Department for Transport

Vehicle Licensing Statistics: 2020 Quarter 2 (Apr - Jun)

About this release

This release presents the latest statistics on licensed motor vehicles. Detailed data tables are available online and more detailed commentary can be found in the annual release.

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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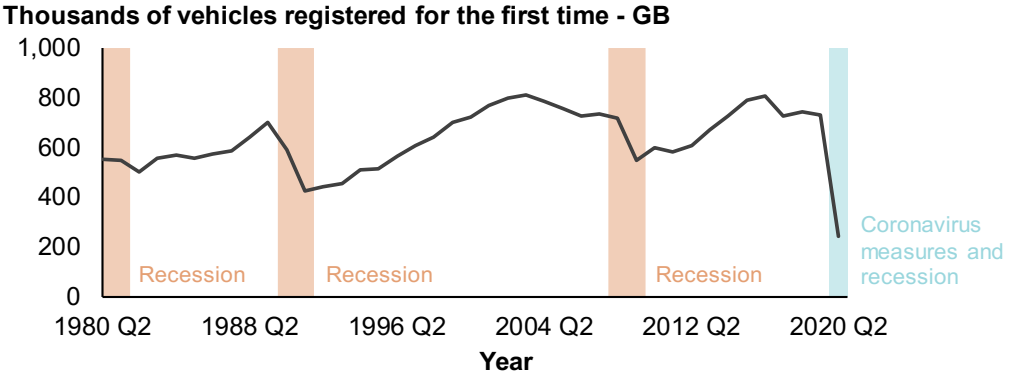
ULEVs: Vehicles that are reported to emit less than 75g of carbon dioxide (CO_2) from the tailpipe for every kilometre travelled.

Alternative fuel: Vehicles powered by something other than petrol or diesel.

Next published: December 2020

NEW

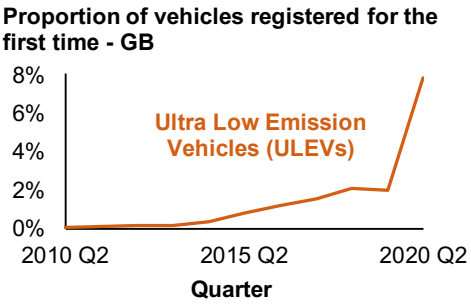
242 thousand vehicles were registered for the first time in Great Britain during 2020 Q2, 67% fewer than during 2019 Q2. [VEH0150]



There has been a large decrease in new vehicle registrations in this quarter, linked to the measures implemented from the end of March 2020 to limit the impact of **the coronavirus (COVID-19)** pandemic. These measures are highly likely to have affected all statistics presented here. Additional information is provided on page 2.

The number of **diesel** cars registered for the first time in Great Britain during 2020 Q2 declined by 81% compared to 2019 Q2, with **petrol** cars declining by 72%. There was a 13% decrease in the number of **alternative fuel** cars registered over the same time period, the first quarterly decline year on year since 2011. [VEH0253]

During 2020 Q2, 18,968 **ultra low emission vehicles** (**ULEVs**) were registered for the first time in Great Britain, an increase of 30% on 2019 Q2. ULEVs made up 7.8% of all new registrations. [VEH0150]



At the end of June 2020, there were 38.4 million **licensed vehicles** in Great Britain, a decrease of 0.9% compared to the end of June 2019. This is the second quarterly decline in a row, following a recent increase in SORNs issued and a fall in new registrations. [VEH0101]

RESPONSIBLE STATISTICIAN: Stephen Reynolds AUTHOR: Thomas Parry
FURTHER INFORMATION: Media: 020 7944 3066 Public: 020 7944 3077 vehicles.stats@dft.gov.uk

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Impact of the coronavirus (COVID-19)

The statistics for this quarter cover the period after the government's announcement of measures to limit the impact and transmission of the coronavirus (COVID-19) pandemic.

During the UK lockdown (applied from 23 March 2020), vehicle dealerships and showrooms were required to close, removing the main method by which new vehicles are sold in the UK, which had a heavy impact on new registrations during 2020 Q2. These restrictions were subsequently lifted at various times for the devolved countries of the UK - England (1 June), Northern Ireland (8 June), Wales (22 June), and Scotland (29 June).

Impact on new UK registrations including more recent trends

In order to provide more timely data during the coronavirus pandemic, the Department has included some additional data covering the month of July 2020 in table VEH0150.

Monthly new registrations in the UK were considerably lower in 2020 during April (down 94%) and May (down 85%) compared with the same months in 2019. In June 2020, the number of new registrations was much higher, but was still 33% lower than in June 2019.

There was a 12% increase in new registrations in July 2020 compared with July 2019. This is the first monthly year on year increase since December 2019. Most body types saw an increase in July year on year, but buses & coaches fell by 8% whilst other vehicles fell by 17%. ULEVs saw large increases in 2020 during June (up 145%) and July (up 250%) compared with the same months in 2019.

