne Results

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3 Results obtained at the Port of Tyne

This section will detail the results of each port separately, beginning with the results of the 143 drivers interviewed at the Port of Tyne.

3.1 Nationality and Languages

Figure 1 below shows the nationality of drivers travelling through the Port of Tyne on both entry to and exit from the UK.

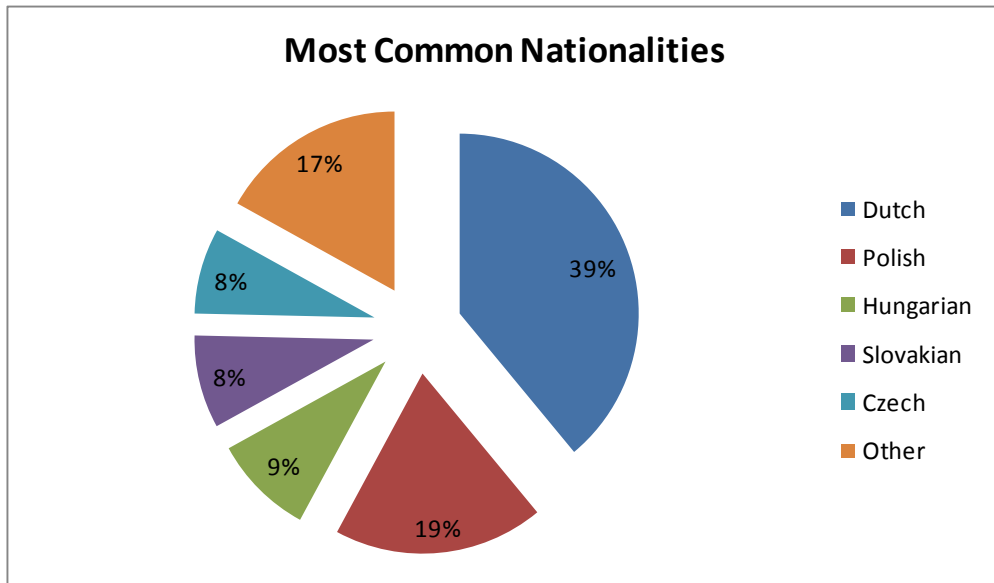


Figure 1: Most common nationalities spoken by freight drivers operating through the Port of Tyne

It can be seen from figure 1 that the majority of drivers are from the Netherlands. This should be expected given the only service operating at the Port of Tyne is one operating between North Shields and Amsterdam. However, there is also a mix of nationalities of drivers from eastern European countries, in particular Poland, which accounts for 19% of the total driver nationalities through the Port of Tyne. In total nineteen different freight driver nationalities travelled through the port during the study week. Further nationalities included several more eastern European nations as well as Spanish, Italian and Danish drivers.

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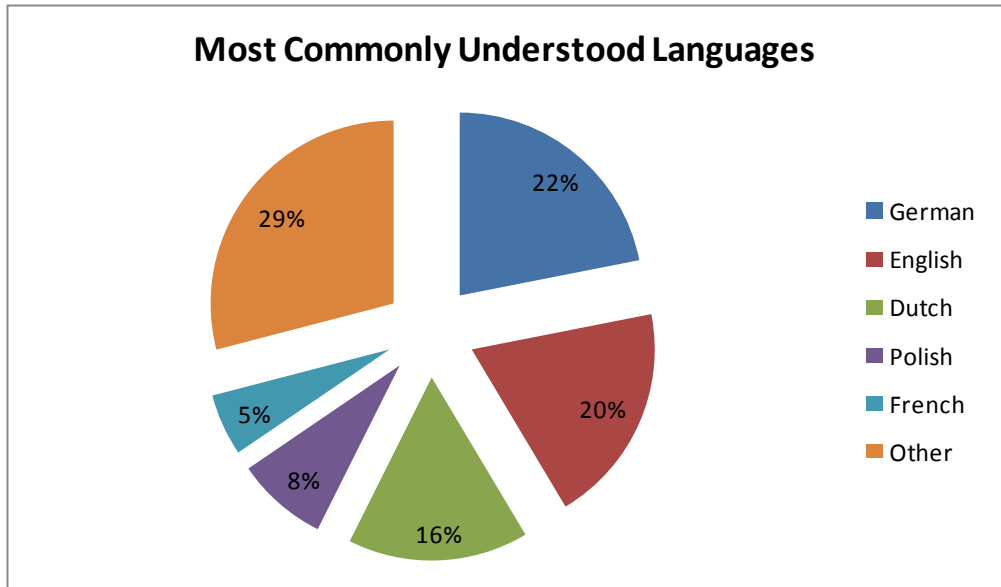


Figure 2: Most commonly understood languages of freight drivers through the Port of Tyne

Despite the majority of drivers being of Dutch nationality the most common language understood by non UK drivers at the Port of Tyne is German. This is most likely influenced by the broad range of languages spoken by the Dutch. Indeed of the 45 drivers of Dutch nationality, some 82% understand German. A further 44% of Polish (the second most common nationality) drivers also understand German, contributing significantly to figure 2.

English is the second most commonly understood language; this is spoken by 93% of the Dutch drivers. In contrast only 15% of the Polish drivers understand English.

As well as Dutch and Polish languages, French is also present in the five most commonly understood languages; this is understood by 5% of drivers travelling through the Port of Tyne. This is despite no drivers of French nationality passing through the port during the week of the study.

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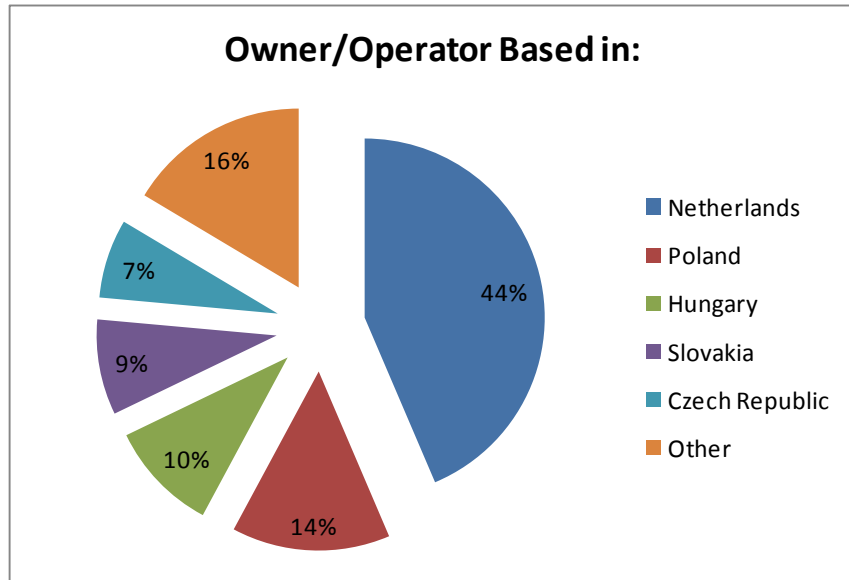


Figure 3: Origin of the company owner / operator

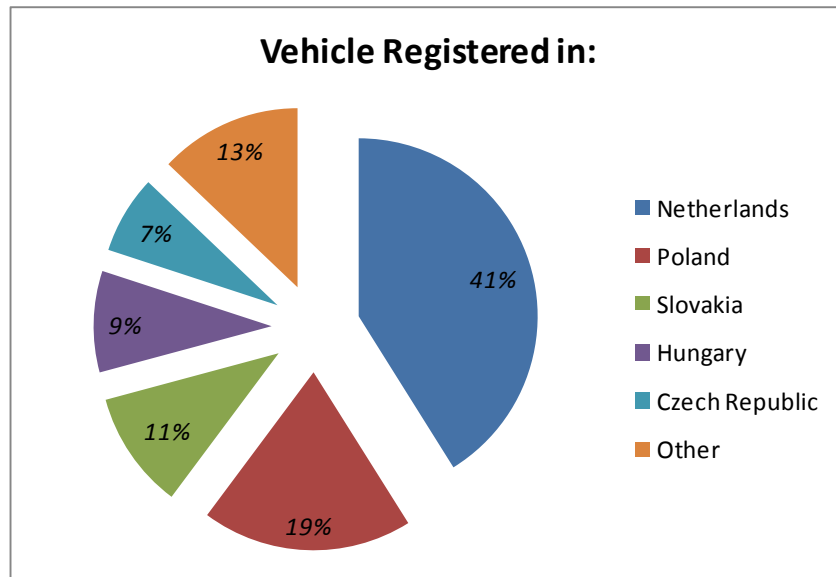


Figure 4: Country in which the vehicle is registered

Given that the DFDS service operates solely between the Port of Tyne and Amsterdam, it should be of no surprise that the majority of freight companies and operators originate from the Netherlands, 41% in fact. The remaining 56% come from the eastern European nations of Poland, Hungary, Slovakia and the Czech Republic, with 14%, 10%, 9% and 7% respectively. Comparing figures 3 and 4 it can be seen there is a 3% reduction in the number of vehicles registered in

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the Netherlands. Conversely, there is an increase in the number of vehicles registered as opposed to owned / operated from Poland. The remaining three regions remain relatively unchanged.

3.2 Delivery of goods and commodity types

This section aims to identify common delivery and collection points of vehicles entering and departing the UK and the movements of these vehicles, as well as the commodity type being delivered or collected.

