



***New Mercedes Sprinter, outselling everything apart from Ford Transit***

Dear Colleague,

It was extremely positive to see that demand in the Light Commercial Vehicle (LCV) market continued its upward trend in April with registrations up 4.7%. A total of 24,604 new vans and pick-ups were put on UK roads, driven by competitive finance offers and incentives, and the need for smaller van operators around London purchasing Euro 6 vans to comply with the new London ULEZ which came into effect on the 8 April.

Every quarter key members 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 18 June 2019. If you would like to attend, please contact [louise.woods@rmif.co.uk](mailto:louise.woods@rmif.co.uk).

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.

Steve Latham  
Head of NFDA Truck & Van Division  
Mob: 07515 975 157  
Email: [stephen.latham@rmif.co.uk](mailto:stephen.latham@rmif.co.uk)

- **LCV DEMAND REMAINS STRONG IN APRIL**
  - **UPDATES TO DRIVING LICENCES TO INCLUDE ALTERNATIVELY FUELLED VANS**
  - **CHANGES TO LICENCE REQUIREMENTS FOR ALTERNATIVELY FUELLED VEHICLES (AFVS)**
  - **TACHOGRAPH COMPANY CARDS SUCCESSFULLY LAUNCHED INTO PUBLIC BETA**
  - **LARGE VEHICLES REQUIRING A SMART TACHOGRAPH**
- 

### **LCV DEMAND REMAINS STRONG IN APRIL**

Demand in the Light Commercial Vehicle (LCV) market continued its upward trend in April with registrations up 4.7%.

A total of 24,604 new vans and pick-ups were put on UK roads, driven by competitive finance offers and incentives, and the need for smaller van operators around London purchasing Euro 6 vans to comply with the new London ULEZ which came into effect on the 8 April.

Demand was strong for small vans 0-2 tonnes and large 2.5-3.5 tonnes vans. Both sectors were up 8.8% and 6.9% respectively. Demand for medium sized 2.0-2.5 tonnes vans was stable.

Manufacturer wise, Ford led the market at 31.5% market share with its wide range of models, followed by Volkswagen at 13.7% of the market share.

The light commercial market is performing exceptionally well so far this year with record growth in March and continued high demand in April.

This is supported by a new report published last week by the SMMT which shows that number of vans on British roads has risen 59% since 2000, driven by a surge in online shopping and rises in self-employment\*.

With many new models due to enter the market this year as seen at last week's CV show, dealers are optimistic that the LCV market will continue to thrive in Q2 of 2019.

---

### **UPDATES TO DRIVING LICENCES TO INCLUDE ALTERNATIVELY FUELLED VANS**



The Department for Transport has informed industry that drivers who hold a category B car driving licence are now able to operate alternatively fuelled vans, provided they complete a minimum of 5 hours additional relevant training.

Alternatively fuelled vans eligible to be driven under the new legislation can weigh between 3.5 and 4.25 tonnes

The new law comes as part of the government's commitment to encourage the transition to ultra-low emission vehicles, as set out in the Road to Zero Strategy.

Future of Mobility Minister Jesse Norman said:

The government's Road to Zero Strategy sets out our ambition for all new cars and vans to be effectively zero emission by 2040.

By changing these driving licence requirements, we are seeking to support business owners by enabling them to use alternatively fuelled vehicles more easily.

---

### **CHANGES TO LICENCE REQUIREMENTS FOR ALTERNATIVELY FUELLED VEHICLES (AFVS)**

In 2018, UK law was changed so that the weight limit for Category B driving licence holders driving alternatively-fuelled vehicles could be increased from 3.5 tonnes to 4.25 tonnes.

The Motor Vehicles (Driving Licences) (Amendment) Regulations 2018 (the 2018 Regulations) made changes to the law to allow Category B licence holders to drive an alternatively fuelled vehicle that weighs between 3.5 and 4.25 tonnes, provided it is not driven outside of Great Britain, used for the transportation of goods, is not towing a trailer and the driver has completed a minimum of 5 hours training.

This non-statutory guidance sets out more information on these changes to legislation. It sets out details of the training required for drivers to take advantage of the new law. It also describes the system of certification that will allow drivers to prove that they have completed the training.

The guidance should be considered by any employer with employees who drive vehicles such as delivery vans, as well as self-employed people and those using their own vehicle for a work-related journey. It will be particularly valuable to those who operate large goods vehicles and those who are responsible for fleet management of goods vehicles.

Full document: <https://bit.ly/2ZHW5Mw>

---

### **TACHOGRAPH COMPANY CARDS SUCCESSFULLY LAUNCHED INTO PUBLIC BETA**

The online renewal service for company tachograph cards has successfully launched in public beta on GOV.UK.

This is the second step in transforming tachograph card services; the first was the introduction of the online service allowing companies to apply for their first company digital tachograph card. The service for first applications has already seen benefits for customers, where an eight day postal process now only takes the customer under three minutes to complete.

This second phase sees the 68,000 companies that we issue cards to being able to renew them through digital services. Adding the renewal transaction is a significant milestone in the development of tachograph services and the removal of the paper channel; as it represents over 50% of all applications received for company tachograph cards.

The advances made so far in the tachograph services have all been designed and built using new cloud technology; this is not just to meet Onwards 2020 goals, but it allows to prepare for the move from the DVLA Legacy systems as well when the time comes.

The next steps will be to build a system which allows customers to apply for additional cards online; although company tachograph cards only need to be renewed every five year, a company will have multiple cards.

Once complete, a completely redesigned renewal reminder will be introduced. The new reminder will no longer be an application form, but a letter directing customers to the online service.

---

## LARGE VEHICLES REQUIRING A SMART TACHOGRAPH



Any vehicles first registered on or after 15 June 2019, which require a tachograph to be fitted, will need to have a type 1C unit tachograph. These are also called smart tachographs.

Drivers of vehicles which require tachographs, but fail to have one fitted or have the wrong type fitted could face enforcement action.

Full document: <https://bit.ly/2Eq67pw>

---

