Department for Transport

Vehicle Licensing Statistics: Notes and Definitions

Introduction

This publication supports the latest statistics on licensed motor vehicles. It is part of the Vehicle Statistics series. Detailed data tables are available from the web site.

It is based on administrative data held by the Driver and Vehicle Licensing Agency (DVLA).

For a more detailed commentary on vehicle registration statistics, see the annual release.

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

In this document

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This note provides definitions used in Vehicle Licensing Statistics. It also describes the main source of the data and some of the characteristics of the source, and of the statistics, which should be considered when using them.

Data source

Almost all the statistics in the vehicle licensing statistics series are derived 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 (for Great Britain prior to July 2014, and for the whole of the United Kingdom since this date). This note provides guidance on this source and the statistics derived from it.

The DVLA database contains a new record every time a new (or used) vehicle is first registered in the United Kingdom. A wide range of variables are captured, including the make, model, body type, colour and size of the vehicle, plus some basic information about the keeper of the vehicle, including the postcode of the keeper. More information about what is captured and how this is done can be found in the V355 Guidance Notes for Completion of the V55 Forms document (available here: https://www.gov.uk/government/publications/v3555-application-for-first-vehicle-tax-and-registration-of-a-used-motor-vehicle-v555)

The initial registration of new vehicles is usually carried out by vehicle manufacturers at the point of sale. In most cases, this process is carried out using the Automatic First Registration and Licensing (AFRL) system and all the data stored on the database comes directly from the manufacturers' records. Any vehicle that has been imported into the United Kingdom by an individual or has been restored and brought back onto the road will be registered by the keeper. In these cases, along with any new vehicle that is being registered outside of the AFRL system, the information is keyed in manually by DVLA staff.

All the statistics derived from the DVLA vehicle licensing database are designated as National Statistics. A small number of tables published in the wider vehicles series, but taken from different sources, are not designated as National Statistics, as described on the web page referred to in the previous paragraph.

Definitions

Body types

DVLA record a vehicle body type for each registered vehicle. These body types relate to the physical construction of the vehicle but **not** the way in which it is currently being used. The key body type groups used are:

- Cars 4-wheel vehicles including people carriers and all passenger carrying vehicles that can carry no more than eight passengers (excluding the driver). Includes private hire taxis (PHV – Private Hire Vehicles) that are car based. Hackney Carriages are in the 'Other vehicles' group.
- Motorcycles 2-wheel vehicles powered by an engine, including Scooters and Mopeds, as well as powerful electric bikes: https://www.gov.uk/electric-bike-rules
- Light goods vehicles / light vans 4-wheel vehicles constructed for transporting goods. Must have a gross weight of 3.5 tonnes or less.
- Heavy goods vehicles Larger vehicles constructed for transporting goods. Must have a gross weight more than 3.5 tonnes.
- Buses and coaches Includes minibuses (which can carry no more than sixteen passengers) and all other passenger carrying vehicles with nine seats or more (excluding the driver's seat).
- Other vehicles All vehicles not mentioned above. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers, tricycles and agricultural vehicles.

Keepership

The keeper of the vehicle is responsible for registering and taxing the vehicle only. The keeper of the vehicle is not necessarily the owner or the driver.

A vehicle is either registered to an individual (private) to a or to a business (company). The data source for these DfT statistics does not have full details of the vehicle keepers, only the title of the keeper (Mr, Mrs, Company etc.) and the relevant postcode. When a vehicle is in the process of changing hands, it is considered "between keepers" or "under disposal", and has no keeper at that point.

The keeper's address does not have to be where the vehicle is physically kept, but the keeper must be contactable at that address. This is especially relevant for company vehicles, where a national fleet might be registered to a single administrative office.

A good example of the **keeper** not being the same as the **owner** would be for car leasing schemes, where an individual is responsible for taxing the vehicle, but it belongs to the leasing firm.

A good example of the **keeper** not being the same as the **driver** would be family use of a private vehicle or when renting a car from a car hire company.

Taxation classes

All vehicles registered by DVLA are allocated a taxation class, reflecting the way in which the vehicle is used and, in some cases, by whom it is used. It does **not** always reflect the physical construction of the vehicle.

