**UK NEW BUS & COACH REGISTRATIONS**      
15 August 2024(data for Q2 2024)        
**Hi-res charts available via Dropbox: LINK**

**Bus investment grows again with greenest rollout in Europe**

* British bus market rises by 61.7% in fifth consecutive quarter of growth.
* Double deck and minibus demand doubles, with more modest growth for single deck buses.
* Zero emission buses now a quarter of all new registrations – sustaining the UK as Europe’s biggest market for the greenest buses.

**Thursday 15 August, 2024** The number of new buses, coaches and minibuses joining Britain’s roads increased by 61.7% to 1,826 units in the second quarter of 2024 as the country’s bus sector posted its fifth consecutive quarter of growth, according to new figures published today by the Society of Motor Manufacturers and Traders (SMMT). A continued rise in year-on-year demand since the start of 2023 reflects the gradual return of operator confidence following a period of sharp decline during the pandemic, when ridership levels fell dramatically. The recent growth, however, owes a large part to government measures to stimulate demand, notably though the Bus Fare Cap Grant.1

Growth in the quarter was driven by a doubling in demand for new minibuses, up 97.2% with 903 vehicles providing crucial transport services across the country, from schools to social care and third sector organisations. Deliveries of new double decker buses also grew two-fold, up 100.5% to 387 units while new single deck bus uptake rose by a more modest 12.1%.

Every UK nation except Scotland saw growth, with fleet renewal in England up 69.6% to 1,557 units while demand in Northern Ireland rose by more than half (54.8%) to 48 units. The largest increase was in Wales, with rollout up more than seven-fold to 116 units after just 12 were registered during Q2 last year. Conversely, uptake in Scotland fell by -36.0% to 105 units compared with a particularly strong Q2 last year.2

More operators also made the switch to zero emission vehicles (ZEVs) with new registrations of the latest, greenest buses up by a third (36.3%) to 424 units during Q2 2024. As a result, the UK continues to sit at the very front of the European green bus transition as the largest ZEV bus market by volume in Europe, followed by Italy, Germany and France.3 Net zero commitments from government have been crucial, including England’s Zero Emission Bus Regional Area funding and the Scottish Zero Emission Bus Challenge Fund – helping almost a quarter (23.2%) of all new vehicle purchases to decarbonise in the first half of 2024.

With buses now leading Britain’s road vehicle decarbonisation – helped by a less complex transition than cars, vans and trucks, given buses have depot-based, circular and consistent routes – the bus fleet could reach net zero before any other vehicle sector. Zero emission uptake is uneven between different UK nations and regions, however, with smaller and rural bus operators facing particularly acute challenges to fund the purchase of a new vehicle and its required infrastructure.

SMMT’s latest position paper [*Next Stop, Net Zero: The Route To A Decarbonised UK Bus Market*](https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fclick.agilitypr.delivery%2fls%2fclick%3fupn%3du001.HWzSVswrZNpvpa6B-2FHxTldkC2rY1lv7BRUTd1BHTs7dler7ndKFnqj9a0KEky3cG3-2Fcb6igtvd38oyBWHswDClw0aDOGhSrzQ-2FRwrarhNdKmiNISrqfXeNc5Lm5DvUFCYifVlqdVBYTOy-2FXa08dt7A-3D-3D_6Ud_lBcQgOc4xsfzQhz0QCOGqBC7AwZ0c1tito8UXKMqYslYVSAUctDwC2tB9q9jwy45sL3FgcyI0xyRDePDuH8y0ThdYsR-2BCuUQOqQPYt53UMpEcXIUfNaaQfNQezLMWui-2FAMSwETr771FuzzvMA6b4yHW6-2BTB1A4qrQrBAEBXl-2BH-2FeWyd9Mah-2FM6-2FPEAIba-2FGdzjHzZiaGT9DO0GoOAldQxwucvm87TD-2BYDqWUt-2BYMxEKVfKSh99590sz2-2B4AwIHm7p-2FR3UMBzLzx0ucrOOSnzsC8i7PKeKu8bvmX46Ym0S06YrnjIIziv2Enax2DUx-2BWVIH3Y-2FliKQwhIqpfRJTrDGM5OGlz0DBbVnPM96EkOB3gXwVtbpw3iRRw3-2Bhp98YPr8f5tf07H1VH1Jw-2FeSr3SRg-3D-3D&c=E,1,RZHYPXfmF58YvpTXksvinu5RpymuGl3X77PjmHf_ZrZEPw5sRhG4YSIYgTHP6CvzlX03Kwv7l_xI_C2CrY5-La2kjHpsTPkWR5KDHQL88ZC_yskuqUAYgcGSmw,,&typo=1) sets out the need for a clear timetable to put every region, operator, driver and passenger on the journey to net zero – with long-term, accessible support for fleets of all sizes. The gains are significant, giving everyone equal access to mass green mobility and the benefits it provides – from improved local air quality and lower noise pollution to a more enjoyable customer experience.

