



Department for Transport

Vehicle Licensing Statistics: 2021 Quarter 1 (Jan-Mar)

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.

Alternative fuel: Vehicles that can be propelled by something other than just petrol or diesel.

Next published:
September 2021

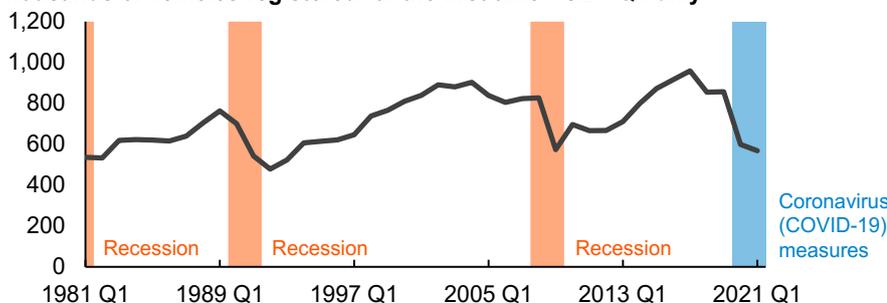


The recent trends in this statistical series have been heavily affected by the measures implemented from March 2020 onwards to limit the impact of the coronavirus (COVID-19) pandemic. Additional information is provided on [page 2](#).



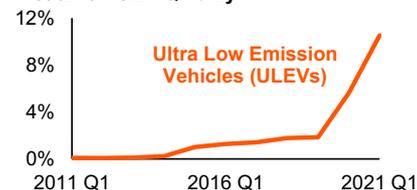
568 thousand vehicles were registered for the first time in Great Britain during 2021 Q1, 5% lower than during 2020 Q1. [\[VEH0150\]](#)

Thousands of vehicles registered for the first time - GB - Q1 only

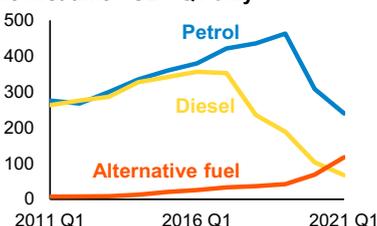


During 2021 Q1, 59 thousand **ultra low emission vehicles (ULEVs)** were registered for the first time in Great Britain, an increase of 77% on 2020 Q1. ULEVs made up 10.5% of all new registrations in 2021 Q1. [\[VEH0150\]](#)

Proportion of vehicles registered for the first time - GB - Q1 only



Thousands of cars registered for the first time - GB - Q1 only



More **alternative fuel cars** (117 thousand) were registered for the first time in Great Britain during 2021 Q1 than **diesel cars** (67 thousand), following a 71% annual increase in alternative fuel cars year on year. By contrast, there were annual falls of 22% and 35% for **petrol** and **diesel cars** respectively. [\[VEH0253\]](#)



The most **popular** new car generic models registered in Great Britain in 2021 Q1 were Land Rover Range Rover (13 thousand), Vauxhall Corsa (12 thousand), and Ford Fiesta (11 thousand). [\[VEH0161\]](#)



At the end of March 2021, there were 38.6 million **licensed vehicles** in Great Britain, an increase of 0.8% compared to the end of March 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 Q1, with previous quarters covered in more detail by the [annual 2020 statistical release](#).

During the period January to March 2021, there were national measures implemented across the UK, although these were implemented in each of the devolved nations at different times. These measures meant that vehicle dealerships and showrooms were not permitted to open during the quarter.

Impact on new UK registrations



Monthly new registrations in the UK declined year on year compared with the same months in 2020. New registrations fell 33% in January 2021 and 24% in February 2021. ^[VEH0150]

However, during March 2021 new registrations increased by 18% compared with March 2020, although March 2020 was heavily impacted by the first national lockdown.

New registrations in every month in the first quarter of 2021 were at least 25% lower than the equivalent month in 2019, and overall the quarter was down by 34% compared to 2019 Q1.

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

Date	2019	2020	2021	Annual percentage change: 2021 (%)
January	202,012	190,887	127,717	-33
February	111,025	108,310	82,686	-24
March	564,203	314,523	370,802	+18
1st to 21st*	282,763	262,739	190,209	-28
22nd to 31st	281,440	51,784	180,593	+249
Quarter 1: Jan to Mar	877,240	613,720	581,205	-5

* Whilst the first full UK lockdown started on 23 March 2020, this table compares the first 3 complete weeks of March to avoid the strong effect of the day of the week on new registrations.

Ultra low emission vehicles (ULEVs)

Despite the fall in new registrations, there were large monthly year on year increases in new UK ULEV registrations during 2021 Q1.

