**UK NEW HGV REGISTRATIONS**      
16 November 2023(data for Q3 2023)        
**Hi-res charts available via Dropbox:**[**https://www.dropbox.com/sh/olb5g0wl8wot4my/AAATFS7J9tQ\_HSBgY64epYLha?dl=0**](https://www.dropbox.com/sh/olb5g0wl8wot4my/AAATFS7J9tQ_HSBgY64epYLha?dl=0)

**Record zero emission truck uptake as HGV market grows for sixth quarter running**

* New heavy goods vehicle (HGV) registrations rise by 14.9% to 11,531 units in the third quarter of 2023 as pre-pandemic levels of fleet renewal continue.
* Strong demand for rigid and articulated trucks, up 13.9% and 16.1% respectively.
* Zero emission trucks record biggest market share of 2023 – but uptake must be accelerated if the sector’s ambitious 2035 target is to be achieved.
* As Britain gets first-ever public HGV-dedicated charger, a national plan is needed to deliver infrastructure at depots, truck rest stops and the strategic road networks in every region.

**Thursday 16 November, 2023** British demand for new heavy goods vehicles (HGVs) grew by 14.9% in the third quarter of 2023 with 11,531 trucks serving purposes from supermarket deliveries to refuse collections joining Britain’s roads, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT). It represents the UK’s sixth consecutive quarter of growth and the greatest number of new HGV deliveries in any quarter since the end of 2019,1 as operators invest in the latest, greenest and most efficient truck technology available. Most positively, uptake of electric and hydrogen trucks continues to rise, representing 0.8% of the market in Q3 – the largest quarterly share of 2023, compared with 0.3% and 0.4% in Q1 and Q2 respectively.         
  
Overall growth was driven by uptake of rigid HGVs, up 13.9% to 6,293 units, while demand for articulated trucks was also strong, rising 16.1% to 5,238 units. The most popular truck body continues to be tractors, typically used for the largest delivery trucks, up 16.4% to represent some 44.5% of the market. There was also a rise in demand for box vans – slightly smaller delivery trucks – with registrations up 11.8%, while uptake of curtain-sided trucks and refuse vehicles increased by 62.5% and 16.6% respectively. Tipper registrations declined, however, down -9.7% compared with a strong third quarter in 2022.

HGV operators in every UK nation continue to make vehicle investments, the vast majority (87.7%) in England in Q3, with registrations up 13.9% to 10,109 units. Truck fleet renewal in Scotland and Wales rose by 16.5% and 9.2% respectively, while Northern Ireland saw the biggest increase, up 64.6%. The top UK region for truck investment continues to be South East England – where some of Britain’s largest ports are located – with 2,438 new HGVs entering service there, accounting for more than one in five (21.2%) registrations. North West England and the West Midlands were the second and third hottest spots for HGV renewal, registering 1,599 units and 1,445 units respectively.

In 2023 to date, truck registrations have grown by 16.4% to 34,222 units, just 5.0% below 2019 levels2 – with registrations having increased in every quarter since Q2 2022, as reducing supply chain challenges help to fulfil robust demand.

While zero emission truck uptake has reached record levels, its share is still a fraction of the entire HGV market, and the sector’s transition needs to be accelerated given its time-critical ambitions. With new registrations of non-zero emission HGVs weighing under 26 tonnes are due to end in 2035 – the same date as cars and vans – zero emission vehicles represent just one in 119 new trucks, compared with one in five new cars and one in 20 new vans. Operators need confidence to make the switch but have acute concerns over the lack of public chargepoint infrastructure, given their dependence on commercially viable logistics in order to meet tight business margins.

With Britain’s first-ever truck-dedicated public chargepoint opening in the North West last month,3 the ambition must be to deliver charging infrastructure at depots, truck rest stops and the strategic road network in every UK region – helping convert strong HGV demand into green growth for fleets of all sizes.

**Mike Hawes, SMMT Chief Executive**, said, “Britain’s sixth quarter of rising HGV rollout and increasing uptake of zero emission trucks this year underlines the sector’s strong position, with operators in all UK regions getting the latest fuel-efficient and very greenest models. The rate of zero emission truck uptake must increase, however, both drastically and soon – amid significant obstacles to the sector’s transition. With just one public HGV chargepoint in the UK, a national plan for public and depot infrastructure is urgently needed to make fleet decarbonisation a reality for all operators, now and in the long term.”

A close up of a graph

Description automatically generated

A table with numbers and percentages

Description automatically generated

A graph of different types of body types

Description automatically generated

A white and black text

Description automatically generated with medium confidence

A graph of blue bars

Description automatically generated with medium confidence

A graph with numbers and text

Description automatically generated

A graph showing the number of objects in the same color

Description automatically generated with medium confidence

**Notes to editors**   
1 Q4 2019: 12,514 units.

2 Q1-Q3 2019: 36,021 units.

3 360kW charger and elongated HGV bays located at southbound Rivington Services on the M61.

**About SMMT and the UK automotive industry**

The Society of Motor Manufacturers and Traders (SMMT) is one of the largest and most influential trade associations in the UK. It supports the interests of the UK automotive industry at home and abroad, promoting the industry to government, stakeholders and the media.

The automotive industry is a vital part of the UK economy and integral to supporting the delivery of the agendas for levelling up, net zero, advancing global Britain, and the plan for growth. Automotive-related manufacturing contributes £78 billion turnover and £16 billion value added to the UK economy, and typically invests around £3 billion each year in R&D. With more than 208,000 people employed in automotive manufacturing, and some 800,000 in total across the wider sector, the industry trades globally, with exports worth £94 billion accounting for 10% of all UK goods exports.

More than 25 manufacturing brands build more than 70 models of vehicles in the UK, plus an array of specialist small volume manufacturers, supported by some 2,500 supply chain businesses and some of the world's most skilled engineers. Many of these jobs are outside London and the Southeast, with wages that are around 14% higher than the UK average. The automotive sector also supports jobs in other key sectors – including advertising, finance and logistics.

**SMMT media contacts**  
Paul Mauerhoff                       07809 522181            [pmauerhoff@smmt.co.uk](mailto:pmauerhoff@smmt.co.uk)  
James Boley                           07927 668565            [jboley@smmt.co.uk](mailto:jboley@smmt.co.uk)  
Rebecca Gibbs                       07708 480889            [rgibbs@smmt.co.uk](mailto:rgibbs@smmt.co.uk)  
Scott Clarke                            07912 799959            [sclarke@smmt.co.uk](mailto:sclarke@smmt.co.uk)  
Emma Butcher                        07880 191825            [ebutcher@smmt.co.uk](mailto:ebutcher@smmt.co.uk)