Table 1: New vehicle registrations, United Kingdom, January to July, 2018 to 2020 [VEH0150]

Date	2018	2019	2020	Annual percentage change: 2020 (%)
Quarter 1: January to March	875,768	877,240	613,720	-30
January to March 21st	*589,020*	*595,800*	*561,936*	*-6*
Quarter 2: April to June	757,992	745,443	246,567	-67
January	199,813	202,012	190,887	-6
February	108,493	111,025	108,310	-2
March	567,462	564,203	314,523	-44
1st to 21st	*280,714*	*282,763*	*262,739*	*-7*
22nd to 31st	*286,748*	*281,440*	*51,784*	*-82*
April	213,277	211,560	12,342	-94
May	245,922	240,046	37,079	-85
June	298,793	293,837	197,146	-33
1st to 7th	*37,051*	*37,601*	*20,238*	*-46*
8th to 14th	*41,964*	*44,418*	*26,025*	*-41*
15th to 21st	*49,107*	*47,631*	*36,839*	*-23*
22nd to 30th	*170,671*	*164,187*	*114,044*	*-31*
July	211,685	206,371	230,235	12

Year on year comparisons

Comparing new registrations on a daily basis by year can be difficult for a number of reasons. For example, 2020 has a leap day in February, and the period of Easter varies between years.

Table 1 compares complete weeks between years to avoid the strong effect of the day of the week on new registrations.

Table 2: New vehicle registrations by body type and ULEV breakdown, United Kingdom, April to July, 2019 and 2020 [VEH0150]

	Apr-19	May-19	Jun-19	Jul-19	Apr-20	May-20	Jun-20	Jul-20	Annual percentage change (%) Apr-20	May-20	Jun-20	Jul-20
Cars	163,840	185,919	226,388	159,469	4,240	20,635	146,674	177,255	*-97*	*-89*	*-35*	*11*
Light goods vehicles (LGVs)	25,696	30,753	40,383	26,679	3,062	7,635	30,968	29,643	*-88*	*-75*	*-23*	*11*
Heavy goods vehicles (HGVs)	5,031	4,981	7,660	3,070	1,016	1,236	2,293	3,260	*-80*	*-75*	*-70*	*6*
Motorcycles	10,952	12,108	12,998	11,191	1,719	5,471	13,667	15,108	*-84*	*-55*	*5*	*35*
Buses & coaches	524	631	639	374	67	65	225	345	*-87*	*-90*	*-65*	*-8*
Other	5,517	5,654	5,769	5,588	2,238	2,037	3,319	4,624	*-59*	*-64*	*-42*	*-17*
Total: All	**211,560**	**240,046**	**293,837**	**206,371**	**12,342**	**37,079**	**197,146**	**230,235**	***-94***	***-85***	***-33***	***12***
Car ULEVs	3,465	4,393	5,072	3,775	1,429	3,164	13,348	14,958	*-59*	*-28*	*163*	*296*
Other body type ULEVs	602	580	664	762	236	272	700	901	*-61*	*-53*	*5*	*18*
Total: ULEVs	**4,067**	**4,973**	**5,736**	**4,537**	**1,665**	**3,436**	**14,048**	**15,859**	***-59***	***-31***	***145***	***250***
Proportion of all new vehicles that were ULEVs	*1.9*	*2.1*	*2.0*	*2.2*	*13.5*	*9.3*	*7.1*	*6.9*	*..*	*..*	*..*	*..*

During 2020 Q2, 242 thousand vehicles were registered for the first time in Great Britain. [VEH0150]

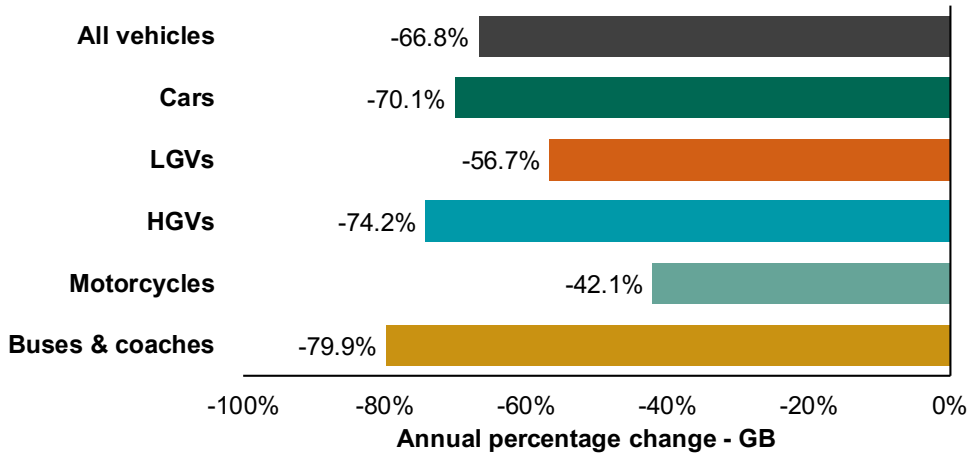
During 2020 Q2 **242 thousand** vehicles registered for the first time in Great Britain

New vehicle registrations declined by 66.8% compared to 2019 Q2, heavily influenced by the coronavirus pandemic and the resulting UK lockdown. All body types saw a large decline in new registrations during 2020 Q2.