New ULEV registrations increased to 13 thousand in January 2021 (+33%) and to 7 thousand in February 2021 (+41%). In March 2021, new ULEV registrations more than doubled (+110%) compared with March 2020, increasing to 40 thousand registrations.

UK economy

New vehicle registrations are heavily affected by the economy.

During 2021 Q1, [the economy \(GDP\) contracted by 1.5%](#).

New car registrations

Year on year change - UK

Jan-21	Feb-21	Mar-21
-33%	-24%	+18%

New ULEV registrations

Year on year change - UK

Jan-21	Feb-21	Mar-21
+33%	+41%	+110%

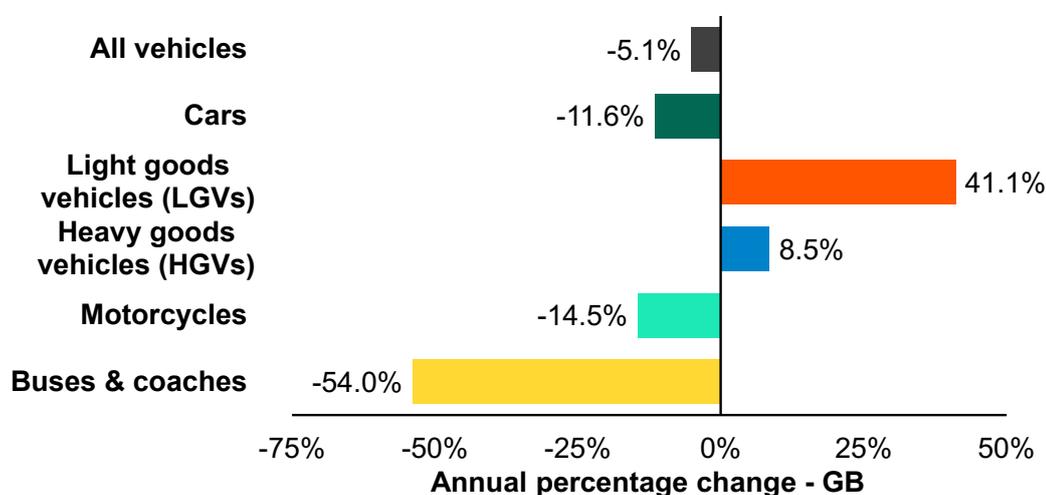
Vehicles registered for the first time

During 2021 Q1, 568 thousand vehicles were registered for the first time in Great Britain. [\[VEH0150\]](#)

New vehicle registrations in Great Britain in 2021 Q1 decreased by 5.1% compared to 2020 Q1, the second consecutive year of decline in the first quarter, falling to levels not seen in the first quarter since 1993 Q1.

Both light goods vehicles (LGVs) and heavy goods vehicles (HGVs) saw large annual increases (41.1% and 8.5% respectively) during 2021 Q1, but still fewer vehicles were registered than in 2019 Q1. The other body types saw decreases in the number of new registrations, with a particularly large fall in new bus & coach registrations (-54.0%).

Figure 1: Annual percentage change in vehicles registered for the first time by body type, Great Britain, 2021 Q1 [\[VEH0150\]](#)



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 Q1 [\[VEH0101\]](#) [\[VEH0150\]](#)

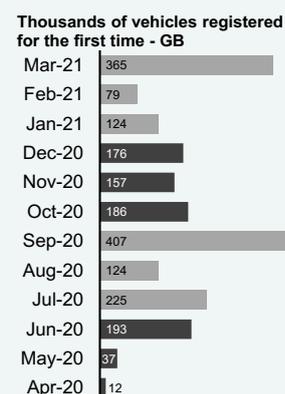
Body type	2020 Q1		2021 Q1		Total stock at the end of March 2021
	New registrations	Proportion of all new registrations	New registrations	Proportion of all new registrations	
Cars	480	80.1	424	74.7	31,724
Light goods vehicles (LGVs)	69	11.5	97	17.1	4,264
Heavy goods vehicles (HGVs)	10	1.7	11	2.0	486
Motorcycles	26	4.4	22	3.9	1,266
Buses & coaches	2	0.3	1	0.1	135
Other vehicles	12	2.1	13	2.2	773
Total	599	100.0	568	100.0	38,647

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 March 2021

[\[VEH0150\]](#)


New car registrations by fuel type

More alternative fuel cars were registered for the first time than diesel cars in 2021 Q1. [\[VEH0253\]](#)



In 2021 Q1, there was continued decline in new diesel car registrations in Great Britain, falling by 35% compared to 2020 Q1. Over the same period, new petrol car registrations fell 22%.