3.2.1 Freight Vehicles entering the UK via Port of Tyne

As part of the survey several questions were used to determine the destination of the goods being delivered by the driver and through which port (if known) he/she intended to depart the UK. The results of which are shown below in figure 5.

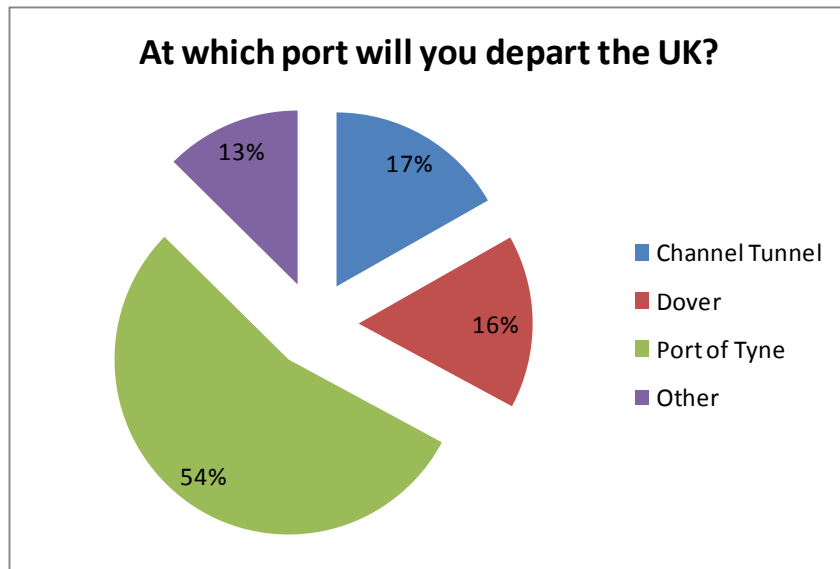


Figure 5: Most commonly used ports for departure from the UK

Figure 5 shows the three most commonly used ports for departure from the UK. This shows that the majority of freight traffic entering the UK via the Port of Tyne leaves the UK via the same port. This can in part be explained by the high proportion, 41%, of goods being delivered to regions within the North East, this is shown in figure 6 below. The North East however is not the most popular destination for the delivery of goods through the Port of Tyne. A slight majority, 47%, deliver goods to destinations within Scotland.

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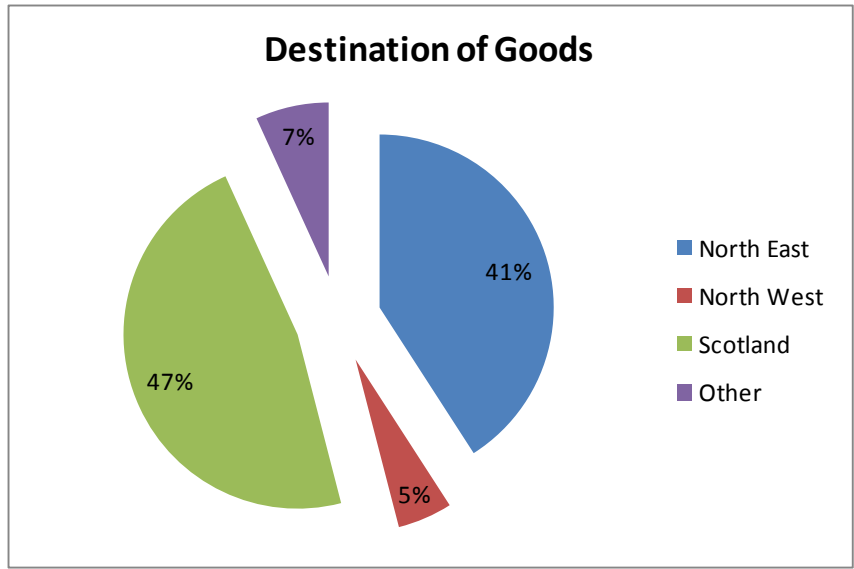


Figure 6: Destination of goods from freight vehicles arriving in the UK via Port of Tyne

As well as the North East and Scotland, the North West and Southern regions of England (other) also feature as common destinations for goods arriving in the UK through the Port of Tyne. Figure 7 below shows exactly the proportion of drivers, having delivered goods to the North East, the North West and Scotland that actually travel back and depart the UK via the Port of Tyne.

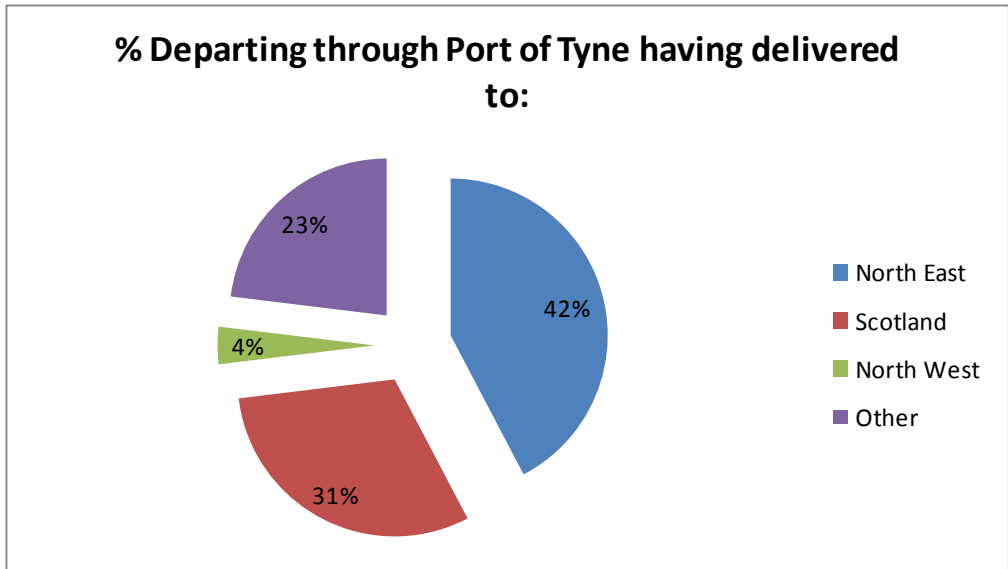


Figure 7: Percentage of freight drivers leaving the UK through the Port of Tyne having delivered to the most common destinations

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Figure 7 clearly shows a high proportion of vehicles departing through the Port of Tyne having delivered to Scotland and the North East, evidently a large proportion of drivers make a round trip between the port and destinations within Scotland or the North East.

As well as the North East and Scotland it has been identified that a further 23% of freight drivers travel to 'other' destinations than the most common destinations identified as the North East, the North west and Scotland. Typically these destinations were in the south of England. Figure 8 below shows the port by which these freight drivers departed.

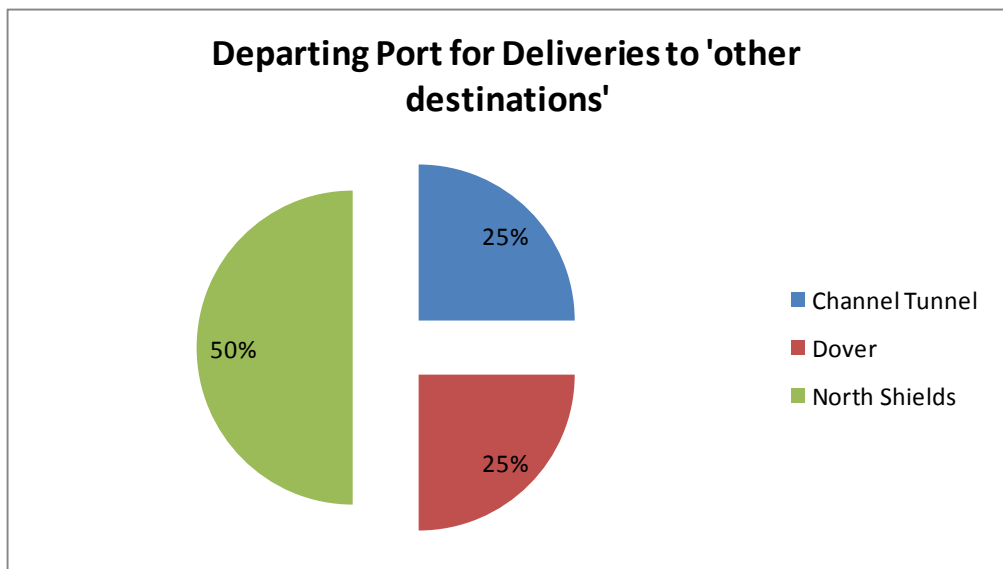


Figure 8: Departing Port of Freight Drivers Delivering Goods to 'other' Destinations

It is evident from figure 8 that despite having delivery destinations in the south of the country, half of all drivers return to the Port of Tyne. The remainder are divided equally between the Dover and Euro Tunnel services. Clearly this will be heavily influenced by the return destination.

Having identified some of the movements in terms of delivery points and the port from which the drivers will depart, let us now examine the type of goods/commodities being brought into the UK.

