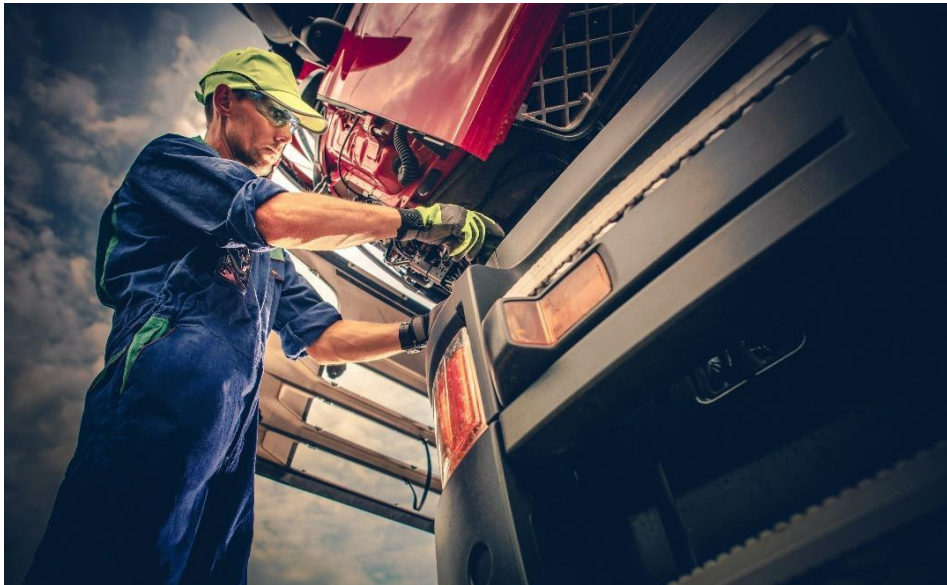


**NFDA TRUCK AND VAN UPDATE**  
**January 2022**



*Repair and maintenance are paramount in these days new of product shortages*

Dear Colleague,

In November 2021, new truck registrations were slightly above last year's levels for the same month. Positively, year-to-date, the market remained stronger than 2020.

Despite the challenges that faced the sector last year, registrations of light commercials up to 3.5 tonnes rose both in December by 7.8% and throughout 2021, by a staggering 21.4%.

*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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## Contents

November HGV registrations just ahead of last year.....	3
NFDA welcomes a surprisingly good year for light commercial vehicle registrations .	4
The latest data on ATF site applications and approval .....	5
Travelling to the EU? We should now prepare for the new driver portal.....	6
Reminder - International Operator's License requirement for light goods vehicle operators .....	7
Zero-emission trucks: New Chair of ACEA commercial vehicle board pleas for infrastructure ramp-up .....	7
MILS Legal Update.....	8
General news .....	9
The NFDA Spring Ball is back: ticket & sponsorship packages available .....	10

## November HGV registrations just ahead of last year

In November 2021, new truck registrations were slightly above last year's levels for the same month. Positively, year-to-date, the market remained stronger than 2020.

With the various lockdowns and closures over the last two years related to the pandemic, it has been impossible to identify any real comparisons due to the differing nature of restrictions and how they have affected supply from the varying manufacturing countries throughout Europe. The good news is the increase overall in 2021 year-to-date registrations, compared with the same period in 2020.

Currently, demand for new trucks from both fleets and private operators is insatiable, but many orders placed are being given delivery dates in Q4 of this year or in some cases not until early 2023, mainly due to the uncertainty of manufacturers obtaining adequate quantities of components due to the global shortages.

While it is disappointing that many dealers are unable to fulfil new orders, the upside is the additional repair and maintenance being carried out on the existing vehicles, which are remaining on fleets longer than expected. With more older vehicles still operating, there have been fewer vehicles going into the used market, which, in turn, has pushed up prices and demand.

**For the full member-edition of this newsletter including all truck statistics, please contact us.**

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## NFDA welcomes a surprisingly good year for light commercial vehicle registrations

Registrations of light commercials rose both in December by 7.8% and throughout 2021, by a staggering 21.4%, despite the challenges that faced the sector last year, the latest SMMT's light commercial vehicle registration figures showed.

Due to the challenges at the start of 2021, including covid-related restrictions and constraints in the supply chain, such as the semiconductors shortage, there was uncertainty. As a result, it is great news that December's LCV registrations were up by 7.8% compared to the same month last year and the whole year showed a staggering growth of 21.4% for light commercials under 3.5 tonnes.