Diesel car registrations have been falling in recent years since peaking in 2016. Over the five year period from 2016 Q1 to 2021 Q1, new diesel car registrations fell 81%.

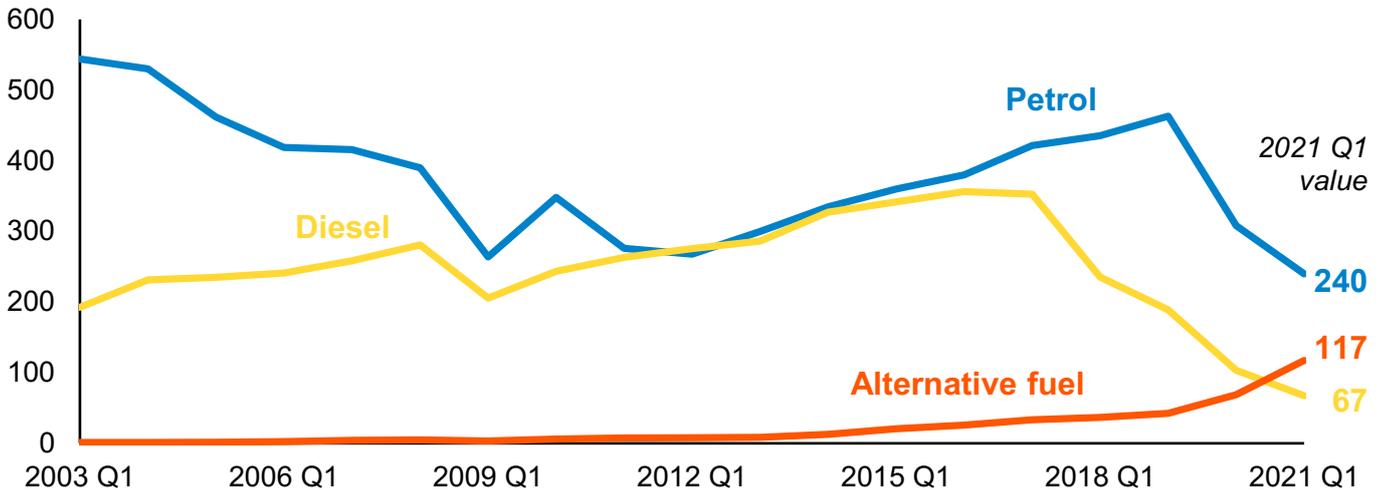
By contrast, new registrations of alternative fuel cars increased markedly by 71% in 2021 Q1 compared to 2020 Q1, and now exceed new registrations of diesel cars (**Figure 2**). Petrol cars made up 57% of new car registrations in Great Britain in 2021 Q1.

New car registrations Annual change in 2021 Q1 - GB

Diesel	Petrol	Alt. fuel
-35%	-22%	+71%

Figure 2: Cars registered for the first time by fuel type, Great Britain, 2003 Q1 to 2021 Q1 [\[VEH0253\]](#)

Thousands of cars registered for the first time - GB - Q1 only



Alternative fuel new car registrations continue to increase year on year despite overall decline in new car registrations. [\[VEH0253\]](#)

In 2021 Q1, across all new alternative fuel car registrations in Great Britain, there were 59 thousand Hybrid Electric (HEVs), 31 thousand Battery Electric (BEVs), 26 thousand Plug-in Hybrid Electric (PHEVs), and fewer than 1 thousand using other alternative fuel types.

Each of the three main alternative fuel types saw large annual increases in 2021 Q1. New registrations of BEV cars increased by 73% compared to 2020 Q1. Over the same period, new HEV car registrations increased by 60% and new PHEV car registrations increased by 95%.

		Does the vehicle use petrol or diesel?	
		Yes	No
Does the vehicle use electric power? 	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 (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.