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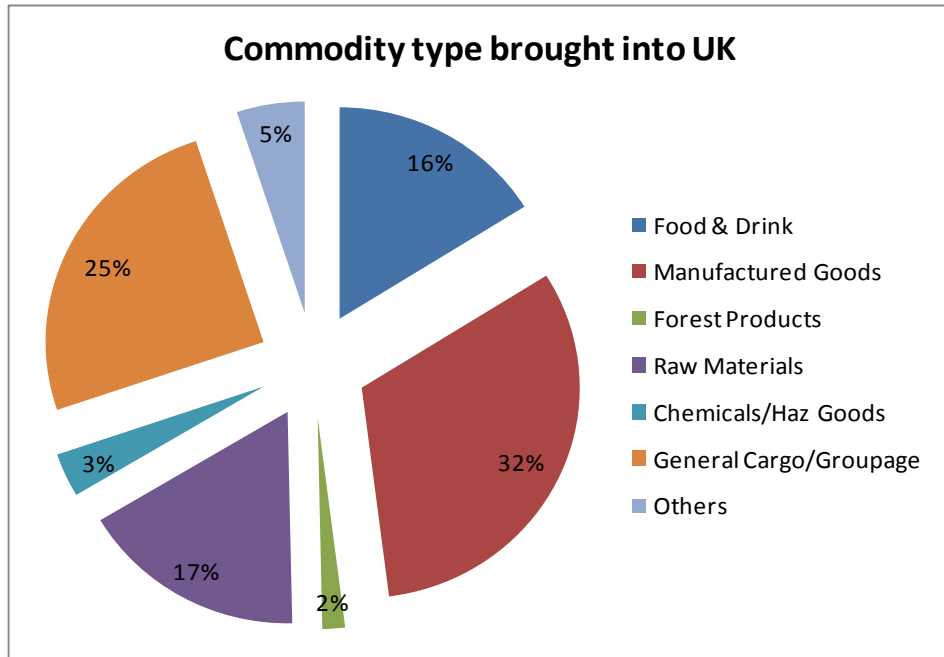


Figure 9: Type of goods and commodities brought through the Port of Tyne into the UK

It is evident that two main commodity types are most prevalent, manufactured goods and general cargo/ groupage. It is also appropriate to consider the quantity of goods transported by each freight vehicle. Drivers arriving in and departing the UK were asked to describe the amount of space used in their vehicle. The results of which are shown in figure 10 below.

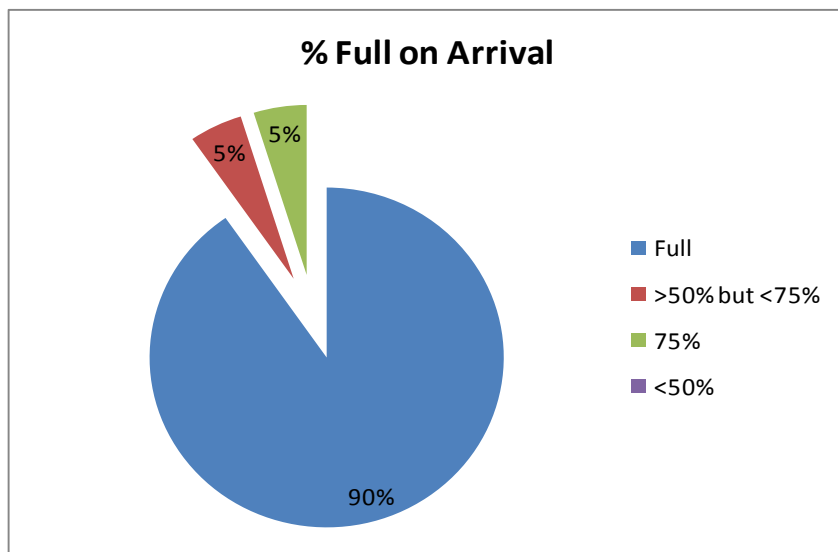


Figure 10: On arrival in to the UK how full was the vehicle?

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Figure 10 clearly shows that nearly all the vehicles arriving into the UK were completely full. A common sense approach would assume it makes financial sense to operate a fully loaded vehicle where at all possible. The evidence above would serve to strongly support this statement, certainly for foreign registered vehicles arriving entering the UK via the Port of Tyne. It is also evident that none of the vehicles arrived with an empty trailer with only a small proportion, 10%, with anything less than a full vehicle.

3.2.2 Freight Vehicles Departing the UK via the Port of Tyne

In terms of vehicles entering the UK from an alternative port to the Port of Tyne, the most frequently used is the Channel Tunnel.

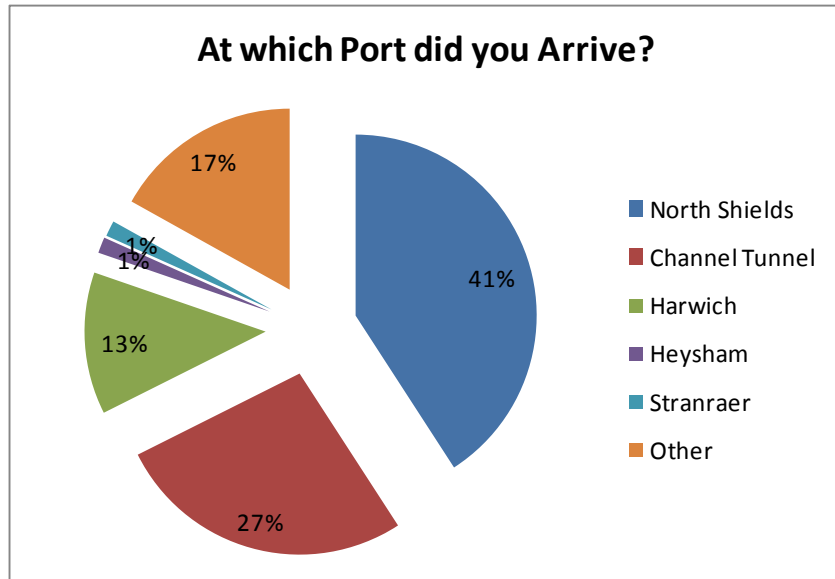


Figure 11: Arrival Port of Drivers Departing via the Port of Tyne (Excludes Port of Tyne Arrivals)

13% also arrive via Harwich, with a further 1% at each of the Heysham and Stranraer ports. This would indicate a broad spread of arrivals in terms of the geographical location of each of these ports with freight travelling from both north and south of the Port of Tyne.

Having established that the Channel Tunnel is the most common entry point to the UK (excluding Port of Tyne) for vehicles leaving via the Port of Tyne, we should seek to examine the delivery point of these vehicles.

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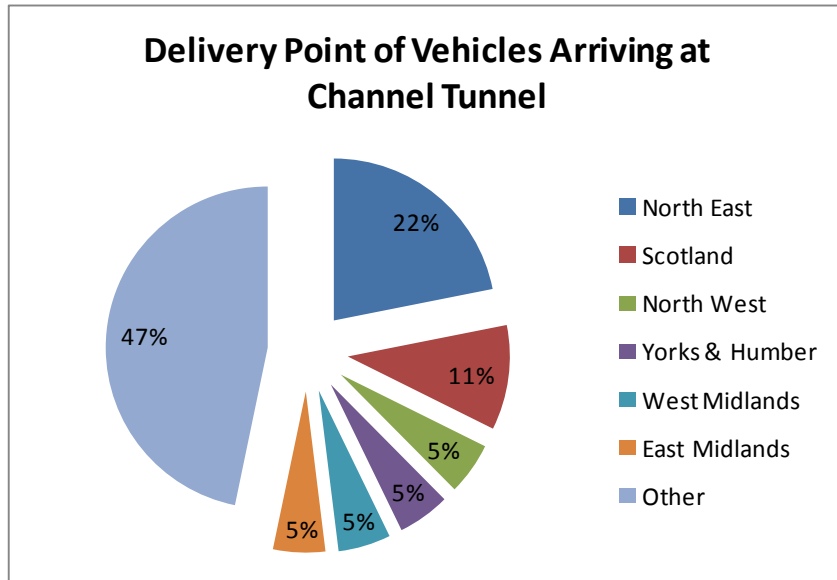


Figure 12: Delivery point of freight vehicles which entered the UK via the Channel Tunnel

It can be seen that a large proportion of these vehicles have a delivery point in the North East. However an additional 47% deliver to other (typically southern England) UK destinations before departing through the Port of Tyne.

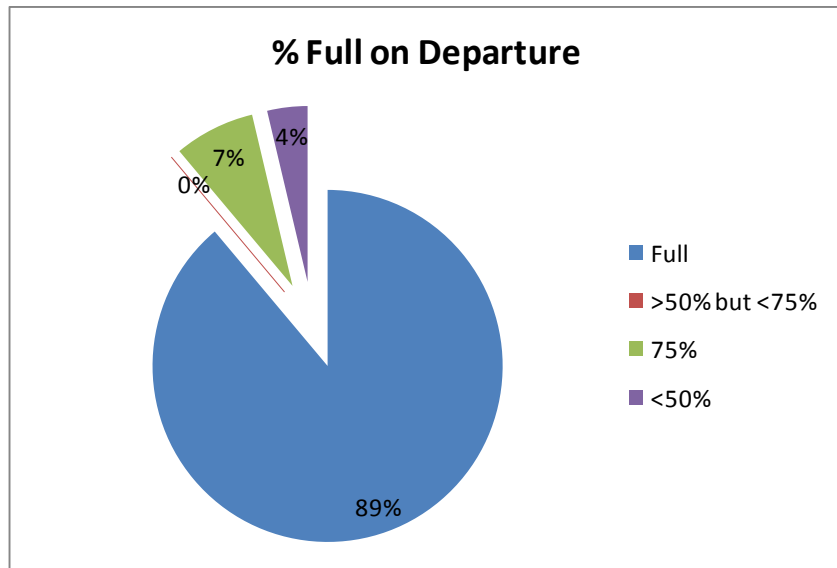


Figure 13: Upon departing the UK how full was the vehicle?

