



Department for Transport

Vehicle Licensing Statistics: 2021 Quarter 3 (Jul to Sep)

About this release

This release presents the latest [statistics on licensed motor vehicles](#). Detailed [data tables](#) are available online.

These statistics are based on administrative data held by the Driver and Vehicle Licensing Agency (DVLA).

Except where otherwise stated, the statistics refer to Great Britain. UK data is available from July 2014.

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ULEVs: Vehicles that are reported to emit less than 75g of carbon dioxide (CO₂) from the tailpipe for every kilometre travelled.

Next published:
April 2022

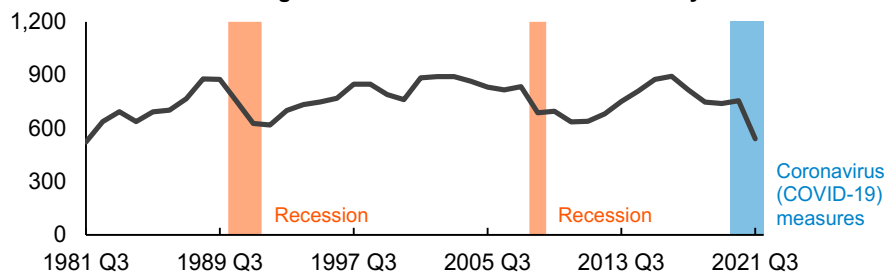


The recent trends in this statistical series have been heavily affected by the measures implemented from March 2020 onwards to limit the impact of the coronavirus (COVID-19) pandemic. Additional information is provided on [page 2](#).



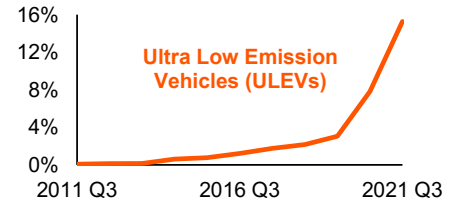
542,000 vehicles were registered for the first time in Great Britain during 2021 Q3, 28% lower than during 2020 Q3. [\[VEH0150\]](#)

Thousands of vehicles registered for the first time - GB - Q3 only

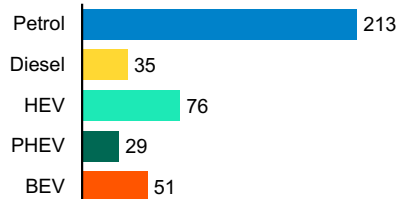


During 2021 Q3, 83,000 **ultra low emission vehicles (ULEVs)** were registered for the first time in Great Britain, an increase of 40% on 2020 Q3. ULEVs made up 15.3% of all new registrations in 2021 Q3. [\[VEH0150\]](#)

Proportion of vehicles registered for the first time - GB - Q3 only



Thousands of cars registered for the first time* - GB - 2021 Q3



HEV: Hybrid Electric Vehicle
PHEV: Plug-in Hybrid Electric Vehicle
BEV: Battery Electric Vehicle

* 813 cars omitted using other fuel types



More **battery electric (BEV)** cars (51,000) were registered for the first time in Great Britain during 2021 Q3 than **diesel** cars (35,000), following a 44% increase in BEV cars compared to 2020 Q3. Over the same period, by contrast, there were falls of 41% and 66% for **petrol** and **diesel** cars respectively. [\[VEH0253\]](#)



Average **CO₂ emissions** for cars registered for the first time in the UK decreased by 14% in 2021 Q3 compared to the same quarter in the previous year. [\[VEH0156\]](#)



At the end of September 2021, there were 39.2 million **licensed vehicles** in Great Britain, an increase of 1.0% compared to the end of September 2020. [\[VEH0101\]](#)



Impact of the coronavirus (COVID-19)



The government's measures to limit the impact and transmission of the coronavirus (COVID-19) pandemic have affected the trends in these figures since March 2020.

This release focuses on the impact during 2021 Q3, with previous quarters covered in [previous statistical releases](#).

During the period July to September 2021, there were very few national measures in place across the UK. However, there have been worldwide, ongoing issues in the semi-conductor supply chain that are impacting the automotive sector, which has affected the production of new vehicles and consequently new registrations.

Impact on new UK registrations



Monthly new registrations in the UK decreased year-on-year compared with the same months in 2020.

New registrations decreased by 25% in July 2021, by 17% in August 2021, and by 34% in September 2021. ^[VEH0150]

The first coronavirus lockdown shifted registrations from 2020 Q2 into 2020 Q3, which may have led to a higher than expected number of registrations in 2020 Q3.

New monthly registrations for 2021 have continued to be below the equivalent months in 2019, and overall 2021 Q3 was down by 27% compared to 2019 Q3.

New car registrations

Year-on-year change - UK

Jul-21	Aug-21	Sep-21
-25%	-17%	-34%

Table 1: New vehicle registrations, United Kingdom, July to September, 2019 to 2021 ^[VEH0150]

Date	2019	2020	2021	Annual percentage change: 2021 (%)
July	206,371	230,235	171,960	-25
August	134,489	128,671	107,421	-17
September	414,027	412,742	274,425	-34
Quarter 3: July to September	754,887	771,648	553,806	-28

Ultra low emission vehicles (ULEVs)

Despite the overall reduction in new registrations in the UK, there were large monthly year-on-year increases in new ULEV registrations during 2021 Q3.

New ULEV registrations increased to 22,000 in July 2021 (+39%), to 14,000 in August 2021 (+58%), and to 48,000 in September 2021 (+37%).

The number of new ULEV registrations in September 2021 was higher than any other month on record.

New ULEV registrations

Year-on-year change - UK

Jul-21	Aug-21	Sep-21
+39%	+58%	+37%

Vehicles registered for the first time

During 2021 Q3, 542,000 vehicles were registered for the first time in Great Britain. [\[VEH0150\]](#)

New vehicle registrations in Great Britain in 2021 Q3 decreased by 28% compared to 2020 Q3, and by 27% compared to 2019 Q3.

All body types saw large increases during 2021 Q3 compared to 2020 Q3 and almost all decreased compared to 2019 Q3. New registrations of motorcycles increased by 13% compared to 2019 Q3, the only body type to increase.

