

3 Energy and the Environment:

Notes and Definitions

Petroleum consumption by transport mode: 3.1

Motor spirit: One tonne = 300 gallons
or 1,362 litres

Diesel: One tonne = 265 gallons
or 1,203 litres

Figures for road vehicle classes are modelled by netcen using the mileage data from the road traffic estimates and fuel efficiency data from experimental testing and surveys. These are not yet available for 2004 and so the 2003 proportions have been used to estimate the 2004 split. A small proportion of motor spirit (estimated to be approximately 0.2 million tonnes per year) is not used by road vehicles, which is included in the total DTI publish for motor spirit used.

For railways, all fuel oil and some of the gas oil is used for heating premises; petroleum used in generating electricity for rail traction is not included. Water transport covers fuel used for fishing, coastal shipping including services between the UK and Eire, ports and inland waterways but excludes deliveries under international marine bunker contracts. Air figures cover fuel uplifted in the UK by domestic and international airlines, aircraft industry own use, private and business flying and armed services.

Total energy use includes use by refineries, power stations and gas works in addition to final users; non-energy use includes feedstock for chemicals, lubricating oils, bitumen and other.

Energy consumption by transport mode: 3.2

This is the energy content of fuels delivered to consumers. For electricity, it does not include the energy lost in generation and distribution. Detailed data for individual fuels are converted from original units to tonnes of oil equivalent using gross calorific values and conversion factors appropriate to each category of fuel.

1 tonne of oil equivalent (toe)
= 10^7 kilocalories
= 396.8 therms
= 41.87 gigajoules
= 11.63 megawatt hours

This unit should be regarded as a measure of energy content rather than a physical quantity. There is no intention to represent an actual physical tonne of oil, and indeed actual tonnes of oil will normally have measurements in tonnes of oil equivalent which differ from unity. Gross calorific values are reviewed each year in collaboration with the fuel industries. Estimated gross calorific values for petroleum and coal are as follows:

47.1 GJ per tonne of motor spirit
45.6 GJ per tonne of diesel

Water and aviation figures have the same coverage as for table 3.1. The total energy used by transport excludes international shipping; however, totals include some fuel for heating transport premises, data which are not included in the separate categories.

Petrol and diesel prices: 3.3

The price estimates are based on information provided by oil marketing companies and super/hypermarket chains and are representative of prices paid (inclusive of taxes) on or about the 15th of the month. Changes in fuel duty usually occur during the month in which a Budget is held. VAT is rebated to business users.

The figures in table 3.3 differ from those in table 10.8 because of the differences in availability and timing of data collection. The international comparisons in table 10.8 (supplied by DTI, and extracted from the weekly *EC Oil bulletin*), are based on averages over the year, whereas table 3.3 attempts to be as up to date as reasonably possible. The use of the term Tax in part (b) of table 10.8 is necessary because some other European countries impose other taxes and fees on fuel. For Great Britain this includes just fuel duty and VAT.

Average fuel consumption: 3.4

Passenger cars: These figures are based upon fuel consumption as recorded by participants in the National Travel Survey (NTS). This is estimated by recording the start and finish points of both the fuel gauge and the milometer, and the amount of fuel put in the vehicle in the travel week.

In 2002 the drawn sample size for the NTS was nearly trebled compared with previous years, enabling key results to be presented on a single year basis for the first time since the survey became continuous. Changes to the methodology in 2002 mean that there are some inconsistencies with data for earlier years. Data for earlier years are shown for a three year time period because of the smaller sample sizes for individual years.

HGVs: These figures are based on fuel consumption as recorded by participants in the Continuing Survey of Road Goods Transport (CSRGT). Respondents report the amount of fuel purchased during the survey week, with the amount of fuel at the start and end of the week assumed to balance out across the sample as a whole.

Unlike the NTS, the sample size is sufficient to report fuel consumption on a yearly basis for the whole time series. The fuel consumption figures have not been re-weighted to the population, so the figures may not be fully representative of the HGV fleet.

Registration-weighted new car fuel consumption (excluding diesels and 4wds): 3.5

Registrations have historically been recorded by engine size, not model. The registration-weighted new car fuel consumption figure is computed by grouping the models in the official new car fuel consumption list into 100cc engine size bands, calculating the average for each band, and then the overall average by applying a weighting based on the proportion of new cars registered in each band.

The figures are produced primarily to monitor trends in average petrol vehicle (excluding 4WD) fuel consumption from year to year. It is derived from figures obtained under carefully controlled conditions in order to ensure repeatability. The actual values achieved on the road will reflect many extraneous factors such as cold starts and different driving conditions. The data shown here represents fuel economy on the current standard of test (a drive cycle simulating urban and extra-urban driving).

Emissions for road vehicles: urban conditions: 3.6

This table takes into account emission factors for cars, light goods vehicles, heavy goods vehicles, buses and coaches and motorcycles of

different ages, and indexes them against a baseline emissions from a pre-1993 petrol car without a three-way catalyst (=100). The emission factors, in units of grammes of pollutant per kilometre travelled (g/km), are from the National Atmospheric Emissions Inventory, maintained by netcen on behalf of DEFRA, and are based on the latest compilation of equations derived by the Transport Research Laboratory (TRL) relating emission factor to average vehicle speed. The equations are derived from a database of emissions measured from actual in-service vehicles, the measurements being carried out by different laboratories in the UK and the rest of Europe over different drive cycles. Particulate emissions (these are fine particles less than 10 micrometres or 0.01 millimetres diameter) are much lower from vehicles with petrol engines than they are from vehicles with diesel engines. For this pollutant, the index is against emissions from a pre-1993 diesel car (=100). Measurements have been made of emissions from vehicles of different sizes within each vehicle category. The figures shown here reflect average values of emission factors at a typical urban speed, weighted by the mix of sizes of vehicles in the fleet.

Since January 1993, all new cars have had to meet new EC emission standards. This resulted in the use of three way catalysts for petrol cars to meet those standards (EC Directive 91/441/EEC).

Projection of United Kingdom CO₂ emissions: 3.7

These projections are taken from the Department of Trade and Industry's *Updated Energy Projections* (UEP), published in November 2004. Projected emissions are for end users and therefore the transport emissions include emissions arising from the production of fuels used in the transport sector. The figures are based on a central growth assumption for GDP of an annual average of 2.25% in the long term and a central estimate of fuel prices.