Examining vehicles departing the UK a pattern similar to that experienced of vehicles arriving into the UK is witnessed. A large proportion of the vehicles are full, however there is an increased amount of empty vehicles. In conjunction with figure 10, Figure 13 suggests many of the freight vehicles will arrive fully loaded, deliver to a UK location, before

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reloading and heading out of the UK. This would indicate that freight operators strive to maximise the time their vehicle is fully loaded. Interestingly none of the drivers surveyed at the Port of Tyne were between 50% and 75% loaded.

3.3 Summary - Port of Tyne

- Majority of drivers are of Dutch nationality however nineteen different nationalities were identified during the study
- German, English, Dutch, Polish and French are the most frequently understood languages
- Almost half of companies / operators are from the Netherlands, the remainder are from eastern Europe
- Over half of the vehicles will make a round trip, departing via the Port of Tyne
- Many of these trips involve the delivery of goods to locations in the North East and Scotland
- Manufactured goods and general cargo are the most imported goods
- A large proportion also depart via the Port of Tyne having arrived elsewhere, particularly the Channel Tunnel
- The large majority of vehicles arrive fully loaded and depart fully loaded.

4 Results Obtained at Teesport

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4 Results Obtained at Teesport

Data collected at the Teesport study area will be analysed using a similar methodology to that of the Port of Tyne. Again, as the primary focus of the study is to identify the languages being spoken through the port, this will be the central focus of the analysis. As mentioned in the introduction a lack of data (just 24 drivers) will restrict the value of any in-depth analysis and as a result the analysis conducted has been limited particularly regarding the movement of goods.

4.1 Nationalities and Languages

Given the relative lack of data available at Teesport, data for P&O services to both Rotterdam and Zeebrugge were combined to provide a representation of the port as a whole, better serving the primary objective of the study.

Figure 15 below shows the nationality of all the freight drivers operating through the port during the study week. Similarly to the Port of Tyne study the most common driver nationality is Dutch. Likewise this should be expected given the destinations of the two services operating through Teesport.

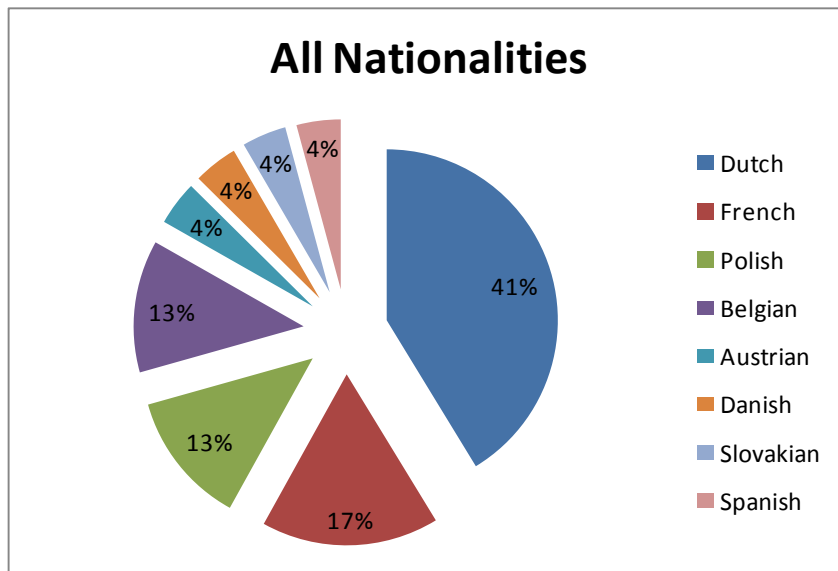


Figure 14: Nationality of all freight drivers through Teesport

It is clear that there are generally fewer different driver nationalities travelling through Teesport. Eight were sampled in total during the week, all of which are shown in figure 14. There are also a larger proportion of French freight drivers operating through Teesport than the Port of Tyne where no French drivers were present. How this reflects in the languages understood is shown below in figure 15.

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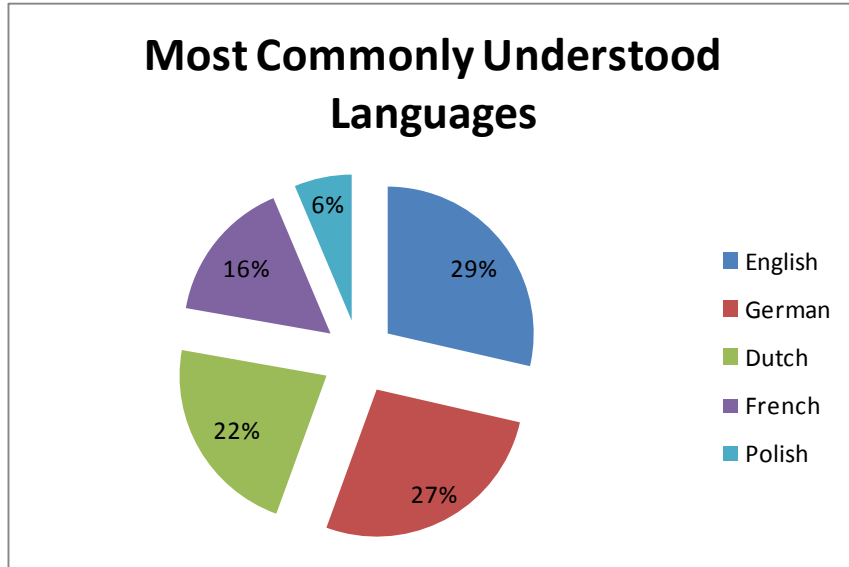


Figure 15: Most commonly understood languages

It is immediately evident that there is a relatively evenly distributed spread of languages. English, German and Dutch are understood in almost equal proportion. Less common but still prevalent are French (16%) and Polish (6%). Notably, the five most commonly understood languages shown in figure 15 are the same five languages identified at the most common at the Port of Tyne, as shown in figure 2.

This is of great benefit in terms of the study objective, meaning any media produced is suitable for both of the region's main ports.

As is the case at the Port of Tyne, German figures prominently in figure 15. A breakdown of drivers of Dutch and Polish nationality again shows a high proportion of drivers which understand this language. 90% of the Dutch drivers were able to understand German while all of the Polish drivers spoken to were able to understand German.

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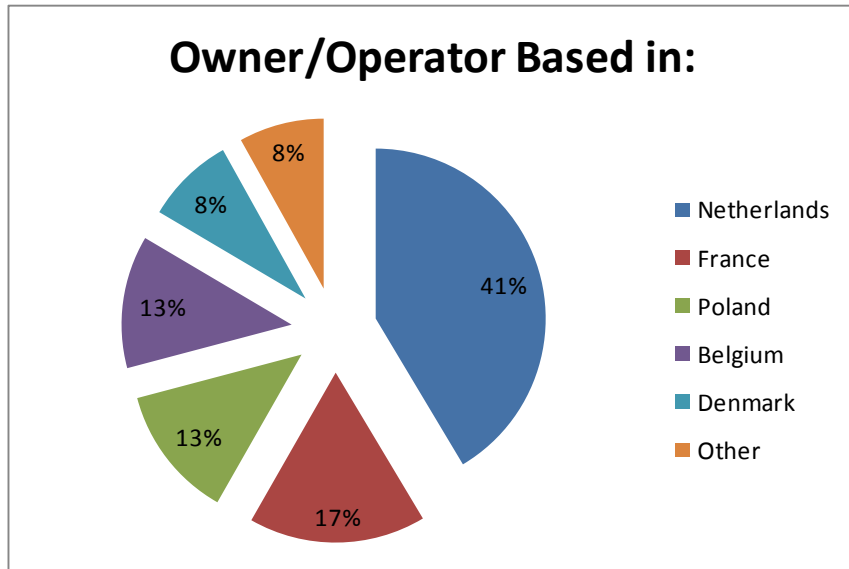


Figure 16: The country in which the vehicle owner / operator is based

Connections to Rotterdam and Zeebrugge ensure a large proportion of freight companies travelling through the port are companies or operators registered in the Netherlands or Belgium. In fact 41% of these freight companies are registered in the Netherlands. This is similar to the proportion of freight companies registered in the Netherlands travelling through the Port of Tyne (44%). Much of the other owner / operator companies originate in France (17%), Poland (13%) and Belgium (8%).

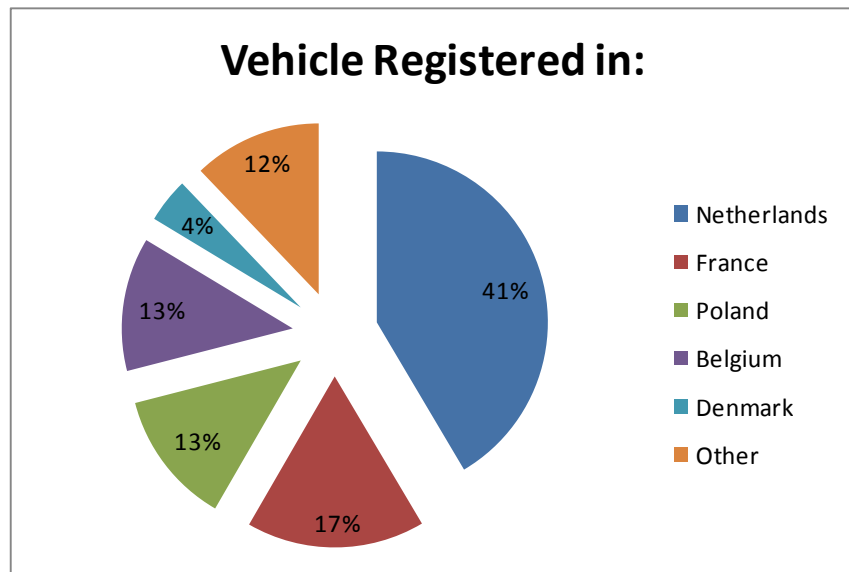


Figure 17: The country in which the vehicle is registered

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Figure 17 above shows the country in which the vehicles are registered. It can be seen that the proportion of vehicles registered in the Netherlands, France, Poland and Belgium is identical to the proportion of companies / operators registered in these companies. A reduction is seen in the number of vehicles registered in Denmark as compared with companies / operators, this is due to one of the vehicles being registered in Austria.