Figure 1a: Annual percentage change in vehicles registered for the first time by body type, Great Britain, 2021 Q3 compared to 2020 Q3 [\[VEH0150\]](#)

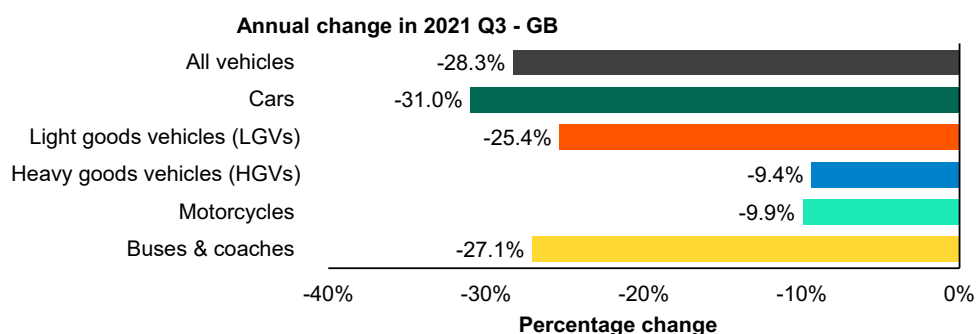
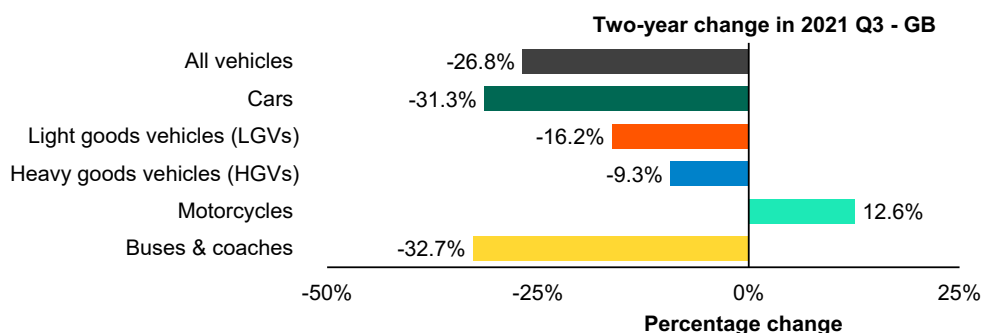


Figure 1b: Two-year percentage change in vehicles registered for the first time by body type, Great Britain, 2021 Q3 compared to 2019 Q3 [\[VEH0150\]](#)



Although the number of new registrations in Great Britain can vary considerably each year, the [total vehicle stock](#) varies much more slowly as there are many more vehicles that remain licensed over the year.

Table 2: Vehicles registered for the first time by body type, with previous year and total stock comparison, Great Britain, 2021 Q3 [\[VEH0101\]](#) [\[VEH0150\]](#)

Body type	2021 Q3		2020 Q3		Total stock at the end of September 2021
	New registrations	Proportion of all new registrations	New registrations	Proportion of all new registrations	
	Thousand / Percentage				
Cars	404	74.7	586	77.6	32,003
Light goods vehicles (LGVs)	77	14.2	103	13.6	4,400
Heavy goods vehicles (HGVs)	9	1.7	10	1.3	505
Motorcycles	37	6.8	41	5.4	1,401
Buses & coaches	1	0.2	2	0.2	142
Other vehicles	13	2.5	14	1.8	786
Total	542	100.0	755	100.0	39,236

Monthly seasonality

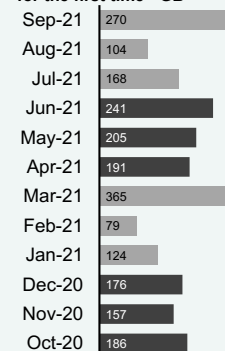
Up to 1998, new registration plates were issued once a year in August, causing a peak in new registrations in the third quarter.

Since 1999, new plates have been issued twice a year, in March and September. This changed the typical distribution of new registrations through the year, with peaks in the first and third quarters.

INSET: Vehicles registered for the first time by month, Great Britain, year ending September 2021

[\[VEH0150\]](#)

Thousands of vehicles registered for the first time - GB



New car registrations by fuel type

More battery electric cars were registered for the first time in Great Britain than diesel cars in 2021 Q3. [\[VEH0253\]](#)



Compared to 2020 Q3, new petrol and diesel car registrations fell 41% and 66% respectively in 2021 Q3, whereas each of the other three main fuel types - Hybrid Electric (HEVs), Plug-in Hybrid Electric (PHEVs), and Battery Electric (BEVs) all increased.

Over the same period, new registrations of HEV cars increased by 16%, PHEV cars increased by 25%, and BEV cars increased by 44%.

In 2021 Q3, new car registrations in Great Britain comprised of 213,000 petrol cars, 76,000 HEV cars, 51,000 BEV cars, 35,000 diesel cars, 29,000 PHEV cars, and fewer than 1,000 using other fuel types.

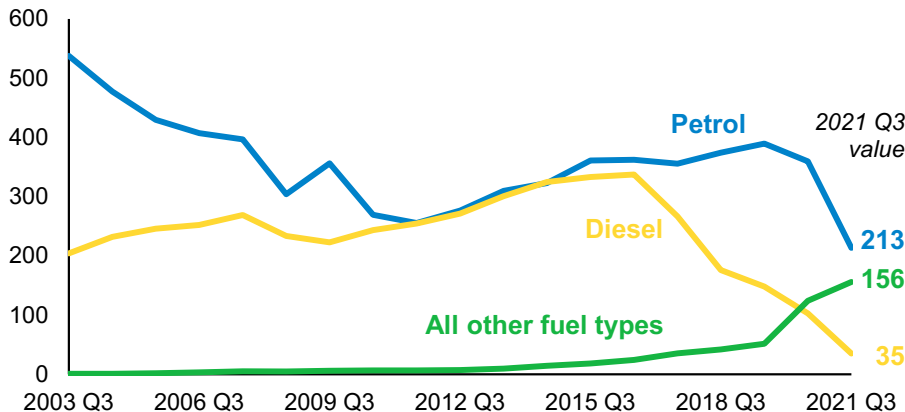
Does the vehicle use petrol or diesel?		Does the vehicle use electric power?	
Yes	No	Yes, and is a plug-in	Yes, but is not a plug-in
Plug-in Hybrid Electric (PHEV) ¹	Battery Electric (BEV)		No
Hybrid Electric (HEV)	Fuel Cell Electric (FCEV)		
Petrol / Diesel	Other*		

1. A Range-Extended Electric Vehicle (R-EEV) is a special case of PHEV, where the conventional fuel does not power the wheels directly, usually only charging the battery for additional range.