Explaining fuel type 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 alternative fuel 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 the wider context of alternative fuel types in these statistics

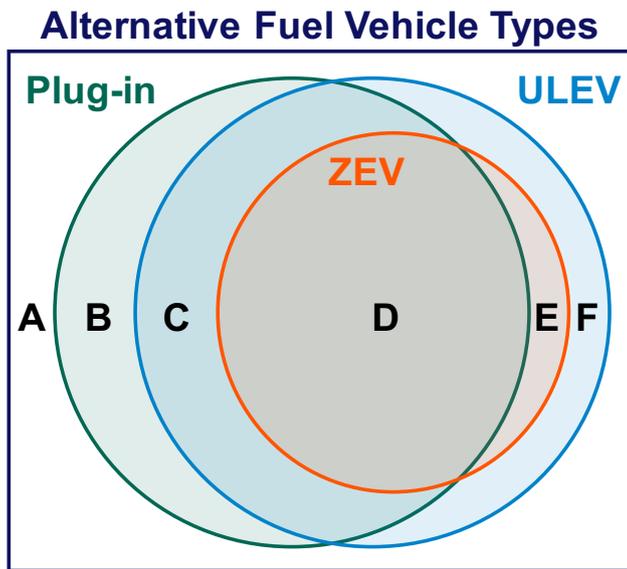


Figure 3 labels

- 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.

Ultra low emission vehicles (ULEVs)

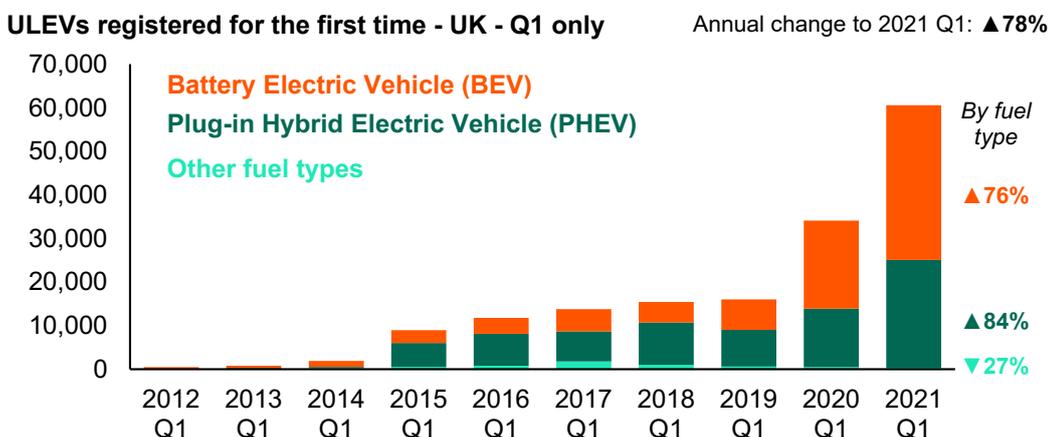
This section relates to the United Kingdom rather than Great Britain.

New ULEVs in the UK continue to increase in 2021 Q1, with battery electric vehicles up 76%. [\[VEH0171\]](#)



In 2021 Q1, 60,586 ULEVs were registered for the first time in the United Kingdom, an increase of 78% on 2020 Q1 and 278% on 2019 Q1. ULEVs accounted for 10.4% of all UK new vehicle registrations in 2021 Q1, up from 5.6% in 2020 Q1. [\[VEH0150\]](#)

Figure 4: ULEVs registered for the first time by fuel type, United Kingdom, 2012 Q1 to 2021 Q1 [\[VEH0171\]](#)



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 Q1 ^[VEH0171]

Body type	New ULEV registrations - UK				Number / Percentage	
	2021 Q1	2020 Q1	Annual percentage increase: 2020 Q1 to 2021 Q1 (%)	Proportion of all new registrations (2021 Q1) (%)		
Cars	56,357	31,655	+78	13.0		
Battery Electric Cars	31,708	18,282	+73	7.3		
Plug-in Hybrid Electric Cars	24,644	13,351	+85	5.7		
Light goods vehicles (LGVs)	2,949	1,398	+111	3.0		
Battery Electric LGVs	2,610	1,321	+98	2.6		
Heavy goods vehicles (HGVs)	30	4	+650	0.3		
Motorcycles	974	393	+148	4.3		
Buses & coaches	95	157	-39	10.5		
Other	181	508	-64	1.4		
Total	60,586	34,115	+78	10.4		

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 CO₂ emission figures for cars registered for the first time switched from e-NEDC to WLTP.