On this evidence there is a mix of both eastern and western European countries.

4.2 Delivery of goods and commodity types

Firstly the focus will be on freight vehicles arriving at Teesport by road with the intention of leaving the UK on one of the two P&O services available. This is because 19 of the 24 drivers interviewed at Teesport were drivers looking to depart the UK.

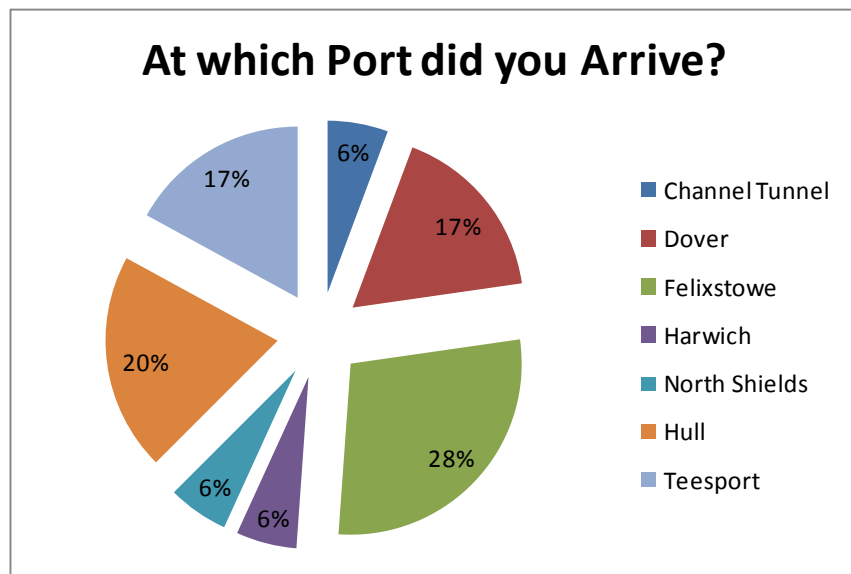


Figure 18: Port at which freight arrived on departure of the UK from Teesport

Figure 18 shows the port at which drivers departing the UK via Teesport have arrived. The majority of ports identified are ports in southern England, although 17% of vehicles both arrive and depart from Teesport. 17% is significantly lower than the corresponding number of return journeys through the Port of Tyne where 54% of vehicles entering the UK via the Port of Tyne also depart through the same port.

Hull is the most northerly port, excluding Teesport, at which 20% of drivers arrive.

Having arrived at the ports shown above let us examine the UK delivery point of these vehicles prior to arrival at Teesport.

This is shown in Figure 19 below.

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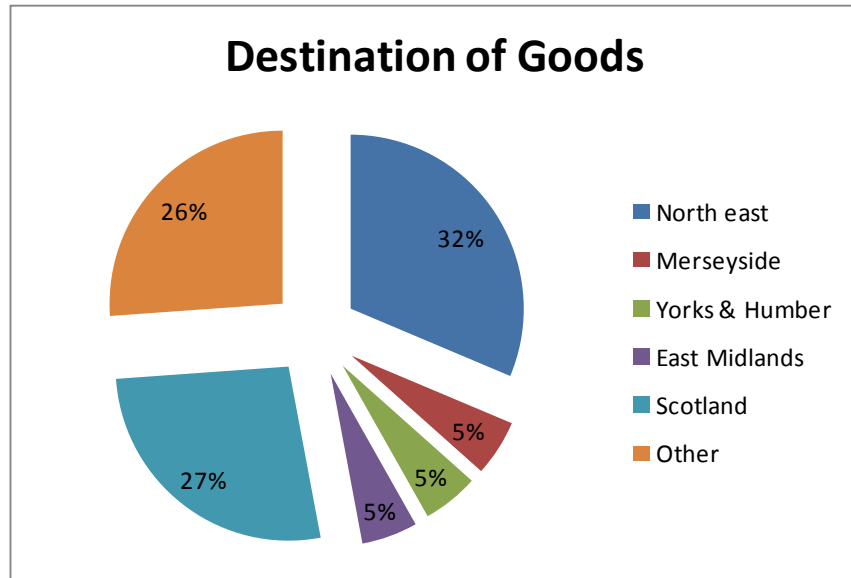


Figure 19: UK delivery point of goods prior to UK exit via Teesport

As was the case at the Port of Tyne the North East and Scotland figure most prominent as UK delivery points; approximately two thirds of goods are delivered to these destinations. A further 26% of goods are delivered to destinations described as other; these are typically in the southern half of England. This would support evidence shown in figure 18 where approximately two thirds of drivers departing through Teesport had arrived at southern ports.

In order to draw comparisons with the Port of Tyne the amount of loads being transported in and out of the UK via Teesport has been considered. The data were sufficient to determine that 80% of the departing vehicles were fully loaded with the remaining 20% being approximately 75% full. This compares similarly with the Port of Tyne demonstrating that the majority of freight vehicles depart the UK fully loaded. It is not wholly appropriate to consider the load of vehicles entering into the UK via Teesport as the number of drivers (two) willing or able to answer this question presented such a small sample size.

4.3 Summary – Teesport

- Teesport is not in frequent use by accompanied trailer freight as there is no passenger service
- Lack of data hindered analysis
- Dutch is the most common nationality however there is an even distribution of other nationalities
- Almost half of the companies / operators are from the Netherlands, the remainder consists of Polish, Belgian and French in almost equal measure
- German is the most commonly understood foreign language
- Few of the vehicles departing through Teesport arrived at Teesport, approximately two thirds arrived at ports in the south of the country
- The North East and Scotland are popular UK destinations for delivery, a further 26% deliver to destinations not included in the list of survey options.

5 Conclusion & Recommendations

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5 Conclusion & Recommendation

5.1 Conclusion

It is clear that the Port of Tyne is a far more desirable service for trailer accompanied freight. This may be attributed to the passenger service that is operated at the Port of Tyne, providing amenities and facilities for the drivers. Teesport, despite being greater in size, particularly tonnage transported through the port, is not as attractive to drivers due to the cargo only service provided. Through communication with Teesport staff it became clear that drivers double book in the event they were unable to secure transportation via a service elsewhere in the region. The lack of data at Teesport meant limitations in the analysis conducted and the robustness of the results.

In terms of the languages understood at the ports it has been shown that German is the most commonly understood foreign language, a high proportion of drivers however, also understand English. It has also been shown that many of the drivers at both ports are Dutch. The obvious choice would therefore be to produce media incorporating Dutch, and this may be the case. However, it is equally apparent that almost all Dutch drivers interviewed understood and spoke English, German or indeed both. This would suggest that producing media in Dutch may be a waste of resources. German is well understood by not only the Dutch but a large percentage of the eastern European nations also. If we compare this with a similar study that examined freight traffic leaving the Port of Hull in 2009 it shows the same overwhelming majority of drivers and operators are from the Netherlands. This is largely due to Hull services operating between Amsterdam and Rotterdam. Services also run to Zeebrugge. Similarly to the Port of Tyne and Teesport study there are a high proportion of Polish (20%) and German (18%).

The most common nationalities and vehicle registrations at the Port of Hull are compared with the same data for the Port of Tyne below.

