**UK NEW HGV REGISTRATIONS**

Strictly embargoed until 00:01 Friday 15 August 2025

15 August 2025(data for Q2 2025)

**Hi-res charts available via Dropbox:**

**HGV market declines in Q2 but zero emission uptake reaches record levels**

* New heavy goods vehicle uptake declines -11.2% in Q2 as fleet renewal continues to normalise.
* Demand falls across all body types bar refuse trucks, but tractors remain most popular.
* ZEV rollout up 59.1% during first half with record 0.9% share – but equivalent to fewer than 200 units.
* Industry welcomes new depot infrastructure grants, with grid reform now needed to unblock rollout.

**Friday 15 August, 2025**Heavy goods vehicle (HGV) registrations fell by -11.2% in the second quarter of 2025, with 10,185 new trucks joining UK roads, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT). The decline, amid a tough economic environment, reflects the cyclical nature of fleet renewal as the new HGV market continues to normalise following a three-year period of robust growth after the pandemic.1

The Q2 decline was driven by an -8.1% drop in demand for new tractor units – still representing more than two fifths (42.2%) of the market – with 4,295 registered, as well as a -33.1% fall in box vans, to 905 units. Deliveries of new tippers and curtain-siders also declined, by -19.6% and -24.2% to 795 and 781 units respectively. Registrations of refuse collection vehicles, meanwhile, bucked the trend, rising 11.4% to 614.

Demand for new zero emission HGVs also grew, up by 32.3% in the quarter, with registrations in the first half of 2025 rising 59.1% compared with the same period last year. Volumes remain small, however, with 183 units registered across the first six months – a market share of 0.9%. Fleet decarbonisation is moving in the right direction but with the UK aiming to have all new HGVs weighing up to 26 tonnes zero emission by 2035, the rate of uptake will need to grow rapidly.

Manufacturers are delivering huge choice for fleet operators, with 35 different zero emission models already on the market and able to meet a wide range of use cases. However, the upfront cost of switching remains a barrier – particularly the investment capital required to install depot infrastructure for chargepoints.

The industry welcomes government’s grant support for depot upgrades announced in July which will be a key enabler for more fleets to make the transition. Getting that funding into the ground now requires another challenge to be overcome, with current planning processes resulting in grid connection waits of up to 15 years – beyond the 2040 end of sale date for all non-zero emission vehicles.

Given decarbonising road transport is fundamental to the UK’s wider net zero ambitions, transport depots must be afforded the same fast-tracking priority to grid connections as that recently announced for data centres, wind farms and solar.2 A longer term national strategy that delivers public, HGV-suitable infrastructure across every region is also needed so that all fleets can plan investment into zero-emission fleet development.

**Mike Hawes, SMMT Chief Executive**, said, “Another quarter of decline in the new HGV market is unsurprising as the market continues to normalise, but a return to growth must happen soon, given this sector is a crucial driver of the UK economy. The highest market share yet for zero-emission trucks is positive, albeit it still represents less than one percent of the market with many operators just one buying cycle from end of sale deadlines. New depot infrastructure funding is welcome, and grid reform must now follow so that operators can get the chargepoints they need to confidently invest in their fleets.”

**Notes to editors**

1 HGV registrations growth: 2021: 12.9%; 2022: 9.6%; 2023: 13.5%

2 DESNZ, [15 April 2025](https://www.gov.uk/government/news/clean-energy-projects-prioritised-for-grid-connections)

**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 £92 billion turnover and £25 billion value added to the UK economy and invested £5 billion in R&D, with 183,000 people employed directly in manufacturing and some 796,000 in total across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are 8% higher than the UK average. The sector accounts for 13.4% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £108 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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