

NFDA TRUCK AND VAN UPDATE
April 2021



DAF: strong sales volumes in 2021 with a 36% market share

Dear Colleague,

Truck registration rose in February compared to the same month last year, year to date, the market is now quite similar to 2020's levels. It is hoped that the shortage of micro controller chips that affecting car production worldwide will have a less dramatic effect on the supply of new trucks over the coming months. Full details are available via the member-version of our newsletter.

Rising confidence among fleets and operators is generating greater demand for distribution trucks and feedback from truck dealers indicate new truck registrations may have performed well during the number plate change month of March.

The latest SMMT's light van market registration figures showed an 85.5% growth in light commercial sales, demonstrating the resilience of the market. With the March '21' plate change, an improvement in registrations was expected and there is further optimism about April's results.

NFDA is your trade body: we are here to help and advise you on regulatory and operational issues that affect your business. If you require any assistance, please do contact the helpline on 01788 538303.

Steve Latham
NFDA Truck & Van Division Advisor
Mob: 07515 975 157
Email: stephen.latham@rmif.co.uk

Contents

| | |
|--|---|
| HGV registrations up 17% in February..... | 3 |
| Strong growth across light commercial vehicle market ahead of lockdown easing | 3 |
| TruckEast plants a tree for every Scania it sells..... | 4 |
| Emissions testing equipment has been added to connected Van MOT | 5 |
| DVSA Update: Speed limiter response will no longer be tested at annual test | 5 |
| Volvo Trucks targets 50% electric sales in Europe by 2030..... | 6 |
| Zero-emission trucks: Industry and environmentalists call for binding targets for infrastructure | 6 |
| Citroen, Peugeot and Vauxhall to launch hydrogen fuel cell vans in 2022 | 7 |
| Electric Ford Transit Custom coming in 2023..... | 8 |

HGV registrations up in February

Truck registration rose in February and recent feedback from truck dealers indicate new truck registrations during the number plate change month of March may have been above the 5,000 units as more operators and fleets placed orders at the end of last year.

It is hoped that the shortage of micro controller chips that is badly affecting car production worldwide will have a less dramatic effect on the production and supply of new trucks going forward.

Confidence among fleets and operators is generating greater demand for distribution trucks, and with the reopening of the retail and, to a certain degree, also the hospitality and tourism industries, dealers are feeling more optimistic. As the economy expands, a number of reports in the news suggested there will likely be a shortage of qualified drivers to operate these HGVs.

Full details are available in the member-version of our newsletter.

Strong growth across light commercial vehicle market ahead of lockdown easing

The latest SMMT's light van market registration figures showed an 85.5% growth in light commercial sales, with 56,122 units going on the road. This is compared with just 17,925 in March 2020 when the UK first entered lockdown

With the March '21' plate change, an improvement in registrations was expected. All sectors of LCVs up to 3.5 tonnes grew, with the biggest increase coming from the large 2.5 to 3.5t vans. These are vehicles are heavily used for the distribution of online goods. There were 36,032 vehicle registrations in this weight range, a year-on-year increase of 101%, when 17,925 vehicles were sold.

A positive indicator for the industry is that demand has come from the double-cab pick-up segment. Sales in this category increased by 85.7%, registering 8,633 units compared with 4,648 units in March 2020.

The Ford Transit and Transit Custom models once again continued to lead the registrations, as they have been doing since January, followed in third position by the Volkswagen Transporter. The Ford Ranger Pick-Up and Mercedes Sprinter were in fourth and fifth position, respectively.

Overall, these figures demonstrate the resilience of market demand for LCVs. As dealers can reopen to the public, we expect the April figures to experience an even greater bounce-back.

REGISTRATIONS OF VANS plus HCVs 3.5T-6T by MONTH

| | Mar-21 | Mar-20 | % change |
|---------------------|--------|--------|----------|
| Pickups | 8,633 | 4,648 | 85.7% |
| 4x4s | 669 | 244 | 174.2% |
| Vans <= 2.0t | 3,089 | 1,575 | 96.1% |
| Vans > 2.0 - 2.5t | 7,699 | 5,855 | 31.5% |
| Vans > 2.5 - 3.5t | 36,032 | 17,925 | 101.0% |
| All Vans to 3.5t | 56,122 | 30,247 | 85.5% |
| Rigids > 3.5 - 6.0t | 605 | 901 | -32.9% |

