

NFDA TRUCK AND VAN UPDATE

January 2021



Scania strengthens its market share to 15% in November registrations

Dear Colleague,

November saw buoyant HGV registrations despite the November lockdown and the additional restrictions across the UK. This growth was due to the many orders placed during the summer for urgently needed trucks to respond to the increase in deliveries. Please note, we have full figures and details available to members confidentially, if you are interested in receiving them, please contact us.

December is always a turbulent month for LCV registrations, as a result, a decline of just -1% was not unexpected. Overall, the LCV market was down by -20% in 2020 due to both dealership and factory closures for around four months in total due to COVID-19. Please find more details below.

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.

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NOVEMBER TRUCK REGISTRATIONS

November truck registration figures are now available to our members and have been shared via the member-version of our monthly newsletter, please contact us to receive them.

VAN MARKET SEES SMALL DECLINE IN DECEMBER, DOWN 20% IN 2020

December is always a turbulent month for LCV registrations with private and self-employed buyers holding back to have their van registered in the new year to protect residual values, therefore a decline of just -1% was not unexpected.

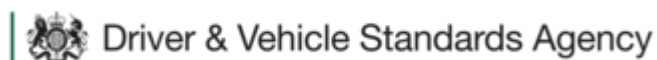
Overall, the 2020 SMMT's full-year results show a total decline of -20%, due to both dealership and factory closures for around four months in total due to COVID-19. The overall modest decline of -1% in December shows the light commercial market was not affected by the continued growth over the last quarter of a very challenging year.

Demand for further online deliveries bolstered sales and registrations of the heavy LCVs weighing more than 2.5 – 3.5 tonnes showing an increase of 7.3%, with 1,300 units more than the previous year. This heavy vehicle group up to 3.5 tonnes is the largest sector representing around 60% of all LCVs sold.

Demand for lower capacity light commercials was down across all sectors indicating the reluctance of semi-retail and self-employed to invest in new vehicles at a challenging time for their businesses.

A further potential factor that slowed the market was the fact that orders for new vehicles not in the UK could have been affected by EU tariffs had a free-trade deal not been agreed at the end of December.

Following the overall decline in the van market in 2020 and despite the January lockdown that will cause some disruption, with greater reliance on local deliveries and services, and a tariff-free deal with Europe, there is optimism about 2021.



UPDATED GUIDANCE: TYRES OVER 10 YEARS OLD

In December, DVSA announced that tyres aged over 10 years will be banned on the front axles of lorries, buses, coaches and all single wheels of minibuses (9 to 16 passenger seats).

The law comes into effect on 1 February 2021.



To help vehicle operators and those who work with them, DVSA has published updated versions of the:

- [**HGV Inspection Manual**](#)
- [**PSV Inspection Manual**](#)

You can read Section 8 of the updated documents to find out how the procedures and standards on the condition of tyres will change from 1 February 2021. The manuals also give guidance on tyre age markings and set out the deficiency categories for these items at annual test. A change table listing all the changes in the manuals is also available to view.

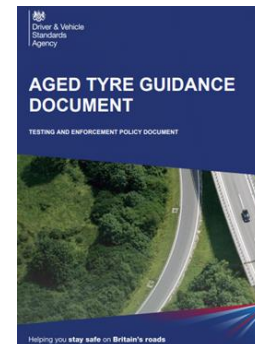
AGED TYRE GUIDANCE DOCUMENT

The DVSA has published the new 'Aged Tyre Guidance Document'.

The guidance has been produced to support:

- Dealership ATF test preparation technicians
- Testing staff during statutory inspections.
- Enforcement examiners at roadside checks and during maintenance investigations.
- Changes in regulations and policy for a tyre aged more than 10 years of age and the marking of a tyre with a manufacture date code

View the full DVSA Aged Tyre Guidance document [HERE](#)



Using old tyres on historic vehicles

The new regulations exempt non-commercial vehicles aged 40 years and older from these requirements.

REVISED GUIDANCE ON CATEGORISATION OF DEFECTS

DVSA's revised guidance on how they categorise vehicle defects in roadside checks has been published.

This guide outlines the actions DVSA take when roadworthiness defects are found during vehicle inspections.

The changed rules will be enforced from 1 February 2021.

What's changed

The banning of tyres aged over 10 years on the front axles of lorries, buses, coaches and all single wheels of minibuses (9 to 16 passenger seats) from 1 February 2021 is covered in the revisions.

Additional notes on dash mounted tables, laptops, tablets and mobile phones have been added to issues affecting the view of the road.



Other updated sections include:

- brakes
- lamps
- steering control
- suspension.

