



***Ford Transit, Britain's best-selling van range***

Dear Colleague,

It was positive to see that demand in the Light Commercial Vehicle (LCV) market was up 1.8% in February, in what is a typically low volume month due to the upcoming plate change in March. Year-to-date, 36,620 new LCVs have been registered, representing a rise of 5.8% on the first two months of 2018.

Every quarter key member of the NFDA Commercial Vehicle section meet at the RMI London offices to debate, present and review issues affecting the running of van and truck franchised dealerships. The next Truck council meeting will be held in London on the morning of the 21 March 2019. See newsletter for more details.

Finally, reminder that the NFDA is your trade body and 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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## **INCREASE IN DEMAND FOR LIGHT COMMERCIAL VEHICLES IN FEBRUARY**

It was positive to see that demand in the Light Commercial Vehicle (LCV) market was up 1.8% in February, in what is a typically low volume month due to the upcoming plate change in March.

Year-to-date, 36,620 new LCVs have been registered, representing a rise of 5.8% on the first two months of 2018.

Larger light commercials between 2.5 and 3.5 tonnes continued to maintain an upward trend and grew by 4.2% in February. A total of 9,348 vehicles were registered. Car-derived vans weighing 2.0 tonnes also saw an increase, up 4.6%. Meanwhile, demand for pick-ups and medium-sized vans experienced falls in registrations, down -2.4% and -4.5% respectively.

Manufacturer wise, Ford led the market at 38.3% market share with its wide range of models, followed by Volkswagen at 11.9% of the market share.

The light commercial market is showing encouraging signs of stability, especially considering the challenges being faced by the industry, and it seems set to continue to perform at these levels.

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## **NEW DVLA CAMPAIGN HIGHLIGHTS CONSEQUENCES FOR DRIVERS WHO EVADE VEHICLE TAX**

The DVLA has launched a new advertising campaign in 11 areas around the country targeting drivers who haven't taxed their vehicles.

The message is clear to motorists – if you don't tax your vehicle on time, DVLA will take action: tax it or lose it.

The 11 areas of the UK have been targeted where vehicle tax evasion is highest (based on the number of enforcement actions that took place in 2018).

The advertising campaign focuses on the consequences of not taxing your vehicle – from financial penalties to court action to clamping and finally the loss of a car.

A giant clamp at the centre of the campaign image reflects the fact that DVLA take enforcement action against untaxed vehicles on streets across the country and it will happen to you if you don't tax your vehicle on time.

DVLA Head of Enforcement Tim Burton said:

This campaign has a clear message for anyone who flouts the law in this way – tax it or lose it.

It's never been easier to tax your car, so there really is no excuse. We would rather not have to clamp or remove vehicles, but this campaign highlights the consequences of not taxing a vehicle. Having your vehicle clamped is

expensive and inconvenient – and you could end up losing your car.

Motorists can go online, 24 hours a day, to tax a vehicle or check whether their vehicle tax is up to date. You can even check by asking Amazon Alexa or Google Home – all you need is your vehicle registration.

Area	Clamped	Fines or Penalties	Totals
London	27,605	94,550	122,155
Northern Ireland	5,516	67,944	73,460
Birmingham	5,076	50,045	55,121
Manchester	7,573	26,214	33,787
Glasgow	2,666	29,705	32,371
Sheffield	3,987	25,291	29,278
Cardiff	3,021	24,598	27,619
Nottingham	3,507	21,346	24,853
Bristol	3,496	20,412	23,908
Leicester	3,344	19,196	22,540
Coventry	1,257	18,193	19,450

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## MULTIVAN 6.1 REVEALS FACE OF NEW VOLKSWAGEN TRANSPORTER

Volkswagen Commercial Vehicles has shown the first images of the facelifted Transporter, due to go on sale later this year, along with a host of technology features that will feature on the revised model.

Revealed in passenger-carrying ‘Multivan’ format, the updated T6 is known as the T6.1, and will bring an array of technology revisions, a restyled nose and a new all-electric powertrain, developed in conjunction with drivetrain electrification specialists ABT.