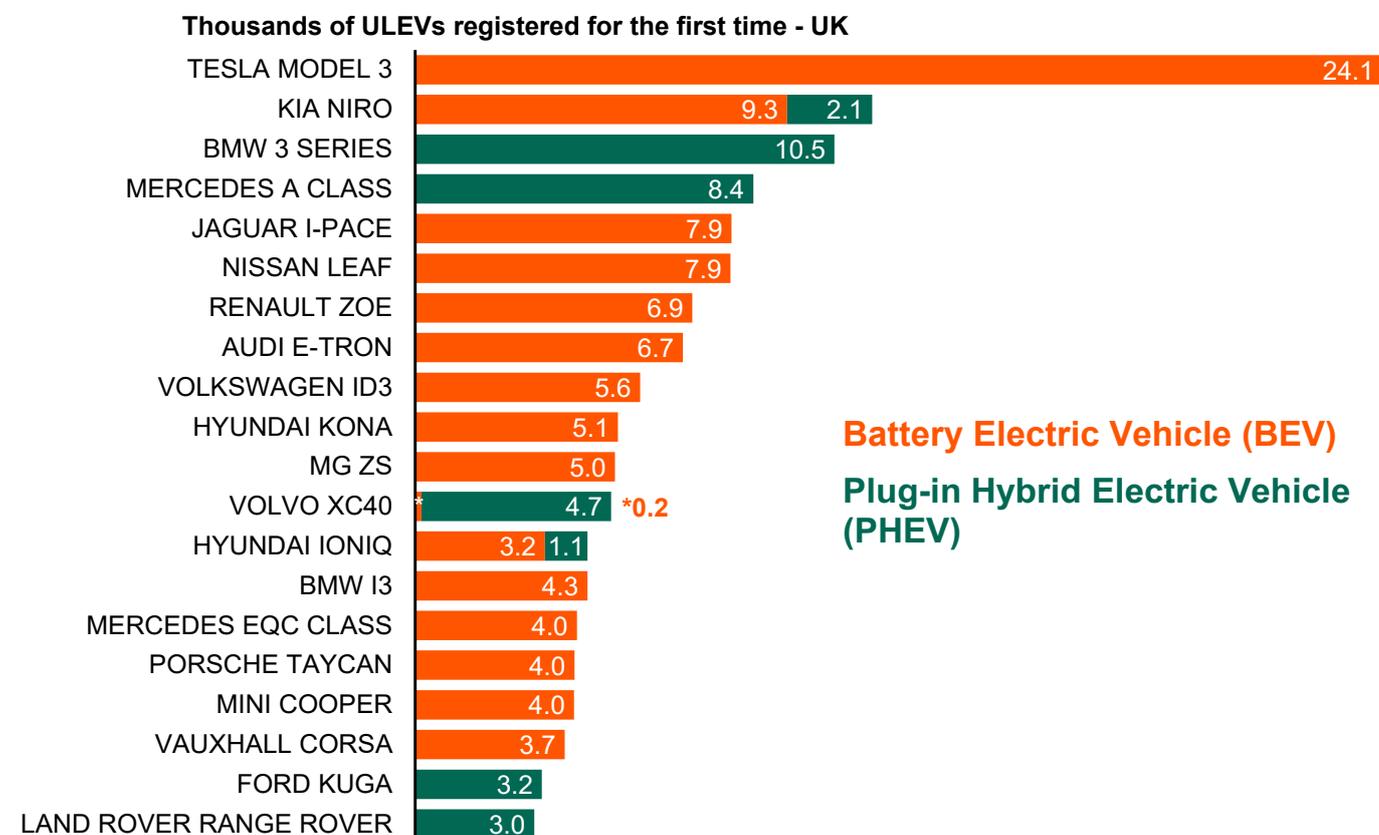
Consequently, a small number of model variants are now above the 75 g/km threshold and are no longer recorded as ULEVs in these statistics, whilst a smaller number are now under the threshold so are now considered to be ULEVs.

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

Generic model ULEV registrations

For the year ending March 2021, the most common generic model of ULEV registered for the first time in the UK was Tesla Model 3 with 24,148 vehicles, followed by Kia Niro with 11,403 vehicles and BMW 3 Series with 10,459 vehicles (**Figure 5**). ^[VEH0171]

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



Average CO₂ emissions for cars

Average CO₂ emissions for cars registered for the first time in the UK decreased by 10% in 2021 Q1 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 Q1 was 129.1 g/km under WLTP, down 9.5% compared with 2020 Q1 (Figure 6). The notable shift towards registering new Zero Emission Vehicles (ZEVs) from late 2020 onwards contributed to this decline.