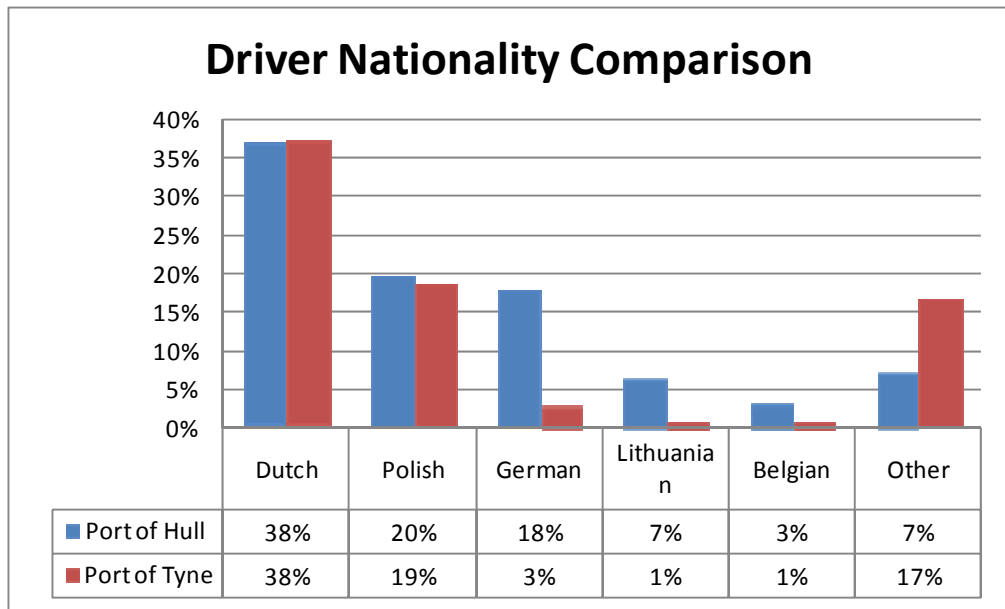


Figure 20: Comparison of Driver Nationalities between the Port of Hull and the Port of Tyne

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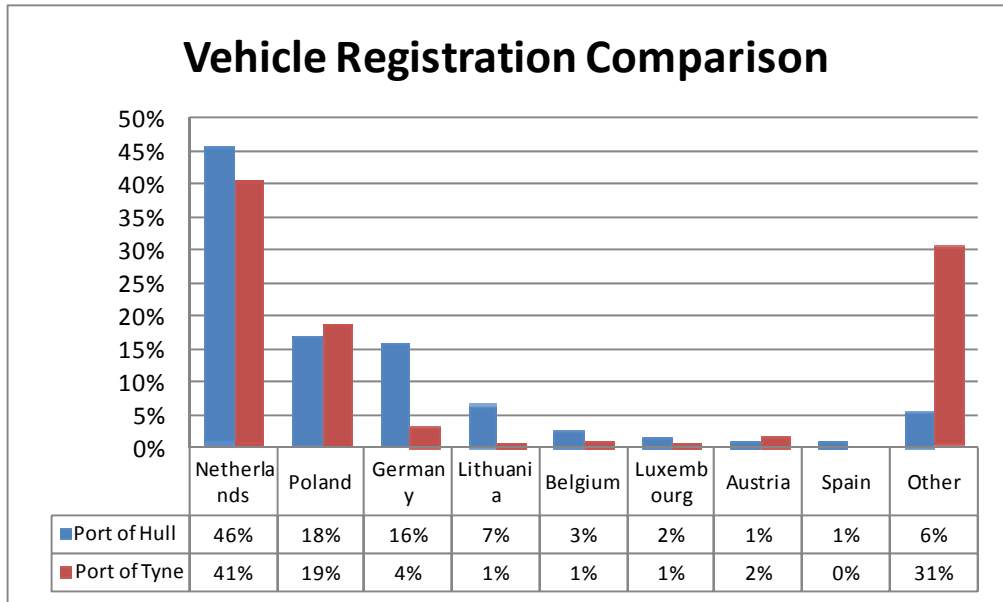


Figure 21: Comparison of Vehicle Registrations between the Port of Hull and the Port of Tyne

Figures 20 and 21 further aid in the decision making process and add further weight to the recommendations set out below.

5.2 Recommendations

Assuming that media is to be produced in English by default, the following languages are recommended as the most commonly / diversely understood languages:

- German
- Polish

German was chosen as the most commonly understood language; this has been shown to be the case at both the Port of Tyne and Teesport. The choice of second language was a more difficult task. Evidence throughout the report has identified that Dutch figures very prominently in the languages understood at both ports examined. However, it has also been shown that 93% of Dutch drivers (at the Port of Tyne) understand English and 82% understand German. It is therefore hoped that drivers of Dutch nationality will understand the default English language or the most commonly understood German, eradicating the need to produce the media in Dutch. German is therefore the first choice language. Polish was also shown to figure highly as an understood language at both ports and is therefore deemed the second most suitable as a language to be used in the production of media.

Appendices

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Appendix A

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Survey Questionnaire

Serial No

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Non-UK Heavy Goods Vehicles Drivers Accessing North East Ports 2010

LOCATION OF SURVEY

Port of Tyne	<input type="checkbox"/> ₁
Teesport	<input type="checkbox"/> ₂

Date

Interviewer			
Date: DD/MM/YYYY		Vehicle Registration and Nationality:	

Direction to Interviewer: Check Nationality of Vehicle from Plate - If not from UK then proceed

INTRODUCTION

Good morning/afternoon/evening
 We are conducting a survey for the Tyne and Wear Freight Partnership, could you spare about 10 minutes to answer some questions about the journey you are making? The data you provide is being collected for statistical purposes and your answers will be treated in strict confidence in accordance with the 1998 Data Protection Act.

SECTION A – DETAILS OF DRIVERS ARRIVING AT THE PORT BY ROAD – Looking at journeys and deliveries just completed

A1	When did you arrive in the UK? Probe for date
	Date (DD/MM/YY) _____

A2	What time did you arrive in the UK?
	24 hour clock _____

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A3 At which port did you arrive? Please ✓ one only								
Channel Tunnel	<input type="checkbox"/>	1	Heysham	<input type="checkbox"/>	7	Port of Tyne	<input type="checkbox"/>	12
Dover	<input type="checkbox"/>	2	Holyhead	<input type="checkbox"/>	8	Rosyth	<input type="checkbox"/>	13
Felixstowe	<input type="checkbox"/>	3	Hull	<input type="checkbox"/>	9	Stranraer	<input type="checkbox"/>	14
Fleetwood	<input type="checkbox"/>	4	Grimsby /Immingham	<input type="checkbox"/>	10	Teesport	<input type="checkbox"/>	15
Harwich	<input type="checkbox"/>	5	Liverpool	<input type="checkbox"/>	11	Other	<input type="checkbox"/>	16
North Shields	<input type="checkbox"/>	6				Through Irish Port and the Irish land boundary	<input type="checkbox"/>	17

A4 Was your vehicle empty on arrival in the UK?							
Yes	<input type="checkbox"/>	1	Go to A9	No	<input type="checkbox"/>	2	Go To A5

A5 Please give an estimate of the amount of space used in the vehicle on arrival in the UK?					
Full	<input type="checkbox"/>	1	75%	<input type="checkbox"/>	3
>50% but <75%	<input type="checkbox"/>	2	<50%	<input type="checkbox"/>	4

A6 Delivery Point (UK Region)								
North East	<input type="checkbox"/>	1	West Midlands	<input type="checkbox"/>	5	Northern Ireland	<input type="checkbox"/>	9
Merseyside	<input type="checkbox"/>	2	East Midlands	<input type="checkbox"/>	6	Scotland	<input type="checkbox"/>	10
Gt. Manchester	<input type="checkbox"/>	3	North West	<input type="checkbox"/>	7	Wales	<input type="checkbox"/>	11
Yorks & Humber	<input type="checkbox"/>	4	South Ireland	<input type="checkbox"/>	8	Other	<input type="checkbox"/>	12
Origin of Goods								

A7 Commodity Type					
Food and Drink	<input type="checkbox"/>	1	Chemicals/Haz goods	<input type="checkbox"/>	5
Manufactured Goods	<input type="checkbox"/>	2	General Cargo/Groupage	<input type="checkbox"/>	6
Forest Products	<input type="checkbox"/>	3	Others	<input type="checkbox"/>	7
Raw Materials	<input type="checkbox"/>	4			

A8 What Activity best describes the work you have done		(tick activities)	
Delivery of International goods to a UK location		<input type="checkbox"/>	1
Delivery of goods picked up in the UK to another UK location		<input type="checkbox"/>	2
Collection of international goods from a UK location		<input type="checkbox"/>	3
Other		<input type="checkbox"/>	4

Capabilities on project:
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A9	Is your vehicle empty now?				
	Yes	<input type="checkbox"/> _1	Go to Section C	No	<input type="checkbox"/> _2

A10	Please give an estimate of the amount of space used in the vehicle			
	Full	<input type="checkbox"/> _1	75%	<input type="checkbox"/> _3
	>50% but <75%	<input type="checkbox"/> _2	<50%	<input type="checkbox"/> _4

A11	Commodity Type			
	Food and Drink	<input type="checkbox"/> _1	Chemicals/Haz goods	<input type="checkbox"/> _5
	Manufactured Goods	<input type="checkbox"/> _2	General Cargo/Groupage	<input type="checkbox"/> _6
	Forest Products	<input type="checkbox"/> _3	Other	<input type="checkbox"/> _7
	Raw Materials	<input type="checkbox"/> _4		

A12	Origin of goods (UK Region)					
	North East	<input type="checkbox"/> _1	West Midlands	<input type="checkbox"/> _5	Northern Ireland	<input type="checkbox"/> _9
	Merseyside	<input type="checkbox"/> _2	East Midlands	<input type="checkbox"/> _6	Scotland	<input type="checkbox"/> _10
	Gt. Manchester	<input type="checkbox"/> _3	North West	<input type="checkbox"/> _7	Wales	<input type="checkbox"/> _11
	Yorks & Humber	<input type="checkbox"/> _4	South Ireland	<input type="checkbox"/> _8	Other	<input type="checkbox"/> _12
	Destination of Goods					