* This table excludes rare combinations based on biofuels and other emerging technologies.

Figure 2: Cars registered for the first time by fuel type, Great Britain, 2003 Q3 to 2021 Q3 [\[VEH0253\]](#)

Thousands of cars registered for the first time - GB - Q3 only



Diesel car registrations have been falling in recent years since peaking in 2016. Over the five year period from 2016 Q3 to 2021 Q3, new diesel car registrations in the third quarter fell 90% from 337,000 down to 35,000.

Petrol cars accounted for 53% of all cars registered for the first time in Great Britain in 2021 Q3, with 213,000 new registrations.

New car registrations

Annual change in 2021 Q3 (compared to 2020 Q3) - GB

Diesel -66% **Petrol** -41% **HEV** +16%

PHEV +25% **BEV** +44%

New car registrations

Two-year change in 2021 Q3 (compared to 2019 Q3) - GB

Diesel -76% **Petrol** -45% **HEV** +145%

PHEV +264% **BEV** +297%

Explaining electric vehicle technologies

With the introduction of new technologies, there are many terms used now to describe how a vehicle is propelled, which are not always straightforward to compare. **(Figure 3)** shows the overlap between common terms used in this release to describe electric vehicles, along with some common models found in those areas. Note that the size of the area does not accurately reflect how many vehicles lie in that region.

Figure 3: Venn diagram to show the overlap of the terms plug-in, Ultra Low Emission Vehicle (ULEV), and Zero Emission Vehicle (ZEV) in relation to electric vehicles

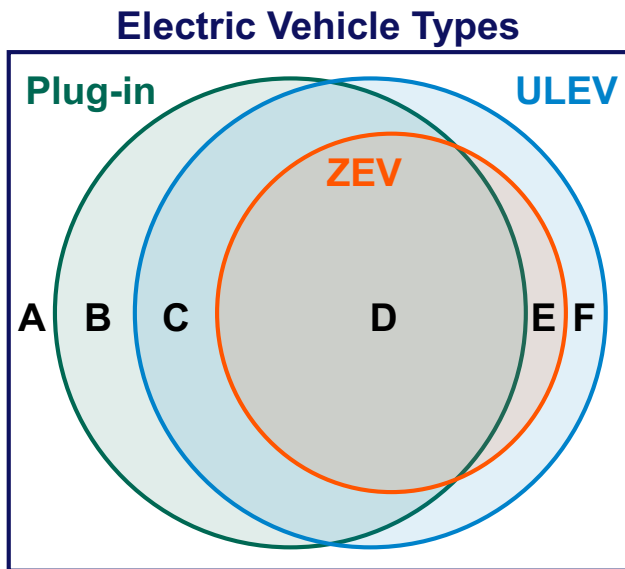


Figure 3 segment labels

- A:** Hybrid Electric Vehicles (HEVs) that are too high-emitting to count as ULEVs, e.g. Toyota Yaris HEV.
- B:** Plug-in Hybrid Electric Vehicles (PHEVs) that are too high-emitting to count as ULEVs, e.g. BMW X5 PHEV.
- C:** Plug-in Hybrid Electric Vehicles (PHEVs) and Range-Extended Electric Vehicles (R-EEVs), e.g. Mitsubishi Outlander PHEV and BMW I3S REX respectively.
- D:** Battery Electric Vehicles (BEVs), e.g. Tesla Model 3, Nissan Leaf, and Nissan e-NV200 (van).
- E:** Fuel Cell Electric Vehicles (FCEVs) that use hydrogen, e.g. Toyota Mirai or Hyundai IX35.
- F:** Hybrid Electric Vehicles (HEVs) that are low-emitting, e.g. a series of Toyota Prius HEVs in 2016/17.

The main terms are built up of these segments: Plug-in = B+C+D; ULEV = C+D+E+F; ZEV = D+E.

Ultra low emission vehicles (ULEVs)

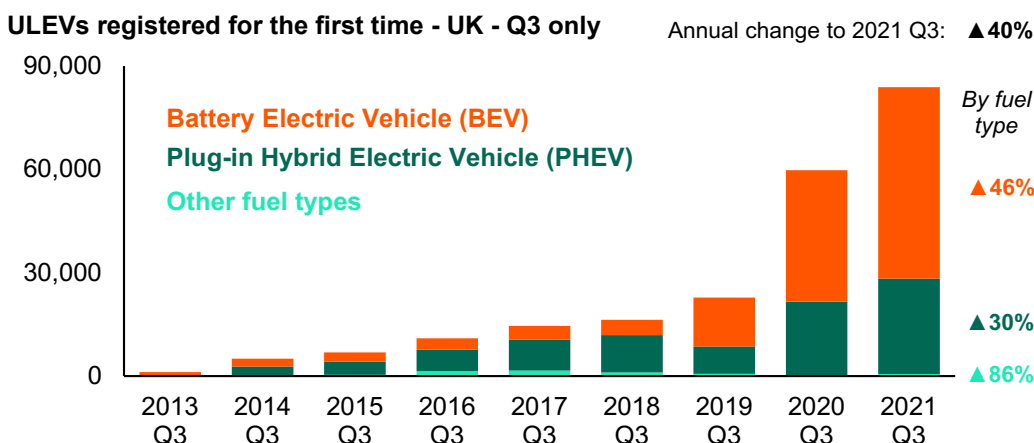
This section relates to the United Kingdom rather than Great Britain.