June accounted for 80% of the new registrations in the quarter, with May accounting for 15% and the remaining 5% occurring during April. June 2020 had 33% fewer new registrations compared to June 2019.

Figure 1: Annual percentage change in vehicles registered for the first time compared to 2019 Q2 by body type, Great Britain, 2020 Q2

[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 3: Vehicles registered for the first time by body type, with previous year and total stock comparison, Great Britain, 2020 Q2

[VEH0101, VEH0150]

Thousand / *Percentage*

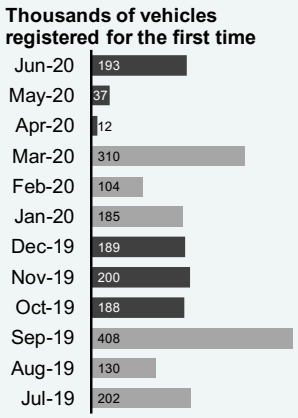
	2019 Q2		2020 Q2		Total stock at the end of June 2020
	New registrations	Proportion of all new registrations	New registrations	Proportion of all new registrations	
Cars	562	*77.2*	168	*69.5*	31,619
Light goods vehicles (LGVs)	95	*13.0*	41	*17.0*	4,098
Heavy goods vehicles (HGVs)	17	*2.4*	4	*1.8*	467
Motorcycles	35	*4.9*	21	*8.5*	1,305
Buses & coaches	2	*0.2*	-	*0.1*	124
Other	16	*2.3*	7	*3.0*	744

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 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 June 2020 [VEH0150]



Updated tables

Detailed new registrations data tables updated this quarter:

All vehicle types: VEH0150, 0160, 0161 & 0170 to 0172

Cars: VEH0253 & 0256

Alternative fuel cars overtake diesel cars for the first time in quarterly new registrations. [VEH0253]

In 2020 Q2, there was a sharp decline in new conventional car registrations compared to 2019 Q2, with diesel cars down 81% and petrol cars down 72%. Diesel car registrations have been falling in recent years since peaking in 2016. Over the four year period from 2016 Q2 to 2020 Q2, new diesel car registrations fell 90%.

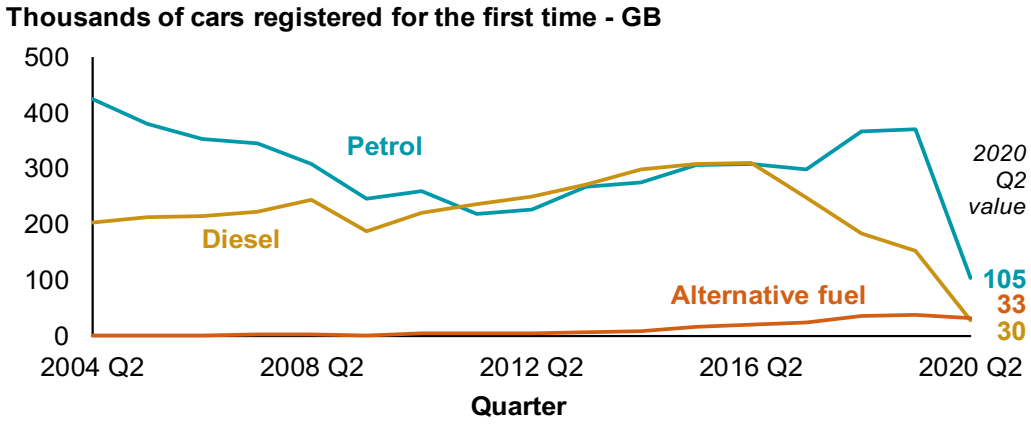
New car registrations

Annual change in 2020 Q2 - GB

Diesel	Petrol	Alt. fuel
-81%	-72%	-13%

The strong growth in new registrations of alternative fuel cars has been interrupted by the impact of the coronavirus, with the first year on year decline in a quarter (down 13%) since 2011. However, with a total of 33 thousand vehicles, more new alternative fuel cars were registered than new diesel cars for the first time in modern times.

Figure 2: Cars registered for the first time by fuel type, Great Britain, 2004 Q2 to 2020 Q2 [VEH0253]



Key events around the decline in new diesel cars

April 2017: changes are introduced for newly registered car tax bands and rates.

July 2017: UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations is announced, ending the sale of all new conventional petrol and diesel cars and vans by 2040.