In real terms, this means that, in 2021, 62,723 more LCVs went on the road than the previous year, showing only a marginal decrease of -2.8% from 2019. Overall light-commercial registrations for 2021 were 355,380 units, a performance which is only slightly weaker than the five-year pre-Covid average (-3.0%).

Strong demand for new products came from the construction and home delivery sectors, where businesses have been renewing their fleets. This also drove sales of zero-emission vans, primarily due to the introduction of clean-air zones around the country. A total of 12,759 EV vans were registered in the year, giving an increased 3.59% market share.

Issues around the pandemic and volatility over component shortages that threaten supply will still affect market opportunities this year, however, there is understandable confidence that demand will stay strong throughout 2022.

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

	Dec-21	Dec-20	% change
Pickups	3,775	2,596	45.4%
4x4s	154	68	126.5%
Vans <= 2.0t	871	1,528	-43.0%
Vans > 2.0 - 2.5t	3,710	4,089	-9.3%
Vans > 2.5 - 3.5t	20,894	19,002	10.0%
All Vans to 3.5t	<b>29,404</b>	<b>27,283</b>	<b>7.8%</b>
Rigids > 3.5 - 6.0t	639	616	3.7%

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

	YTD-21	YTD-20	% change
Pickups	42,488	35,691	19.0%
4x4s	4,098	1,448	183.0%
Vans <= 2.0t	17,787	17,168	3.6%
Vans > 2.0 - 2.5t	47,118	47,499	-0.8%
Vans > 2.5 - 3.5t	243,889	190,851	27.8%
All Vans to 3.5t	<b>355,380</b>	<b>292,657</b>	<b>21.4%</b>
Rigids > 3.5 - 6.0t	5,988	6,757	-11.4%

Image source SMMT

## The latest data on ATF site applications and approval

The latest data on ATF site applications and approvals were shared at a recent DVSA online meeting attended by Stephan Latham, NFDA CV Division Adviser. Please find further details below.

### VSA numbers/recruitment

- Current VSA numbers c460 FTE
- Targeting c516

Zone	Applications received	Passed sift	% pass sift
A	56	45	80.36
B	94	77	81.91
C	81	56	69.14
D	36	30	83.33
<b>Totals</b>	<b>267</b>	<b>208</b>	<b>77.9</b>

Data correct as of January 2022

## New ATF Applications

- 49 Applications received
- 2 Applications refused (lack of robust business case, Site suitability, Repute)
- 7 sites now authorised and gone/going live.
- 21 AIPs issued, 9 awaiting further technical information from applicant.
- Sign off visits are taking place for AIP sites.
- Other at various stages of application process

Data correct as of 10<sup>th</sup> January 2022



## Department for Transport

### Travelling to the EU? We should now prepare for the new driver portal

From 2 February, the EU is introducing new rules which apply to those operating loaded goods journeys in and between European member states (cabotage or cross-trade). Henceforth, information about journeys will need to be registered on a new EU web-based portal.

Information required will consist of details of the operator, driver, employment details, dates of travel, and the vehicle used before the journey commences.

The new government rules will apply to:

- Vans of any size or other light goods vehicles (sometimes called 'light commercial vehicles')
- vans towing trailers
- cars towing trailers
- HGVs
- HGVs towing trailers

The new government rules will also apply to those who transport goods between 2 points in the EU, Iceland, Liechtenstein and Norway for commercial purposes. This will include:

- cabotage jobs
- cross-trade jobs
- Moving goods for your own business use

The EU has informed DfT that the portal will be available ahead of 2 February and to use the service drivers need to register, then they will be able to add their details.

## Reminder - International Operator's License requirement for light goods vehicle operators

From 21 May 2022, operators or users of vans or other light goods vehicles over 2.5 tonnes and up to 3.5 tonnes in weight for hire or reward in the EU will need to obtain an International Operator's Licence, which includes a requirement to appoint a designated transport manager.

Those who have at least 10 years' experience of managing fleets of vehicles and transport goods, may be eligible to become a temporary transport manager.

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## Zero-emission trucks: New Chair of ACEA commercial vehicle board pleads for infrastructure ramp-up

Earlier this month, the European Automobile Manufacturers' Association (ACEA) elected Martin Lundstedt, CEO of Volvo Group, to chair its Commercial Vehicle Board for the year ahead.

"2022 will be a decisive year on the road to zero-emission road freight transport," Mr Lundstedt said.

The European Parliament and national governments are currently discussing the proposed Alternative Fuels Infrastructure Regulation (AFIR), which will bring in binding targets for charging and refueling infrastructure for each EU member state. The European Commission is also set to propose revised CO2 standards for heavy-duty vehicles later this year.

