



Ford Transit Custom, the best-seller in June

Dear Colleague,

DVSA Testing

The Driver and Vehicle Standards Agency (DVSA) has announced from July 4, HGV testing will restart at most ATFs and the DVSA has changed the way it carries out tests to help prevent the spread of coronavirus. We are concerned that the DVSA will not be able to allocate enough dates and test slots as required by ATFs. We would like to hear your feedback, please find more information in the newsletter.

LCV Registrations

Sales of new light commercial vehicles declined by –24.8% in June with 30,041 units registered. With van dealerships reopening across the UK, demand for new, cleaner vans will gradually increase. However, it will be difficult to see the market return to normal levels until next year.

NFDA is your trade body and we are here to help and advise you on regulatory and operational issues that affect your business. However, if there are issues that we have not covered or you have concerns about, please do contact us on the NFDA helpline 01788 538303.

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UPDATE ON DVSA TESTING

The Driver and Vehicle Standards Agency (DVSA) has announced from July 4, HGV testing will restart at most ATFs. DVSA has changed the way it carries out tests to help prevent the spread of coronavirus.

This week, the Parliament was asked to approve legislation to allow future HGV test extensions to be allocated selectively to reduce demand for testing in the short term. This would allow extensions to be based on risk and limit them to no longer than 6 months.

The Traffic Commissioners are concerned that if extensions/exemptions are granted to some operators, there is a risk of avoiding critical maintenance which is usually carried out prior to a test. As a result, commissioners are likely to advise operators to risk-assess their current maintenance schedules and carry out additional meaningful brake testing if they are granted extensions.

DVSA reported 545 out of the 560 ATFs are ready to resume testing next Monday and around 85% of the ADR sites are ready for testing. They also reported that 92% of their staff were set up to start retesting. They are looking to encourage testers to work overtime and are also bringing forward the group of around 50 new testers that are in training to start testing earlier in August. Likewise, they are also putting current enforcement officers through test retraining to be available for testing if necessary. It is anticipated that there will be excess demand for testing in August, September, October and November.

The NFDA Commercial Vehicle division is concerned that DVSA will struggle to allocate enough dates and test slots as required by ATFs. We would like to hear from you.

Please tell us if this is the case and specify the reason given by the DVSA for not being able to allocate the resources to cover the required test demand at your ATF.

Please email your feedback to stephen.latham@rmif.co.uk as we would like to keep a record of reduced test allocation during this period due to the backlog of truck testing.

VAN SALES DECLINE REFLECTS LACK OF PRODUCT AND SUBDUED DEMAND

As van dealerships have now reopened throughout the UK, demand for new and cleaner light commercials is gradually increasing.

Sales of light commercials declined by -24.8% in June with 30,041 units according to the latest SMMT figures. Year to date, the market is down by -44.6%.

Small vans under 2.0 tonnes which are often used as service vehicles, saw the largest decline, down -49.4%. Medium-sized vans heavier than 2.0-2.5 tonnes declined by -19.1%, while vans weighing more than 2.5-3.5 tonnes experienced a decline of 22.8%.

Many of these mid-size light commercials are often sold to the wider market from self-employed to corporate fleets. As a result, it is encouraging that the decline was less significant than the other segments and we expect this sector to drive the recovery going forward.

Demand for cheaper, used vans has already increased, this in turn will push buyers to revisit their fleet requirements and consider new commercials as used vans' prices rise.

Over the past months, fewer light commercial vehicles have been produced across Europe and with only essential business operations running, most private and business buyers have held back in these uncertain times.

As countries start to reopen and manufacturers build new commercials, we hope demand will continue to grow, however it is unlikely it will return to normal levels until 2021.

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

	Jun-20	Jun-19	% change
Pickups	3,644	4,984	-26.9%
4x4s	178	176	1.1%
Vans <= 2.0t	1,576	3,116	-49.4%
Vans > 2.0 - 2.5t	4,475	5,530	-19.1%
Vans > 2.5 - 3.5t	20,168	26,123	-22.8%
All Vans to 3.5t	30,041	39,929	-24.8%
Rigids > 3.5 - 6.0t	291	802	-63.7%

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

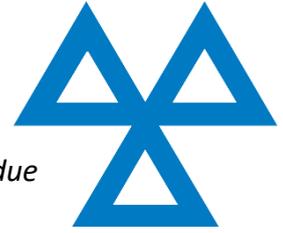
	YTD-20	YTD-19	% change
Pickups	14,095	28,346	-50.3%
4x4s	635	844	-24.8%
Vans <= 2.0t	7,060	14,844	-52.4%
Vans > 2.0 - 2.5t	18,757	29,345	-36.1%
Vans > 2.5 - 3.5t	68,329	123,039	-44.5%
All Vans to 3.5t	108,876	196,418	-44.6%
Rigids > 3.5 - 6.0t	2,556	3,837	-33.4%

BEST SELLERS LCV <3.5 tonnes

JUNE 2020			YEAR-TO-DATE		
①	Ford Transit Custom	5,930	①	Ford Transit Custom	16,369
②	Ford Transit	2,770	②	Ford Transit	8,464
③	Mercedes-Benz Sprinter	2,203	③	Mercedes-Benz Sprinter	8,132
④	Vauxhall Vivaro	1,684	④	Vauxhall Vivaro	6,054
⑤	Citroën Berlingo	1,322	⑤	Peugeot Partner	5,248
⑥	Volkswagen Transporter	1,281	⑥	Volkswagen Transporter	5,040
⑦	Ford Ranger	1,273	⑦	Citroën Berlingo	4,896
⑧	Vauxhall Combo	1,134	⑧	Ford Transit Connect	4,824
⑨	Peugeot Partner	986	⑨	Ford Ranger	4,328
⑩	Ford Transit Connect	960	⑩	Vauxhall Combo	3,625

Image source: SMMT

MOT EXTENSION FOR LIGHT VAN ENDS



The Department for Transport has recently announced the six-month MOT extension currently in place will be stopped for vehicles, including cars and vans, whose MOT is due on or after 1 August 2020.