SECTION B – DETAILS OF DRIVERS ARRIVING AT THE PORT BY FERRY

B1	At which port will you depart the UK? Please ✓ one only						
	Cairnryan	<input type="checkbox"/> _1	Heysham	<input type="checkbox"/> _10	Plymouth	<input type="checkbox"/> _19	
	Channel Tunnel	<input type="checkbox"/> _2	Holyhead	<input type="checkbox"/> _11	Poole	<input type="checkbox"/> _20	
	Dartford	<input type="checkbox"/> _3	Hull	<input type="checkbox"/> _12	Portsmouth	<input type="checkbox"/> _21	
	Dover	<input type="checkbox"/> _4	Immingham	<input type="checkbox"/> _13	Purfleet	<input type="checkbox"/> _22	
	Felixstowe	<input type="checkbox"/> _5	Killingholme	<input type="checkbox"/> _14	Ramsgate	<input type="checkbox"/> _23	
	Fishguard	<input type="checkbox"/> _6	Liverpool	<input type="checkbox"/> _15	Rosyth	<input type="checkbox"/> _24	
	Fleetwood	<input type="checkbox"/> _7	Newhaven	<input type="checkbox"/> _16	Stranraer	<input type="checkbox"/> _25	
	Grimsby	<input type="checkbox"/> _8	North Shields	<input type="checkbox"/> _17	Teesport	<input type="checkbox"/> _26	
	Harwich	<input type="checkbox"/> _9	Pembroke	<input type="checkbox"/> _18	Other (write in)	<input type="checkbox"/> _27	
					Through Irish Port and the Irish land boundary	<input type="checkbox"/> _28	

Capabilities on project:
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B2	How many days will you be in the UK on this trip? Write in.	
	Days _____	

B3	Please give an estimate of the amount of space used in the vehicle?			
	Full	<input type="checkbox"/> ₁	75%	<input type="checkbox"/> ₃
	>50% but <75%	<input type="checkbox"/> ₂	<50%	<input type="checkbox"/> ₄

B4	Commodity Type			
	Food and Drink	<input type="checkbox"/> ₁	Chemicals/Haz goods	<input type="checkbox"/> ₅
	Manufactured Goods	<input type="checkbox"/> ₂	General Cargo/Groupage	<input type="checkbox"/> ₆
	Forest Products	<input type="checkbox"/> ₃	Others	<input type="checkbox"/> ₇
	Raw Materials	<input type="checkbox"/> ₄		

B5	Destination of goods (UK Region)					
	North East	<input type="checkbox"/> ₁	West Midlands	<input type="checkbox"/> ₅	Northern Ireland	<input type="checkbox"/> ₉
	Merseyside	<input type="checkbox"/> ₂	East Midlands	<input type="checkbox"/> ₆	Scotland	<input type="checkbox"/> ₁₀
	Gt. Manchester	<input type="checkbox"/> ₃	North West	<input type="checkbox"/> ₇	Wales	<input type="checkbox"/> ₁₁
	Yorks & Humber	<input type="checkbox"/> ₄	South Ireland	<input type="checkbox"/> ₈	Other	<input type="checkbox"/> ₁₂
	Destination of Goods					

B6	What Activities are you doing whilst over here		(tick activities)
	Delivery of International goods to a UK location		<input type="checkbox"/> ₁
	Delivery of goods picked up in the UK to another UK location		<input type="checkbox"/> ₂
	Collection of international goods from a UK location		<input type="checkbox"/> ₃
	Other (write in)		<input type="checkbox"/> ₄

B7	Will your vehicle be empty on departure from the UK?		
	Yes	<input type="checkbox"/> ₁	No
		<input type="checkbox"/> ₂	Don't Know
			<input type="checkbox"/> ₃

B8	Planned Pick up region					
	North East	<input type="checkbox"/> ₁	West Midlands	<input type="checkbox"/> ₅	Northern Ireland	<input type="checkbox"/> ₉
	Merseyside	<input type="checkbox"/> ₂	East Midlands	<input type="checkbox"/> ₆	Scotland	<input type="checkbox"/> ₁₀
	Gt. Manchester	<input type="checkbox"/> ₃	North West	<input type="checkbox"/> ₇	Wales	<input type="checkbox"/> ₁₁

Capabilities on project:
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Yorks & Humber	<input type="checkbox"/> ₄	South Ireland	<input type="checkbox"/> ₈	Other	<input type="checkbox"/> ₁₂
Planned Delivery Point					

B9	Commodity Type planned			
	Food and Drink	<input type="checkbox"/> ₁	Chemicals/Haz goods	<input type="checkbox"/> ₅
	Manufactured Goods	<input type="checkbox"/> ₂	General Cargo/Groupage	<input type="checkbox"/> ₆
	Forest Products	<input type="checkbox"/> ₃	Others	<input type="checkbox"/> ₇
	Raw Materials	<input type="checkbox"/> ₄		

SECTION C - VEHICLE DETAILS

C1	In which country is the operator/owner based? (SHOWCARD A) Please ✓ one only					
	Albania	<input type="checkbox"/> ₁	Hungary	<input type="checkbox"/> ₁₅	Romania	<input type="checkbox"/> ₂₉
	Austria	<input type="checkbox"/> ₂	Italy	<input type="checkbox"/> ₁₆	Russia	<input type="checkbox"/> ₃₀
	Belarus	<input type="checkbox"/> ₃	Latvia	<input type="checkbox"/> ₁₇	Serbia	<input type="checkbox"/> ₃₁
	Belgium	<input type="checkbox"/> ₄	Liechtenstein	<input type="checkbox"/> ₁₈	Slovakia	<input type="checkbox"/> ₃₂
	Bosnia-Herzegovina	<input type="checkbox"/> ₅	Lithuania	<input type="checkbox"/> ₁₉	Slovenia	<input type="checkbox"/> ₃₃
	Bulgaria	<input type="checkbox"/> ₆	Luxembourg	<input type="checkbox"/> ₂₀	Spain	<input type="checkbox"/> ₃₄
	Croatia	<input type="checkbox"/> ₇	Macedonia	<input type="checkbox"/> ₂₁	Sweden	<input type="checkbox"/> ₃₅
	Czech Republic	<input type="checkbox"/> ₈	Moldova	<input type="checkbox"/> ₂₂	Switzerland	<input type="checkbox"/> ₃₆
	Denmark	<input type="checkbox"/> ₉	Montenegro	<input type="checkbox"/> ₂₃	Turkey	<input type="checkbox"/> ₃₇
	Estonia	<input type="checkbox"/> ₁₀	Netherlands	<input type="checkbox"/> ₂₄	Ukraine	<input type="checkbox"/> ₃₈
	Finland	<input type="checkbox"/> ₁₁	Norway	<input type="checkbox"/> ₂₅	UK	<input type="checkbox"/> ₃₉
	France	<input type="checkbox"/> ₁₂	Poland	<input type="checkbox"/> ₂₆	Other	<input type="checkbox"/> ₄₀
	Germany	<input type="checkbox"/> ₁₃	Portugal	<input type="checkbox"/> ₂₇		
	Greece	<input type="checkbox"/> ₁₄	Republic of Ireland	<input type="checkbox"/> ₂₈		

C2	In which country is the vehicle registered? (SHOWCARD A) Please ✓ one only					
	Albania	<input type="checkbox"/> ₁	Hungary	<input type="checkbox"/> ₁₅	Romania	<input type="checkbox"/> ₂₉
	Austria	<input type="checkbox"/> ₂	Italy	<input type="checkbox"/> ₁₆	Russia	<input type="checkbox"/> ₃₀
	Belarus	<input type="checkbox"/> ₃	Latvia	<input type="checkbox"/> ₁₇	Serbia	<input type="checkbox"/> ₃₁
	Belgium	<input type="checkbox"/> ₄	Liechtenstein	<input type="checkbox"/> ₁₈	Slovakia	<input type="checkbox"/> ₃₂
	Bosnia-Herzegovina	<input type="checkbox"/> ₅	Lithuania	<input type="checkbox"/> ₁₉	Slovenia	<input type="checkbox"/> ₃₃
	Bulgaria	<input type="checkbox"/> ₆	Luxembourg	<input type="checkbox"/> ₂₀	Spain	<input type="checkbox"/> ₃₄
	Croatia	<input type="checkbox"/> ₇	Macedonia	<input type="checkbox"/> ₂₁	Sweden	<input type="checkbox"/> ₃₅

Capabilities on project:
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Czech Republic	<input type="checkbox"/> ₈	Moldova	<input type="checkbox"/> ₂₂	Switzerland	<input type="checkbox"/> ₃₆
Denmark	<input type="checkbox"/> ₉	Montenegro	<input type="checkbox"/> ₂₃	Turkey	<input type="checkbox"/> ₃₇
Estonia	<input type="checkbox"/> ₁₀	Netherlands	<input type="checkbox"/> ₂₄	Ukraine	<input type="checkbox"/> ₃₈
Finland	<input type="checkbox"/> ₁₁	Norway	<input type="checkbox"/> ₂₅	UK	<input type="checkbox"/> ₃₉
France	<input type="checkbox"/> ₁₂	Poland	<input type="checkbox"/> ₂₆	Other	<input type="checkbox"/> ₄₀
Germany	<input type="checkbox"/> ₁₃	Portugal	<input type="checkbox"/> ₂₇		
Greece	<input type="checkbox"/> ₁₄	Republic of Ireland	<input type="checkbox"/> ₂₈		

C3	What is the vehicle type?			
	Rigid	<input type="checkbox"/> ₁	Rigid and Drawbar Trailer	<input type="checkbox"/> ₃
	Articulated and Trailer	<input type="checkbox"/> ₂	Cab Only	<input type="checkbox"/> ₄