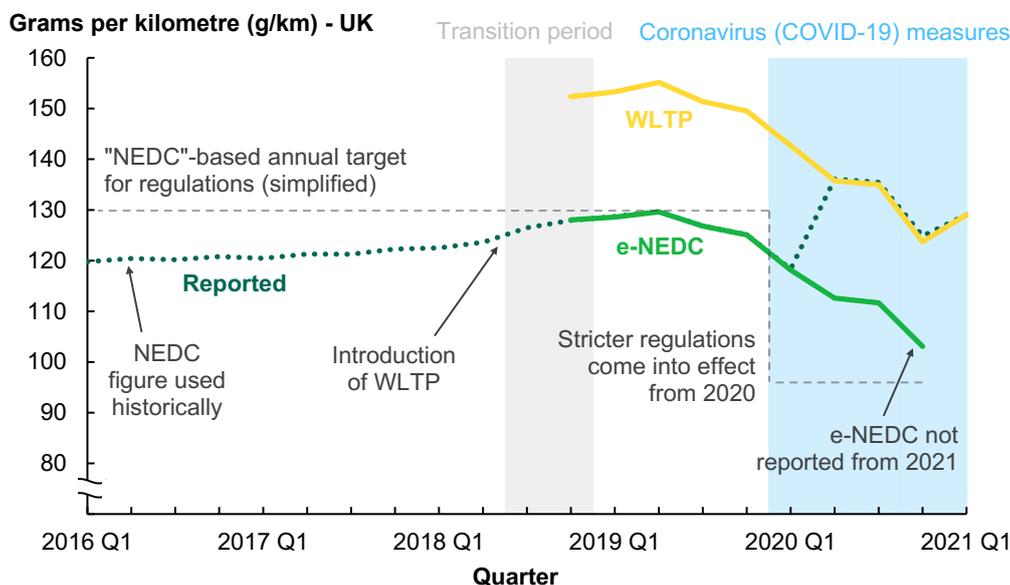
Reported CO₂ emissions

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 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, 2016 Q1 to 2021 Q1 [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.

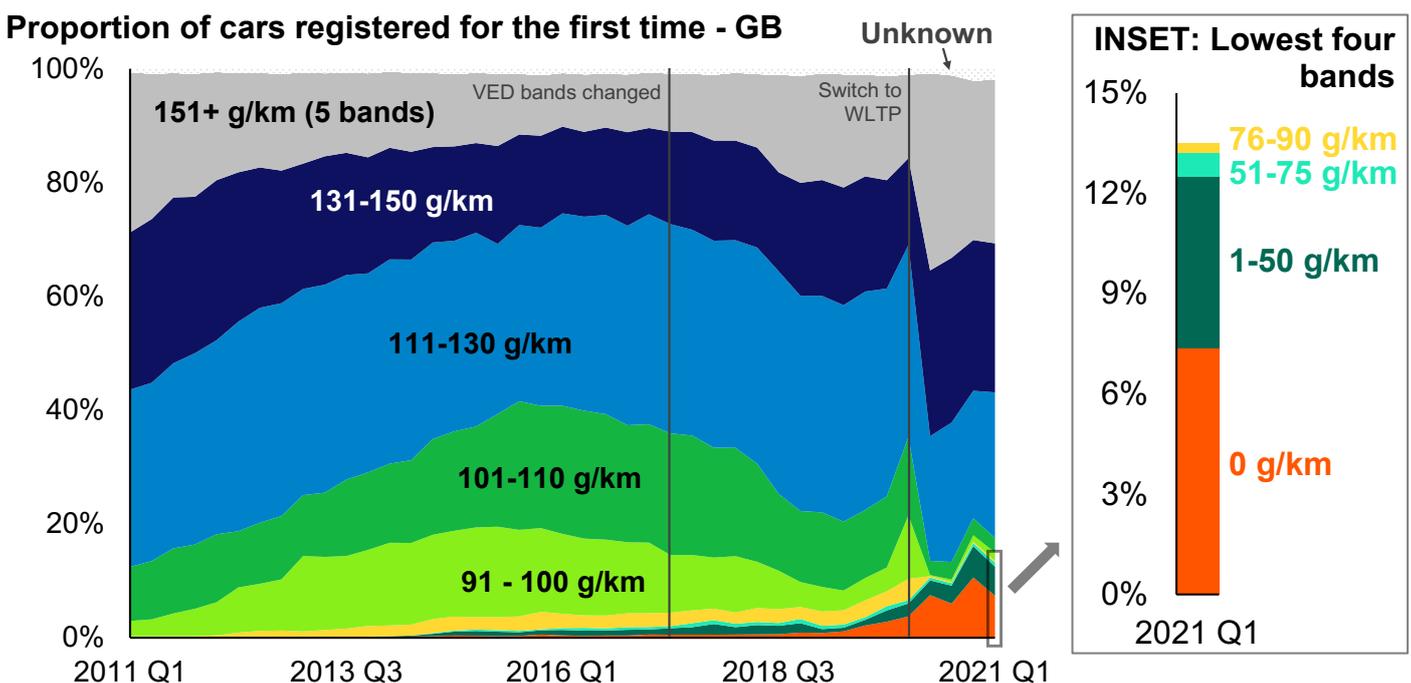
WLTP figure: The WLTP figure trend mirrors that of the e-NEDC figure, although it is approximately 20% higher. From January 2021, this has been the only reported measure for new cars.

