



Mercedes, in second position for October registrations

Dear Colleague,

Our member-only newsletter features the latest truck registration figures. Please note that these figures are confidential and should not to be shared externally, as a result they are not included in this online edition of the newsletter. If you are a member and have not received your copy of the newsletter with the full details of the truck figures, please let us know.

The light commercial vehicle market continued to perform well in November as it was unaffected by the lockdown. LCV registrations grew by 8.8% in the month, year to date the market remains 21.5% below last year.

Following the new restrictions announced by the Prime Minister, which will affect parts of the UK, DVSA has confirmed heavy vehicle testing can continue under all Tiers with COVID-19 secure measures in place. More details in the news.

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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OCTOBER TRUCK REGISTRATIONS FIGURES – Member Only

If you are member and have not received our latest newsletter, please contact us. These figures are confidential and should not be shared externally.

NOVEMBER LOCKDOWN DOES NOT AFFECT NEW VAN MARKET

While car showrooms and non-essential shops remained shut through November in England due the pandemic, van registrations up to 3.5 tonnes bucked the trend with a strong 8.8% increase, according to the latest SMMT's light commercial vehicle registration figures.

The light van market grew by 8.8% in November, year-to-date the market remains down - 21.5% from 2019's levels.

All van and light commercial segments showed improvement in November except pick-ups and 4x4s. These are primarily purchased by private individuals and self-employed as they are both work and lifestyle vehicles, hence often ordered in showrooms, which were closed throughout the month.

The majority of van and light commercial sales are business-to-business and often ordered by fleets. As a result, many of the November registrations were likely ordered in previous months. As many of these vehicles are ordered by fleets and businesses, deliveries are arranged off-site and therefore not affected by the COVID-19 restrictions.

The largest increase came from the maximum capacity 2.5-3.5t commercials bought by the fleet sector and often used for the deliveries of online sales. This large van sector represents 64% of all LCVs registered this year. In November, 20,769 vehicles went on the road showing a 25.2% increase, a massive step-up from November 2019 when 16,588 units were registered.

The other two van sectors under 2.0t and over 2.0-2.5t both showed healthy increases by 13.7% and 13.6% respectively, as opposed to the decline in pick-up and 4x4 registrations, down -56.2% and -0.7% respectively.

The Ford Transit Custom held onto its lead with the biggest market share with 4,156 registrations in the month, Mercedes was second, with 2,747 new Sprinters registered in November.

As door-to-door online deliveries continue to support van registrations, it is positive to see the sustained growth in the light commercial market in recent months, which is partly offsetting the impact that the pandemic had on the sector earlier in the year.

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

	Nov-20	Nov-19	% change
Pickups	1,989	4,541	-56.2%
4x4s	148	149	-0.7%
Vans <= 2.0t	1,692	1,488	13.7%
Vans > 2.0 - 2.5t	3,943	3,472	13.6%
Vans > 2.5 - 3.5t	20,769	16,588	25.2%
All Vans to 3.5t	28,541	26,238	8.8%
Rigids > 3.5 - 6.0t	659	768	-14.2%

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

	YTD-20	YTD-19	% change
Pickups	33,095	49,354	-32.9%
4x4s	1,380	1,528	-9.7%
Vans <= 2.0t	15,640	24,305	-35.7%
Vans > 2.0 - 2.5t	43,410	52,082	-16.7%
Vans > 2.5 - 3.5t	171,849	210,958	-18.5%
All Vans to 3.5t	265,374	338,227	-21.5%
Rigids > 3.5 - 6.0t	6,141	7,667	-19.9%

Images source: SMMT

POLICY UPDATE: new restrictions come into effect across the UK

Please find below the latest information on the national restrictions across the UK.

PM confirms new Tier 4 restrictions for London, South East England from 20 December

The Prime Minister confirmed that the parts of London, east of England and south-east England that are in Tier 3 will move into tougher 'Tier 4' restrictions from 20 December 2020. Non-essential shops will be required to close in Tier 4 areas.

Tier-four restrictions will apply in all areas in the South East currently in tier three, covering Kent, Buckinghamshire, Berkshire, Surrey (excluding Waverley), Gosport, Havant, Portsmouth, Rother and Hastings.

It will also apply in London (all 32 boroughs and the City of London) and the East of England (Bedford, Central Bedford, Milton Keynes, Luton, Peterborough, Hertfordshire, Essex (excluding Colchester, Uttlesford and Tendring)."

We will continue to update members with information as it is made available.

See also: [UK GOV: Find out the coronavirus restrictions in your local area](#)

Wales enter Level 4 restrictions from 20 December 2020

Wales First Minister Mark Drakeford confirmed that all of Wales would enter Level 4 restrictions from midnight on 19 December, rather than over the Christmas period as previously outlined.

Level 4 restrictions in Wales requires the closure of all non-essential retail. Click and collect services are permitted for non-essential retailers under Level 4 restrictions.

See also: [Guidance - Alert levels in Wales](#)

Mainland Scotland to enter Level Four restrictions from Boxing Day, travel ban on rest of UK

Scotland First Minister Nicola Sturgeon has confirmed a range of restrictions that will apply across Scotland over the Christmas period, following rising cases across the UK.