These projections are on the IPCC basis and so total emissions are reported on a slightly different basis to those published in table 3.8, as the figures in table 3.7 include emissions from land use change. See the notes on table 3.8 below for further details.

These emissions are on the "by source" basis, in line with table 3.8a. Other transport includes railways, domestic aviation and shipping and other mobile sources and machinery.

The projections are based on the 2004 netcen emission estimates. They do not reflect revisions made to the emissions estimates for the release of the 2005 emissions estimates. The DTI forecasts for other transport also include emissions from the military, which are not included here.

The projections include estimated carbon savings from the fuel duty escalator to 1999. They also include the effect of the *10 Year Plan for Transport*, Sustainable Distribution initiatives and European-level voluntary agreements with car manufacturers to improve the average fuel efficiency of new cars by at least 25% on 1995 levels by 2008/09. Further details on these and other assumptions are available in the UEP and supporting papers, which can be accessed on the DTI's website:

<http://www.dti.gov.uk/energy/sepn/uep.shtml>

Emissions from greenhouse gases and other pollutants: 3.8 and 3.9

Emission figures, including more detail about the estimates and additional data are published in the *Digest of Environmental Statistics*, by the Department of the Environment, Food and Rural Affairs (DEFRA) at:

www.defra.gov.uk/environment/statistics/Index.htm

Further information on the UK atmospheric emissions estimates can be found at:

<http://www.naei.org.uk>

The figures in these tables are based on the United Nations Economic Commission for Europe (UNECE) definition of emissions. However, there are alternative definitions that are also used, based on guidelines from the Intergovernmental Panel on Climate Change (IPCC). From this year, both definitions now include all emissions from domestic aviation and shipping, but exclude international marine and aviation bunker fuels. These are however reported as memo items, excluded from the UK total but shown for information. The remaining difference between UNECE and IPCC systems is that UNECE excludes most land use change emissions while IPCC includes them.

Emissions from road transport are calculated either from a combination of total fuel consumption data and fuel properties or from a combination of drive related emission factors and road traffic data. Work continues to

improve the methodology. UK national emissions estimates are updated annually and any developments in methodology are applied retrospectively to earlier years, resulting in some changes to estimates. Emissions for carbon dioxide are presented by emissions source, by end user and on the Environmental Accounts basis, while for other pollutants, emissions are given by source only.

Carbon dioxide: The data are expressed in terms of weight of carbon emitted. To convert the figures in the table to the weight of carbon dioxide emitted, the figures should be multiplied by 44/12.

Carbon dioxide is the most important greenhouse gas and is estimated to account for about two thirds of global warming. Although its global warming potential is much less per tonne than the other greenhouse gases it is present in the atmosphere in vastly greater quantities.

The main difference between source and end user emissions comes from the treatment of emissions from combustion of fossil fuels, the largest source of carbon dioxide in the UK. To derive emissions by end user, emissions from power stations and other fuel processing industries have been re-allocated to end users on an approximate basis according to their use of the fuel. Emissions by end user are subject to more uncertainty than emissions by source and should only be used to give a broad indication of emissions by sector.

Non-transport end users are composed of: domestic, industry, commercial & public service, agriculture, military, exports and other emissions. Exports are emissions arising from the production of secondary fuel which is then exported (including that which goes to international marine and aviation bunkers, and is therefore not within the scope of UNECE reporting when consumed). As there is no UK end user of this secondary fuel, these emissions are allocated to exports.

Carbon dioxide emissions are also presented on the Environmental Accounts basis. The Environmental Accounts are compiled by the Office for National Statistics to make data on environmental impacts directly comparable with Gross Domestic Product (GDP). More detail is available at:

<http://www.statistics.gov.uk/statbase/Product.asp?vlnk=3698&More=n>

In practice, there are two main differences between the source definition and the Environmental Accounts:

1. Emissions from commercial use are broken down depending on the main business of the owner. For example, emissions from an HGV owned by a road haulage company are attributed to road freight but emissions from an HGV owned by a supermarket are attributed to the retail sector. Personal use of vehicles is shown separately as "Household use of private vehicles".
2. Environmental Accounts emissions include those from UK residents and UK-registered companies, wherever the activity takes place. This means that private motoring overseas is included, but foreign motoring in the UK is not. Water and air transport include international activity, which is shown separately in the source breakdown.

Air pollutants: The selection of air pollutants in Table 3.9 has been updated in this edition to reflect the Public Service Agreement (PSA) target DfT took co-ownership of with Defra on air quality. Volatile organic compounds have been removed, and benzene, 1,3-butadiene and sulphur dioxide have been added. Data on other air pollutants are available from the Defra website. This year, all air pollutant emissions data are shown on the source basis.

Carbon monoxide: Derived from the incomplete combustion of fuels containing carbon. It is one of the most directly toxic of substances, interfering with respiratory biochemistry and can affect the central nervous and cardiovascular systems. Other pollutants can exacerbate the effects. The fitting of catalytic converters to all new petrol engine vehicles made after 1992 has reduced emissions of carbon monoxide from the 1992 level.

Nitrogen oxides (expressed as nitrogen dioxide equivalent): A number of nitrogen compounds including nitrogen dioxide and nitric oxide are formed in the combustion of fossil fuel. Nitrogen dioxide is directly harmful to human health causing respiratory problems and can reduce lung function. Nitrogen oxides also contribute to the formation of ozone which is a harmful secondary pollutant in the lower atmosphere and also an important greenhouse gas contributing to global warming (high levels of ozone increase susceptibility to

respiratory disease and irritate the eyes, nose, throat and respiratory system). Oxides of nitrogen can also have adverse effects on plants, reducing growth. In addition they contribute to acid rain. Emissions of nitrogen oxides from petrol engined vehicles have been reduced from the 1992 level as new vehicles built from 1992 onwards must comply with EC standards (normally by the fitting of a suitable catalytic converter).

Particulates (PM10): Airborne particles may be measured in a number of ways. For quantifying the particles produced by transport (especially motor traffic), the most commonly used indicator relies on the use of a size-selective sampler which collects smaller particles preferentially, collecting more than 95 per cent of 5µm (0.005 millimetres) particles, 50 per cent of 10µm aerodynamic particles, and less than 5 per cent of 20µm particles. The resultant mass of material is known as PM10. The road transport figures include emissions from tyre and brake wear.

