**SMMT NEW CAR REGISTRATIONS**  
5 December 2023 (data for November 2023)  
**Hi-res charts available via Dropbox:** [**https://www.dropbox.com/scl/fo/g4vcp04newr0p7dhnto1n/h?rlkey=ewpnkqibeq1agjr3e2n9th44g&dl=0**](https://www.dropbox.com/scl/fo/g4vcp04newr0p7dhnto1n/h?rlkey=ewpnkqibeq1agjr3e2n9th44g&dl=0)

**Fleets fuel new car market but only four weeks left to fix EV trade challenge**

* New car registrations reach 156,525 – up 9.5% on last November and just -0.1% down on pre-pandemic levels.
* Battery electric vehicle uptake declines compared with bumper month last year, but year to date uptake up 27.5%.
* Three-year deferral to Rules of Origin needed to avoid EV tariffs and support zero emission transition.

**Tuesday 5 December, 2023** The UK new car market grew by 9.5% in November to reach 156,525 units, according to the latest figures from the Society of Motor Manufacturers and Traders (SMMT). In the market’s best November for four years, registrations almost returned to pre-pandemic levels, down just 96 units (-0.1%) on 2019.1

Growth was driven entirely by fleets investing in the latest vehicles, with registrations rising 25.4% to account for 93,049 units and 59.4% of the market. Private demand was depressed, dropping -5.9% to 60,506 registrations, while business uptake fell -32.7% to 2,970 units. Year to date, however, the overall market remains up 18.6% at 1.762 million units, with a return to growth in the corporate market fuelling a recovery that has been underway for 16 months.

November proved a strong month for both hybrid electric vehicles (HEVs) and plug-in hybrid vehicles (PHEVs), rising by 27.8% and 55.8% respectively. Fleets also continued to transition to battery electric vehicles (BEVs), buoyed by compelling tax incentives. Of the 24,359 new BEVs reaching the road in November, 77.4% were taken on by fleets and businesses. While overall BEV volumes fell by -17.1%, leading to a reduced market share of 15.6%, last November was atypical with significant deliveries following supply chain disruptions. Year to date, BEV uptake is up 27.5% with a 16.3% market share – expected to rise to 22.3% next year.2

However, with new regulation coming into force in January mandating that 22% of each manufacturer’s new vehicle registrations must be zero-emission, sustained recovery depends on inspiring consumers with fiscal incentives, as well as greater investment in essential charging infrastructure that gives drivers confidence. Halving VAT on new BEVs and reducing VAT on public charging to 5% in line with home charging would increase the attractiveness of driving electric and make the zero emission transition more accessible to a larger number of consumers.

Even more urgent is the need to delay tougher new UK-EU Rules of Origin which will begin on 1 January 2024. Failure to postpone these rules would see EVs traded both ways incur tariffs that would raise prices for consumers at a critical moment in the transition. With less than four weeks to go, carmakers and governments on both sides of the Channel have called for a common sense approach to retain the current EV battery rules for a further three years, which will support consumer choice and affordability.

**Mike Hawes, SMMT Chief Executive**, said, “Britain’s new car market continues to recover, fuelled by fleets investing in the latest and greenest new vehicles. With car makers gearing up to meet their responsibilities under new market legislation, and COP28 currently underway, now is the time to take sensible steps that will multiply that economic growth and minimise carbon emissions. Private EV buyers need incentives in line with those that have so successfully driven business uptake – and workable trade rules that promote rather than penalise the transition.”

**Notes to editors**

1 November 2019 new car registrations: 156,621

2 SMMT Market Outlook, published November 2023

**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.

More detail on UK Automotive available in SMMT's Motor Industry Facts publication at [www.smmt.co.uk/reports/smmt-motor-industry-facts/](http://www.smmt.co.uk/reports/smmt-motor-industry-facts/)

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**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)