Restrictions include:

- All of mainland Scotland will enter Level Four restrictions from Boxing Day for a period of three weeks, whilst the islands will enter Level 3.
- All but essential travel between Scotland and the rest of the UK throughout the festive period will not be permitted.
- School holiday period extended until 11 January 2021 (key worker children can return from 4 January), with online learning until at least 18 January.
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See also: [Scottish Gov guidance: local protection levels](#)

VEHICLE TESTING IN ENGLISH TIER 4 AREAS



The Prime Minister has announced new Tier 4 restrictions in England to control the spread of coronavirus. From Sunday 20 December London, together with parts of the South East and East of England entered Tier 4. Tier 4 restrictions will remain in place until the next formal Government review on 30 December.

What this means for vehicle operators

Heavy vehicle testing can continue under all Tiers with COVID-19 secure measures in place. DVSA will continue to provide the vehicle standards assessors needed to test heavy goods vehicles (HGVs) and public service vehicles (PSVs) safely.

You and DVSA staff must wear a face covering in all indoor public areas unless you have a reasonable excuse not to.

You should continue to manage the regular maintenance and inspection schedule for your vehicles and trailers. This is a legal requirement under your operator's licence.

Getting tests

You can now use DVSA's [find a test centre](#) service to see whether ATFs have test slots available. If you should have an exemption and the expiry date has not been updated, you can contact them at: test.exemptions@dvsa.gov.uk.

HAULAGE HEROES KEEPING THE ECONOMY MOVING

As the coronavirus pandemic continues, it is easy to overlook the haulage industry's vital role of supplying us with the goods we need for our everyday lives.

Demand on the industry is increasing with Black Friday and Christmas just around the corner, so we all want to help our 'haulage heroes' to stay safe on our roads.



Keeping you and your vehicle safe

Here are some useful resources to:

- Identify any basic faults during your daily walkaround check - [walkaround check video](#)
- Help you with your maintenance regime - [guide to maintaining roadworthiness](#)
- Stay up to date on drivers' hours - [drivers' hours guidance](#).

NFDA joins DVSA in thanking operators, drivers and their support teams for their efforts to ensure the nation is fed and supplied during these difficult times - stay safe.

VEHICLE CLEANLINESS AT ANNUAL TEST

NFDA would like to remind our members of the certain expectations DVSA is looking for when it comes to cleanliness of your vehicle.

Every day, Vehicle Standards Assessors (VSAs) put thousands of vehicles and trailers through their annual test. They carry out this work to make sure vehicle operators can keep safe and moving during the pandemic.

DVSA has released an update stating they do not expect your vehicle or trailer to have a full valet before its test. DVSA's staff do have to get into the cab as part of the inspection. So, wiping down the interior of the vehicle beforehand is really important.

Expectations

The government has issued guidance about [how to keep transport clean](#) and prevent the transmission of coronavirus from touching contaminated surfaces.

These should also be part of your procedures:

- wiping down areas that the VSA needs to touch (eg. the dashboard, doors and vehicle controls)
- clearing away any items like food wrappers, bottles and tissues from areas that need to be accessed (eg. seats and footwells)
- storing essential items in their correct positions (eg. fire extinguisher, hard hat)
- tidying away any other items that could get in the VSA's way

Below is an example of a vehicle presented for test where the standards were not met.



Refusal

DVSA have the right to refuse a test on a vehicle if they believe the standards have not been met. Refusing a test is something DVSA do not want to do. But keeping DVSA staff and others safe remains our priority.

Vehicles which are cleaned in line with the guidance will avoid a refusal – and show DVSA's staff that you value their work and commitment as they continue to test during the pandemic.

Keeping vehicles clean will help prevent the spread of coronavirus.

EUROPEAN TRUCKMAKERS TO PHASE OUT DIESEL SALES DECADE EARLIER THAN PLANNED – Financial Times

View the full article online [here](#)

Europe's largest truckmakers have pledged to stop selling vehicles that produce emissions by 2040, a decade earlier than originally planned.

An alliance of Daimler, Scania, Man, Volvo, Daf, Iveco and Ford have signed a pledge to phase out traditional combustion engines and focus on hydrogen, battery technology and clean fuels.

The industry will spend about €50bn-€100bn on new technologies, Scania chief executive Henrik Henriksson told the Financial Times, ahead of the pledge announcement.

The truckmakers, under the umbrella of EU carmaker association ACEA, are working with the German funded Potsdam Institute for Climate Impact Research to consider the best technologies and approaches.

The pledge signed by the chief executives of the truck and van businesses also calls for widespread investment in energy grids and a higher tax on carbon across Europe to help drive the change.

The pledge comes as European regulators and governments seek to phase out emissions from road transport.

The EU plans to reduce CO2 emissions by 50 per cent by the end of the decade.

The UK has said it will end the sale of new petrol and diesel cars including hybrids by 2035, and will consult on trying to end the use of diesel lorries.

