

NFDA TRUCK AND VAN UPDATE
February – March 2022



New Volvo FL Electric. "Door-to-door deliveries".

Dear Colleague,

Despite the challenges of Covid, including significant supply chain issues, HGV registrations rose in 2021 compared to the previous year. Despite the yearly growth, the market remains behind pre-pandemic levels. In the near-term, truck dealers are very optimistic for the future, however, looking further ahead, there is apprehension regarding the feasibility, both technical and financial of moving to zero-emissions trucks by 2035/40.

Registrations of light commercials declined in January as the semiconductor shortage and rising inflation impacted sales. Nonetheless, the market is expected to grow throughout 2022 with continued demand for home deliveries and the ongoing economic recovery.

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 Truck market improves in 2021	3
Slow start for LCV registrations in January	3
Local appeals for heavy vehicle test annual test (MOT) results	4
DVSA Update: New IVA Bookings & Payments Dedicated Telephone Number	5
The rules have changed on number plate identifiers from “GB” and EU flag to “UK”	6
Easing of covid restrictions across the UK	6
MILS Legal Update: what are the requirements for employers following the scrapping of self-isolation rules in England?	7
General news	8
The NFDA Spring Ball is back in one month! Secure your place!	9

HGV Truck market improves in 2021

Despite the challenges of Covid, supply chain issues and shortages of semiconductors it was positive to see HGV registrations increase in 2021 over the previous lockdown-affected year. Despite the yearly growth, the market was still behind pre-pandemic levels.

In the near-term, truck dealers are very optimistic for the future with many holding sold orders for new product through to the end of 2022 and beyond. Further down the timeline, there is apprehension regarding the feasibility, both technical and financial of moving to zero-emissions trucks by 2035/40. Currently, there appears to not be a single zero emission technology which is appropriate for all HGV applications, let alone any public/commercial EV recharging or Hydrogen refuelling infrastructure suitable for long-haul trucks.

Full details and figures are available in the member-edition of this newsletter. Please contact us for more information.

Slow start for LCV registrations in January

Light commercial registrations declined in January as the semiconductor shortage and rising inflation impacted sales, however, the market is expected to grow throughout 2022 with continued demand for home deliveries and the ongoing economic recovery.

The latest light commercial registration figures showed a decline of -26.9% in January with only 17,566 units going on the road compared to 24,029 sales in the same month last year.

The overall forecast for light commercials is a 2% yearly growth, taking the market to around 362,620 registrations, in line with 2019's levels.

In January, most of the volume light commercial sectors suffered declines. Small models under 2.0t were down -53.9% and the large, heavy 2.5 -3.5t vans that dominate the market, declined -29.8%, a reduction of 4,912 registrations from January 2021.

Positively, sales of fully electric vans grew by 21.4% with 647 new units going on the road, equating to a market share of 3.7%. This was likely driven by the higher number of EV van variants on offer to the market. Despite this, diesel vans continue to account for the largest market share by far (94.3%), with petrol and/or hybrid representing a marginal 2%.

As usual, the January market was dominated by Ford registrations with a 35.53% share, followed by Vauxhall with a share of 12.59% and Volkswagen with a 10.3% market share.

Interestingly, there was an increase in registrations of Maxus vehicles, which are manufactured by the SAIC Group from China. Maxus has recently introduced the 'Deliver-9' van that looks very similar to the large Transit and sells at a value price. The brand produces also a range of electric vans and, as a result, could become a bigger player going forward.

Overall, dealers' feedback is positive, with supply and deliveries playing a crucial role in the market as there are no reports of shortage of customers wanting to buy new or used light commercials.

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

	Jan-22	Jan-21	% change
Pickups	2,106	2,550	-17.4%
4x4s	276	93	196.8%
Vans <= 2.0t	567	1,231	-53.9%
Vans > 2.0 - 2.5t	3,033	3,659	-17.1%
Vans > 2.5 - 3.5t	11,584	16,496	-29.8%
All Vans to 3.5t	17,566	24,029	-26.9%
Rigids > 3.5 - 6.0t	295	317	-6.9%

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

	YTD-22	YTD-21	% change
Pickups	2,106	2,550	-17.4%
4x4s	276	93	196.8%
Vans <= 2.0t	567	1,231	-53.9%
Vans > 2.0 - 2.5t	3,033	3,659	-17.1%
Vans > 2.5 - 3.5t	11,584	16,496	-29.8%
All Vans to 3.5t	17,566	24,029	-26.9%
Rigids > 3.5 - 6.0t	295	317	-6.9%

Image source SMMT

Local appeals for heavy vehicle test annual test (MOT) results



DVSA is introducing a local appeals process for lorry, trailer and bus/coach annual test (MOT) results on 28 February 2022. Vehicle operators will be able to ask DVSA to review part of a test or the test result, without having to make a statutory appeal.

Why is DVSA doing this?