REGISTRATIONS OF VANS plus HCVs 3.5T-6T by YEAR-TO-DATE

| | YTD-21 | YTD-20 | % change |
|---------------------|--------|--------|----------|
| Pickups | 12,899 | 9,439 | 36.7% |
| 4x4s | 813 | 426 | 90.8% |
| Vans <= 2.0t | 5,009 | 4,962 | 0.9% |
| Vans > 2.0 - 2.5t | 14,298 | 12,919 | 10.7% |
| Vans > 2.5 - 3.5t | 64,337 | 40,161 | 60.2% |
| All Vans to 3.5t | 97,356 | 67,907 | 43.4% |
| Rigids > 3.5 - 6.0t | 1,284 | 1,863 | -31.1% |

Image source SMMT

TruckEast plants a tree for every Scania it sells

Scania dealer TruckEast has committed to planting and maintaining one tree for each retail Scania truck sold.

The idea to create a TruckEast Woodland originated from a series of sustainability workshops the dealership held in 2019, where employees from across the business joined together to learn more about sustainability projects both by Scania and those driven by TruckEast itself. Staff suggested ways that they could contribute to sustainability work on a local level.

The initiative has been kick-started with the planting of one tree for every truck sold in 2020 so far.



TruckEast MD John Biggin (pictured) said: "For a long time, we have looked to future-proof our business in terms of services, infrastructure and our people. But now more than ever, we have to review the impact we are leaving behind for future generations. Planting a tree for every Scania sold today, maybe a drop in the ocean, but it's a step towards a better future and just one of the initiatives that TruckEast is introducing."

The dealer hopes to eventually cover 1 acre of land with native species such as English Oak and Hornbeam.

Source: [Commercial Motors](#)

Emissions testing equipment has been added to connected Van MOT

From 1 May 2021, anyone buying new emissions testing equipment (exhaust gas analysers and diesel smoke meters) for class 3, 4, 5 or 7 test lanes will need to make sure it's a model that can connect to the MOT testing service.



This follows previous changes for roller brake testers and decelerometers.

You will need MOT connectable equipment if you:

- buy replacement equipment
- open a new test station
- make a change of ownership of a currently operating MOT centre (where it moves from one Authorised Examiner (AE) to another)

DVSA is introducing connected equipment to modernise testing, save garages time and reduce the risk of error and fraud.

You can find more [about MOT garage equipment](#) on GOV.UK.

The Garage Equipment Association lists all [DVSA acceptable equipment](#)

DVSA Update: Speed limiter response will no longer be tested at annual test



A check done during the annual test on analogue tachographs is being removed from the test. The testing of speed limiter response speeds in vehicles with an analogue tachograph will no longer be part of the annual test on heavy vehicles.

This change means all Authorised Testing Facilities (ATFs) will be able to test vehicles fitted with analogue tachographs. Previously only certain ATFs could perform annual tests on vehicles fitted with this type of tachograph due to the equipment needed.

The procedure has been suspended during the COVID-19 pandemic, but will stop being part of the annual test permanently from May 1 this year. This will mean there will be no requirement for ATFs to own or calibrate this equipment after this date.

Volvo Trucks targets 50% electric sales in Europe by 2030

20 April 2021, Financial Times

Volvo Trucks is aiming for half its sales in Europe to be electric by the end of the decade as truckmakers increasingly move away from diesel towards battery power. Production is due to start in the second half of next year. Volvo estimates that this will give it electric models for about 45 per cent of all goods currently transported in Europe, and what it claims is the broadest portfolio in the industry.

Volvo's new goal of half of its European sales to be electric by 2030 is in line with rival Traton, which is owned by Volkswagen. Traton is targeting 50 per cent electric sales for its Scania brand and that 60 per cent of Man delivery trucks and 40 per cent of its long-haul trucks will be zero-emission by the end of the decade. Daimler, the world's largest truckmaker, has said that, by 2039, all new trucks it sells will be zero-emissions, a year earlier than its Swedish rival.

Volvo started production of medium-duty electric trucks in 2019 used mostly in city deliveries and waste collection, while its heavy-duty vehicles of up to 44 tonnes will go on sale this year and into production in 2022. They will have a range of up to 300km.