"Battery electric trucks are ready to hit the road in large numbers, and fuel-cell trucks will follow shortly," explained Mr Lundstedt. "However, transport operators' ability to invest in zero-emission trucks is directly linked to the availability of the right charging and refuelling infrastructure."

"Unfortunately, the infrastructure that is suited to the specific needs of heavy-duty vehicles is almost completely missing today," Lundstedt cautioned.

"This is something that the AFIR needs to address urgently, with dedicated and ambitious targets for truck-specific infrastructure. It is very simple: no transport operator will ever buy a battery-electric truck unless they can charge it for smooth and seamless operations." Policymakers need to fully understand that setting AFIR targets for heavy-duty vehicles now – ahead of the revision of the CO2 standards later in 2022 – will effectively predetermine the CO2 reductions that can be expected from road freight by the end of this decade.

ACEA also reiterates that the requirements of truck infrastructure are completely different to those for passenger cars – particularly with respect to location, space and minimum power output levels.

ACEA's CV Board of Directors elects its Chairperson on an annual basis. Mr Lundstedt takes over the position from Martin Daum, CEO of Daimler Truck.

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## MILS Legal Update

### **Coronavirus Self-isolation UPDATE**

With announcement from the UK Government, the position in England changed from Monday 17 January 2022.



## **What is the current position in England?**

From Monday 17 January people with COVID-19 in England can end their self-isolation after 5 full days, as long as they are not displaying any symptoms and test negative on day 5 and day 6.

If a member of staff remains symptomatic, or does not test negative on 2 separate occasions then the default self-isolation period continues to be 10 days,

## **How is the period calculated?**

Day 0 of the isolation period is when a person first shows symptoms or, if asymptomatic, the day you took your test.

## **What is the position in the rest of the UK?**

Covid-19 remains a devolved issues and so each of the home nations has separate rules. As of Friday 14 January 2022 these are,

- **Scotland** - maintains a self-isolation period of 10 days which can be ended early after day 6 where people are not displaying a high temperature and return a negative lateral flow test on day 6 and 7
- **Wales** – maintains a self-isolation period of 7 full days with a negative lateral flow test on day 6 and 7 unless people are not fully vaccinated where a 10-day isolation period remains
- **Northern Ireland** - maintains a self-isolation period of 10 days which can be ended early after day 6 where people are not displaying a high temperature and return a negative lateral flow test on day 6 and 7

## **Conclusion**

The reduction in the self-isolation period in England (as well as the option to end early in Scotland, Wales and Northern Ireland) will assist those businesses who are struggling due to staff availability.

However with a reduction in the period of self-isolation there is an increased risk of staff returning whilst still infectious. We therefore strongly advise that each member undertake a risk assessment prior to any staff returning and consider whether to instigate additional protections such as mask wearing and social distancing within the workplace for a period after staff return.

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 have any questions, please do not hesitate to call the Member Helpline on 0845 305 42 30.

*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.*

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## General news

### DAF trains its technicians on zero tailpipe emission electric trucks

*Commercial Motor, 13 January 2022*

DAF Trucks has started training its network-based dealer technicians on electric vehicles, in advance of the first deliveries of its zero tailpipe emissions LF Electric and CF Electric to customers in the coming weeks.

The training, which is taking place at the DAF Academy based at DAF Trucks 'UK head office in Haddenham, Buckinghamshire, includes in-depth EV maintenance and diagnosis procedures. Training content comes in addition to IMI Level-3 Electric/Hybrid Vehicle System Repair & Replacement training, which all delegates on the DAF EV product training have already successfully completed.

Suzanne Moore, DAF training manager, said: "We're making sure we're fully-prepared to support customers as they adopt DAF electric vehicles into their UK operations. Just like any DAF truck, customers operating DAF electric vehicles can rely on legendary DAF customer support. We have electric vehicles entering regular operation, we offer a range of mobile and static charging options and we now have fully-trained technicians in place in the network.

Full article [Here](#)



*The NFDA Commercial Vehicle Division and its members enjoying their Christmas lunch after the executive meeting that took place in December*



## The NFDA Spring Ball is back: ticket & sponsorship packages available

*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, promising a night of engagement, laughter and fun. Awards for best manufacturer partner, industry partner, industry personality of the year and a new retailer 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 our ticket options [here](#), to purchase your tickets, please contact Lena Patel on 07341 396125 or email: [lena.patel@rmif.co.uk](mailto:lena.patel@rmif.co.uk)