

**NFDA TRUCK AND VAN UPDATE**  
May - June 2021



*MAN running in fourth position YTD with a 10.8% market share*

Dear Colleague,

The HGV market saw remarkable growth in the first quarter of the year thanks to strong sales across industries that provide essential services and sectors experiencing business growth due to the nature of products they supply. The performance is particularly positive if we consider that last year the lockdown did not begin until late March.

The latest SMMT's light van market registration figures showed the market rebounded in April with the best performance on record, boosted by growing confidence in the economy, a successful vaccine rollout and a clearer route out of the pandemic.

While consumer confidence continues to improve, there remain concerns over production delays caused by the worldwide shortage of semiconductors likely to affect both the HGV and light van markets.

*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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## Truck market recovers in first quarter

The growth in the market is a story of two halves. A number of businesses are experiencing business growth either thanks to the type of products they supply or because they provide essential services; on the other hand, a number of industries have partially closed through the pandemic due to the lack of demand for their products or services over the past twelve months.

While the vaccine rollout continues and consumer confidence improves, there remain concerns over production issues and subsequent delays caused by the worldwide shortage of semiconductors, which is already affecting car and light commercial supplies.

**Full details are available in the member version of the newsletter, please contact us for more information.**

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## Van registrations rebound in April

*Light commercial vehicle registrations rebounded in April thanks to the best performance on record, boosted by newly-found confidence in the economy, a successful vaccine roll-out and a clearer route out of the pandemic, according to the latest SMMT's light van market registration figures.*

In April 2021, light commercial registrations saw a huge +798% improvement compared to last year, although it is important to note April 2020 was the first full month of lockdown in the UK.

Last month was the busiest April ever with 30,440 new vans and trucks up to 3.5 tonnes going on the road and all segments of the market experienced growth. In particular, there was a significant increase in sales of larger vans bought by established businesses and fleets coupled with the year-on-year growth from the online-home delivery industry.

A total of 20,037 units were registered in the >2.5-3.5t LCV range, representing nearly 66% of all light commercials registered in the month, clearly indicating market confidence in operating maximum weight and capacity vans.

As in previous months, Ford dominated sales with both its Transit Custom and Heavy Transit models, while the Mercedes Sprinter took the third position. In overall volume terms year-to-date, Ford leads with Volkswagen in second place, followed by Vauxhall commercials.

The majority of UK commercial dealers are confident that demand will continue as confidence in the economy increases, however, there are concerns over supply due to ongoing Covid related issues at factories around Europe and the worldwide shortage of semiconductors.

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

	Apr-21	Apr-20	% change
Pickups	4,134	271	1,425.5%
4x4s	549	5	10,880.0%
Vans <= 2.0t	1,595	162	884.6%
Vans > 2.0 - 2.5t	4,125	361	1,042.7%
Vans > 2.5 - 3.5t	20,037	2,588	674.2%
All Vans to 3.5t	30,440	3,387	798.7%
Rigids > 3.5 - 6.0t	548	308	77.9%

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

	YTD-21	YTD-20	% change
Pickups	17,033	9,710	75.4%
4x4s	1,362	431	216.0%
Vans <= 2.0t	6,604	5,124	28.9%
Vans > 2.0 - 2.5t	18,423	13,280	38.7%
Vans > 2.5 - 3.5t	84,374	42,749	97.4%
All Vans to 3.5t	127,796	71,294	79.3%
Rigids > 3.5 - 6.0t	1,832	2,171	-15.6%

Image source SMMT

## Tyre advisories on annual test



Since the introduction of the ban on 10 year old tyres, DVSA has been issuing a new advisory on some annual test (MOT) certificates.

Advisories are used for two reasons:

- to tell the presenter that a component is close to becoming defective
- to make a note for both DVSA and the presenter that the item was not able to be assessed during the test

### When the item cannot be assessed on test

The second scenario can happen when our Vehicle Standards Assessors (VSAs) are unable to gain access to read the 4-digit date code on the tyres, as part of a twin wheel set up on a heavy vehicle.

