**SMMT NEW VAN REGISTRATIONS**  
5 November 2025 (data for October 2025)  
**Hi-res charts available via Dropbox:** LINK

**New van market falls in October as electric uptake dips**

* New light commercial vehicle registrations decline by -15.1% in October to 22,896 units.
* Battery electric van (BEV) uptake also down, by -5.8%, in first decline for 13 months.
* Year-to-date BEV demand still up 47.4% but urgent action needed to deliver mandated ambition.

**Wednesday 5 November, 2025** UK deliveries of new light commercial vehicles (LCVs) fell by -15.1% in October with 22,896 vans, pickups and 4x4s registered, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT). The decline follows a robust September market and reflects a contraction in fleet renewal across 2025, down -10.3% to 264,160 units in the year to date, amid weak business confidence and a tough economic environment.

Declines were recorded across all van sizes during the month, with volumes of the largest LCVs down -7.0% to 16,443 units but still representing the majority (71.8%) of the overall market. Registrations of new medium- and small-sized vans also fell, by -41.2% and -23.4% to 3,347 and 523 units respectively. There was growth in the smaller-volume 4x4 segment, with registrations up 88.0% to 440 units. Demand for new pickups, however, declined by -20.2% to 2,143 units, reflecting the impact of new fiscal measures to treat double cabs as cars for benefit in kind and capital allowance purposes.1

Volumes of new battery electric vans (BEVs)2 also declined for the first time 13 months,3 by -5.8% to 2,132 units, although the BEV market share rose by 0.9 percentage points,4 reflecting last month’s wider market contraction. In the year to date, BEV volumes have increased by almost half (47.4%) to 24,250 units – significant growth bucking the trend of overall market decline thanks to manufacturers investing heavily in new model rollout. Still, however, BEVs represent just 9.1% of all new registrations in 2025 – well below the 16% share mandated which rises to 24% in 2026.

Positive announcements this year – permitting new, non-zero emission and plug-in hybrid vans for sale up to 2035, the extension of the Plug-in Van Grant, the new Depot Charging Scheme, and last month’s proposal to reform planning rules for private charger installations – will all help the sector to decarbonise in line with market realities. Such changes must be implemented urgently to ensure mandated ambitions are deliverable.

Planning reform must also go further, specifically to support depot-based operators who require grid connections before switching fleets to electric. Given such operators often face grid connection wait times of up to 15 years, a fast-tracked approval process such as that afforded data centres and wind farms would help give business confidence to invest for a timely transition.5

**Mike Hawes, SMMT Chief Executive**, said, “While October’s decline is unsurprising amid the intense economic pressure facing businesses, returning the van market to growth is essential – especially to underpin new investment in zero emission models, which until now had bucked wider trends. Every lever must be pulled to get the market back on track, and transitioned at mandated levels. Accelerating infrastructure rollout and grid connections, in particular, will help ensure government targets are not just an aspiration but are actually deliverable for manufacturers and operators alike.”

**Notes to editors**

1 HMRC, [Car benefit: double cab pickups 6 April 2025 onwards](https://www.gov.uk/hmrc-internal-manuals/employment-income-manual/eim23151).

2 SMMT’s BEV LCV registration data reflects the Vehicle Emissions Trading Scheme, in which BEVs weighing >3.5-4.25t contribute towards each manufacturer’s target, in addition to those weighing ≤3.5t.

3 New BEV LCV registrations, September 2024: 3,020 units.

4 New LCV BEV share, October 2025: 9.2%; October 2024: 8.3%.

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

**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.

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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