In some cases, the precise taxation class depends upon certain vehicle characteristics such as engine size, propulsion type, emission rates, gross weight, number of axles or, in the case of public transport vehicles, and the number of seats. There have been many changes to the taxation classes over the years and the main ones are described later.

Key taxation class groupings presented within this publication are:

- Private and light goods (PLG) This is by far the most common tax class, covering almost 89% of licensed vehicles. This tax class primarily consists of cars and light vans but can include other vehicles used only for private purposes. Tax bands within PLG depend on engine size for vehicles first registered before March 2001, while for cars registered on or after March 2001, tax bands are based upon levels of CO2 emissions, with lower rates for cleaner vehicles.

- Motorcycles, scooters and mopeds This is a self-explanatory tax class, but excludes tricycles which are in the other tax band. The rates of tax payable depend upon engine size.

- Goods vehicles have a gross weight of over 3.5 tonnes and are used for carrying goods are taxed in this class. Generally, the rate of tax payable depends on the maximum gross weight and the axle configuration of the vehicle. Since 1999 reduced rates have been available for vehicles that create less pollution.

- Buses This category covers buses and coaches with more than eight seats (excluding the driver) used for commercial purposes. Vehicles not used for commercial purposes would be licensed in the PLG tax class. The rate of tax payable is dependent upon the number of seats in the vehicle. As for goods vehicles, since 1999 reduced rates have been available for vehicles that create less pollution.

- Crown and Exempt This group includes vehicles which are exempt from vehicle excise duty. This can be for a variety of reasons, including vehicles driven by disabled drivers, emergency and crown vehicles and vehicles manufactured before 1972.

- Other vehicles The ‘other’ group includes agricultural vehicles, recovery vehicles, general haulage vehicles, small island vehicles and tricycles.

- Special Machines Special Machines became part of the ‘Crown and Exempt’ taxation class with effect from January 2002.

Statutory Off-Road Notification (SORN)

From 31 January 1998 it has been necessary to make a Statutory Off-Road Notification (SORN) for any vehicle for which the keeper does not wish to renew the tax, or wished to claim a tax refund, because it is not being used on the road. SORN declarations made prior to 16 December 2013 had to be renewed after 12 months. Declarations after this date no longer have to be

renewed annually, and will remain valid until the vehicle is re-taxed, sold, permanently exported or scrapped. When a vehicle with a SORN declaration is sold, the new owner will need to tax or SORN the vehicle themselves.

For statistical purposes, this change to 'continuous SORN' may make a difference in a very small proportion of cases to the estimation of whether a vehicle was licensed or SORN at the statistical census date (i.e. the end of the previous quarter). The removal of the requirement to renew SORN declarations annually has resulted in an increase in their number.

Vehicle propulsion types

The most common fuel types used to propel vehicles are petrol and diesel (sometimes referred to as Internal Combustion Engine vehicles (ICE)), but there are several alternatives that are growing in popularity, referred to collectively as alternative fuels. The term 'electric vehicle' is quite vague and can relate to different groupings of the below alternative fuels (depending on the context), but most commonly refers to just battery electric vehicles.

- A battery electric vehicle (BEV) (also referred to as zero emission) uses an electric motor that must be connected to a mains electricity supply to replenish the electric supply.
- A hybrid electric vehicle (HEV) (also referred to as non plug-in hybrid) uses an internal combustion engine plus an electric motor. The battery is charged while the fuel is used to motor the engine.
- A plug-in hybrid electric vehicle (PHEV) is a hybrid electric vehicle that can be connected to a mains electricity supply to replenish the electric supply.
- A range-extended electric vehicle (R-EEV) is a battery electric vehicle that includes an auxiliary power unit (APU), which can replenish the electric supply before recharging is required.
- A fuel cell electric vehicle (FCEV) is a type of electric vehicle which uses a fuel cell, instead of a battery. Fuel cells in vehicles generate electricity to power the motor generally using oxygen from the air and compressed hydrogen.
- Other rarer alternative fuel types include vehicles using gas, biofuels, steam, and experimental technologies.

CO_2 emissions

When a car or van is registered for the first time, a CO_2 emissions figure is reported for monitoring purposes (among other reasons, such as tax).

