**SMMT NEW CAR REGISTRATIONS**  
4 July 2024 (data for June 2024)  
**High-res charts and data available via Dropbox:** [**https://www.dropbox.com/scl/fo/p9gu0xj70rlhcumkbtrew/AEAAWL1Iw0tNKTqLdS7I9rQ?rlkey=favlhd9nocii18muspp11vdgx&st=ly063ma9&dl=0**](https://www.dropbox.com/scl/fo/p9gu0xj70rlhcumkbtrew/AEAAWL1Iw0tNKTqLdS7I9rQ?rlkey=favlhd9nocii18muspp11vdgx&st=ly063ma9&dl=0)

**New car market hits ‘million motors’ milestone at half year**

* New car market grows 1.1% in June to reach 179,263 units – and breaks million motors mark at the half year point for first time since 2019.
* Battery electric cars record highest monthly market share since December 2023, but uptake in year to date remains stable at 16.6%.
* Industry calls on next government to back consumers as fewer than one in five new battery electric cars go to private buyers.

**Thursday 4 July, 2024 The UK new car market has hit the half year million motors mark for the first time in five years, after new car registrations rose in June by a modest 1.1% to reach 179,263 units, according to new figures published by the Society of Motor Manufacturers and Traders (SMMT). As a result, so far in 2024, 1,006,763 new cars have been registered, up 6.0% on the previous year but still down -20.7% on 2019.1**

**June’s market growth was driven primarily by the fleet sector, where uptake rose by 14.2%, while private retail demand fell for the ninth consecutive month, down -15.3%. Retail buyers accounted for fewer than four in 10 new cars registered (37.7%).**

**Electrified vehicle uptake continued to grow robustly in June, with plug-in hybrid (PHEV) volumes up 30.0% to reach a 9.3% market share, while hybrid electric vehicles (HEV) rose 27.2% to achieve 14.9% of the market. Both powertrains also outpaced battery electric vehicle growth (BEV), which rose 7.4% but took its highest monthly share this year, accounting for 19.0% of all new vehicle registrations.**

**The UK’s zero emission transition – and the ability of manufacturers to meet the requirements of the Vehicle Emissions Trading Scheme – currently relies on the fleet sector as private consumer uptake continues to soften. Private BEV uptake has fallen -10.8% year to date, with fewer than one in five new BEVs going to private buyers.** Overall**, BEVs now comprise 16.6% of the new car market so far this year, slightly above the 16.1% achieved in the same period last year, with uptake behind the levels mandated by government.**

**With the UK heading to the polls today, the automotive industry calls on the next government to provide greater support to the consumer on the journey to zero emission mobility. Re-instating fiscal incentives for the private consumer by way of a halving of VAT on BEVs for three years would re-energise the market, putting an additional 300,000 private BEVs – rather than petrol or diesel cars – on the road over the next three year, on top of current outlooks.2 This would help ensure that in 2035, half of all cars in use would be zero emission, cutting road transport CO2 emissions by 175 million tonnes between now and then.**

**Vehicle Excise Duty plans should also be revised so zero emission vehicles (ZEVs) are classed as essential rather than “luxury” vehicles, by amending the ‘expensive car’ supplement due to be applied from next April. In addition, public charge point use could be made fairer by reducing VAT from 20% to 5%, in line with home charging – a move that would support ZEV uptake and send the right message to consumers.**

**Mike Hawes, SMMT Chief Executive, said: “The year’s midpoint sees the new car market in its best state since 2021 – but this belies the bigger challenge ahead. The private consumer market continues to shrink against a difficult economic backdrop, but with the right policies in place, the next government can re-energise the market and deliver a faster, fairer zero emission transition. All parties are agreed on the need to cut carbon and replacing older fossil fuel based technologies with new electrified powertrains is the essential step to achieving that goal.”**

**Notes to editors**

1 Jan-Jun 2019 new car registrations: 1,269,245

2 SMMT: [*Back Automotive and reap £50bn growth*](https://www.smmt.co.uk/2024/06/back-automotive-and-reap-50bn-growth/)

**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, representing the automotive industry in the UK.

The automotive industry is a vital part of the UK economy, integral to growth, the delivery of net zero and the UK as a global trade hub. It contributes £93 billion turnover and £22 billion value added to the UK economy, and invests around £4 billion each year in R&D. With 198,000 people employed directly in manufacturing and some 813,000 across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are around 13% higher than the UK average. The sector accounts for 12% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £115 billion of trade in total automotive imports and exports.

The UK manufactures almost every type of vehicle, from cars, to vans, taxis, trucks, buses and coaches, as well as specialist and off-highway vehicles, supported by more than 2,500 component providers and some of the world's most skilled engineers. In addition, the sector has vibrant aftermarket and remanufacturing industries. The automotive industry also supports jobs in other key sectors – including advertising, chemicals, finance, logistics and steel.

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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