Technology revisions include a new electric power steering system, active steering intervention and Cross Wind Assist, which automatically stabilises the Transporter in strong lateral gusts.

Other safety systems that will appear on the T6.1 include Traffic Jam Assist, Parking Assist and Trailer Assist, which helps instruct the driver on the required steering inputs to reverse a trailer into a tight space.

The cabin features a revised infotainment system with a 10.25-inch digital display, along with Apple CarPlay and

Android Auto smartphone integration. LED interior lights and a Bluetooth-enabled stereo will also feature, along with a 230-volt power take-off supply for power tools.

There will be three diesel engines alongside the new EV powertrain, with details expected closer to the van's autumn launch.



Source: SMMT

## UK CV PRODUCTION SEES DOUBLE-DIGIT GROWTH IN JANUARY

### CV MANUFACTURING

	Jan-18	Jan-19	% change	YTD-18	YTD-19	% change
<b>Total</b>	6,159	9,182	49.1%	6,159	9,182	49.1%
<b>Home</b>	2,033	4,014	97.4%	2,033	4,014	97.4%
<b>Export</b>	4,126	5,168	25.3%	4,126	5,168	25.3%
<b>% export</b>	67.0%	56.3%		67.0%	56.3%	

- 9,182 commercial vehicles (CVs) built in Britain in January as output grows 49.1%.
- Demand from both overseas and UK markets rises, up 25.3% and 97.4% respectively.
- Exports take the bulk of output, with almost 6 in 10 CVs built for international markets.

UK CV manufacturing grew 49.1% in January, with 9,182 vans, trucks, buses and coaches leaving production lines, according to figures published today by the Society of Motor Manufacturers and Traders (SMMT). A number of large domestic orders and strong market incentives helped deliver the sector's best January performance for seven years.

Demand from both domestic and export markets saw double-digit increases, up by 97.4% and 25.3% respectively. A number of large fleet orders in the small volume UK market resulted in the doubling of home output. However, overseas demand continued to drive volumes, with almost six out of every 10 (56.3%) CVs built in the UK destined for international customers — the majority (96.2%) within the EU.

## EU SETS TARGETS FOR CUTTING EMISSIONS FROM TRUCKS & BUSES



The European Union has agreed targets to reduce emissions of carbon dioxide emissions from new trucks by 30 percent by a 2030 deadline as part of its commitment to tackle climate change. The proposals also set a 2025 target for truck emissions to be 15% below 2019 levels and the 2030 target is subject to a review in 2022. Earlier this month, the EU also set targets for the procurement of 'clean' buses, trucks and other vehicles procured by public authorities.

The CO<sub>2</sub>-reduction targets for trucks are the first binding regulations to be imposed at EU level. The United States, China, Japan and Canada already have targets.

Trucks account for about a quarter of the EU's transport-related CO<sub>2</sub> emissions and around 6% of the EU's total emissions.

The European Commission says that the measures will mean that around 54 million tonnes of CO<sub>2</sub> emissions will be saved in the period 2020 to 2030 – equivalent to the total annual emissions of Sweden. Due to better fuel efficiency, operators will make savings at the pump of around €25 000 in the first 5 years of use for a new lorry bought in 2025 and up to about €55 000 in the first 5 years of use for a new lorry bought in 2030.

Overall, oil demand will be reduced by up to 170 million tonnes of oil over the period 2020 to 2040 – worth around €95 billion at today's prices. GDP increases as a result of these savings, leading to the creation of around 25 000 new jobs in 2025.

The Regulation now has to be formally approved by the European Parliament and the Council.

EU policy makers have also struck an agreement on public procurement rules for new buses, requiring local authorities to purchase a minimum share of 'clean' vehicles running on gas or electricity by 2025 and 2030.

At least a quarter of new buses purchased by public authorities in cities across Europe will have to be 'clean' by 2025, and at least a third by 2030, according to the agreement. More than 75% of buses in Europe are now publicly procured, and these purchases and leases will be subject to nationwide binding targets based on the fuels the vehicles run on, in the cases of buses and trucks, and their emissions in the cases of cars and vans.

Between 24% and 45% of new public buses – depending on the EU country's population and GDP – must be clean, under the revised Clean Vehicles Directive. In 2030 between 33% and 66% of publicly procured buses must meet the standard.