November 2017: Transport for London announces the "world's first Ultra-Low Emission Zone" - although new diesel cars would not be charged under the current plan.

Electric Vehicle Charging Device Statistics

The Department for Transport publishes statistics on the number of publicly available electric vehicle charging devices in the UK.

Battery electric new car registrations double despite sharp decline for cars using other alternative fuels. [VEH0253]

In 2020 Q2, out of all new alternative fuel car registrations, there were 14 thousand hybrid electric (HEVs), 13 thousand battery electric (BEVs), 6 thousand plug-in hybrid electric (PHEVs), and less than one hundred using other alternative fuel types.

The number of battery electric cars registered for the first time in 2020 Q2 doubled (up 103%) compared to 2019 Q2.

In contrast, the number of hybrid electric cars declined by 42% in 2020 Q2 compared to 2019 Q2, with a decline of 12% for plug-in hybrid electric cars.

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

1. A range-extended electric vehicle 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.

Ultra low emission vehicles (ULEVs)

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

New ULEVs in the UK continue to increase in 2020 Q2, with battery electric vehicles up 82% year on year. [VEH0171]

In 2020 Q2, 19,149 ULEVs were registered for the first time in the United Kingdom, an increase of 30% on 2019 Q2 and 21% on 2018 Q2. ULEVs accounted for 7.8% of all new vehicle registrations, up from 2.0% in 2019 Q2. [VEH0150]

For the year ending June 2020, the most common generic model of ULEV registered for the first time in the UK was the Tesla Model 3 with 19,866 vehicles, followed by the BMW 3 Series with 7,506 vehicles and the Nissan Leaf with 6,498 vehicles. [VEH0171]

Figure 3: ULEVs registered for the first time by fuel type, United Kingdom, 2010 Q2 to 2020 Q2 [VEH0171]

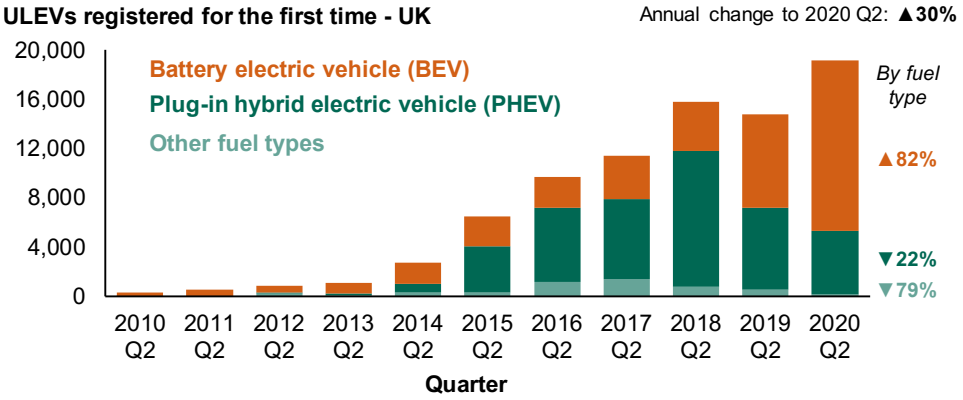
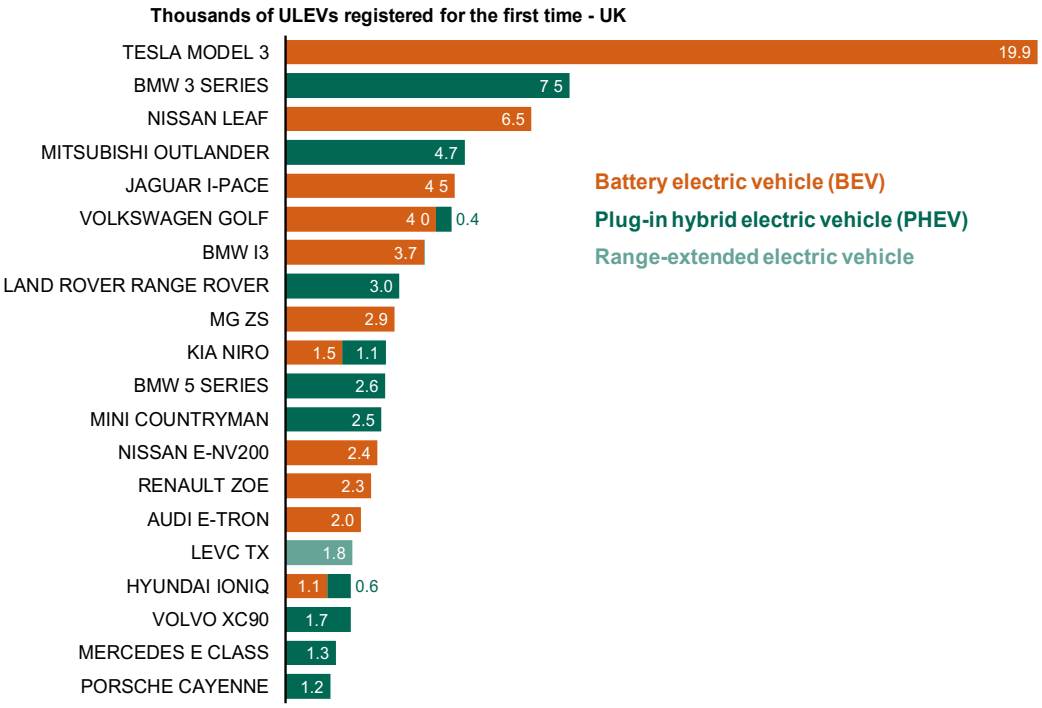