New ULEVs in the UK increased in 2021 Q3, with Battery Electric Vehicles up 46% year-on-year. [\[VEH0171\]](#)



In 2021 Q3, 84,000 ULEVs were registered for the first time in the United Kingdom, an increase of 40% on 2020 Q3 and 268% on 2019 Q3. ULEVs accounted for 15.1% of all UK new vehicle registrations in 2021 Q3, up from 7.7% in 2020 Q3. [\[VEH0150\]](#)

Figure 4: ULEVs registered for the first time by fuel type, United Kingdom, 2013 Q3 to 2021 Q3 [\[VEH0171\]](#)



Electric Vehicle Charging Infrastructure Statistics

The Department for Transport publishes [statistics](#) on electric vehicle charging infrastructure, including publicly available devices and grants provided by the Office for Zero Emission Vehicles (OZEV).

Table 3: Ultra Low Emission Vehicles (ULEVs) registered for the first time by body type, with previous year and total new registrations comparison, United Kingdom, 2021 Q3 ^[VEH0171]

Body type	New ULEV registrations - UK		Number / Percentage	
	2021 Q3	2020 Q3	Annual percentage change: 2021 Q3 (%)	Proportion of all new registrations: 2021 Q3 (%)
Cars	78,810	56,841	+39	19.0
Battery Electric Cars	51,114	35,625	+43	12.3
Plug-in Hybrid Electric Cars	27,653	21,206	+30	6.7
Light goods vehicles (LGVs)	2,674	1,734	+54	3.4
Battery Electric LGVs	2,432	1,578	+54	3.1
Heavy goods vehicles (HGVs)	26	2	+1200	0.3
Motorcycles	1,767	788	+124	4.7
Buses & coaches	128	42	+205	10.9
Other	448	331	+35	3.3
Total	83,853	59,738	+40	15.1
Zero Emission Vehicles (ZEVs)	55,561	38,108	+46	10.0
Vehicles with a plug	83,796	59,722	+40	15.1

Zero Emission Vehicles: Battery Electric and Fuel Cell Electric
 Vehicles with a plug: Battery Electric, Plug-in Hybrid Electric, and Range-Extended Electric

In 2021 Q3, 19.0% of all new car registrations were ULEVs and 15.1% of all new vehicle registrations were ULEVs. Since almost all ULEVs had a plug, 15.1% of all new vehicle registrations were also ULEVs with a plug.

ULEV definition

In these statistics, a ULEV is defined as a vehicle with **reported** tailpipe CO₂ emissions of less than 75 g/km.

From April 2020, the reported CO₂ emission figures for cars registered for the first time switched from e-NEDC to WLTP.

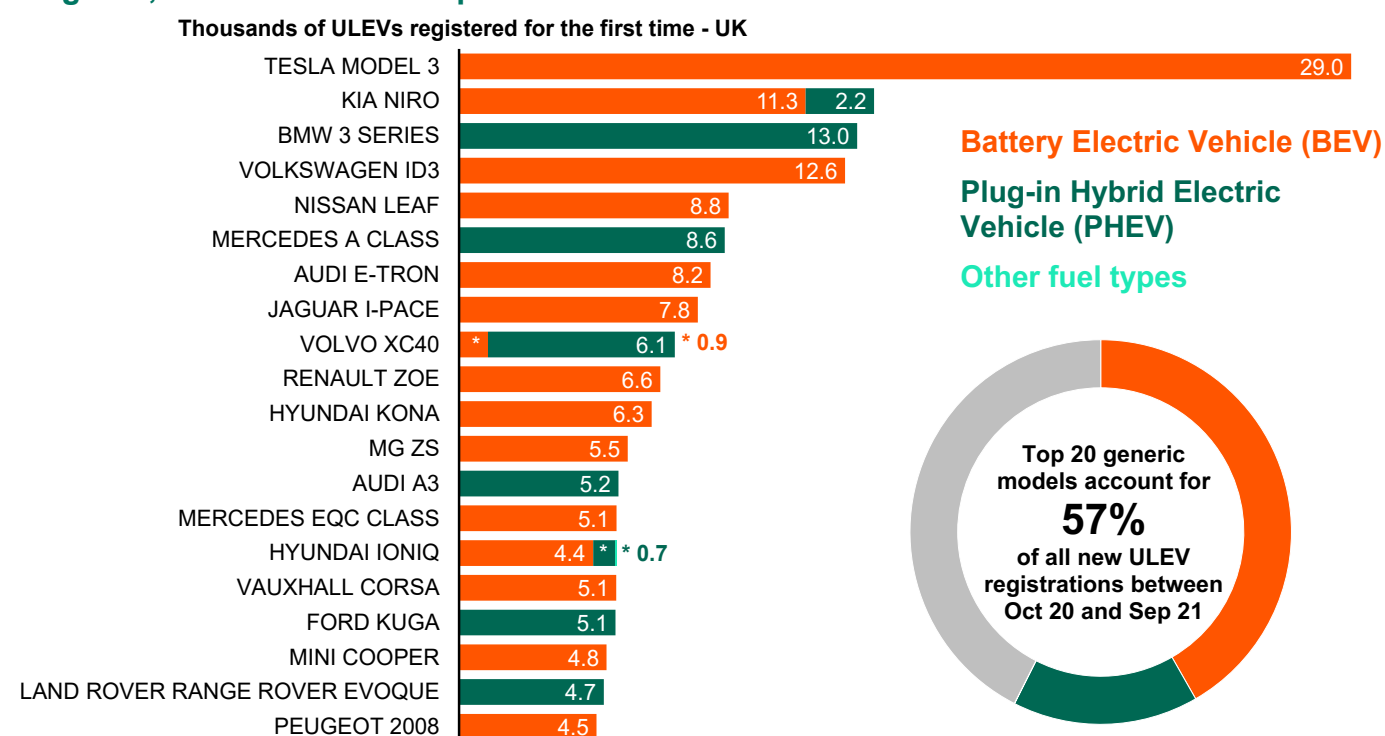
Consequently, a small number of model variants are now above the 75 g/km threshold and are no longer recorded as ULEVs in these statistics, whilst a smaller number are now under the threshold so are now considered to be ULEVs.

More information about CO₂ emission figures can be found [on page 7](#).

Generic model ULEV registrations

For the year ending September 2021, the most common generic model of ULEV registered for the first time in the UK was Tesla Model 3 with 29,046 vehicles, followed by Kia Niro with 13,511 vehicles and BMW 3 Series with 12,961 vehicles (Figure 5). ^[VEH0171]

Figure 5: Top 20 generic models for ULEVs registered for the first time by fuel type, United Kingdom, October 2020 to September 2021 ^[VEH0171]



Average CO₂ emissions for cars

Average CO₂ emissions for cars registered for the first time in the UK decreased by 14% in 2021 Q3 compared to the same quarter in the previous year.