Benzene: A known human carcinogen, the main source of benzene is the combustion and distribution of petrol. Some benzene evaporates directly into the atmosphere. Benzene is also emitted in a number of industrial processes. The large reduction in benzene emissions in 2000 was due to a reduction in the benzene content of petrol.

1,3-butadiene: A suspected human carcinogen, the main source of 1,3-butadiene is motor vehicle exhausts where 1,3-butadiene is formed from the cracking of higher olefines. 1,3-butadiene is also used in the production of synthetic rubber for tyres.

Lead: Of concern because of its effects on health, particularly that of children. The main sources of lead in air are from lead in petrol, coal combustion, and metal works. The maximum amount of lead permitted in petrol was reduced from 0.45 grams per litre to 0.40 in 1981 and then again in December 1985 to 0.15. A further step to reduce lead emissions from petrol was taken in 1986 when unleaded petrol was first sold in the United Kingdom. There was a rapid increase in the uptake of unleaded petrol in the 1990s followed by a ban on the general sale of leaded petrol at the end of 1999.

Sulphur dioxide: An acid gas, sulphur dioxide can affect health and vegetation. It affects the lining of the nose, throat and airways of the lung, in particular, among those who suffer

from asthma and chronic lung disease. The United Nations Economic Commission for Europe's (UNECE) Second Sulphur Protocol sets reduction targets for total SO₂ emissions of 50 per cent by the year 2000, 70 per cent by 2005 and 80 per cent by 2010 from a 1980 baseline. By 2000, the UK had achieved a 75 per cent reduction from 1980 baseline levels, 25 per cent ahead of the UNECE target level for that year. Road transport emissions have fallen by over 87 per cent since 1998 following a reduction in the sulphur content of fuel.

Aircraft noise: 3.10

The figures in this table are also published in the *Digest of Environmental Statistics*, produced by the Department for the Environment, Food and Rural Affairs. Air transport movements are landings or take-offs of aircraft engaged in transport of passengers or cargo on commercial terms. All scheduled service movements (whether loaded or empty) are included, as well as charter movements transporting passengers or cargo. Air taxi movements are excluded.

The equivalent continuous sound level (Leq) is an index of aircraft noise exposure. It is a measure of the equivalent continuous sound level averaged over a 16 hour day from 0700 to 2300 hours BST and is calculated during the peak summer months mid-June to mid-September.

The contours referred to are broadly comparable with the previous Noise and Number Index (NNI) - The change was announced by the Minister for Aviation on 4 September 1990. 57dBA Leq represents the approximate onset of significant community disturbance (comparable with 35 NNI at the time), 63dBA Leq moderate disturbance and 69dBA Leq high disturbance. Leq is correlated with community response to aircraft noise, but it is recognised that the reactions of different individuals to aircraft noise can vary considerably. Changes in wind direction from year to year influence the area affected by aircraft noise.

The methodology underlying the calculation of the aircraft noise Leq contours is published in The CAA Leq Aircraft Noise Contour Model: ANCON Version 1 (DORA Report DR 9120).

Following studies by DSEE and consideration by the Aircraft Noise Monitoring Advisory Committee, it was decided to include reverse thrust noise in the 1990 and subsequent contours, using the methodology adopted by the Society of Automotive Engineers. This is

described in *The Modelling of Reverse Thrust Noise to the Side of Runways* (CS Report 9310). The contours for Manchester Airport also include reverse thrust.

All four reports are available from Documedia Solutions, Cheltenham (☎ 01242 235151, or visit their website at www.documedia.co.uk). Leq contours for 1990 to 2000 (transparent overlays scale 1:50000) for Heathrow, Gatwick and Stansted may be obtained from DfT, subject to availability. Contours for later years are available in dxf format or printed to 1:50,000 scale. Enquiries should be directed to AED4, 1st Floor, Great Minster House, 76 Marsham Street, London, SW1P 4DR (☎ 020-7944 5494).

Population figures for Heathrow, Gatwick and Stansted are based on 1991 census data (updated for the years 1999-2002) and on 2001 Census data for 2003 and 2004. Estimation errors for population increase proportionately with diminishing size of contour. Results are not given where the error is considered unacceptably large.

Transport Statistics Great Britain 2005

3.1 Petroleum Consumption: by transport mode and fuel type: United Kingdom: 1994-2004¹

	Million tonnes										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 ²
Road transport:											
Motor spirit											
Cars & Taxis	20.75	20.08	20.61	20.55	20.23	20.35	20.10	19.76	19.74	18.96	18.54
Light goods	1.77	1.57	1.49	1.39	1.30	1.11	0.98	0.85	0.74	0.64	0.63
Motorcycles	0.12	0.11	0.12	0.12	0.12	0.13	0.13	0.14	0.14	0.13	0.13
Diesel											
Cars & Taxis	1.61	1.91	2.21	2.41	2.48	2.77	2.92	3.08	3.42	3.69	3.85
Light goods	2.58	2.70	2.91	3.17	3.27	3.48	3.65	3.93	4.16	4.51	4.71
Heavy goods	7.22	7.43	7.86	8.07	8.13	8.07	7.97	7.97	8.27	8.39	8.77
Buses & Coaches	1.49	1.41	1.37	1.32	1.25	1.18	1.09	1.07	1.07	1.12	1.17
All	35.55	35.21	36.57	37.03	36.79	37.10	36.84	36.80	37.54	37.43	37.80
Railways:											
Gas/diesel oil/fuel oil	0.59	0.59	0.57	0.46	0.47	0.45	0.43	0.41	0.33	0.30	0.16
Burning oil	0.01	0.01	0.01	0.01	0.01	-	0.01	0.01	0.01	0.01	0.01
All	0.60	0.60	0.58	0.48	0.48	0.46	0.44	0.42	0.35	0.31	0.17
Water transport:											
Gas/diesel oil	0.97	0.91	1.04	1.04	0.98	0.91	0.91	0.74	0.60	1.09	0.84
Fuel oil	0.18	0.20	0.16	0.13	0.10	0.07	0.04	0.03	0.04	0.05	0.27
All	1.15	1.11	1.20	1.16	1.09	0.98	0.95	0.78	0.65	1.14	1.11
Air:											
All aviation fuels	7.31	7.69	8.08	8.45	9.28	9.98	10.86	10.67	10.57	10.81	11.91
All petroleum used by transport	44.61	44.61	46.43	47.12	47.64	48.53	49.09	48.67	49.10	49.69	50.99
All petroleum use (energy and non-energy)	81.22	80.17	82.02	79.25	78.44	77.98	77.20	76.65	76.30	77.82	80.23
Transport as a percentage of all energy and non energy use	55	56	57	59	61	62	64	63	64	64	64