Half of these targets will have to be achieved by procuring zero-emission buses, which means that in Germany and Sweden, for example, almost a quarter of new public buses should be zero emissions by 2025. Romania and others

will see more gradual growth: almost a fifth of new public buses should be zero emissions by 2030.

A spokesperson from Brussels-based NGO T&E said: "Thanks to this law, we should start to see many more electric buses being rolled out on Europe's roads. But this directive is the bare minimum and a much faster uptake is needed. For citizens, that means cleaner air, less noise and more comfortable bus journeys. For EU bus makers, such as Solaris and VDL, it brings new market opportunities."

T&E criticised the decision to allow the other half of the targets to be met with so-called 'clean' buses, which are powered by the fuels permitted under the Alternative Fuels Infrastructure Directive. Such buses can be powered by fossil fuels such as liquefied and compressed natural gas.

The UK Government recently announced that it will fund orders for 263 new zero-emission buses orders, adding to the 329 already in use. 19 bus operators will shift to electric with the largest roll-outs set for London (63), Cardiff (36), and Manchester (32).

The deals for trucks and buses follow the agreement reached in December on new CO2 emission standards for cars and light vans in the EU for the period after 2020.

Source: LowCVP

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## NFDA SPRING BALL 2019 – CELEBRATING AUTOMOTIVE EXCELLENCE

The NFDA Spring Ball 2019 will take place at **The Grove, Chandler's Cross, Hertfordshire** – a five star luxury hotel – on **Saturday 11 May** where we will be 'celebrating automotive excellence' with our NFDA Awards Ceremony.

The NFDA Spring Ball provides a unique opportunity to network with your fellow commercial vehicle dealers and industry colleagues and enjoy an evening of good food, fine wine and first-class entertainment. Last year attendees included Roger Davies of Swansea MAN dealers, Rob Lockwood, John Vickery, Peter Harlow, Ian Hopkins and their partners.

By popular demand, we are pleased to have back with us next year your compere and host for the evening, television presenter **Mark Durden-Smith**. Live musical entertainment will be provided by motor industry band **The Hods** – an ideal opportunity to 'hit the dance floor.' Our after dinner guest speak will be announced shortly.

The NFDA Awards Ceremony will take place at the Ball. The categories are:

- Industry Partner Award
- Manufacturer Award
- Recognition Award

For booking enquiries please contact Louise Woods on 01788 538332 or email [louise.woods@rmif.co.uk](mailto:louise.woods@rmif.co.uk)

The NFDA CV division hopes you will be able to join us for what we know will be a thoroughly enjoyable and relaxing evening for all.



NFDA INVITES YOU TO

# The SPRING Ball

**The Grove Resort, Hertfordshire  
SATURDAY 11 MAY 2019**

For more information or to book your ticket please contact  
[louise.woods@rmif.co.uk](mailto:louise.woods@rmif.co.uk) or call Louise Woods on 01788 538332

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## TRUCK COUNCIL MEETINGS

Every quarter key member of the NFDA Commercial Vehicle section meet at the RMI London offices to debate, present and review issues affecting the running of van and truck franchised dealerships.

This meeting is Chaired by Brian Currie from the DAF & Volkswagen commercial dealerships based out of Milton Keynes and would welcome additional leaders from our CV membership to attend and participate in these meetings.

The next Truck council meeting will be held in London on the morning of the 21 March 2019.

If any of you would like to attend this meeting or any future meetings this year, please email [louise.woods@rmif.co.uk](mailto:louise.woods@rmif.co.uk) as its essential we are aware of attendee numbers for catering purposes.

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## THE COMMERCIAL VEHICLE SHOW 30 APRIL - 2 MAY 2019



The CV Show is the best attended largest and most comprehensive road transport and commercial vehicle event held in Britain, providing truck and van operators with far greater choice than can be found anywhere else in the UK.

The Show attracts close to 21,000 business visitors and its central location at the NEC Birmingham, ensures a truly nationwide attendance. For operators it's the annual meeting place and for sector suppliers the ultimate showcase for products and services.