Figure 4: Top 20 generic models for ULEVs registered for the first time by fuel type, United Kingdom, July 2019 to June 2020 [VEH0171]



ULEV definition

In these statistics, a ULEV is defined as a vehicle with **reported** tailpipe CO_2 emissions of less than 75g/km.

From April 2020, the CO_2 emission figures for cars registered for the first time exclusively use WLTP, which generally (but not always) reports higher emission levels than e-NEDC for the same car. Consequently, a small number of model variants are now above the 75g/km threshold and are no longer recorded as ULEVs in these statistics, although a tiny number are now under the threshold so are now considered to be ULEVs.

More information about CO_2 emission figures can be found in this section.

Key events surrounding the uptake of new ULEV registrations

2011/2012: plug-in car and van grants are introduced, reducing the cost of qualifying models - expanded to cover more body types in 2016.

July 2018: Road to Zero Strategy confirms the government's ambition to see at least half of new cars to be ultra low emission by 2030.

October 2018 / March 2020: Over time, the scope for the plug-in grants has been altered to focus on BEVs, and to reduce the maximum value of the car grant whilst excluding more expensive models.

Since 2019 Q3, average CO_2 emissions for cars registered for the first time have started to reduce again after a complex period of regulation and market changes. [VEH0156]

The transition from using NEDC to WLTP (see side bar) as the official measurement procedure used to determine car CO_2 emissions has complicated the interpretation of recent trends. The changes made have caused a number of discontinuities to the time series for **reported** emissions from September 2018 onwards. These changes are summarised in **Table 4**.

As the CO_2 emissions figure varies for any individual car, depending on the source, a new table VEH0156 has been included in this publication to illustrate these differences and **Figure 5** summarises the complex behaviour observed over the past few years.

Table 4: The use of different testing systems for average reported CO_2 emissions of new cars, United Kingdom