C4	What is the axle set up (for Rigid)?			
	2 axle (1+1)	<input type="checkbox"/> ₁	4 axle (2+2)	<input type="checkbox"/> ₄
	3 axle (1+2)	<input type="checkbox"/> ₂	Other (write in)	<input type="checkbox"/> ₅
	3 axle (2+1)	<input type="checkbox"/> ₃		

C5	What is the axle set up (For Drawbar and Articulated vehicles)?			
	3 axle (2+1)	<input type="checkbox"/> ₁	6 axle (3+3)	<input type="checkbox"/> ₅
	4 axle (2+2)	<input type="checkbox"/> ₂	Other (write in)	<input type="checkbox"/> ₆
	5 axle (2+3)	<input type="checkbox"/> ₃		
	5 axle (3+2)	<input type="checkbox"/> ₄		

C6	Is the trailer a double deck?			
	Yes	<input type="checkbox"/> ₁	No	<input type="checkbox"/> ₂

C7	What is the body/ trailer type?			
	Flat / Dropside	<input type="checkbox"/> ₁	Livestock carrier	<input type="checkbox"/> ₆
	Box / non specialised	<input type="checkbox"/> ₂	Car Transporter	<input type="checkbox"/> ₇
	Temperature controlled	<input type="checkbox"/> ₃	Tipper/moving floor	<input type="checkbox"/> ₈
	Curtain sided	<input type="checkbox"/> ₄	Other (write in)	<input type="checkbox"/> ₉
	Tanker	<input type="checkbox"/> ₅		

C8	Are you an owner-operator?			
	Yes	<input type="checkbox"/> ₁	No	<input type="checkbox"/> ₂

Capabilities on project:
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C9	Operator Company contact details?	
	Company Name	_____
	Address	_____ _____
	Contact telephone number	_____

C10	How many trips to the UK, driving a Heavy Goods Vehicle (HGV), have you made in the last 12 months?	
	Number of Trips:	_____

SECTION D - PERSONAL DETAILS

D1	What is your nationality? (SHOWCARD A) Please ✓ one only					
	Albanian	<input type="checkbox"/> ₁	Greek	<input type="checkbox"/> ₁₅	Romanian	<input type="checkbox"/> ₂₉
	Austrian	<input type="checkbox"/> ₂	Hungarian	<input type="checkbox"/> ₁₆	Russian	<input type="checkbox"/> ₃₀
	Belarusian	<input type="checkbox"/> ₃	Italian	<input type="checkbox"/> ₁₇	Serbian	<input type="checkbox"/> ₃₁
	Belgian	<input type="checkbox"/> ₄	Latvian	<input type="checkbox"/> ₁₈	Slovakian	<input type="checkbox"/> ₃₂
	Bosnia-Herzegovinian	<input type="checkbox"/> ₅	Liechtenstein	<input type="checkbox"/> ₁₉	Slovenian	<input type="checkbox"/> ₃₃
	Bulgarian	<input type="checkbox"/> ₆	Lithuanian	<input type="checkbox"/> ₂₀	Spanish	<input type="checkbox"/> ₃₄
	Croatian	<input type="checkbox"/> ₇	Luxembourg	<input type="checkbox"/> ₂₁	Swedish	<input type="checkbox"/> ₃₅
	Czech	<input type="checkbox"/> ₈	Macedonian	<input type="checkbox"/> ₂₂	Swiss	<input type="checkbox"/> ₃₆
	Danish	<input type="checkbox"/> ₉	Moldovan	<input type="checkbox"/> ₂₃	Turkish	<input type="checkbox"/> ₃₇
	Irish	<input type="checkbox"/> ₁₀	Montenegrin	<input type="checkbox"/> ₂₄	Ukrainian	<input type="checkbox"/> ₃₈
	Estonia	<input type="checkbox"/> ₁₁	Dutch	<input type="checkbox"/> ₂₅	UK	<input type="checkbox"/> ₃₉
	Finnish	<input type="checkbox"/> ₁₂	Norwegian	<input type="checkbox"/> ₂₆	Other (write in)	<input type="checkbox"/> ₄₀
	French	<input type="checkbox"/> ₁₃	Polish	<input type="checkbox"/> ₂₇		
	German	<input type="checkbox"/> ₁₄	Portuguese	<input type="checkbox"/> ₂₈		

D2	Which Languages do you understand? (SHOWCARD A) Please ✓ those that apply					
	Albania	<input type="checkbox"/> ₁	Greece	<input type="checkbox"/> ₁₅	Romania	<input type="checkbox"/> ₂₉
	Austria	<input type="checkbox"/> ₂	Hungary	<input type="checkbox"/> ₁₆	Russia	<input type="checkbox"/> ₃₀
	Belarus	<input type="checkbox"/> ₃	Italy	<input type="checkbox"/> ₁₇	Serbia	<input type="checkbox"/> ₃₁

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Belgium	<input type="checkbox"/> _4	Latvia	<input type="checkbox"/> _18	Slovakia	<input type="checkbox"/> _32
Bosnia-Herzegovina	<input type="checkbox"/> _5	Liechtenstein	<input type="checkbox"/> _19	Slovenia	<input type="checkbox"/> _33
Bulgaria	<input type="checkbox"/> _6	Lithuania	<input type="checkbox"/> _20	Spain	<input type="checkbox"/> _34
Croatia	<input type="checkbox"/> _7	Luxembourg	<input type="checkbox"/> _21	Sweden	<input type="checkbox"/> _35
Czech Republic	<input type="checkbox"/> _8	Macedonia	<input type="checkbox"/> _22	Switzerland	<input type="checkbox"/> _36
Denmark	<input type="checkbox"/> _9	Moldova	<input type="checkbox"/> _23	Turkey	<input type="checkbox"/> _37
Republic of Ireland	<input type="checkbox"/> _10	Montenegro	<input type="checkbox"/> _24	Ukraine	<input type="checkbox"/> _38
Estonia	<input type="checkbox"/> _11	Netherlands	<input type="checkbox"/> _25	UK	<input type="checkbox"/> _39
Finland	<input type="checkbox"/> _12	Norway	<input type="checkbox"/> _26	Other (write in)	<input type="checkbox"/> _40
France	<input type="checkbox"/> _13	Poland	<input type="checkbox"/> _27		
Germany	<input type="checkbox"/> _14	Portugal	<input type="checkbox"/> _28		

D3	Gender (By Observations) Please ✓ one only			
	Male	<input type="checkbox"/> _1	Female	<input type="checkbox"/> _2

D4	Which of these age groups do you belong to? Please ✓ one only			
	17-24	<input type="checkbox"/> _1	55-59	<input type="checkbox"/> _5
	25-34	<input type="checkbox"/> _2	60-64	<input type="checkbox"/> _6
	35-44	<input type="checkbox"/> _3	65 plus	<input type="checkbox"/> _7
	45-54	<input type="checkbox"/> _4		

Thank you very much for your time, the survey is now complete.

Capabilities on project:
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Appendix B

Capabilities on project:
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Showcard

Albania (AL)	1		Luxembourg (L)	21	
Austria (A)	2		Macedonia (MK)	22	
Belarus (BY)	3		Moldova (MD)	23	
Belgium (B)	4		Montenegro (MNE)	24	
Bosnia-Herzegovina (BIH)	5		Netherland (NL)	25	
Bulgaria (BG)	6		Norway (N)	26	
Croatia (HR)	7		Poland (PL)	27	
Czech Republic (CZ)	8		Portugal (P)	28	
Denmark (DK)	9		Romania (RO)	29	
Republic of Ireland (IRL)	10		Russia (RUS)	30	
Estonia (EST)	11		Serbia (SRB)	31	
Finland (FIN)	12		Slovakia (SK)	32	
France (F)	13		Slovenia (SLO)	33	
Germany (D)	14		Spain (E)	34	
Greece (GR)	15		Sweden (S)	35	
Hungary (H)	16		Switzerland (CH)	36	
Italy (I)	17		Turkey (TR)	37	
Latvia (LV)	18		UK (GB)	38	
Liechtenstein (FL)	19		Ukraine (UA)	38	
Lithuania (LT)	20		Other (specify).....	39	

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Appendix C

Capabilities on project:
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Vehicle Types

Recommended Description		Identifier	UK Maximum Gross Weight (tonnes)	Shape	
LIGHT GOODS VEHICLES		2 axles	3.5		
LORRIES	SMALLER 2-AXLE LORRIES	2 axles	3.5 – 7.5		
	LARGER 2-AXLE LORRIES	2 axles	7.5 – 18		
	MULTI-AXLE LORRIES	3 axles rigid	3 axles rigid	25 – 26*	
		3 axles artic.	3 axles artic.	26	
		4 axles rigid	4 axles rigid	30 – 32*	
		4 axles artic.	4 axles artic.	36 – 38*	
		Vehicles and draw-bar trailer 4 axles	Vehicles and draw-bar trailer 4 axles	30 – 36**	
		5 axles or more artic. see note (a)	5 axles or more artic. see note (a)	40	
		Vehicle and draw-bar 5 axles see note (a)	Vehicle and draw-bar 5 axles see note (a)	40**	
		6 axles artic. see note (b)	6 axles artic. see note (b)	41*	
		6 axles draw-bar see note (b)	6 axles draw-bar see note (b)	41* and**	
		5 or 6 axles artic. see notes (b) and (c)	5 or 6 axles artic. see notes (b) and (c)	44* and***	
6 axles draw-bar	6 axles draw-bar	44*, ** and***			

LARGE GOODS VEHICLES
 (Vehicles over 3.5 tonnes gross require a LGV driver's Licence)