1 There are revisions to some of the earlier data

020-7215 2712

2 Figures for 2004 for road transport are estimated on 2003 ratios

Source - DTI

3.2 Energy consumption: by transport mode and source of energy: United Kingdom: 1994-2004¹

	Million tonnes of oil equivalent/percentage										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Road transport											
Petroleum	39.69	39.27	40.78	41.26	41.02	41.40	41.07	41.10	41.94	41.82	42.22
Railways											
Petroleum	0.65	0.65	0.63	0.52	0.52	0.50	0.48	0.45	0.37	0.34	0.19
Water transport											
Petroleum	1.24	1.19	1.29	1.26	1.18	1.07	1.04	0.84	0.70	1.23	1.20
Aviation											
Petroleum	8.07	8.49	8.92	9.32	10.24	11.02	11.98	11.77	11.66	11.94	13.16
All modes											
Electricity ²	0.60	0.64	0.64	0.72	0.73	0.74	0.74	0.76	0.73	0.71	0.69
ow: rail ³	0.31	0.34	0.34	..	..	..	..	..	..	..	..
All energy used by transport	50.25	50.24	52.25	53.08	53.68	54.73	55.30	54.92	55.40	56.05	57.45
All energy used by final users	152.55	150.40	157.34	154.37	155.78	157.13	158.30	161.56	156.87	158.42	161.03
Energy used by transport as a percentage of all energy used by final users	33	33	33	34	34	35	35	34	35	35	36

1 There are revisions to some of the earlier data, for details see "Digest of UK Energy Statistics 2005" published by DTI

020-7215 2712

Source - DTI

2 Includes consumption at transport premises

3 DTI have not been able to produce robust estimates of electricity used by rail since 1996

3.3 Petrol and diesel prices and duties per litre: at April: 1995-2005

	Pence/percentage										
	April 1995	April 1996	April 1997	April 1998	April 1999	April 2000	April 2001	April 2002	April 2003	April 2004	April 2005
Lead replacement petrol ¹											
Price	60.1	60.4	64.6	72.4	77.8	84.5	78.2	77.8	81.4	81.3	88.5
Duty	36.1	39.1	41.7	49.3	52.9	50.9	46.8	48.8	48.8	47.1	47.1
VAT	9.0	9.0	9.6	10.8	11.6	12.6	11.7	11.6	12.1	12.1	13.2
All tax	45.1	48.1	51.3	60.0	64.5	63.5	58.5	60.4	61.0	59.2	60.3
All tax as a percentage of price	75	80	79	83	83	75	75	78	75	73	68
Unleaded petrol:											
Price	54.1	55.2	59.2	65.8	70.2	80.0	75.9	75.0	78.2	77.8	85.4
Duty	31.3	34.3	36.9	44.0	47.2	48.8	45.8	45.8	45.8	47.1	47.1
VAT	8.1	8.2	8.8	9.8	10.5	11.9	11.3	11.2	11.7	11.6	12.7
All tax	39.4	42.5	45.7	53.8	57.7	60.7	57.1	57.0	57.5	58.7	59.8
All tax as a percentage of price	73	77	77	82	82	76	75	76	73	75	70
Ultra low sulphur diesel ²											
Price	54.7	56.4	60.2	66.8	73.2	81.1	77.3	76.9	80.9	79.2	89.6
Duty	31.3	34.3	36.9	45.0	50.2	48.8	45.8	45.8	45.8	47.1	47.1
VAT	8.2	8.4	9.0	10.0	10.9	12.1	11.5	11.5	12.0	11.8	13.3
All tax	39.5	42.7	45.8	54.9	61.1	60.9	57.3	57.3	57.9	58.9	60.4
All tax as a percentage of price	72	76	76	82	83	75	74	74	72	74	67

1 Prices prior to 2000 were for four star petrol
Pump prices are broadly the same.

2 Prices prior to 2000 were for diesel engined road vehicle fuel (DERV)
Pump prices are broadly the same.

020-7215 2722
Source - DTI

3.4 Average fuel consumption by age and type of vehicle and type of fuel: 1992/1994 to 2004

a) Passenger cars	Miles per gallon/litres per 100 km					
	1992/1994	1995/1997	1998/2000	2002	2003	2004
Petrol cars						
Up to 2 years	32	32	30	31	31	32
Over 2 to 6 years	30	31	30	31	31	31
Over 6 to 10 years	29	30	29	31	30	30
Over 10 years	28	29	28	27	29	29
All petrol cars	30	31	29	30	30	30
Diesel cars ¹						
Up to 2 years	39	43	36	40	40	41
Over 2 years	40	43	39	37	38	39
All diesel cars	40	43	38	38	39	40
Company cars ¹	32	34	30	34	34	35
Private cars	30	32	31	31	32	32
All cars (miles/gallon)	31	32	31	32	32	32
All cars (litres/100 km)	9.2	8.8	9.3	8.9	8.9	8.8
b) HGVs	Miles per gallon					
	1993	1996	1999	2002	2003	2004
Rigid vehicles	7.5	8.2	8.3	8.1	7.8	8.3
Articulated vehicles	6.9	7.3	7.7	7.6	7.5	7.9