Some operators have been concerned about this advisory and what it might mean for them. DVSA wants to reassure operators that this advisory:

- does not reflect poorly on the operator
- does not affect the roadworthiness status of the vehicle
- does not affect the Operator Compliance Risk Score (OCRS)

The advisory is a reminder to the presenter or operator that they need to be confident in their tyre management system.

Your tyre management system should mean that you know the age and legality of all your tyres and take appropriate action where needed.

These advisories are different to where a date code is missing or damaged, which will still be a failure at annual test (MOT) on a steered front axle.

### **Find out more**

You can read more about effective tyre management in Section 5 of our [Guide to Maintaining Roadworthiness](#).

You can also read more about the [10 year old tyre law which bans](#) tyres aged over 10 years old from being used on the front steered axles of HGVs, buses, coaches or all single wheels fitted to a minibus.



## **MILS update: EU & Overseas Employees**

*We left the EU on 30 December 2020, but I hear something is changing with EU workers on 30th June 2021. That's only a month away, so what do I need to do?*

All prospective employees should undergo a Right to Work check, regardless of whether they appear to be from the UK, from the EU or from any other country. There are civil and criminal penalties for employers who fail to do so. Right to Work checks can be carried out in a number of ways, most commonly manually or via the online system at Gov.Uk.

Applicants for employment must produce a document from 'LIST A' which proves an indefinite right to live and work in the UK, or 'LIST B' which confers a limited/conditional right to stay and work.

When the UK was a member of the EU, all EU citizens (and indeed the wider EEA – European Economic Area, plus Swiss nationals) could live and work in the UK without restriction. Provision therefore of an acceptable document to the Home Office to demonstrate EEA/Swiss nationality was a 'LIST A' document and carrying out the check in the right way, as prescribed by the Home Office, would ensure that they could live and work in the UK permanently.

Up until 30 June 2021 (so not long now) the latest government guidance says that a prospective employee from an EEA country can still provide the evidence of nationality under LIST A and if the Right to Work check is undertaken correctly, then the employer can maintain what is known as the "statutory excuse," which means that even if the employee

was later found to be illegally working, as long as the employer did not know or have good cause to suspect they were illegally working, then they should escape liability.

After 30 June 2021, that situation for EEA citizens will change:

Provided the prospective employee from the EEA country has applied for Settled Status under the European Union Settled Status scheme (EUSS), then a document will be issued verifying EUSS status (and that should appear on the Home Office online checking system). People with EUSS status can live and work here indefinitely as before, just as they could when we were in the EU. To obtain Settled Status, an EU citizen has to have been living in the UK before 30 December 2020 and have applied successfully under the scheme (closing date 30th June 2021).

If they were not living here before 30 December 2020 and if they don't have settled status, then they will need the appropriate Visa or Permit under 'List B' of the Home Office list of documents (which confer a limited/conditional right to work).

Note: we are also expecting further government guidance before July, so watch this space.

There are exceptions to the above, as immigration rules are complex, so seek advice if needed. Don't forget, 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.

Solicitor  
Motor Industry Legal Services

*Motor Industry Legal Services (MILS Solicitors) 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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## DVLA Strike Action Update

*DVLA's update on the proposed industrial action by the Public and Commercial Services Union (PCS).*



Driver & Vehicle  
Licensing  
Agency

Following the previous communication indicating PCS had agreed to postpone industrial action for the week commencing 17 May, PCS has also agreed to postpone the industrial action planned for the week commencing 24 May, while talks continue between DVLA and PCS.

NFDA continues to encourage members to use DVLA's digital services to avoid unnecessary delays. These online services remain the quickest and easiest way to deal with DVLA. For further information and to access DVLA's services go to [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving)

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## Electric van spending set to hit £16bn, The Times

Operators of Britain's van fleets will spend nearly £16 billion on zero-emission vehicles this year, almost 50% more than last year, according to industry estimates. However, a large minority of British companies are reducing their fleets of electric vans or are not investing at all after finding that the range on a single charge in available models means that they cannot do the same job as a diesel van.