Introducing a local appeals process means DVSA can:

- offer a quick review of an annual test decision
- provide a consistent service to all annual test customers

Making a local appeal

If the person presenting the vehicle for annual test is not able to discuss or resolve any issues at the time of the test, a local appeal can be made.

To register a local appeal, the presenter/operator can either:

- email technicalofficers@dvsa.gov.uk
- phone Customer Service Centre (0300 123 9000, option 1)

The local appeal should be registered within 2 working days (not weekends or bank holidays) of the test result. If you make a local appeal by email, you should tell us:

- the vehicle registration/trailer ID and VIN number
- the date and time of test
- the ATF name
- the address and phone number of the presenter/operator
- details of the disagreement and the customer name and address

DVSA will contact you within 2 days of receiving the request with further details and arrange a reinspection if one is needed. Only failure items will be checked, not the whole vehicle/trailer.

DVSA aim to complete the local appeal within 5 days and produce a report to indicate whether the original decision stands or a new decision has been made. The outcome will be recorded against the vehicle or trailer and sent to the person who made the appeal.

Making a statutory appeal

You still have the right to [make a statutory appeal](#) to the Secretary of State at any time during this process by using form VTG17 or VTP17.

Making a local appeal will not affect any subsequent statutory appeal.

DVSA Update: New IVA Bookings & Payments Dedicated Telephone Number

To improve Vehicle Approvals customer service, DVSA has put into place this dedicated telephone number : **01156 713 129**.

Through this, dedicated agents will respond to your calls relating to **bookings** and **payments** for either :

- Individual Vehicle Approval (IVA), or
- Certificate of Initial Fitness (COIF) scheme related examinations.

Please note : This number is only for the above services and any other calls cannot be transferred to other departments. For IVA general enquiries, the DVSA Customer Services Centre number (National Number) must still be used (**0300 123 9000**).

The rules have changed on number plate identifiers from “GB” and EU flag to “UK” and union jack

From 28 September 2021, the national identifier displayed on vehicles registered in the United Kingdom when driven abroad changed from GB to UK.

Further information for customers on driving abroad is available at [Displaying number plates: Flags, symbols and identifiers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/displaying-number-plates)



What is expected of number plate suppliers?

- There is no requirement for vehicle keepers to change their number plates
- Customers can still choose to purchase number plates which display a national flag of England, Scotland or Wales with accompanying letters
- Although it is still permissible to display the letters GB on a number plate customers should be offered UK and the Union flag as this ensures their vehicle is compliant with international road traffic rules
- Customers choosing other options (e.g. ENG) should be made aware that they will need to apply a separate UK sticker when travelling abroad

For further details, please click [here](#) or contact stephen.latham@rmif.co.uk.

Easing of covid restrictions across the UK

The majority of covid related restrictions are being eased across the UK, please find further details below:

England

- There is not a legal requirement to self-isolate if you test positive for COVID-19. The Government advise you stay at home if you can and avoid contact with other people.
- You do not have to take daily tests or be legally required to self-isolate following contact with someone who has tested positive for COVID-19.
- The Test and Trace Support Payment Scheme will end. If you were told to self-isolate before 24 February you can still make a claim up to 6 April.

Scotland

- Vaccine certification will no longer be legally required from Monday 28 February, although the app will remain available so any business that wishes to continue certification on a voluntary basis to reassure customers will be able to do so.
- Current legal requirements on the use of face coverings, the collection of customer details for contact tracing purposes, and for businesses, service providers and places of worship to have regard to guidance on Covid and to take reasonably practicable measures set out in the guidance are expected to be lifted on 21 March, subject to the state of the pandemic.
- Access to lateral flow and PCR tests will continue to be free of charge, ahead of a detailed transition plan being published on the future of Scotland's test and protect programme in March.

Wales

- From 18 February domestic COVID Pass will no longer be a legal requirement for entry to events and venues
- From 28 February face coverings legally required only in retail, public transport and health and care settings

Northern Ireland

- Covid-19 restrictions in Northern Ireland are no longer legally binding as of 17:00 GMT on Tuesday.
- The need for Covid certificates in nightclubs, face coverings, track and trace requirements and the cap on 30 people in private homes are no longer legal requirements.

MILS Legal Update: what are the requirements for employers following the scrapping of self-isolation rules in England?



The government has set out its plans on 'Living with Covid-19' including the removal of the legal requirement for individuals to self-isolate if they test positive for Covid-19 from 24 February 2022 and the removal of free PCR and lateral flow testing (subject to some limited exceptions) from 1 April 2022. Under these plans the government has also indicated that the statutory sick pay regulations will be amended to remove the Covid-19 provisions from 24 March 2022 so that there will be a return to normal SSP rules which means that employers will revert to paying SSP from the fourth qualifying day that their employee is off work, regardless of the reason for their sickness absence.

What will the impact of these changes be on employers?