The revision record (Appendix A of the categorisation of defects) has also been updated, which identifies all the changes in this guide: **The revised categorisation of defects document.**

DVLA DIGITAL SERVICES

Please find below the up-to-date list of digital services offered by the DVLA. We encourage our members to use these digital resources as they have not been impacted by the pandemic and are running as normal. DVLA's online services are the quickest, easiest and often cheapest way to deal with them.

Vehicle Services

Vehicle Enquiry Service (VES) Provides vehicle details including tax status	https://vehicleenquiry.service.gov.uk/
Vehicle Management (VM) Sold your vehicle to the motor trade	https://www.gov.uk/sold-bought-vehicle/y/no/sold-it/sold-it-to-a-motor-trader
Vehicle Management (VM) Bought a vehicle in to the motor trade	https://www.gov.uk/sold-boughtvehicle/y/yes/bought-a-vehicle-into-the-trade
Vehicle Management (VM) Sold your vehicle to a private individual or business	https://www.gov.uk/sold-bought-vehicle/y/no/sold-it/sold-it-privately-to-a-person-or-business
Vehicle Management (VM) Scrapped your vehicle or its been written off	https://www.gov.uk/sold-bought-vehicle/y/no/scrapped-it-or-it-s-been-written-off
Vehicle Management (VM) Register a trailer	https://www.gov.uk/register-trailer-to-take-abroad
Vehicle Management (VM) Company Tachograph Transactions	https://www.gov.uk/apply-company-tachograph-card
Electronic Vehicle Licensing (EVL) Tax a vehicle	https://www.gov.uk/vehicle-tax
Electronic Vehicle Licensing (EVL) SORN a Vehicle	https://www.gov.uk/make-a-sorn
Electronic Vehicle Licensing (EVL) Check if a vehicle is taxed	https://www.gov.uk/check-vehicle-tax
Personalised Registration (PR) Retain a personalised registration number	https://www.gov.uk/personalised-vehicle-registration-numbers/take-private-number-off
Personalised Registration (PR) Assign a personal registration number to a new vehicle online	https://www.gov.uk/personalised-vehicle-registration-numbers/keep-or-assign
Change of address (V5C) Change your address on your log book online	https://www.gov.uk/change-address-v5c
Get a vehicle log book (V5C) Get a replacement log book	https://www.gov.uk/vehicle-log-book

Drivers Services – Ordinary Driving Licences only	
Driver Licensing Replace a lost, stolen, destroyed Driving Licence	https://www.gov.uk/apply-online-to-replace-a-driving-licence
Driver Licensing Exchange your paper licence for a photocard	https://www.gov.uk/exchange-paper-driving-licence
Driver Licensing Change Address on your Driving Licence	https://www.gov.uk/tell-dvla-changed-address
View Driver Licence (VDL) View driving licence and generate a share code	https://www.gov.uk/view-driving-licence
Check Driver Licence (CDL) Check someone's licence information	https://www.gov.uk/check-driving-information
Online Enforcement Penalty (OEP) Pay a DVLA fine online	https://www.gov.uk/pay-dvla-fine
Driver Licensing Renew Driving Licence	https://www.gov.uk/renew-driving-licence
Driver Licensing Renew Driving Licence at 70	https://www.gov.uk/renew-driving-licence-at-70
Fitness to Drive Services Tell DVLA about a medical condition	https://www.gov.uk/report-driving-medical-condition
Driver Licensing 10 year renewal of photo card	https://www.gov.uk/renew-driving-licence

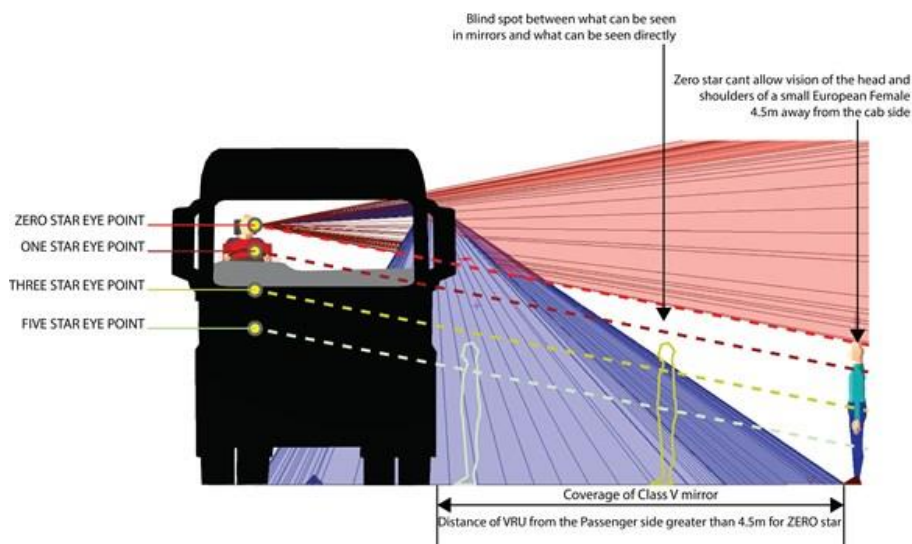
London freight operators urged by TfL to apply for a Direct Vision Standard Safety Permit as soon as possible