View the full article [here](#)

Zero-emission trucks: Industry and environmentalists call for binding targets for infrastructure



European
Automobile
Manufacturers
Association



Truck makers and environmentalists have joined forces to push for the deployment of 11,000 charging points for electric trucks across the EU by 2025, rising to 42,000 by 2030. The

European Automobile Manufacturers' Association (ACEA) and Transport & Environment (T&E) made this call to the European Commission in a joint letter on 19 April 2021.

Given that there are currently close to zero truck-specific charging stations in operation, these targets are “ambitious but necessary” to achieve the goals of the European Green Deal, the associations have said.

In addition, some 300 hydrogen re-fuelling stations suitable for heavy-duty vehicles should be rolled out no later than 2025, increasing to around 1,000 no later than 2030.

The common industry/NGO request comes ahead of the expected review of Europe's Alternative Fuels Infrastructure Directive (AFID) this year.

In [their letter](#), ACEA and T&E urge the Commission to make AFID fit for zero-emission trucks and buses, with binding targets for infrastructure in all EU member states to ensure seamless cross-border operations. This is urgent and crucial to encourage professional transport operators to make a swift transition to zero-emission vehicles.

Electric and hydrogen-powered trucks require specific charging and re-fuelling infrastructure because of their high power and energy demand, as well as space, parking and access requirements. The European Commission must address these specific needs in the AFID review, ensuring charging and re-fuelling is possible at truck depots, at logistics hubs (when loading and unloading), at public sites in urban areas and along highway corridors.

“Our industry is fully committed to the Green Deal and therefore carbon-neutral road freight transport by 2050 at the latest. To that end, we are investing massively in CO2-neutral trucks,” stated Martin Daum, ACEA Commercial Vehicle Board Chair and CEO of Daimler Truck AG.

“However, our customers will not invest in these vehicles unless they can charge and re-fuel them easily as they deliver goods from one country to another. The upcoming AFID review is a golden opportunity to make sure that infrastructure roll-out and the deployment of zero-emission vehicles go hand-in-hand.”

Citroen, Peugeot and Vauxhall to launch hydrogen fuel cell vans in 2022

Citroen, Peugeot and Vauxhall light commercial vehicle (LCV) dealers must prepare for an influx of hydrogen-powered vans as the three Stellantis brands prepare to launch fuel cell vehicles.



The French OEM has announced that hydrogen plug-in hybrid vans based on the existing Citroen Dispatch, Peugeot Partner and Vauxhall Vivaro will be offered in the UK from 2022. The new zero-emission models are being billed as the solution for fleets that require more range and faster refill times than is currently available from its current range of electric vans. Last summer AM reported on how Peugeot and Citroen dealers would be undergoing a new training and support programme to improve their light commercial vehicle (LCV) expertise ahead of the arrival of a new range of zero emissions electric vans.

Stellantis' new hydrogen-fuelled hybrid vans can store 4.4Kg of liquid hydrogen in chassis-mounted tanks, while a rechargeable 10.5kWh battery contributes to a total range of 250 miles.

The hydrogen tank can be refilled in just three minutes and the battery can provide a range of 30 miles on its own when fully charged, which takes about an hour. [...]

Source: [AM Online](#)

Electric Ford Transit Custom coming in 2023

Ford has confirmed that the next-generation Transit Custom will be available with pure electric power for the first time when the all-new model arrives in 2023, Auto Express reported.

The medium sized van will be available with mild-hybrid diesel, plug-in hybrid and pure electric powertrains. The electric Transit Custom will be the second all-electric commercial vehicle from Ford, following the launch of the full-size Ford E-Transit in 2022.

As with the current Transit Custom, the new model will be built by Ford Otosan in Turkey, but it will be joined on the production line by the next-generation Volkswagen T7 Transporter. Ford and VW have set up in partnership to pool resources in the commercial vehicle sector, and this is one of the results. Elsewhere, the Ford Ranger and VW Amarok pick-ups will be co-developed, and both companies will introduce electric vans based on VW's MEB electric vehicle platform, starting in 2022 with the VW ID.Buzz.

The arrival of the electric Transit Custom is part of Ford's plan to offer a zero-emissions capable commercial vehicle range by 2024, comprising all-electric or plug-in hybrid vehicles. Beyond that, it's aiming for two-thirds of the CVs it sells in 2030 to be all-electric or plug-in hybrid.

Source: [Auto Express](#)