These emissions were originally determined using the New European Driving Cycle (NEDC), which has been in place since 1992. NEDC is a theoretical laboratory test using a limited number of driving conditions, which led to numerous criticisms from industry and stakeholders. As vehicle technology evolved, the disparity between NEDC emissions and 'real world' emissions grew wider, compounded by incidents of 'defeat devices' being used to lower official emissions.

Introduced in 2015, the Worldwide harmonised Light vehicles Test Procedure (WLTP) is a replacement laboratory test for emissions and fuel efficiency, initially developed by the United Nations Economic Commission for Europe (UNECE). It aims to better align reported CO_2 emissions measured in the laboratory with those achieved during real world driving conditions.

In order to smoothly transition the UK from using NEDC to WLTP for cars and vans registered for the first time, an equivalent NEDC figure was calculated, or e-NEDC figure, using the results of a WLTP test via the COM2PAS tool (https://co2mpas.io/intro.html) developed by the European Commission. This figure can also be referred to as a NEDC correlated figure. This is not directly comparable with a NEDC figure as their underlying methodologies are different. The e-NEDC figure allows for the continuation of tax and emission monitoring systems that were set up to use NEDC.

Table 1 sets out how the two different test procedures (NEDC and WLTP) and the three different test figures (NEDC, e-NEDC, and WLTP) have been used during the transition for cars.

Table 1: The use of different testing systems for 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

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.

Once WLTP testing was introduced in September 2018, cars registered for the first time quickly transitioned to being registered with an e-NEDC figure. WLTP then became the reported figure used when cars are registered from April 2020. From 2021, this will be the only figure available for new cars.

Low emission vehicles

Ultra low emission vehicles (ULEVs) are vehicles that are reported to emit less than 75g of carbon dioxide (CO_2) from the tailpipe for every kilometre travelled. ULEVs will typically include an electrified powertrain but a number of different technologies can be used to achieve these low emissions.

In April 2020, cars moved to report a new CO2 emission figure at first registration. This “WLTP” figure generally reports higher emission levels for the same car.

As ULEVs are based on reported emissions, the set of non-BEV models that are considered ULEVs for these statistics (e.g. Mitsubishi Outlander PHEV, BMW 330e PHEV) has been affected when transitioning to a new source for the reported emissions figure. BEV models are unaffected (e.g. Nissan Leaf) as they always report zero emissions under all tests.

When vehicles transitioned from reporting NEDC to e-NEDC (Sep-Dec 2018 for cars and Sep-Dec 2019 for light goods vehicles), there was potential for the set of models to vary. However, given the “equivalent” nature of e-NEDC, the impact of this transition is considered negligible for these statistics. This means that published figures on ULEVs are still comparable across this transition.

When cars transitioned from reporting e-NEDC to WLTP (April 2020), there was a notable impact on the set of models. The relationship between these two emissions figures is complex. For petrol, diesel, and hybrid electric cars, the WLTP figure is typically around 20% higher than the e-NEDC figure. Whilst this impact can be reduced for plug-in vehicles, the WLTP figure is still typically higher. This means that models just under the 75g threshold under NEDC can be pushed over by the transition to WLTP. Common affected models include Land Rover Range Rover P400E, Porsche Cayenne E-Hybrid, and Porsche Panamera 4 E-Hybrid.

Whilst the set of models from April 2020 is slightly reduced, the number of ULEVs in these statistics remain broadly comparable across this transition, as the most common models are not affected. Alternative definitions of ULEVs are being considered in order to provide a consistent time series going forward.

Historical changes to the vehicle taxation system (Vehicle Excise Duty or VED)

There have been several major changes to the vehicle taxation system in recent years.

First, as from 1 October 1982, all general goods vehicles up to 1,525 kg unladen weight were assessed for vehicle excise duty at the same rate as private vehicles, and the old Private Car and Van taxation class was replaced by the new Private and Light Goods (PLG) taxation class. In addition, goods vehicles greater than 1,525 kg unladen weight were to be taxed with reference to their gross vehicle weight and axle configuration, as opposed to unladen weight as in previous years. Farmers’ light goods vehicles and showmen’s light goods vehicles, i.e. vehicles up to 1,525 kg unladen weight, were allocated to their own distinct taxation classes and were not included in the PLG taxation class.