The spending boom on electric vans has been put down to the growing focus of companies and shareholders on environmental targets, particularly amid the rapid rise in home delivery vehicles on the roads during the pandemic.

A survey of 200 businesses by Centrica, the British Gas group that has been one of the fastest adopters of electric vans, found that in the past 12 months British companies had spent £10.5 billion on electric vans and charging technology. That is set to increase to £15.8 billion in the year to next March, according to fleet operators' forecasts. Of those companies that are investing in new electric light commercial vehicles, 58% cited the need to meet corporate sustainability targets.

Full article [here](#)

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## **Volta Trucks to offer four fully-electric commercial vehicles by 2025**

Volta Trucks will launch four fully-electric vehicles as part of its newly-announced Road-to-Zero Emissions strategy. The commercial vehicle manufacturer aims to build on the success of its Volta Zero fully-electric 16-tonne CV with three additional variants within the medium to lower end of the heavy duty class. These will be in the 7.5-tonne, 12-tonne and 19-tonne weight categories.

The 16-tonne Volta Zero, which was launched in September and has a range of 95 to 125 miles, will be the first vehicle delivered, with Pilot Fleet trucks built by the end of 2021 with series production starting around 12 months later. This vehicle will be followed by the 19- and 12-tonne variants in 2023. A Pilot Fleet of the smaller 7.5-tonne vehicles is expected to be launched for customer trials in the same year, with production commencing in late 2024.

Full article [here](#)

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## **BEN invites automotive people to take part in new health & wellbeing survey**

*Ben has launched its Annual Industry Survey 2021 to ask the automotive community about the health and wellbeing challenges they have faced in the last 12 months, including the impact of the Coronavirus pandemic.*



The results of the survey also help identify any additional services or support that automotive people think the charity should offer in the future. Ben is urging those who work, or have worked, in the automotive industry, to take part in its survey which asks a range of health and wellbeing questions. Ben is also asking automotive industry employers to share the survey link with employees to encourage their people to take part.

Take part in the survey: [Click here](#) to take part It takes less than 10 minutes to complete. The survey is confidential and anonymous, so participants don't need to reveal their name or contact details.

Following insights gained from previous surveys, Ben launched a digital mental health and wellbeing platform called [SilverCloud](#) which can support people to better manage their mental health and wellbeing. The SilverCloud programmes use an evidence based, Cognitive Behavioural Therapy (CBT) approach which focuses on the relationship between our thoughts, feelings and behaviours. SilverCloud also helps individuals to develop positive coping strategies. A number of different programmes are available on the platform, including on topics such as stress, anxiety and depression, as well as supporting issues such as money worries, sleep and resilience.

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## **DRIVE MY CAREER launches “SUPERCHARGE ME” event for APPRENTICES’ WELLBEING**

Drive My Career has announced a new “Supercharge Me” virtual event which will take place on 9 June 2021 to support apprentices’ mental health and wellbeing. If you employ any apprentices, please share the invite with them. “Supercharge Me” is aimed at apprentices but registrations are open to anyone interested in attending.



The session follows the success of the first “Driving Inclusivity in Automotive” event held in December 2019 in partnership with dealer group Lookers. External speakers from Babcock International, Ben, the automotive charity, Lookers and the National Franchised Dealers Association (NFDA) will be covering a number of issues related to apprentices’ wellbeing. The event will begin with an introduction from Drive My Career and Lookers to outline the objectives of the event and touch on the implications of mental health in the automotive industry.

Gill Rughoobee, Safeguarding & Welfare Manager at Babcock International, will discuss general wellbeing and its link with mental health, how to recognise potential issues and understand what you can do for your wellbeing. Rachel Clift, Health and Wellbeing Director at Ben, the automotive charity, will introduce the audience to Ben and provide an overview of the charity’s health and wellbeing services. A Q&A will close the session, allowing attendees to ask direct questions. Additional speakers will be announced soon.

**The event is free of charge and registrations are open on Eventbrite:**

<https://www.eventbrite.co.uk/o/drive-my-career-33301634001>