[VEH0156]



In the UK, the average CO₂ emissions for cars registered for the first time in 2021 Q3 was 116.2 g/km under WLTP, down 14.0% compared with 2020 Q3 (**Figure 6**). There has been a notable shift towards registering new Zero Emission Vehicles (ZEVs) from late 2020 onwards, which has contributed to the recent reduction.

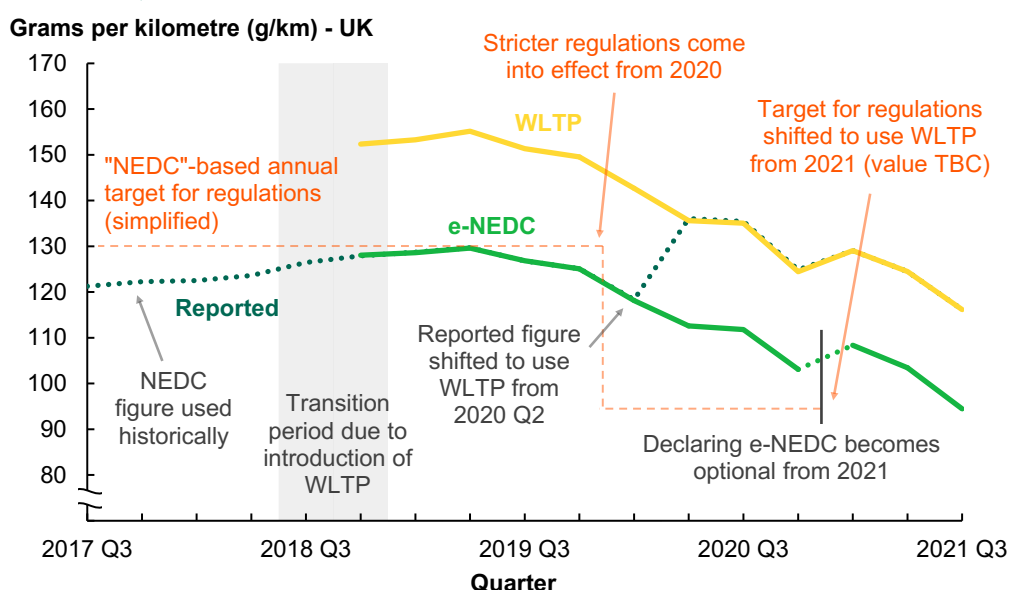
Reported CO₂ emissions

The transition from using NEDC to WLTP as the official measurement procedure used to determine car CO₂ emissions has complicated the interpretation of recent trends. This has caused a number of discontinuities to the time series for **reported** emissions from September 2018 onwards. (**Table 4**) summarises these changes.

Table 4: The use of different testing systems for average reported CO₂ emissions of new cars, United Kingdom

Time Period	Testing system used	Reported figure at point of first registration
Up to and including August 2018	NEDC	NEDC
September 2018 to December 2018	NEDC and WLTP	NEDC and e-NEDC
January 2019 to March 2020	WLTP	e-NEDC
April 2020 onwards	WLTP	WLTP

Figure 6: Average CO₂ emissions for cars registered for the first time by emissions data source, quarterly, United Kingdom, 2017 Q3 to 2021 Q3 [VEH0156]



Methods used to measure carbon dioxide (CO₂) emissions

New European Driving Cycle (NEDC): Original laboratory test based on theoretical behaviour.

Worldwide Harmonised Light Vehicle Test Procedure (WLTP): More advanced laboratory test to replace NEDC, which is designed to be more representative of real-world driving emissions.

e-NEDC figure: Calculated using a WLTP test via the [CO₂MPAS tool](#) developed by the European Commission, for tax and emissions monitoring purposes (can be referred to as NEDC correlated). This is not directly comparable with an NEDC figure as their underlying methodologies are different.

CO₂ emissions monitoring

The reported CO₂ emissions of new cars and vans in the UK were regulated by EU law ([Regulation 2019/631](#)) until the end of 2020. Due to EU exit, these regulations were retained in UK law and came into force on 1 January 2021.

Monitoring datasets for the EU regulations are published by the European Environment Agency (EEA):

- ▶ [New passenger cars](#)
- ▶ [New light commercial vehicles](#)

Interpretation of Figure 6

Reported figure: Average CO₂ emissions were increasing steadily from mid-2016 up to the transition period and were only measured using a NEDC figure. From September 2018 onwards, cars tested under NEDC could only be registered with agreement from the European Commission - to avoid manufacturers being left with new cars that were illegal to sell. The reported figure became the WLTP figure for cars registered from April 2020.

e-NEDC figure: Once WLTP testing was introduced, cars registered for the first time quickly transitioned to being registered with an e-NEDC figure. Whilst initially higher than the NEDC trend would suggest, the e-NEDC figure started to decline from September 2019 onwards. This figure was used to [assess manufacturers against emissions regulations](#) for registrations up until the end of 2020.