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

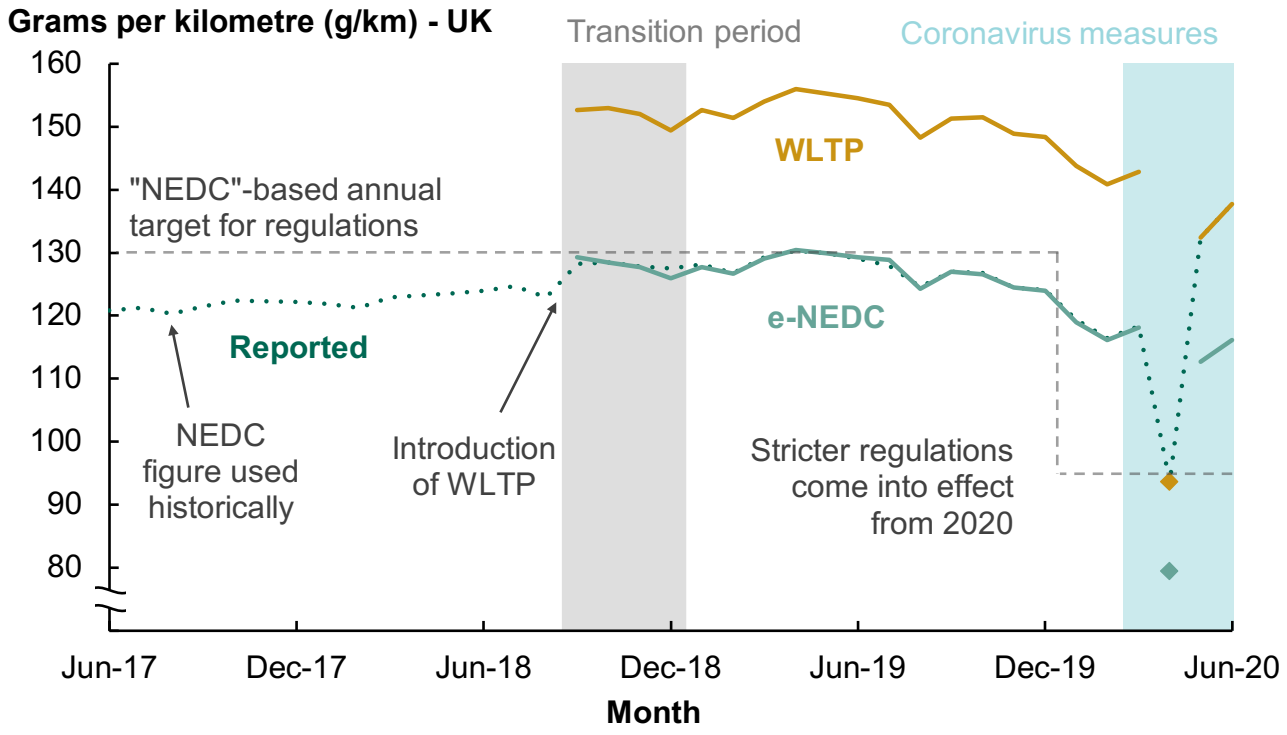
Methods used to measure CO_2 emissions

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

Worldwide Harmonised Light Vehicle Test Procedure (WLTP): More advanced lab test to replace NEDC, based on real driving data.

e-NEDC figure: This figure has been calculated using the results of a WLTP test via the COM2PAS 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.

Figure 5: Average CO_2 emissions for cars registered for the first time by emissions data source, monthly, United Kingdom, June 2017 to June 2020 [VEH0156]



Recent summary statistics

The process of deriving of the e-NEDC figure from the WLTP test is complex and involves a lot of vehicle parameters. As a result, the trends for the e-NEDC and WLTP figures are similar but vary slightly depending on the mix of cars registered.

In 2020 Q2, there was a notable shift towards registering BEVs with UK new car registrations averaging 115.0 g/km under e-NEDC, down 11.4% compared with 2019 Q2, and an average of 136.1 g/km under WLTP, down 12.3%.

Historical CO_2 emissions data

This release focuses on the recent trends for CO2 emissions. Long term trends are discussed in the annual release.

Interpretation of Figure 5

Reported figure: Average CO_2 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, so called *end-of-series derogations*. This avoided manufacturers being left with new cars that were illegal to sell - although this was used sparingly. The reported figure became the WLTP figure for cars registered from April 2020

Updated tables

Detailed CO_2 emissions data tables updated this quarter:

All figures: VEH0156

Reported figures for cars by VED band: VEH0256

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 around September 2019 onwards. This figure will be used to assess manufacturers against emissions regulations until the end of 2020.

WLTP figure: The WLTP figure trend mirrors that of the e-NEDC figure, with an uplift of approximately 20%. From 2021, this will be the only figure available for new cars.

VED bands

The use of WLTP as the reported figure for cars and the measures implemented due to the coronavirus have both contributed to an anomalous 2020 Q2 distribution across the VED bands.

VED bands

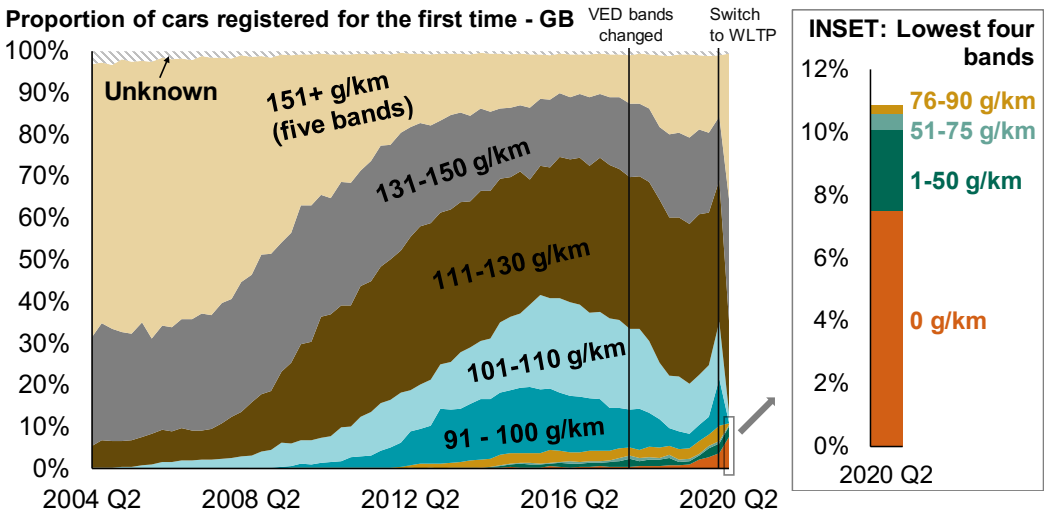
Vehicle Excise Duty (VED) is charged on vehicles registered in the UK.

Since March 2001, car VED has charged in bands on the basis of their CO_2 emissions (NEDC).

From April 2017, the CO_2 emission bands for VED were revised.