It will no longer be criminal offence for an employee to attend the workplace whilst positive with Covid-19. Furthermore, the likelihood of employees testing before attending work will reduce substantially once the provision of free testing kits ends. It is also likely that there will be a wider societal shift around attitudes to Covid-19 with individuals likely to view it in a similar way as flu or the common cold. The lack of legal rules and changing societal views is likely to result in employees attending work whilst either positive for Covid-19 or showing symptoms. It is possible that only employees with serious/debilitating Covid-19 symptoms will take time off work in the same way as flu.

This clearly raises difficult issues for employers. Many employers are seeing more employees return to the office and may want to avoid employees refusing to attend the office because they feel it is unsafe, particularly following the change to self-isolation rules.

Employers need to strike a balance between living with Covid-19 whilst at the same time ensuring the safety of employees.

In light of recent developments what steps should employers consider?

Employers should continue to follow the government's working safely guidance:-

<https://www.gov.uk/guidance/working-safely-during-covid-19/offices-factories-and-labs>

as this will help reduce the risk of claims in respect of automatic unfair dismissal for health and safety where an employee asserts they have left work in the face of serious and imminent danger.

The end of the legal obligation to self-isolate does not prevent employers from having their own more restrictive rules on workplace attendance if they choose to do so. For example, an employer could stipulate that employees who test positive for Covid-19 or are displaying Covid-19 symptoms are

required to work from home for a specified period of time (if it is practical for the employee to carry out their duties from home) or alternatively require that these employees wear face-coverings in the workplace.

Employer may also consider taking the following steps:-

- purchasing some home-testing kits for employees who are displaying Covid-19 symptoms and wish to take a test
- continue to encourage employees to be vaccinated; and
- keep in place rules on face-coverings, hand washing and other safety measures, which do not harm but might further reassure employees that the workplace is safe.

If the government says it is lawful to attend the workplace with Covid-19 or with symptoms then it becomes difficult for an employee to argue that it is wrong for their employer to allow it. If an employer decides to prevent an employee from attending work who has Covid-19 symptoms or tests positive then the employer would be required to pay the employee full pay if that employee is ready, able and willing to work.

Conclusion

In summary, the government decision to scrap all rules on Covid-19 does not mean that Covid-19 has disappeared forever. It is sensible for employers to remain cautious, have a clear policy in place and to be prepared to be adaptable to further change. There is no doubt that the guidelines, rules and public opinion will continue to move at a pace.

Note: Government rules around Covid-19 in Wales and Scotland are currently different to England. At the moment the Welsh government is standing firm on Covid self-isolation rules and Scottish government continues to advise those who have tested positive to self-isolate and has said that it will publish a detailed transition plan in March 2022. As always, this advice is general in nature and will need to be tailored to any one particular situation. As an RMI member you have access to the RMI Legal advice line, as well as a number of industry experts for your assistance. Should you find yourself in the situation above, contact us at any stage for advice and assistance as appropriate.

Motor Industry Legal Services

Motor Industry Legal Services (MILS Legal Ltd) provides fully comprehensive legal advice and representation to UK motor retailers for one annual fee. It is the only law firm in the UK which specialises in motor law and motor trade law. MILS currently advises over 1,000 individual businesses within the sector as well as the Retail Motor Industry Federation (RMI) and its members.

General news

MAN electric truck production brought forward to 2024

MAN is to begin production of its heavy-duty electric trucks a year earlier than previously planned. Production is now scheduled to start at the beginning of 2024 with the delivery of 200 units during the year part of that year.

These will be followed by field-trial units of a hydrogen truck developed in partnership with Bosch, Faurecia and ZF and delivered to five customers, BayWa, DB Schenker, GRESS Spedition, Rhenus Logistics and Spedition Dettendorfer, in mid-2024.

Source: [Commercial Motors](#)

The NFDA Spring Ball is back in one month! Secure your place!



The NFDA Spring Ball is back! Join us for a captivating night of stellar entertainment, fine dining and unique networking opportunities with key automotive stakeholders.

After two challenging years, NFDA's Celebration of Automotive Excellence is back. The world renowned five-star Grove Hotel, Chandler's Cross, Hertfordshire, will play host to next year's prestigious NFDA Spring Ball on Saturday 2 April 2022.

Join us for a captivating night of stellar entertainment, fine dining and unique networking opportunities with key automotive stakeholders. Due to high demand, we are excited to welcome back, compering the evening, the fantastic TV personality and presenter **Mark Durden-Smith**. Our guest speaker will be former Shadow Chancellor and Cabinet Minister, as well as Strictly Come Dancing contestant **Ed Balls**.

Awards for best manufacturer partner, industry partner, industry personality of the year and a new green dealer award will be presented, celebrating the excellence of the automotive industry.

Ticket options vary, you can join us for the night's festivities or include accommodation to extend the evening and enjoy a luxurious stay at The Grove Hotel & Golf Resort.

Download ticket options here, to purchase your tickets, please contact Lena Patel on **07341 396125** or email: lena.patel@rmif.co.uk.