Secondly, from 1 October 1990, goods vehicles less than or equal to 3,500 kg (3.5 tonnes) gross vehicle weight were transferred from the Goods Vehicle taxation class to the Private and Light Goods class. Farmers’ and showmen’s goods vehicles of less than or equal to 3,500 kg gross vehicle weight, but more than 1,525 kg unladen weight, were transferred to the Light Goods Farmers’ and Light Goods Showmen’s taxation classes.

Thirdly, 1995 saw major reforms of the vehicle taxation system as a whole. The bulk of the 1995 changes came into operation on 1 July 1995, but some additional changes were introduced on 29 November 1995. The intention was to remove many of the complications in the existing taxation structure, using a strategy to link VED rates for many vehicles directly to the rate for the PLG group, or the basic minimum rate for HGVs.

In addition, the Goods Vehicle taxation system was considerably simplified by the abolition of separate goods vehicle classes for farmers and showmen. All remaining light goods vehicle taxation classes were also abolished and vehicles in those groups transferred to the PLG class. At the same time, the basis for calculation of excise duty for goods vehicles was amended to “revenue weight”. Revenue weight means either “confirmed maximum gross weight” as determined by plating and testing regulations, or “design weight” for vehicles not subject to plating and testing (formerly known as Restricted HGVs).

The process also included further simplifications and “tidying” arrangements. These included cases in which vehicles not over 3,500 kg gross weight were moved into the PLG taxation class rather than remaining in specialised taxation classes and groups, and the re-allocation of some tax classes into more appropriate groups. One key change of a similar type was to abolish the separate taxation of public transport vehicles with eight seats or fewer and tax all such vehicles in the PLG class. From start of July 1995 bigger public transport vehicles were taxed in a new Bus taxation class. The changes were completed by the introduction of a new Exempt class in the November 1995 budget for vehicles previously in the private and light goods or motorcycle groups over 25 years of age. From November 1997 this applies only to vehicles that were manufactured before 1973.

Since September 1999, new number plate age identifiers have been issued twice yearly, in March and September, with the first of these being in September 1999. Prior to this date, new letter prefixes were only issued in August.

From March 2001, cars were taxed according to the emissions emitted by the vehicle. There were six bands (A to F). In March 2006, a new emissions band (Band G) was introduced. From April 2009 the seven emission bands were increased to 13 (A to M) and redefined.

For cars registered for the first time from April 2017 onwards, a flat Standard Rate applies (except for zero emissions cars which remain zero rated) after the first year. Cars with a list price in excess of £40,000 incur an additional supplement for the years two to six. For further details see https://www.gov.uk/government/publications/vehicle-excise-duty. All cars newly registered before 1 April 2017 are taxed according to the emission bands described above.

From April 2020, the emissions figure used to allocate a car to a VED band shifted from a NEDC or equivalent figure to a WLTP figure, which is typically higher for the majority of vehicles.

Publication schedule

Most of the vehicle licensing statistics tables are published **annually** in April, with an accompanying statistical release.

A selection of tables are also published **quarterly**, in June, September and December (the final quarter being incorporated into the April annual release).

All the statistics are published via the vehicle licensing statistics home page https://www.gov.uk/government/collections/vehicles-statistics. An index of the tables is also available on this page.

Factors affecting statistics on licensed vehicles

When assessing the data on licensed vehicles presented within this publication, it is important to note that the numbers given represent the number of vehicles licensed at the end of each year. The following factors may affect the statistics given.

Seasonality in stock figures

For certain types of vehicle, licensed stock at the end of the year may differ significantly from the stock in the middle of the year. This is especially so with motorcycles and other similar vehicle types, for which large numbers of vehicles may be kept off road during the winter months. Many such vehicles have six month licences covering, for example April to September and are not used for the rest of the year. The end year figures given in this publication are therefore an underestimate of the stock that is used throughout the year. The quarterly tables show how the figures vary throughout the year.

Seasonality and trends in new registration figures

New registration data generally shows very marked peaks of new vehicle registrations in March and September and troughs in February and August. These correspond with the release of the new registration plates in March and September each year. (Up to 1998, new registration plates were issued only once a year in August.)