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 contributed to declines in 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 ~20% higher on average than the previously used e-NEDC figure for these cars.

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 Q1 to 2021 Q1 [\[VEH0256\]](#)



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 March 2021, there were 38.6 million licensed vehicles in Great Britain, a 0.8% increase compared to the end of March 2020.

[VEH0101]



This increase in licensed vehicles follows four consecutive quarters of year on year decline. However, compared to the end of March 2019, the number of licensed vehicles has increased by 0.6%.

Body type

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

At the end of March 2021, there were year on year increases for all body types, with the number of buses & coaches (+7.3%) seeing the largest increase and cars (+0.2%) seeing the smallest increase.

These increases largely coincide with lower-than-usual net changes in SORN stock (**Table 5**), suggesting that the increase in licensed vehicles comes from vehicles returning to the road as coronavirus restrictions are adjusted. The number of vehicles with a SORN increased by 78 thousand during the year to end March 2021, compared to an increase of 299 thousand during the year to end March 2019. [VEH0101 VEH0110]

Figure 8: Annual percentage change in licensed vehicles by body type, Great Britain, end of March 2021 [VEH0101]

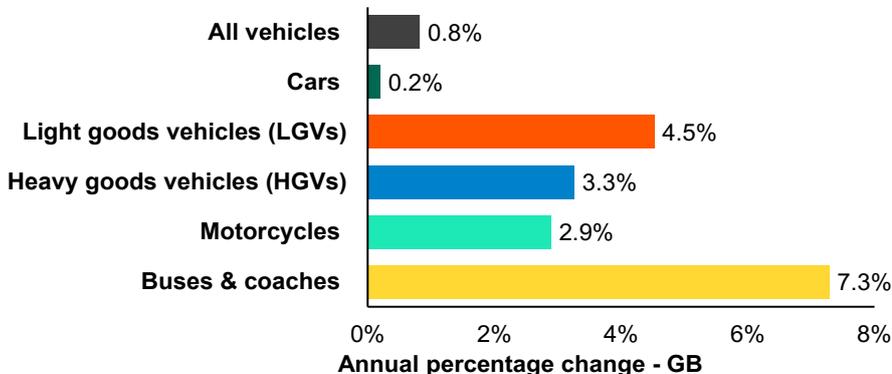


Table 5: Annual difference in licensed vehicles and vehicles with a Statutory Off Road Notification (SORN) by body type, including total stock for reference, Great Britain, end of March 2021 [VEH0101,VEH0110]

Body type	Difference between end of Mar-21 compared to end of Mar-20		Total licensed stock at the end of Mar-21
	Licensed vehicles	Vehicles with a SORN	
Cars	+63	+92	31,724
Light goods vehicles (LGVs)	+185	-15	4,264
Heavy goods vehicles (HGVs)	+15	-4	486
Motorcycles	+36	+6	1,266
Buses & coaches	+9	-12	135
Other	+8	+11	773
All vehicles	+315	+78	38,647

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 & 0128 to 0134](#)

Motorcycles: [VEH0301](#)

Car makes and models

Land Rover Range Rover becomes the most common generic model for new car registrations in 2021 Q1. [\[VEH0160\]](#)



During 2021 Q1, the top five makes for new registrations were Volkswagen (8.4%), Ford (8.4%), Mercedes-Benz (7.5%), BMW (7.4%), and Audi (6.8%). The equivalent top five for 2020 Q1 were Volkswagen (9.2%), Ford (9.0%), BMW (7.1%), Mercedes-Benz (7.0%), and Audi (6.3%).

There were 16 makes each with over 10 thousand cars registered for the first time in 2021 Q1, accounting for 83.2% of all new car registrations.