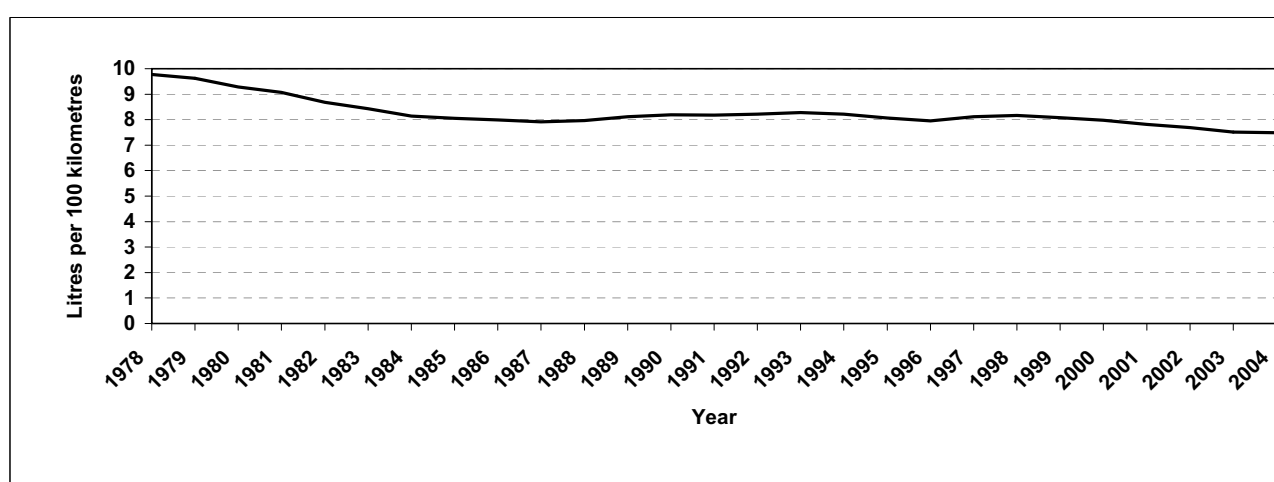
1 These estimates have a large sampling error because of the small sample sizes involved.

Cars: ☎ 020 7944 3097

HGVs: ☎ 020 7944 4442

Sources - Passenger cars: National Travel Survey
HGVs: Survey of Road Goods Transport

3.5 Average New Car Fuel Consumption 1978-2004
(Registration-Weighted: petrol two wheel drive vehicles only)



☎ 020-7944 3077

The figures in this graph are outside the scope of National Statistics
Source - Cleaner Fuels and Vehicles Division, DfT

3.6 Emissions for road vehicles (per vehicle kilometre) in urban conditions¹

		Index car without three-way catalyst: pre 1993 = 100 ²				
		Carbon monoxide	Hydro- carbons ³	Oxides of nitrogen	Particu- lates ⁴	Carbon dioxide
Petrol car without three-way catalyst:	pre 1993	100	100	100	16	100
Petrol car with three-way catalyst:	1993-1996	10	2	13	2	98
Petrol car with three-way catalyst:	1997-2000	7	2	12	1	94
Petrol car with three-way catalyst:	2001-	6	1	5	1	89
Diesel car:	pre 1993	6	10	38	100	97
Diesel car:	1993-1996	3	5	33	37	95
Diesel car:	1997-2000	2	4	33	33	92
Diesel car:	2001-	1	3	33	20	82
Petrol light goods vehicle without three way catalyst:	pre 1994	136	96	94	19	111
Petrol light goods vehicle with three way catalyst:	1994-1997	20	3	19	2	140
Petrol light goods vehicle with three way catalyst:	1998-2000	5	2	17	1	143
Petrol light goods vehicle with three way catalyst:	2001-	4	1	7	1	136
Diesel light goods vehicle:	pre 1994	10	19	81	187	143
Diesel light goods vehicle:	1994-1997	4	9	63	52	143
Diesel light goods vehicle:	1998-2001	4	9	60	53	143
Diesel light goods vehicle:	2002-	3	7	45	37	131
Heavy goods vehicle - Rigid:	pre 1993	25	118	344	277	361
Heavy goods vehicle - Rigid:	1993-1996	14	43	437	143	361
Heavy goods vehicle - Rigid:	1997-2001	11	34	373	100	361
Heavy goods vehicle - Rigid:	2002-	8	23	258	72	361
Heavy goods vehicle - Articulated:	pre 1993	29	100	969	403	591
Heavy goods vehicle - Articulated:	1993-1996	40	107	1,159	375	523
Heavy goods vehicle - Articulated:	1997-2001	31	88	799	259	483
Heavy goods vehicle - Articulated:	2002-	21	60	554	187	483
Buses:	pre 1993	81	90	840	399	580
Buses:	1993-1996	25	67	674	202	479
Buses:	1997-2001	21	48	603	132	433
Buses:	2002-	14	33	418	95	433
Motorcycle (less than 50cc): two-stroke	pre 2000	236	854	2	26	37
Motorcycle (less than 50cc): two-stroke	2000-	24	188	1	26	16
Motorcycle (greater than 50cc): two-stroke	pre 2000	231	662	2	26	45
Motorcycle (greater than 50cc): two-stroke	2000-	119	458	2	26	37
Motorcycle (greater than 50cc): four-stroke	pre 2000	206	115	9	78	43
Motorcycle (greater than 50cc): four-stroke	2000-	69	48	13	78	37

1 These figures have been revised since last year

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2 For diesel, particulates index is DERV car: pre 1993 = 100

The figures in this table are outside the scope of National Statistics

3 Figures based on non-methane hydrocarbons

Source - netcen

4 Legislative standards exist only for diesel vehicles

 3.7 Forecast of United Kingdom carbon dioxide emissions: by source: 1990-2020¹

Million tonnes of carbon							
	1990	1995	2000	2005	2010	2015	2020
Road transport	29.7	30.1	31.7	32.4	34.5	36.5	38.2
Other transport	2.3	2.2	2.1	1.8	1.9	2.0	2.1
Rest of the economy	133	121	119	118	106	104	104
Total	165	154	153	152	142	142	144

1 See Notes and Definitions for details of which

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policies and measures are included in these projections.

The figures in this table are outside the scope of National Statistics.