Transport for London (TfL) is reminding heavy goods vehicle (HGV) operators to apply for a free safety permit as soon as possible, with less than two months to go until the introduction of London's Direct Vision Standard.

Enforcement will begin on 1 March, by which time all owners of HGVs over 12 tonnes – including those rated between one-star and five-star – will need to display a valid permit to continue operating the capital.

TfL's Direct Vision Standard, introduced with the support of London Councils, is set to reduce lethal blind spots by introducing a permit system for HGVs, assigning vehicles a star rating based on how much the driver can see directly through their cab window.

From 1 March 2021, the Direct Vision Standard will operate 24 hours a day, seven days a week and will be enforced on all roads in London. HGVs will need to meet a minimum one-star rating to enable them to operate in the capital or will need to fit Safe System measures to improve the vehicle's safety.



So far, more than 50,000 safety permits have been issued. However, there remain many thousands of HGVs on London's roads whose operators have not yet applied for a required free safety permit. HGV owners are advised to check TfL's online vehicle registration checker to see the star rating of their HGV and apply for a safety permit urgently if they have not already done so.

Application process

Given the huge challenges the freight industry continues to face, from both the coronavirus pandemic and Brexit, TfL had delayed enforcement of the Direct Vision Standard by more than four months to 1 March. To encourage as many applications as possible by the deadline, TfL has streamlined the application process and applications should now be processed within 10 days of receipt, though applicants are advised that the process may take longer. Meanwhile, TfL's delivery partner Capita will process single-vehicle applications within one working day of receipt.

Operators who have applied before 1 March or are in the process of having the Safe System equipment fitted but have not yet received their Safety Permit will be added to an "allow list"

Low Emission Zone

A tighter Low Emission Zone (LEZ) standard will also come into force from 1 March to coincide with enforcement of the Direct Vision Standard. Current LEZ emissions standards set a limit for how much particulate matter (PM) a vehicle may emit. From March there will also be a limit for nitrogen oxides (NOx) for some vehicles, in line with the tough requirements in place for the central London Ultra Low Emission Zone (ULEZ).

Heavy vehicles including lorries, buses, coaches and specialist vehicles will need to meet Euro VI (NOx and PM) emissions standards or pay a daily charge to drive within the Greater London area. The standards were previously set to take effect at the end of October 2020 but were postponed to give affected businesses more time to meet them as they face intense demands from the coronavirus pandemic.

Vehicle owners can check their compliance with the new LEZ emissions standards by visiting [Tfl.gov.uk/lez](https://www.tfl.gov.uk/lez) or searching 'LEZ'

of vehicles, which will prevent them from incurring Penalty Charge Notices (PCNs) for up to 90-days from the enforcement date. The new system will require operators to provide details of their applications or planned safety system component installation, where applicable.



Department for Transport

TELL YOUR LGV and VAN CUSTOMERS: negative COVID test required for drivers before travelling to ports

LGV and van drivers travelling to or via France must have proof of an authorised negative COVID test, conducted within 72 hours of travelling across the border.

The government has urged drivers to get an authorised test at an independent site, or one of 34 information and advice sites before travelling to ports.

- LGV and van drivers leaving England for France can only cross the Channel with evidence of an [authorised negative COVID test](#), that has been conducted within the 72-hour period before their departure. **This measure is mandated by the UK and French governments and will stay in place until further notice.** Drivers without an authorised negative COVID test taken within the 72-hour period will be turned away

Drivers should get tested before you arrive at a port:

- LGV and van drivers also can get an [authorised negative COVID test](#) from a [private testing facility](#)
- Testing is also now available at the Information & Advice sites across the country. Testing is being offered at about 34 sites, but please check [here](#) for the latest opening hours and information.

Full guidance on the **Covid Protocol** rules when travelling is available [here](#).

Testing Positive

If the test result is positive drivers will need to take a confirmatory PRC COVID test; they will not be able to leave the UK or access any UK port until they have done so or have isolated for 10 days.

In this case, drivers should leave the site immediately and obtain a confirmatory PCR COVID test at one of the [NHS Testing Facilities](#).