New registration statistics are also much more responsive to the wider state of the United Kingdom economy than the total licensed vehicles statistics. In general, new registrations are higher during periods of strong economic growth and lower during times of low growth or recession.

The effects of government interventions, such as those discussed in the following section, are usually more likely to be apparent in the new registration figures, as they will often apply to new vehicles rather than retrospectively to the whole stock.

Effect of government actions

These can include actions such as taxation, regulatory or administrative changes, and stimulus schemes.

Taxation changes will tend to result in stock shifting from one tax class to another. In some cases, this has resulted in the creation of new tax classes - as in 1995 when there was a major overhaul of the whole taxation system. More recently, there have been more subtle changes but ones which have still changed the distribution of vehicles across the tax classes.

As noted above, the VED charges for cars have been based on CO2 emissions since 2001, giving owners an added incentive to opt for lower emitting vehicles, and manufacturers to respond to this demand. In addition, EU legislation introduced legally binding Europe-wide emission targets for manufacturers of cars and light goods vehicles, in 2009 and 2011 respectively. The first targets with financial penalties for manufacturers who miss them are for new cars registered in 2012 and new light goods vehicles registered in 2015. More stringent targets apply for both in 2020 and 2021.

Other government policies directly intended to influence behaviour include the plug-in car and van grants introduced in 2011 and 2012 to encourage the take-up of electric vehicles, and a Vehicle Scrappage Scheme, which ran from May 2009 to March 2010 and had a clear upward effect on new vehicle registration statistics during this period.

Revision to series

In December 2010 the licensed stock and SORN series from 2006 to 2010 Q2 were revised. This was due to a reallocation of vehicles which were original designated as licensed to the SORN category.

All statistics related to ULEVs are subject to minor revisions due to continuous improvement and any changes in low emission vehicles eligible for a plug-in grant. For more details on those vehicles currently eligible for a grant, see: https://www.gov.uk/plug-in-car-van-grants/eligibility

Guidance on using the make/model tables

Some tables in the vehicle licensing statistics series contain detailed make / model information. This section provides some guidance about this information and how the statistics should be interpreted

Make and model names

The entry for each vehicle on the database does not contain the text of the make and model. Instead, vehicles are registered using a set of standard codes. Each manufacturer has defined what level of detail should be captured by these codes. A standard list which can be used to convert the code into a textual name has been published at: http://www.joinedupsystems.net/Context.aspx?ContextId=20312.

Prior to 1963, these codes were created by manufacturers and they tended to record less detail than for modern vehicles. Usually just a generic commercial name was used.

Since 1963, the manufacturers created the model codes in conjunction with the DVLA, initially, and the various trade associations (SMMT, MCIA, AEA) later on. The main stipulation of the codes is that they should only be created for models which have been made available for sale in the UK and that the name is 25 characters or shorter (this limit was increased to 30 characters for new models in 2010).

A number of a small-volume car manufacturers do not take part in SMMT's code scheme. In these cases, although vehicles are registered with the correct make code, they usually do not have any model code at all.

'Missing' or 'incorrect' model names

As described in the Source section of this note, the vast majority of new vehicles are registered through the DVLA's AFRL system which takes the data directly from manufacturers. The DVLA do not change this information, so any mistakes in the final data are usually as a result of errors make by the manufacturer. The remaining vehicles are registered by individuals or manufacturers with the DVLA using V55 forms. Any mistakes in the final data for these vehicles are as a result of errors made by either the individual completing the form or the DVLA operator when keying the information into the system.

There are nevertheless some conditions under which individual vehicles either have no model name or it is seemingly incorrect:

- Modern vehicles which are on general sale in the UK have DVLA model names as defined by manufacturers. This usually does not include mark (or version) numbers so in most cases it is usually impossible to distinguish between vehicles of the same model name but of a different mark number. Similarly, manufacturers may not choose to use the full model name within the description.

- Vehicles from before 1963 are less likely to have a specific model name or any model name at all. Model names would only have existed if the manufacturer created one at the time.

- No model codes exist for imported vehicles of models which have not been on general sale in the UK (or are sold in the UK under a different make or model name). In these cases the DVLA operator will either try to find the nearest, sensible, match to the name as written on the V55 form, or will record the vehicle in the 'model missing' box. The former is often done when keepers want something to appear on the V5 document for insurance purposes. The nearest match would usually be a shorter, more generic term for the vehicle.