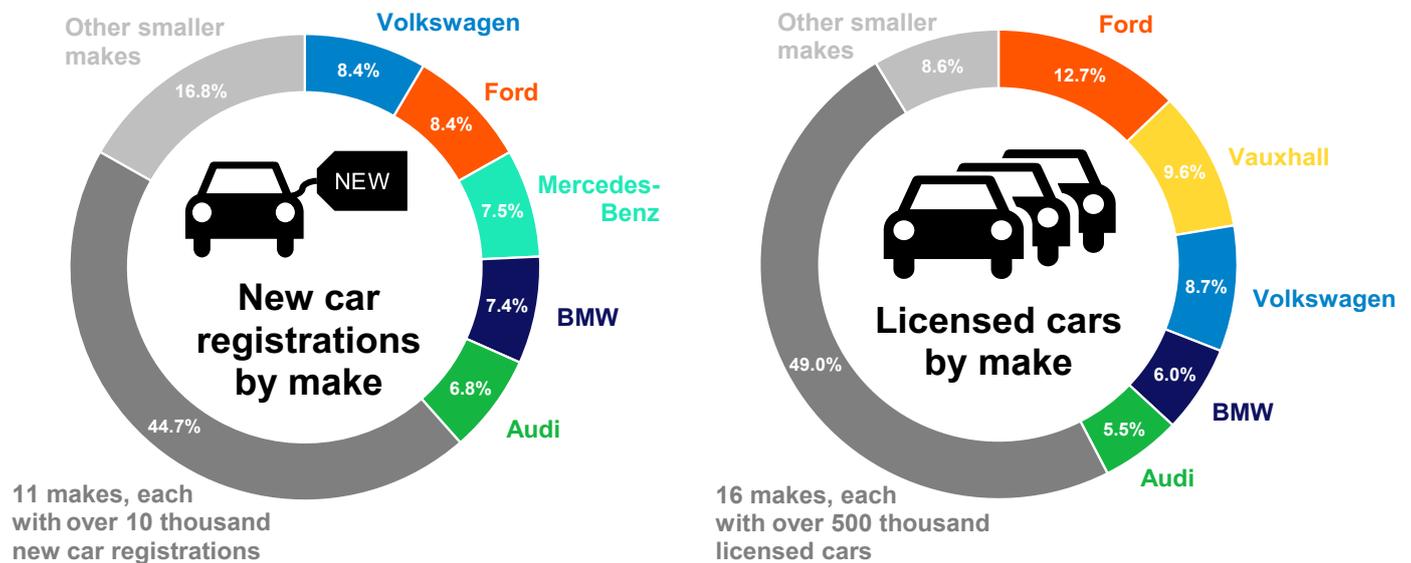
For total licensed stock at the end of March 2021, the top five makes were different to new registrations, namely Ford (12.7%), Vauxhall (9.6%), Volkswagen (8.7%), BMW (6.0%), and Audi (5.5%). There were 21 makes each with over 500 thousand licensed cars, accounting for 91.4% of all licensed cars. [\[VEH0120\]](#)

Updated tables

Detailed make and model data tables updated this quarter:

[VEH0120 to 0123, 0128, 0129, 0160 & 0161](#)

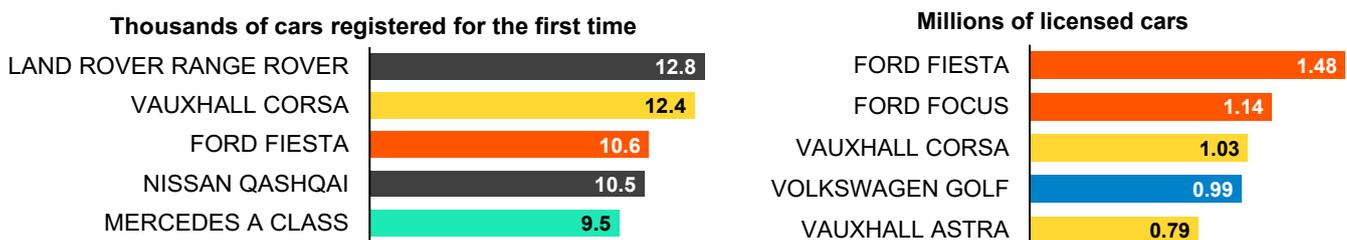
Figure 9: Top five makes for cars registered for the first time during 2021 Q1 and for those licensed at the end of March 2021, Great Britain [\[VEH0120_VEH0160\]](#)



Land Rover Range Rover was the most common generic model for new car registrations in 2021 Q1 with 12,761 registered for the first time, followed by Vauxhall Corsa with 12,371 registrations, and Ford Fiesta with 10,640 registrations. [\[VEH0161\]](#)

At the end of March 2021, the most common licensed car was Ford Fiesta with 1.48 million licensed, followed by Ford Focus with 1.14 million, and Vauxhall Corsa with 1.03 million. [\[VEH0128\]](#)

Figure 10: Top five generic models for cars registered for the first time during 2021 Q1 and for those licensed at the end of March 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 September 2021, which will cover the period up to the end of June 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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