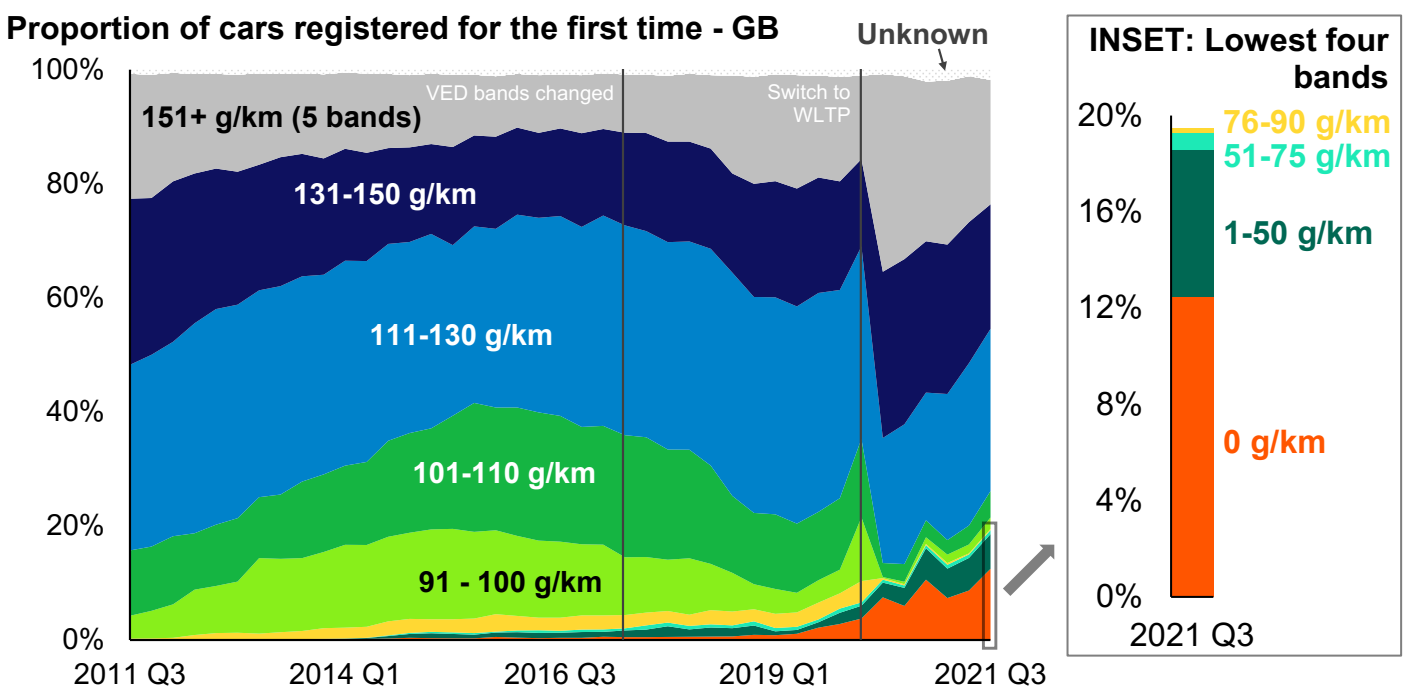
WLTP figure: The WLTP figure trend mirrors that of the e-NEDC figure, although it is approximately 20% higher. From January 2021, this has been the only mandatory reported measure for new cars.

There is a discontinuity in the Vehicle Excise Duty (VED) band distribution from April 2020 onwards, affected by a number of factors. [\[VEH0256\]](#)

The distribution has been partially impacted by changes in registration patterns during the coronavirus pandemic, in addition to the adoption of WLTP as the reported CO₂ figure for cars from April 2020 onwards. The most recent quarters have also seen strong growth in the registration of new Zero Emission Vehicles.

The adoption of WLTP led to a step-change decline in the proportion of new cars with reported emissions between 76-130 g/km, with corresponding increases for those reported with 131+ g/km (**Figure 7**). This is partially due to the WLTP figure being approximately 20% higher on average than the previously used e-NEDC figure for these cars. This effect has reversed in following quarters with the market shifting towards ultra low emission vehicles and those between 111-130 g/km.

Figure 7: Cars registered for the first time by current VED band (based on reported CO₂ emissions), quarterly, with inset for lowest four bands in the latest quarter, Great Britain, 2011 Q3 to 2021 Q3 [\[VEH0256\]](#)



VED bands

Vehicle Excise Duty

(VED) is charged on vehicles registered in the UK.

Since March 2001, car VED has charged in bands on the basis of their CO₂ emissions (NEDC). These bands were revised from April 2017.

From April 2020, the emissions measure used to allocate a VED band was changed to use WLTP figures. The bands themselves were not altered.

Total licensed vehicles

At the end of September 2021, there were 39.2 million licensed vehicles in Great Britain, a 1.0% increase compared to the end of September 2020. [\[VEH0101\]](#)



Compared to the end of September 2019, the number of licensed vehicles has increased by 0.9%. During each quarter of 2020, there were year-on-year falls.

Cars make up the majority of licensed vehicles. The number of licensed vehicles by body type in Great Britain at the end of September 2021 are presented in **(Table 5)**.

At the end of September 2021, there were year on year increases for all body types, with the number of light goods vehicles (LGVs) and heavy goods vehicles (HGVs) both increasing the most (+4.4%) and cars seeing the smallest increase (+0.4%).

Whilst new registrations increase the number of licensed vehicles, the increase is reduced by vehicles leaving the road, either permanently (written-off, scrapped, exported), or temporarily when they are given a Statutory Off Road Notification (SORN). The changes in licensed vehicles and vehicles with a SORN are demonstrated in **(Table 5)**.

Buses & coaches were the only body type to see a decrease in the number of vehicles with a SORN, which likely contributed to the atypical 1.6% annual increase in licensed vehicles, which have been in decline over the past decade. [\[VEH0101 VEH0110\]](#)

Figure 8: Annual percentage change in licensed vehicles by body type, Great Britain, end of September 2021 [\[VEH0101\]](#)

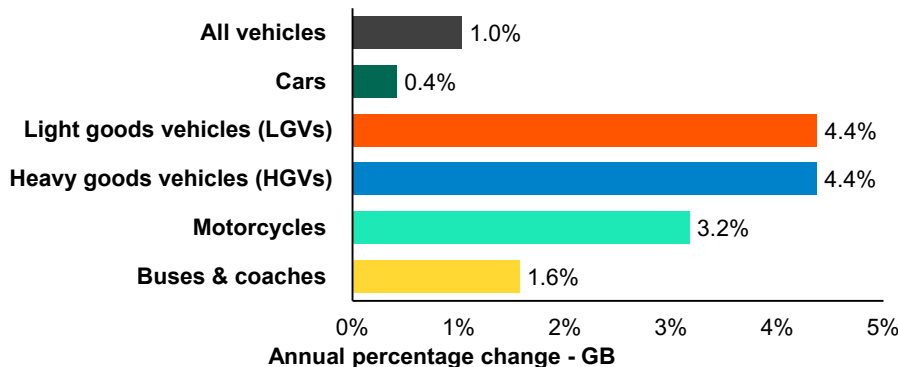


Table 5: Annual difference in licensed vehicles and vehicles with a SORN by body type, including total stock for reference, Great Britain, end of September 2021 [\[VEH0101 VEH0110\]](#)

Body type	Difference between end of Sep-21 compared to end of Sep-20		Total licensed stock at the end of Sep-21
	Licensed vehicles	Vehicles with a SORN	
Cars	+133	+58	32,003
Light goods vehicles (LGVs)	+185	+9	4,400
Heavy goods vehicles (HGVs)	+21	+3	505
Motorcycles	+43	+40	1,401
Buses & coaches	+2	-3	142
Other	+16	+12	786
All vehicles	+400	+119	39,236

What vehicles are included?