- Small-volume manufacturers who do not take part in SMMT's coding scheme will often register their vehicles without model names. This is also very common for commercial vehicles.

- Multi stage build vehicles (especially motor caravans): if these vehicles are converted by body builders in the UK they are likely to have model information relating to the base chassis but if they are imported to the UK as a finished vehicle they are unlikely to be coded.

Any vehicle of a given model name which cannot be located in the data tables will most likely be included in the 'model missing' categories.

'Correcting' the DVLA database

The flaws of the data highlighted above are not errors in the database, but are inherent in the registration system. Therefore it is not possible to either identify specific models from any the 'missing' categories or applying any changes to the model names on the database.

If a vehicle owner believes that there is a specific error on the V5 document for their own vehicle, they should contact the DVLA directly to have this corrected.

Simpler access and interface to the data

The specific tables discussed here have been made more accessible, with a simple search tool, at http://www.howmanyleft.co.uk/. Although this is a not an official DfT website, it is based entirely on DfT data and the developer has combined some of the models together where they have the same name but different model codes. The DfT accepts no responsibility for the content or accuracy of this site.

Strengths and weaknesses

The DVLA database can be regarded as being virtually complete in terms of the number of licensed vehicles and vehicles with a SORN. However, there will be some errors in some of the specific details of individual vehicles.

The DVLA carry out regular Traceability Surveys which look at whether it is possible to trace the owner of any given vehicle and check what details on the database are inaccurate. They estimate that every variable is correct for roughly 89% of the registered vehicles. The remaining 11% of vehicles will have an error in at least one of the fields. Of the overall total, about 4% have wrong details that make it impossible to trace the registered keeper of the vehicle (often caused by keepers not providing DVLA with updated details when they move or dispose of the vehicle).

Most of the inaccuracies in the database are with the less important variables, such as colour, though some will affect the statistics published here (e.g. by having the wrong CO2 g/km emission value or the wrong wheelbase). DfT estimates that under 2% of the vehicles records have an inaccuracy in one of the variables used for the statistics published.

Other sources of data

Tables containing data on vehicles within other DfT statistical series

Vehicle Excise Duty (VED) evasion: The vehicle licensing statistics cover licensed (or SORN) vehicles only. If a vehicle is being illegally used on the road without a licence (i.e. evading VED), then it is not counted in the statistics presented within this publication. DfT statistical estimates

of the level of VED evasion are available at: https://www.gov.uk/government/collections/vehicles-statistics

Foreign registered vehicles: In addition to the licensed vehicles and VED evading vehicles using the road network, foreign registered vehicles can also use the road network. DfT statistical estimates of foreign registered vehicles are published within the road traffic statistics series at: https://www.gov.uk/government/collections/road-traffic-statistics.

National Travel Survey: Includes tables on driving licence holders, vehicle ownership and driving intentions at: https://www.gov.uk/government/collections/national-travel-survey-statistics

Reported road accident statistics: https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

Northern Ireland

Statistics for Northern Ireland are published by the Department for Infrastructure, Northern Ireland (https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics). They are directly comparable to the statistics published on this site and use the same tax class, body types and make/model names. We will continue to work with colleagues in Northern Ireland to produce consistent statistics for the whole of the United Kingdom.

Trade associations

The Society of Motor Manufacturers and Traders (SMMT) also produces some statistics for the UK (https://www.smmt.co.uk/). These are collated directly from the manufacturers and therefore only report new vehicles, rather than all new registrations. There are also some minor differences in body type classifications used. This means that although the broad trends between the SMMT data and the statistics published in this series tend to be similar, there will be some minor differences.

In addition, the Motorcycle Industry Association (MCIA) produce motorcycle statistics for the UK (http://www.mcia.co.uk/) and the Agricultural Engineers Association (AEA) produce tractor statistics for the UK (https://aea.uk.com/).

Symbols and conventions

The symbols used throughout this data series are defined below:

.	not applicable	b	break in time series
-	less than half final digit shown	c	confidential
..	not available	r	revised