Source - Updated Energy Projections, DTI

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3.8 Carbon dioxide emissions in the United Kingdom: 1993-2003¹

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Per cent of total in 2003
(a) By source category²												Million tonnes of carbon/percentage
Transport:												
Road transport												
Passenger cars	19.8	19.4	19.2	19.9	20.0	19.8	20.1	20.1	20.0	20.3	19.8	13
Light duty vehicles	3.6	3.7	3.7	3.8	3.9	3.9	4.0	4.0	4.1	4.2	4.4	3
Buses	1.3	1.3	1.2	1.2	1.1	1.1	1.0	0.9	0.9	0.9	1.0	1
HGVs	5.8	6.2	6.4	6.8	7.0	7.0	7.0	6.9	6.9	7.1	7.2	5
Mopeds & motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Railways	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.3	-
Civil aircraft	0.4	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.6	0.6	0.6	-
Shipping	1.0	0.9	0.9	0.9	0.9	0.8	0.8	0.7	0.6	0.5	0.9	1
All domestic transport³	32.5	32.6	32.3	33.6	33.9	33.6	33.8	33.6	33.5	34.0	34.4	23
All sources	155	153	151	157	150	151	148	149	154	149	152	100
Memo items⁴:												
International aviation	5.0	5.2	5.5	5.8	6.2	6.9	7.5	8.2	8.0	7.9	8.1	5
International shipping	1.8	1.7	1.8	2.0	2.2	2.4	1.8	1.6	1.8	1.5	1.4	1
(b) By end user category⁵												Million tonnes of carbon/percentage
Transport:												
Road transport												
Railways ⁶	1.9	1.8	1.8	1.7	1.6	1.6	1.5	1.5	1.6	1.4	1.5	1
Civil aircraft	0.4	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.7	0.7	0.7	-
Shipping	1.2	1.1	1.1	1.2	1.1	1.1	1.0	0.9	0.8	0.6	1.1	1
All domestic transport	39.6	39.7	39.9	41.3	41.3	41.3	41.3	41.2	41.2	41.8	41.6	27
All end users	155	153	151	157	150	151	148	149	154	149	152	100
(c) By Environmental Accounts industry code⁷												Million tonnes of carbon/percentage
Transport industries:												
Railways	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.3	0.3	-
Buses and coaches	1.5	1.5	1.4	1.3	1.3	1.3	1.2	1.1	1.1	1.1	1.1	1
Tubes and trams	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	-	-
Taxis operation	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	-
Freight transport by road	4.4	4.8	5.0	5.4	5.6	5.7	5.7	5.6	5.8	5.7	5.8	3
Water transport	4.6	4.5	4.5	4.8	5.2	5.0	4.5	4.3	6.0	5.5	6.6	4
Air transport	6.6	6.4	7.0	7.6	8.2	9.2	10.0	11.2	10.7	10.5	10.6	6
All transport industries⁸	18.1	18.2	19.0	20.2	21.3	22.3	22.4	23.3	24.5	23.8	25.0	15
Household use of private vehicles	16.1	15.8	15.5	16.4	16.6	16.5	16.9	16.7	16.9	17.5	17.3	10
All industries	166	164	163	170	164	166	164	166	172	167	171	100

1 There are revisions to the series since last year

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2 Source categories relate directly to the vehicle or other piece of equipment producing the emission. See Notes and Definitions for further details

Source - By source, end user: netcen
By Environmental Accounts industry code: ONS

3 Includes a small amount of emissions from other mobile sources and machinery

4 Categories not included in the national total reported to the UNECE

5 End user emissions for transport include a share of the emissions from combustion of fossil fuels at power stations and other fuel processing industries
See Notes and Definitions for further details

6 Rail emissions include stationary as well as mobile sources and electricity consumption by non-rail transport sector as well as railways

7 Industry categories based on the main business of the operator or, in the case of households, the purpose of travel
See Notes and Definitions for further details

8 Includes a small amount of emissions from transport via pipeline

3.9 Pollutant emissions from transport in the United Kingdom: by source: 1993-2003¹

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Per cent of total in 2003
Thousand tonnes/percentage												
(a) Carbon monoxide												
Transport:												
Road transport												
Passenger cars	3,888	3,656	3,452	3,321	3,024	2,733	2,463	1,888	1,532	1,325	1,112	40
Light duty vehicles	614	582	523	478	429	384	303	232	175	129	95	3
Buses	69	63	48	42	36	29	23	18	14	12	10	-
HGVs	70	69	70	70	68	66	64	60	57	54	50	2
Mopeds & motorcycles	91	90	90	90	95	99	108	96	90	85	78	3
Railways	5.6	5.2	5.7	5.5	4.5	4.5	4.3	4.2	3.9	3.3	2.5	-
Civil aircraft	28	31	31	34	39	39	47	54	59	51	47	2
Shipping ²	8	8	7	8	8	7	6	6	5	4	8	-
All domestic transport ³	4,774	4,505	4,227	4,049	3,703	3,362	3,019	2,359	1,937	1,662	1,402	51
All sources	7,300	6,889	6,341	6,188	5,727	5,288	4,972	4,117	3,820	3,336	2,768	100
Memo items ⁴												
International aviation	14	13	14	14	15	16	17	18	17	17	17	1
International shipping ²	16	15	16	17	19	21	15	13	15	12	12	-
Thousand tonnes/percentage												
(b) Nitrogen oxides												
Transport:												
Road transport												
Passenger cars	708	664	622	590	544	497	453	386	334	298	261	17
Light duty vehicles	76	77	75	75	75	75	72	70	69	66	65	4
Buses	72	69	63	61	58	56	53	48	46	43	42	3
HGVs	331	332	338	343	337	333	323	307	292	281	263	17
Mopeds & motorcycles	0.6	0.7	0.7	0.7	0.8	0.8	0.9	1.0	1.0	1.1	1.0	-
Railways	18	18	20	19	16	16	15	15	14	11	10	1
Civil aircraft	5	4	4	5	5	6	6	7	7	7	8	-
Shipping ²	64	60	56	62	59	55	50	48	39	32	59	4
All domestic transport ³	1,275	1,224	1,180	1,156	1,096	1,038	974	883	802	741	709	45
All sources	2,450	2,377	2,241	2,165	2,004	1,935	1,822	1,737	1,660	1,578	1,570	100
Memo items ⁴												
International aviation	85	89	94	100	106	118	127	138	134	130	134	9
International shipping ²	120	112	120	132	147	160	116	102	114	95	91	6
Thousand tonnes/percentage												
(c) Particulates (PM10)												
Transport:												
Road transport												
Passenger cars	15.5	14.8	14.1	13.5	12.7	11.5	10.5	8.2	8.0	7.8	7.4	5
Light duty vehicles	10.0	10.6	10.6	10.6	10.9	11.3	11.9	11.2	11.9	12.3	12.6	9
Buses	7.7	7.1	5.6	4.8	3.7	2.9	2.2	1.7	1.4	1.2	1.1	1
HGVs	17.0	16.2	15.5	14.3	12.0	11.2	10.2	9.0	8.1	7.5	6.9	5
Mopeds & motorcycles	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	-
Automobile tyre & brake wear	7.9	8.0	8.2	8.4	8.5	8.7	8.8	8.9	9.0	9.2	9.3	7
Railways	0.5	0.5	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.3	0.2	-
Civil aircraft	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Shipping ²	1.2	1.1	1.1	1.2	1.1	1.0	0.9	0.9	0.7	0.6	1.1	1
All domestic transport ³	60.5	59.0	56.2	54.0	50.1	47.9	46.0	41.2	40.4	39.9	39.4	28
All sources	261	247	220	216	198	194	184	168	169	150	141	100
Memo items ⁴												
International aviation	1.1	1.2	1.2	1.3	1.4	1.5	1.7	1.8	1.8	1.8	1.8	1
International shipping ²	2.2	2.1	2.2	2.4	2.7	2.9	2.1	1.9	2.1	1.8	1.7	1
Road transport resuspension ⁵	17.0	17.4	17.8	18.2	18.6	19.0	19.3	19.4	19.7	20.3	20.5	15
Thousand tonnes/percentage												
(d) Benzene												
Transport:												
Road transport												
Passenger cars	28.7	26.1	23.6	21.4	18.7	16.1	13.6	4.4	4.0	3.5	2.9	19
Light duty vehicles	2.3	2.1	1.9	1.7	1.5	1.3	1.1	0.3	0.3	0.3	0.2	2
Buses	-	-	-	-	-	-	-	-	-	-	-	-
HGVs	-	-	-	-	-	-	-	-	-	-	-	-
Mopeds & motorcycles	1.1	1.0	1.0	0.9	0.9	0.9	1.0	0.2	0.3	0.3	0.2	2
Gasoline evaporation	2.0	2.0	1.8	1.4	1.3	1.1	0.9	0.2	0.2	0.1	0.1	1
Railways	-	-	-	-	-	-	-	-	-	-	-	-
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	-
Shipping ²	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.2	0.4	3
All domestic transport ³	34.5	31.7	28.7	25.9	22.9	19.8	16.9	5.6	5.1	4.4	4.0	26
All sources	52.0	49.1	45.1	41.8	38.3	34.3	30.9	18.5	17.6	16.3	15.2	100
Memo items ⁴												
International aviation	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1
International shipping ²	0.9	0.8	0.9	0.9	1.1	1.2	0.8	0.7	0.8	0.7	0.7	4