These figures only include vehicles that are licensed for use on UK roads, which typically requires [paying Vehicle Excise Duty \(VED\)](#).

Vehicles that are not licensed should typically be given a **Statutory Off Road Notification (SORN)**. The keeper can then re-license their vehicle at any time.

[Detailed tables relating to vehicles with a SORN are available.](#)

How are these different from new registrations?

Figures on total licensed vehicles have slower variations compared to vehicles registered for the first time as there are many more vehicles that remain licensed over the year.

Updated tables

Detailed licensed vehicle data tables updated this quarter:

All vehicles types: [VEH0101, 0104, 0110, 0120 to 0123 and 0128 to 0134](#)

Motorcycles: [VEH0301](#)

Car makes and models

Toyota Yaris was the most common generic model for new car registrations in 2021 Q3. [\[VEH0161\]](#)



During 2021 Q3, the top three makes for new registrations in Great Britain were Volkswagen (8.8%), Toyota (7.9%), and Kia (6.9%). The equivalent top three for 2020 Q3 were Ford (9.7%), Volkswagen (8.7%), and Audi (6.7%). [\[VEH0160\]](#)

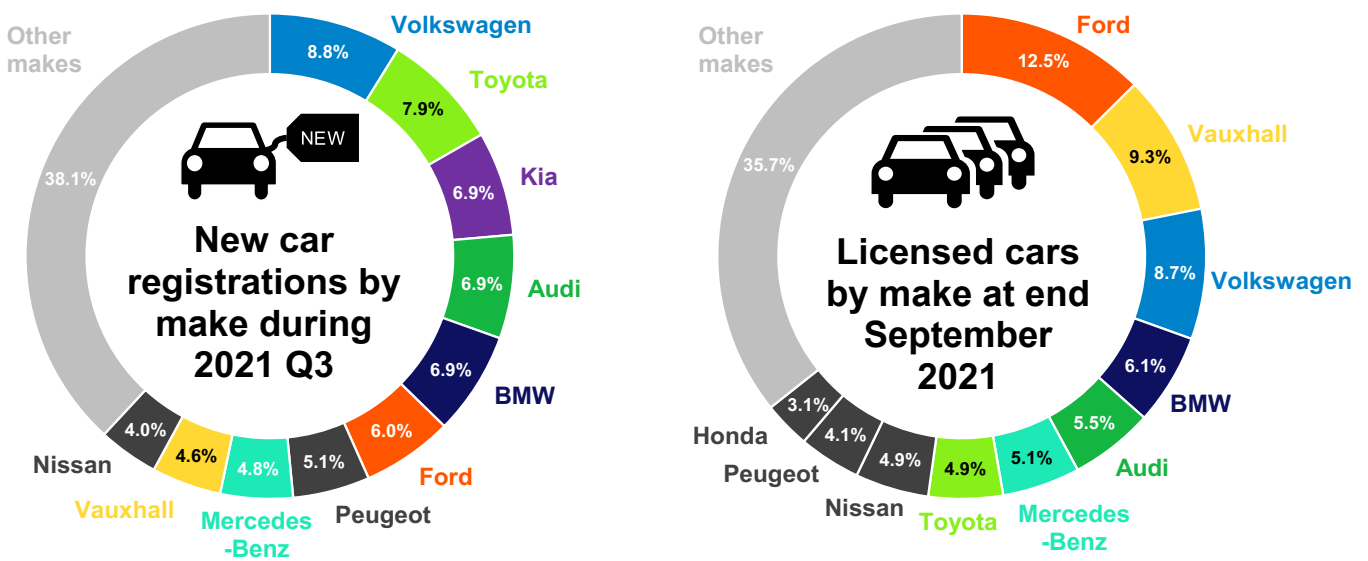
For total licensed stock at the end of September 2021, the top three makes were different to new registrations, namely Ford (12.5%), Vauxhall (9.3%), and Volkswagen (8.7%). [\[VEH0120\]](#)

Updated tables

Detailed make and model data tables updated this quarter:

[VEH0120, 0121, 0128, 0129, 0160, and 0161](#)

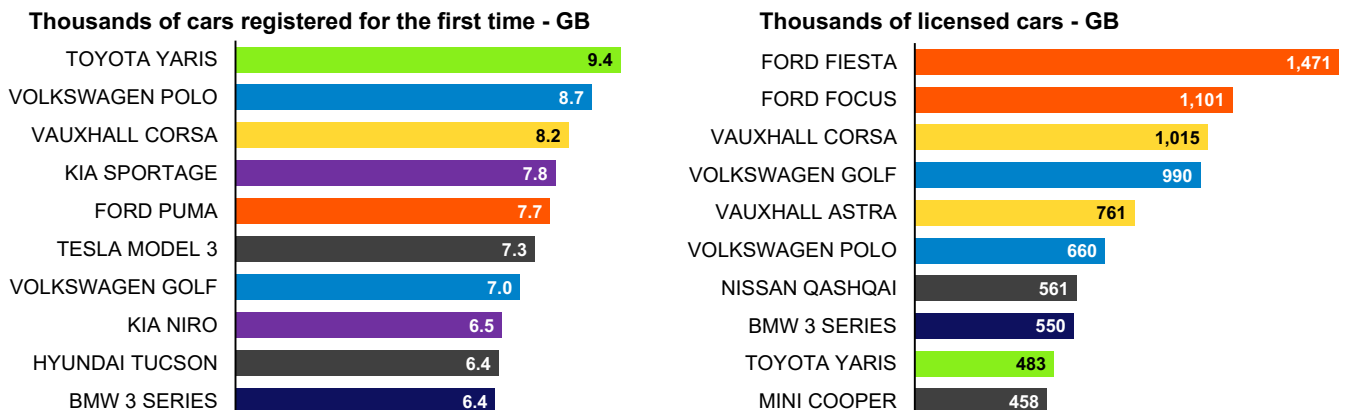
Figure 9: Top ten makes for cars registered for the first time during 2021 Q3 and for those licensed at the end of September 2021, Great Britain [\[VEH0120\]](#) [\[VEH0160\]](#)