Professor Johan Rockström, director of the Potsdam Institute, said that freight delivery is one of the most difficult areas to decarbonise.

"It's the backbone of any society in the world today, but we have to recognise that they are very dependent on the internal combustion engines to transport all the goods of every industry," he said.

While technologies such as battery electric systems work for inner-city delivery vans, long distance haulage vehicles still require diesel because of the need to charge.

Hydrogen, which requires its own refuelling infrastructure network, is expected by the industry to be a more likely solution for the largest long distance trucks, while biofuels are expected to help cut emissions in the shorter term.

Any of the changes will require significant investment in either battery charging bays or hydrogen stations, as well as grid upgrades so the network can handle the sudden rush of demand for a fast-charger on a large lorry.

"If we can make this happen, we need to work all together," said Mr Henriksson, who chairs ACEA's commercial vehicle board.

“The basic grid needs to be concentrated so that we can charge at depots and at highways,” said Mr Henriksson. “That is not a big investment, but that needs to happen.”

The group is also calling for a higher carbon tax in the EU, to disincentivise investments into fossil fuel technology.

Mr Henriksson said: “If politicians continue to subsidise fossil fuels, it will be very difficult for us, we need to change behaviour of our customers, and of our customers’ customers.”

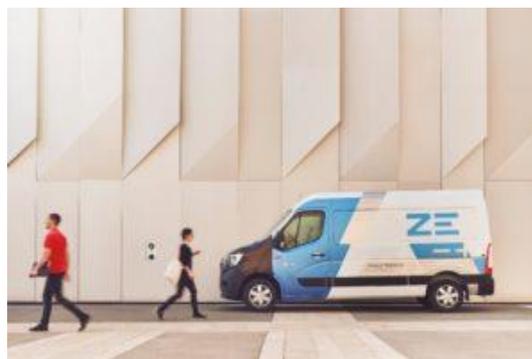
He added: “There are pretty hardcore commitments in this, we are sticking out our neck and saying quite a few things we haven’t in the past.”

Source: [Financial Times](#)

DAF AND RENAULT TRUCKS EXPAND EV RANGES

Source: [SMMT](#); [view here full article online](#)

DAF Trucks has announced that its new right-hand drive CF Electric models are now available for order in the UK. Renault Trucks has also expanded its all-electric Z.E. range, offering greater choice of batteries for medium duty vehicles and a new 3.5-tonne model of its Master Z.E. van.



Series production of the DAF 4x2 tractor and 6x2 rigid vehicles will begin in March 2021 and follows successful in-service trials conducted in Germany and the Netherlands. The CF Electric features a new LFP (Lithium Ferro (iron) Phosphate) battery pack, which offers a single-charge range of up to 136 miles and weight reduction of 700kg. The 350kWh pack can be fully charged in 75 minutes using a 250kW charging infrastructure, helping to provide a range of operational benefits.

DAF stated that by incorporating a full charge into a driver’s mandatory break, the CF Electric was “likely to” provide a full-day operational capability on urban distribution work.

DAF Trucks’ municipal sales manager with responsibility for sale of DAF electric vehicles in the UK, David Price, said, “We are really excited at the prospect of bringing the CF Electric to UK operators. Feedback from a group of demanding customers on the Continent provides encouragement that we have a very capable truck well suited to the UK.”

Renault Trucks’ range expansion is intended to “help customers speed up their transition to clean transport.” Its D and D Wide Z.E. can now be specified with 66kWh battery packs in 5 configurations, providing between 200 and 400kWh, and an operating range of up to 248 miles. The breadth of choice is designed to give operators the ability to select a combination that optimises efficiency for their needs.

Building on its existing 3.1-tonne GVW Master Z.E., Renault Trucks’ new 3.5-tonne model boosts maximum payload to 1.4 tonnes. It provides a real-world operating range

of 75 miles and will soon also be available with a platform cab and chassis cab, providing further options to body builders and operators, such as suitability for tipping trailer or lifting tailgate conversions.

EU TRANSITION: GUIDE TO PREPARATIONS FOR 1 JANUARY 2021



Department for Transport

The Department for Transport (DfT) has produced a guide outlining the changes hauliers need to take ahead of 1 January.

The **Haulier Handbook** is a one-stop-shop for key information and advice on customs procedures, clearly setting out how you can prepare yourselves, your vehicles and the goods you carry to continue travelling smoothly across the border and help minimise disruption. The handbook will be translated into multiple languages which will be made available over the next week.

Haulier Information and Advice sites

You can also visit the network of 'Haulier Information and Advice Sites' across the UK for advice on how to prepare for the end of the transition period. Support includes multi-lingual in-person advice on new border changes, the Hauliers Handbook and training on the 'Check an HGV' service.

The 45 Information and Advice Sites launched are now at motorway service stations and truck stops. Support is available in multiple languages including Polish and Romanian.

[Find your nearest advice site here.](#)

ECMT deadline reminder

The ECMT application window will close on Friday 20 November at 11.59pm. Hauliers planning to travel to the EU in 2021 should use the remaining few days to apply for a permit.

[Full guidance on ECMT permits here.](#)