The MOT certificate will not be extended if a vehicle's MOT expires on or after 1 August 2020. In this case, motorists "must book an MOT as usual". Motorists are reminded that they can take their MOT test up to a month (minus a day) prior to the date due without losing their current expiry date

The six-month extension remains in place for cars, vans or motorcycles whose MOT expiry date is between 30 March 2020 and 31 July 2020.

COVID-19: INDIVIDUAL VEHICLE APPROVAL (IVA) UPDATE



Driver & Vehicle Standards Agency

On 27 April 2020, DVSA introduced a priority system to allow a limited number of vehicles not classed as 'essential' to the coronavirus (COVID-19) response to obtain an approval.

From 4 July, DVSA will have the capacity to deal with more IVA applications.

Priority system to continue

DVSA will still carry out IVA work according to the priority list already published.

Inspections are taking place with additional procedures to help prevent the spread of coronavirus (COVID-19). Customer sites which are used for inspections should adhere to the latest government guidance on COVID-19.

Updates to the priority inspection form

You will need to complete and submit the updated priority inspection application form as well as the IVA application form for your vehicle type.

The updates cover:

- remote inspections
- vehicles which need to be declared decontaminated

If you have already applied for a priority inspection, you may be contacted to provide more details.

JOB RETENTION SCHEME AND FURLOUGH UPDATE



From 01 July 2020 the CJRS is moving into a phase designed to get things moving again. The first stage of the process is to introduce a more flexible way of working designed to get business up and running again as well as to allow it to react to the current economic climate.

From 01 August the scheme will then start to reduce the amount of support businesses are entitled to so as to reduce reliance on the scheme. On Wednesday the Government has also issued new guidance on the scheme which can be found at

Changes to the Coronavirus Job Retention Scheme

Steps to take before calculating your claim using the Coronavirus Job Retention Scheme

Claim periods

There is no maximum length for claim periods that end on or before 30 June, but any period that started before 30 June must end on that date. It is important to note that employers will only have until 31 July to claim for any periods ended 30 June.

From 01 July onwards any claim period

- must begin and end within the same calendar month
- Be for no less than 7 days (unless for a period at the beginning or end of the month and the period claimed includes the first or last day of the month)

Reducing support

The first aspect to note is that whilst employee entitlement under the scheme is scheduled to stay at 80%, the government are reducing the support to which employers are entitled from the ability to recover the full 80% full support down to 60% in October. In addition, the support for employers NIC and Pension contributions will be removed from August. Whilst the guidance provides more details this is summarised in a table below.

	July	August	September	October
Government contribution: employer NICs and pension contributions	Yes	No	No	No
Government contribution: wages	80% up to £2,500	80% up to £2,500	70% up to £2,187.50	60% up to £1,875
Employer contribution: employer NICs and pension contributions	No	Yes	Yes	Yes

Employer contribution: wages	-	-	10% up to £312.50	20% up to £625
Employee receives	80% up to £2,500 per month			

HMRC have also set up a fraud reporting hotline in relation to the Job Retention Scheme, Self-Employment Income Support Scheme and Statutory Sick Pay support for employers. Whistleblowers will be able to anonymously report suspected breaches including where an employer;

- Requires an employee to work when furloughed
- is claiming for employees who are at work
- makes a backdated claim that includes times when an employee was working

In Conclusion

This advice is general in nature and will need to be tailored to any one particular situation. 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 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.

DAF TRUCKS INTRODUCES 'READY TO GO' PROGRAM

6 July, DAF News

With the introduction of DAF Ready to Go, “every operator in direct need for specific bodied vehicles, can rely on the finest selection of popular pre-configured and fully built-up vehicles”.



Being successful in a seasonal business means being able to react quickly to market requirements. Therefore it can be important to be able to expand a fleet on shortest notice possible.

Superstructures of leading bodybuilders

For popular rigid trucks such as mixers, tippers and curtain siders, DAF has created an appropriate stock of commercial vehicles which are ready for operation. In those countries where the Ready to Go program is already available, it is possible to browse the complete European stock via an intuitive search function on the national DAF Trucks country website. Ordering can done via the local dealer, wherever the truck might

be located in Europe. After checking the specifications, delivery takes place on a short notice. All pre-configured ready-for-use rigids on stock feature industry-specific bodies from leading manufacturers.

Increasing number of vehicles

DAF's Ready to Go program makes a rolling start with the direct availability of about 100 vehicles. This number will further increase rapidly as the program expands all over Europe. For this moment, the new Ready to Go program is available in Germany, Italy, the Netherlands, Belgium, France, Poland, Czech Republic and Slovakia. Other European countries will follow in the course of this year.

Source: DAF News