Toyota Yaris was the most common generic model for new car registrations in 2021 Q3 with 9,431 registered for the first time, followed by Volkswagen Polo with 8,725 registrations, and Vauxhall Corsa with 8,159 registrations. [\[VEH0161\]](#)

At the end of September 2021, the most common licensed car was Ford Fiesta with 1.47 million licensed, followed by Ford Focus with 1.10 million, and Vauxhall Corsa with 1.01 million. [\[VEH0128\]](#)

Figure 10: Top ten generic models for cars registered for the first time during 2021 Q3 and for those licensed at the end of September 2021, Great Britain [\[VEH0128\]](#) [\[VEH0161\]](#)



Background notes

About these statistics

Almost all the statistics in the vehicle licensing statistics series are derived by Department for Transport statisticians from extracts of the Driver and Vehicle Licensing Agency (DVLA) vehicle database. The main purpose of the database is to administer vehicle registration and licensing records in the United Kingdom.

For further information about the data used in this release, please see the detailed [notes and definitions](#). There is also a [Statement of Administrative Sources](#) for the DVLA vehicles database.

A separate note on users and uses of these statistics is available from the vehicles statistics information [web page](#).

Strengths and weaknesses of the data

The databases used for these statistics can be regarded as being virtually complete in terms of the number of vehicles registered for the first time, licensed vehicles and vehicles with a SORN (Statutory Off Road Notification). However, there may be some errors in some of the specific details of individual vehicles.

The Department for Transport has previously estimated that under 2% of the vehicle records have an inaccuracy in one of the variables used for the statistics published. Other factors to consider in interpreting these statistics include:

- ▶ Changes in legislation;
- ▶ Seasonal variation which affects some vehicle types;
- ▶ Foreign registered vehicles may also use UK roads without being registered with DVLA;
- ▶ Vehicle Excise Duty (VED) evasion.

Most of these factors will only have a marginal effect for most uses of the data.

Geography

In July 2014, vehicle and registration services for Northern Ireland were centralised at DVLA, where these services for Great Britain were already administered. This created a single vehicle register for the United Kingdom, in place of separate registers for Great Britain and Northern Ireland.

As a result of these changes, the coverage of the vehicle licensing statistics tables was expanded to cover UK as well as GB where practical. Because of the greater availability of GB time series data, this statistical release will continue to focus mainly on GB rather than UK results for now.

For further information, please see the detailed [notes and definitions](#).

Request for feedback

We welcome any feedback on these statistics, to ensure future releases best meet user needs. Feedback can be provided by email to vehicles.stats@dft.gov.uk.

Proposals to change our table outputs and definitions

We constantly review the content of our published tables and are considering the following changes.

(a) Table changes

- ▶ Cease production of [VEH0131](#). This table is not in keeping with our other outputs, which leads to user confusion. [VEH0132](#) contains details that should satisfy most user needs.
- ▶ Upgrade the geography used in tables [VEH0122](#), [VEH0123](#), [VEH0134](#) from postcode districts to smaller MSOAs (Middle Layer Super Output Areas) and national equivalents. The use of postcode districts can make it difficult for our users to perform further analyses.

We're also considering providing the following tables as a flat file dataset (i.e. CSV) rather than a published table (subject to meeting accessibility guidelines) due to their size and current difficulty of use: [VEH0122](#), [VEH0123](#), [VEH0134](#) (once upgraded to MSOA); [VEH0220](#); and [VEH0221](#).

(b) Updated and new metrics

Ultra Low Emission Vehicle (ULEV): Recognising advances in technology, it is anticipated that the definition of an ULEV will change in the future. Following any change, ULEV figures would be published showing the impact of moving to any new definition.

Plug-in Vehicle (PiV): In order to support the uptake of vehicles that can be powered by electric chargepoints, we intend to provide a parallel series of figures relating to Plug-in Vehicles (PiVs), which will look very similar to our current ULEV figures, and relate to the fuel source (i.e. electricity) rather than the emissions of the vehicle.

(c) ULEV/PiV vehicle type scope

In addition, vehicles would only be considered ULEVs/PiVs in these statistics if they could reasonably be expected to make significant use of the public highway as a mode of transport. This would result in the removal of mobility scooters (class 3 invalid carriages), forklifts, agricultural vehicles, road maintenance vehicles, construction vehicles, and vehicles of an unknown structure.

Please contact us at vehicles.stats@dft.gov.uk if any of these changes would heavily impact your use of our statistics.

National Statistics

These statistics were [designated as National Statistics in April 2012](#).

National Statistics are produced to the high professional standards set out in the [Code of Practice for Statistics](#). They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the [pre-release access list](#).

Coronavirus (COVID-19)

The coronavirus pandemic has had an impact on every aspect of life in the United Kingdom, which has affected almost all statistical trends across the transport sector. New vehicle registration and licensed vehicle statistics are likely to be affected in future months and quarters by the economic and social impacts of the coronavirus.

Recent trends

There are more recent data than published here available from SMMT on the majority of vehicle sales. SMMT data are published monthly for cars and vans shortly after the month-end, in advance of the publication of DfT's detailed official statistics. This can be useful to look at the most recent trends in vehicle registrations.

Although there are slight differences in coverage of the SMMT data, the volumes and trends published by SMMT are generally consistent with DfT published data. More information about the data published by SMMT can be found on [their website](#).

Next release

Vehicle Licensing Statistics are published quarterly. The next release is due in April 2022, which will cover the annual period up to the end of 2021. The quarterly releases (typically published in June, September, and December) have a reduced number of tables and commentary compared to the annual publication (typically published in April).

Any updates to these plans, including the exact publication date when known, will be advertised via the [DfT statistical publications schedule](#).

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