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

Figure 6: Cars registered for the first time by VED band (based on reported CO_2 emissions), quarterly, with insert for lowest four bands, Great Britain, 2004 Q2 to 2020 Q2 [VEH0256]



Total licensed vehicles

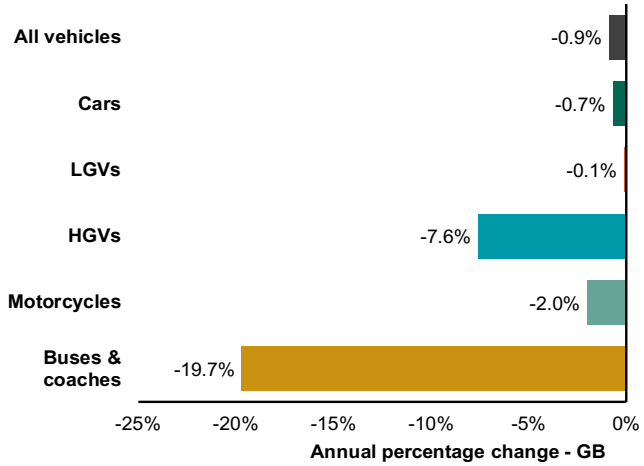
The decline in licensed vehicles at the end of June 2020 was affected by increased levels of SORNs issued and the fall in new registrations. [VEH0101]

At the end of June 2020 **38.4 million** vehicles licensed for use on roads in Great Britain

At the end of June 2020, there were 38.4 million licensed vehicles in Great Britain, a 0.9% decrease compared to the end of June 2019.

The recent annual declines in licensed vehicles (0.2% decline in year ending March 2020) happen rarely, only also occurring in 1991 since the end of the Second World War.

Figure 7: Annual percentage change in licensed vehicles by body type, Great Britain, end of June 2020 [VEH0101]



Cars make up the majority of licensed vehicles. In Great Britain, there were 31.6 million cars (82.4%), 4.1 million LGVs (10.7%), 0.47 million HGVs (1.2%), 1.3 million motorcycles (3.4%), 0.12 million buses & coaches (0.3%), and 0.74 million other vehicles (1.9%) licensed at the end of June 2020.

All body types saw a decrease in licensed vehicles since the end of June 2019. These decreases coincided with higher than usual increases in SORN stock, possibly due to keepers choosing to SORN their vehicle to save on VED as they are not using their vehicles. [VEH0101 VEH0110]

For example, the largest annual percentage decrease in licensed stock was for buses & coaches at 19.7%, a fall of 30 thousand vehicles. However, as shown in **Table 5**, the number of buses & coaches with a SORN increased by 28 thousand vehicles over the same period.

Table 5: Annual difference in licensed vehicles and vehicles with a SORN by body type, including total stock for reference, Great Britain, end of June 2020 [VEH0101 VEH0110]

Thousand

	Difference between end of Jun-20 compared to end of Jun-19		Total licensed stock at the end of Jun-20
	Licensed vehicles	Vehicles with a SORN	
Cars	-223	+368	31,619
Light goods vehicles (LGVs)	-5	+91	4,098
Heavy goods vehicles (HGVs)	-38	+42	467
Motorcycles	-27	+76	1,305
Buses & coaches	-30	+28	124
Other	-19	+21	744
All vehicles	**-343**	**+625**	**38,357**

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.

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. This occurs frequently for motorcycles, as keepers do not wish to pay VED during the winter months.

Detailed tables relating to vehicles with a SORN are available.

Updated tables

Detailed licensed vehicle data tables updated this quarter:

All vehicles types: VEH0101, 0104, 0110, 0120 to 0123 & 0128 to 0134

Motorcycles: VEH0301

Vauxhall Corsa becomes the most common generic model in 2020 Q2, replacing Ford Fiesta after three years. [VEH0160]

During 2020 Q2, the top five makes were Ford (9.4%), Volkswagen (8.1%), Toyota (7.4%), BMW (7.3%), and Mercedes-Benz (7.0%). The equivalent top five for 2019 Q2 were Ford (10.5%), Volkswagen (9.0%), BMW (7.6%), Mercedes-Benz (7.3%) and Vauxhall (6.9%). Toyota's share increased from 4.6% to 7.4% and rose from eighth to third.

There were 15 makes with over 5 thousand cars registered for the first time each in 2020 Q2, accounting for 78.8% of all new car registrations.