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3.9 Pollutant emissions from transport in the United Kingdom: by source: 1993-2003¹

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Per cent of total in 2003
(e) 1,3-butadiene												Thousand tonnes/percentage
Transport:												
Road transport												
Passenger cars	6.0	5.4	4.9	4.4	3.8	3.3	2.7	2.2	1.8	1.4	1.1	36
Light duty vehicles	0.5	0.5	0.4	0.4	0.3	0.3	0.3	0.2	0.2	0.1	0.1	4
Buses	0.7	0.7	0.5	0.4	0.3	0.3	0.2	0.2	0.1	0.1	0.1	3
HGVs	1.7	1.5	1.4	1.3	1.2	1.1	1.0	0.9	0.8	0.8	0.7	24
Mopeds & motorcycles	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	5
Railways	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	1
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	1
Shipping ²	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
All domestic transport³	9.2	8.4	7.4	6.8	6.0	5.2	4.5	3.8	3.2	2.7	2.2	74
All sources	10.9	10.0	9.0	8.1	7.2	6.4	5.9	4.8	4.1	3.5	3.0	100
Memo items⁴												
International aviation	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3
International shipping ²	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
(f) Lead												Tonnes/percentage
Transport:												
Road transport												
Passenger cars	1,381	1,174	971	830	730	537	284	1.5	1.3	1.2	1.2	1
Light duty vehicles	124	101	76.1	60.2	49.4	35	16	0.2	0.2	0.2	0.3	-
Buses	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	-
HGVs	7.9	6.7	5.5	4.7	4.3	3.3	1.9	-	-	-	-	-
Mopeds & motorcycles	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-
Railways	-	-	-	-	-	-	-	-	-	-	-	-
Civil aircraft	-	-	-	-	-	-	-	-	-	-	-	-
Shipping ²	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.3	-
All domestic transport³	1,514	1,283	1,053	896	785	575	303	2.6	2.3	2.2	2.4	2
All sources	2,161	1,860	1,550	1,315	1,148	855	495	164	158	144	133	100
Memo items⁴												
International aviation	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	-
International shipping ²	0.9	0.8	0.9	1.0	1.2	1.2	0.9	0.7	0.7	0.6	0.7	-
(g) Sulphur dioxide												Thousand tonnes/percentage
Transport:												
Road transport												
Passenger cars	17.5	23.0	19.6	14.7	16.4	11.8	11.2	4.7	2.2	1.9	1.8	-
Light duty vehicles	9.9	10.3	8.2	6.0	3.5	3.3	1.1	0.5	0.4	0.4	0.4	-
Buses	5.8	5.1	3.7	2.5	1.0	0.6	0.1	0.1	0.1	0.1	0.1	-
HGVs	25.4	24.5	19.3	14.1	6.5	6.8	1.2	0.6	0.6	0.7	0.7	-
Mopeds & motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-
Railways	2.4	2.1	1.7	1.6	1.3	1.3	1.2	1.1	1.0	0.9	0.9	-
Civil aircraft	0.3	0.4	0.3	0.4	0.5	0.5	0.4	0.5	0.5	0.4	0.5	-
Shipping ²	27.5	27.2	27.0	27.3	24.8	22.4	19.6	18.0	14.4	12.4	21.9	2
All domestic transport³	89.0	92.8	79.9	66.7	54.2	46.9	34.9	25.5	19.3	16.9	26.4	3
All sources	3,098	2,663	2,354	2,014	1,653	1,598	1,219	1,194	1,118	1,002	979	100
Memo items⁴												
International aviation	4.6	6.0	5.1	5.4	7.2	8.0	6.1	6.9	7.5	6.1	7.2	1
International shipping ²	89.7	79.4	91.1	98.8	116.9	116.8	83.1	69.4	70.0	60.8	63.1	6

1 Changes have been made to the basis of this table; see Notes and Definitions

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2 Changes made to fuel use estimates have impacted the apportionment between domestic and international fuel use.

