**UK NEW HGV REGISTRATIONS**

16 May 2025(data for Q1 2025)

**Hi-res charts available via Dropbox:** [https://www.dropbox.com/scl/fo/a788o74fopjp4mi9pqjlw/AC7nZ-immkrOWZmfIcAeeVk?rlkey=pg9q4ln5flqyrlg96l682ws5g&st=iued0r5q&dl=0](http://click.agilitypr.delivery/ls/click?upn=u001.HWzSVswrZNpvpa6B-2FHxTlWo74pnMXXNzpbTMTphH5nqhmBUt3LDNqchDERc6PY8713MHPJgSi1x71339yc5x2i-2BskLC03tdqHr5hq6aONBPlSae0DwYwGdkGUivKZxW6GYsfWF4Lw6HpUfHirFf0-2FH0LVCjfYilYdOJhy6y2eNRWH3WIgELOW9WaiRFqv5B571pi_45tijoKImOKAM4NdgkVrzEhaglTALFIF1Mbx6O0AnqLClllHaGpSZcLIgLSypOsH9VfJGctwqBSRHRv-2BZJuo684rPo43gVrxenzae80GA8uNXnUEP-2BEbPmPWxoorpqlnBELPzi6BPJh9WiPUv2aQna-2F5GTFpLzIM826c9UCKezTNz4NKgMq4Xwlvj0la7-2BsG9zyU-2FtQyDMsGlHJXHS57clZJs4pSWbptBQKMClEYvslpZCWk6a7VV60ETT15fChpzmkknEOAzMn773NYDUvgCFF8txwAVqG-2BxVg-2FwgyYp0YEAerixg5fEBosWDrFwWAF8DS5o7kvMHzu1ydav7nBKesqI9NTz1KyyrZ9F95uwsIBMWNCVwDJcQK5IarvZbiy2LgnEpxhRnmGF1vFgNSaTyRjTaroKSCGjg-2BJrhmlW09xBorhoFGDBnnIoioKE4b5gzFJNwG-2BVRlKcXg1ZZOFlxZTQNCBQg4lLCtmwVv6bGV70R03G6VpBYvWxqsMNSUc)

**Truck fleet renewal falls in first quarter but EV uptake reaches record level**

* New HGV registrations fall by -12.0% in Q1 as market continues to normalise post pandemic.
* Rising deliveries of new refuse trucks but demand declines in other segments.
* Zero emission truck uptake rises 94.0% to reach record level but still just 1.0% of the market as grid connection challenges inhibit decarbonisation.

**Friday 16 May, 2025**Britain’s new heavy goods vehicle (HGV) market declined by -12.0% in the first three months of 2025 with 9,738 new trucks joining the road, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT).

The bulk of the decline came from a -15.0% fall in registrations of new tractors, at 3,953 units, accounting for 40.6% of the overall market in the quarter. Demand for new box vans and curtain-siders also fell, by -26.3% and -18.1% to 959 and 767 units respectively, while new tipper registrations dipped by just -4.6%, equivalent to 41 fewer units. Bucking the trend, demand for refuse collection vehicles rose by 20.6% to 520 units.

Registrations of new zero emission HGVs almost doubled, up 94.0%, albeit translating to just 97 units. With an overall market share of 1.0%, up from 0.5% a year ago, this is the highest proportion of zero emission trucks registered in a quarter, demonstrating small but growing demand for the very latest and greenest models after flatlining last year.1 Manufacturers continue to invest heavily in innovation with 35 models currently available as zero emission – an impressive array of vehicle technology that can meet the needs of many different use cases.

Zero emission HGVs still remain a fraction of the market, however, and must grow rapidly over the next decade if the UK is to achieve its target for all new HGVs up to 26 tonnes – the majority of the market – to be zero emission by 2035, with the remainder of the sector following by 2040. The heavy commercial vehicle transition continues to be supported by government’s improved Plug-in Truck Grant and its Zero Emission HGV and Infrastructure Demonstrator (ZEHID) programme but immediate action is needed to remove onerous planning procedures that prevent timely rollout of charging and refuelling infrastructure at depots – meaning operators may have to wait up to 15 years for a grid connection – as well as on the strategic road network.

The transition can be accelerated by affording transport depots the same priority for fast-tracked grid connection as that recently announced for data centres, wind farms and solar – along with a national strategy that delivers HGV-suitable infrastructure at public and en-route locations. Guaranteeing more affordable depot and public charging would further underline the case for operators to switch sooner – delivering cleaner air and quieter streets, and cutting operating costs.

**Mike Hawes, SMMT Chief Executive**, said, “As the UK’s new truck market normalises after a turbulent few years, industry is already setting a new course for green growth with almost three dozen different zero emission models now available, and a record quarterly market share. Onerous planning processes, however, are acting as a handbrake on depot and public infrastructure, and fast-tracked grid connections are essential if more HGV fleets are to be decarbonised.”

**Notes to editors**

1 New zero emission HGVs represented 0.5% of the overall market in 2024, the same annual share as 2023. [https://www.smmt.co.uk/hgv-growth-stabilises-while-zero-emission-market-share-rises/](http://click.agilitypr.delivery/ls/click?upn=u001.HWzSVswrZNpvpa6B-2FHxTldkC2rY1lv7BRUTd1BHTs7eVmTz77X0-2FtcS6ossVSfT4VtQuWkYiwxzwgMRiYfAUED2sAGaAXqC1mzaUxyoLvqFlI80aUeQQGuD0MekHBU0GB03e_45tijoKImOKAM4NdgkVrzEhaglTALFIF1Mbx6O0AnqLClllHaGpSZcLIgLSypOsH9VfJGctwqBSRHRv-2BZJuo684rPo43gVrxenzae80GA8uNXnUEP-2BEbPmPWxoorpqlnBELPzi6BPJh9WiPUv2aQna-2F5GTFpLzIM826c9UCKezTNz4NKgMq4Xwlvj0la7-2BsG9zyU-2FtQyDMsGlHJXHS57clZJs4pSWbptBQKMClEYvslpZCWk6a7VV60ETT15fChpzmkknEOAzMn773NYDUvgCFF8txwAVqG-2BxVg-2FwgyYp0YEAerixg5fEBosWDrFwWAF8DS5o7kvMHzu1ydav7nBKUkZuvKcdkhcZutBAGiK4hL6-2F5BnPMYkEIPfEGI8S5B2JWn2hBr5F9DYnVXrt0l-2BZ9TDZACtbqp9ur7-2FvAhVd8HcJfSBlrq9uXkkj3MrhOKsn4irn7KoUZ7X8KZgQ6-2BGHunokyLaGOM-2B67cKAkapP61Uz2lF7ggezCF0mx1z0tT9)

**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.

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