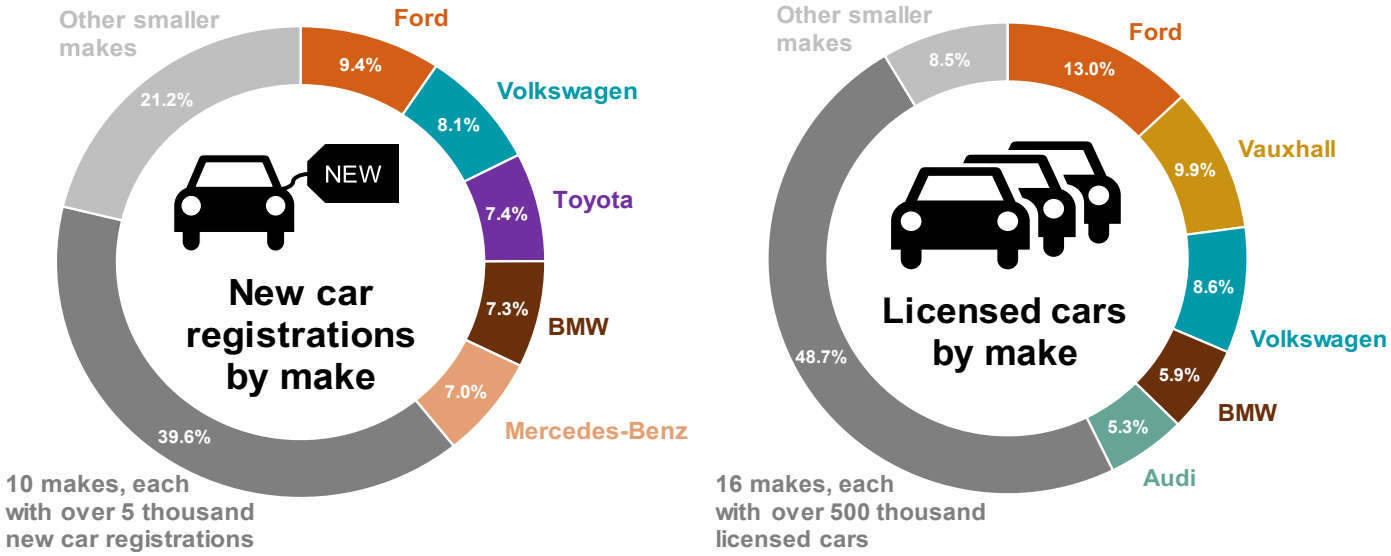
For total licensed stock at the end of June 2020, the top five makes were different to new registrations, namely Ford (13.0%), Vauxhall (9.9%), Volkswagen (8.6%), BMW (5.9%), and Audi (5.3%). There were 21 makes with over 500 thousand licensed cars each, accounting for 91.5% of all licensed cars. [VEH0120]

Updated tables

Detailed make and model data tables updated this quarter:

VEH0120 to 0123, 0128, 0129, 0160 & 0161

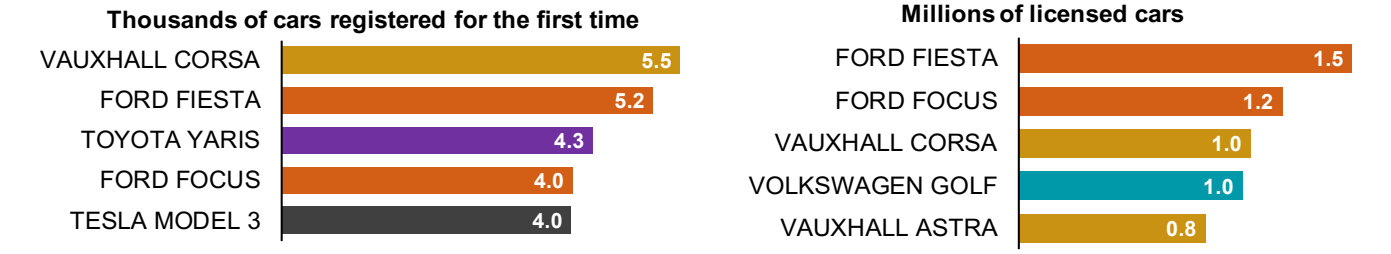
Figure 8: Top five makes for cars registered for the first time during 2020 Q2 and for those licensed at the end of June 2020, Great Britain [VEH0120_VEH0160]



Vauxhall Corsa was the most common new car registration in 2020 Q2, with 5,524 registered for the first time, replacing Ford Fiesta (the number one model since 2017 Q3), which had 5,151 registered. Both Toyota Yaris and Tesla Model 3 entered the top 5 generic models for the first time ever during this quarter. [VEH0161]

At the end of June 2020, the most common licensed car was Ford Fiesta, with 1.5 million cars licenced, followed by Ford Focus with 1.2 million, and Vauxhall Corsa with 1.0 million. [VEH0128]

Figure 9: Top five generic models for cars registered for the first time during 2020 Q2 and for those licensed at the end of June 2020, 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 DVLA database 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 estimates 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;
- Revisions to the series;
- 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.

National Statistics

These statistics were designated as National Statistics in April 2012. There are a few exceptions listed on the collection page.

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 December 2020, which will cover the period up to the end of September 2020. The quarterly releases (typically published in June, September, and December) have a reduced number of tables and commentary compared to the annual publication (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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