

May CV market climbs to highest level since 1989

- CV registrations in May up 7.9 per cent, YTD figures up 4.0 per cent
- Light CV registrations lead growth, up 11.8 per cent
- Truck registrations fell 9.5 per cent
- Bus and coach registrations climb 12.3 per cent

New CV registrations in the United Kingdom				
	May	% change	YTD	% change
Total	27,314	7.9%	132,789	4.0%
Light CVs	22,811	11.8%	110,354	5.7%
Heavy CVs	4,109	-9.5%	20,580	-5.1%
Buses & coaches	394	12.3%	1,855	9.6%

Total CV registrations in May up 7.9 per cent

The CV market rose by more than 2,000 or 7.9 per cent over last May's total of 27,314 units. This is the best May performance since 1989 and the fourth month's growth in the first five months of 2002.

CV registrations over the first five months of 2002 are up 4.0 per cent to 132,789 units. This has taken the 12 month moving annual total to 318,461 units, 5.8 per cent ahead of the level a year ago and well up on the 2001 full year total of 313,411 units. The SMMT now expects that the 2002 full year total will be between 305,000 and 315,000.

'May CV registrations were strong, reflecting in particular the buoyant LCV market and significant bus and coach registrations. CV registrations are a good guide to the UK economy and we're pleased to report a healthy performance. We can only hope that England's World Cup squad continue to emulate this success!' said SMMT chief executive Christopher Macgowan.

May registrations were up on expectations and followed very encouraging sales earlier in the year. Performance in the van markets, particularly in the heavier van ranges (2.6-3.5 GVW), the 4x4 utilities sector, pick-ups and micro-vans was clearly very good. Bus and coach registrations have picked up this year but May marked particularly good registrations for fare-stage PSVs. Truck registrations dipped again in May, but overall the picture is still impressive.

If consumer spending slows, following widely predicted interest rate rises, the CV market is likely to follow suit. The continued weak performance in the manufacturing sector may contribute to a slow down too. However, economic news has so far been largely positively and we could now see the full year 2002 market finish at a very similar level to last year's 313,411 units.

Light commercial vehicle registrations up 11.8 per cent

LCV registrations rose to 22,811 units, an increase of 2,400 units, in May. The main growth came from the 2.6 to 3.5 tonne GVW sector, with registrations up 21.4 per cent. However, 4x4 utilities and car type pick-ups registrations showed equally impressive growth rates, up 20.8 and 15.3 per cent respectively.

New truck registrations down 9.5 per cent

The UK's new truck market has slipped in every month since February this year. However, in historical context the market remains healthy, with a 12 month moving annual total around the 54,500 mark. But the SMMT thinks registrations will continue to slow though this year ending at around 51,500 units.

The truck market across Europe cooled in 2002, but in the UK there have been pockets of growth. Two-axle rigids at 3.5 to 7.4 tonnes and 12 to 15 tonnes and the three-axle rigid registrations all showed impressive growth in May. Over the first five months of 2002 though, registration growth has been strongest for two-axle rigids in the 3.5 to 7.4 tonne and 7.5 to 12 tonne sectors and in the four-axle sector. Artic registrations have seen most of the slow-down in the truck market.

As truck registrations lag between three and five months behind orders, registrations in May represent sales made in January through March.

Bus and coach registrations up 12.3 per cent in May

Registrations climbed to 394 units in May – the highest level since 1997. Volumes over the first five months of the year have risen by 9.6 per cent to 1,855 units, having fallen in the same period of 2001 by more than a fifth.

Operators who run both rail and bus services dominate the bus market. Recently, with few exceptions, these companies have concentrated their investment on rail and spent little on buses. This is despite the fact that buses carry many more passengers than trains and so have a greater potential to cut road traffic congestion. Overall, bus transport and thus investment is heavily influenced by government transport policy and hopefully prospects may continue to improve.

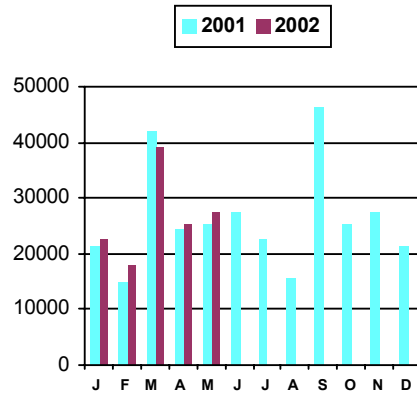
The coach market is more closely linked to tourism and certainly suffered from the combined effects of the foot-and-mouth epidemic and Al Queda. With at least foot-and-mouth eradicated, tourism is picking up and the coach market should recover.

The bus and coach market is now forecast to climb to 3,900 units in 2002 – 3.5 per cent, or over 130 units ahead of the 2001 tally.

If you have any questions, please call Robin Dickeson

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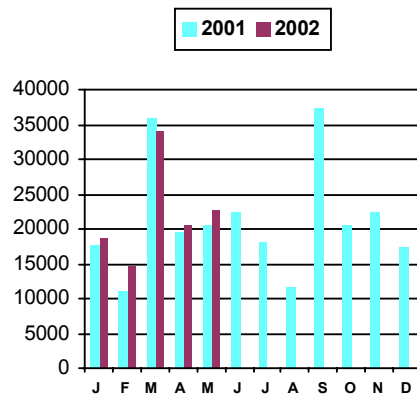
All new CV registrations Jan 2001 to date



May 2002 new CV registrations up by 7.8 per cent:

- year-to-date up 4.0 per cent
- best May since 1989;
- LCVs and bus and coaches show strong gains;
- Truck registrations continue to edge downwards.

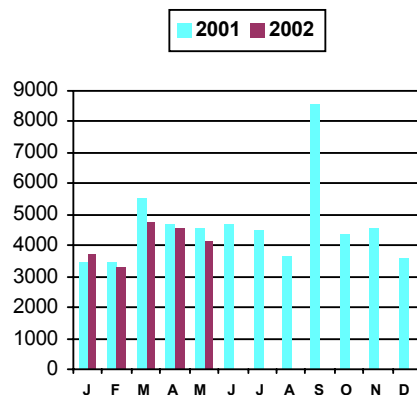
All new lcv registrations Jan 2001 to date



LCV new registrations up by 11.8 per cent:

- year-to-date growth 5.7 per cent
- strong growth in both 4x4s and car-type pick-ups;
- heavy vans, 2.6 to 3.5t, representing 67 per cent of all LCV sales, rose by 15.3 per cent.

new truck registrations Jan 2001 to date



Truck registrations fall 9.5 per cent in May:

- Market declines for fourth consecutive month in May, pushed year to date market down 5.1 per cent;
- Rigid demand fell 6.2 per cent in May and 2.6 per cent for YTD. Artic registrations fell by 16.8 per cent in May, 10.7 per cent year-to-date.