Source - netcen

As a result the 2003 estimates may not be directly comparable with earlier years

3 Includes a small amount of emissions from other mobile sources and machinery

4 Categories not included in the national total reported to the UNECE. As such, they do not contribute towards the total

5 Resuspension of particles caused by the turbulence of passing vehicles. Not included in totals for PM10 to avoid double-counting, but is important in reconciling roadside concentration measurements

3.10 Aircraft noise: population affected by noise around airports: 1994-2004

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
(a) Heathrow											
Air transport movements (thousands)	408.9	418.9	426.7	429.2	441.2	449.5	459.7	457.6	460.3	457.1	469.8
Area (sq kms) within:											
57 Leq contour	175.5	169.2	164.7	158.3	163.7	155.6	135.6	117.4	126.9	126.9	117.4
63 Leq contour	60.3	58.3	56.0	53.8	55.4	53.9	48.2	41.2	43.8	43.8	40.3
69 Leq contour	27.5	26.1	23.8	23.2	22.8	21.9	19.0	14.1	16.4	15.6	13.3
Population (thousands) within:											
57 Leq contour	319.3	323.5	299.0	300.0	341.0	331.6	275.2	240.4	258.3	263.7	239.7
63 Leq contour	99.3	105.2	87.6	84.2	82.2	91.2	71.9	54.9	64.2	64.6	55.9
69 Leq contour	18.6	19.2	14.4	13.8	15.5	13.8	11.5	6.8	8.6	8.0	5.7
(b) Gatwick											
Air transport movements (thousands)	178.6	190.0	209.1	227.3	240.2	244.7	251.2	244.0	233.6	234.4	241.2
Area (sq kms) within:											
57 Leq contour	83.0	87.0	90.6	85.9	76.8	71.4	71.9	55.9	45.2	46.1	48.0
63 Leq contour	29.4	31.1	31.8	30.4	28.2	26.4	26.4	19.6	15.8	16.5	16.7
69 Leq contour	10.6	10.4	10.7	10.3	9.7	8.9	9.0	6.0	4.6	4.8	4.8
Population (thousands) within:											
57 Leq contour	14.6	15.5	14.9	12.6	9.0	7.8	8.7	5.2	3.5	4.2	4.5
63 Leq contour	2.4	2.7	2.2	2.0	1.4	1.4	1.4	0.8	0.5	0.6	0.6
69 Leq contour	0.4	0.5	0.4	0.4	0.3	0.3	0.2	0.1	0.1	0.1	0.1
(c) Stansted											
Air transport movements (thousands)	54.3	63.3	75.0	82.2	102.2	132.3	143.6	150.6	152.4	169.2	176.8
Area (sq kms) within:											
57 Leq contour	37.9	41.6	42.7	52.1	64.5	52.3	52.4	32.1	31.7	33.3	29.9
63 Leq contour	14.4	15.5	15.4	17.7	22.3	20.5	20.4	11.6	11.3	11.7	9.9
69 Leq contour	5.7	5.8	5.9	6.6	8.7	7.9	7.6	3.6	3.4	3.5	2.8
Population (thousands) within:											
57 Leq contour	3.4	3.7	3.8	6.0	7.6	4.4	5.7	2.3	2.0	2.3	2.9
63 Leq contour	0.7	0.8	0.8	0.9	1.3	1.4	1.3	0.4	0.3	0.5	0.3
69 Leq contour	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.1
(d) Manchester											
Air transport movements (thousands)	142.9	146.1	141.1	145.7	161.8	169.3	177.6	182.1	177.5	191.5	208.5
Area (sq kms) within:											
57 Leq contour	..	57.3	56.5	51.6	53.5	48.5	46.4	43.4	40.3	39.1	39.6
63 Leq contour	..	19.6	18.3	17.2	16.9	17.6	15.8	14.6	12.8	13.3	13.7
69 Leq contour	..	7.7	6.8	6.5	6.1	5.9	5.0	4.8	4.2	4.4	4.6
Population (thousands) within:											
57 Leq contour	..	50.7	46.2	45.6	44.7	53.5	48.4	44.9	38.7	40.6	40.9
63 Leq contour	..	10.4	9.7	9.5	10.1	11.9	9.4	6.4	4.5	5.8	5.1
69 Leq contour	..	3.0	2.9	2.4	2.0	1.9	1.2	0.5	0.5	0.6	0.6
(e) Birmingham											
Air transport movements (thousands)	70.9	74.3	76.6	79.8	88.2	98.4	108.4	111.0	112.3	116.0	109.2
Area (sq kms) within:											
57 Leq contour	..	..	44.2	..	35.3	..	19.0	..	14.8	..	16.2
63 Leq contour	..	..	15.9	..	12.3	..	6.2	..	4.4	..	5.1
69 Leq contour	..	..	7.2	..	4.5	..	1.7	..	1.2	..	1.3
Population (thousands) within:											
57 Leq contour	..	..	88.9	..	65.6	..	33.7	..	23.7	..	26.2
63 Leq contour	..	..	25.2	..	16.5	..	5.5	..	2.6	..	3.8
69 Leq contour	..	..	8.3	..	2.5	..	0.1	..	-	..	-
(f) Luton											
Air transport movements (thousands)	15.3	18.6	28.2	36.9	43.6	50.8	55.5	56.0	55.0	58.4	64.2
Area (sq kms) within:											
57 Leq contour	11.0	15.0	24.2	17.8	15.8	19.4	17.6	10.6	10.9	12.2	12.8
63 Leq contour	4.8	5.9	9.3	6.9	5.5	7.4	6.6	3.5	3.6	4.0	4.2
69 Leq contour	2.2	2.1	3.8	2.5	2.0	2.6	2.4	1.2	1.2	1.3	1.3
Population (thousands) within:											
57 Leq contour	3.6	5.6	9.8	5.5	5.8	7.4	8.1	2.3	2.4	3.2	3.8
63 Leq contour	0.8	1.5	2.9	1.2	1.1	1.2	1.7	-	0.1	0.1	0.1
69 Leq contour	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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The figures in this table are outside the scope of National Statistics
Sources - Noise contour data: Major UK airports
Air transport movements - Civil Aviation Authority