**Mike Hawes, SMMT Chief Executive,**said, “A boost in uptake of new buses which provide mass mobility across the nation is also a boost for our economy and society, given the vital role these vehicles play – from commuting and staycations to transport for schools, charities and health and social care. At the same time, fleets continue to go green in rising numbers and, with suitably ambitious incentives and infrastructure is in place, buses and the communities which depend on them could be the UK’s first to reach net zero.”

**Notes to editors**

1 UK government quarterly bus statistics: [www.gov.uk/government/collections/bus-statistics](http://www.gov.uk/government/collections/bus-statistics)

2 Scotland registered 164 units in Q2 2023, up 150.0% year-on-year.

3 ACEA data for Q2 and H1 2024, [www.acea.auto/cv-registrations/new-commercial-vehicle-registrations-vans-15-trucks-3-buses-28-6-in-h1-2024/](http://www.acea.auto/cv-registrations/new-commercial-vehicle-registrations-vans-15-trucks-3-buses-28-6-in-h1-2024/)

**About SMMT and the UK automotive industry**

The Society of Motor Manufacturers and Traders (SMMT) is one of the largest and most influential trade associations, representing the automotive industry in the UK.

The automotive industry is a vital part of the UK economy, integral to growth, the delivery of net zero and the UK as a global trade hub. It contributes £93 billion turnover and £22 billion value added to the UK economy, and invests around £4 billion each year in R&D. With 198,000 people employed directly in manufacturing and some 813,000 across the wider automotive industry. Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are around 13% higher than the UK average. The sector accounts for 12% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £115 billion of trade in total automotive imports and exports.

The UK manufactures almost every type of vehicle, from cars, to vans, taxis, trucks, buses and coaches, as well as specialist and off-highway vehicles, supported by more than 2,500 component providers and some of the world's most skilled engineers. In addition, the sector has vibrant aftermarket and remanufacturing industries. The automotive industry also supports jobs in other key sectors – including advertising, chemicals, finance, logistics and steel.

More detail on UK Automotive available in SMMT's Motor Industry Facts publication at [www.smmt.co.uk/reports/smmt-motor-industry-facts/](https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fclick.agilitypr.delivery%2fls%2fclick%3fupn%3dq-2FLDa0hDiW76FMqhIH6mp5-2FMTGpUEJbaCvc6DuDo36VcR8RSJY3Bb5j6PbOH1m-2BGBroLVjN0i37n2XGzfuZqWeJIleDttsiCosv-2FDCrC6xU-3DNJg9_FQC2LT8GxayrM161hhHVAu067ZxSQQmW4GgEbtFUHlnhSWpWCBkdzj4Kj3fTDj3UcGAZVk99-2Bu1tfX9z9RQO-2B9fp1S7-2Fexh6yUV9D8RBopPF9ftQfnPc7Oo8dF-2F33tfJjdydmYFo-2B3-2FZ4S3f9yiwFBWbAH2cHJTjoEr5feTUeIMrD8UWKTM1I1WBxqo-2BXD3fbqrVstjQgJpCVUtkuS44mATwZi-2FbDS0RLy4Kc-2Fak9mJlNrH2Nah4rxWcpFJUTjG3RiewRLsY-2FAZI6U0gEwzyg9f9kMfDtIVBFWqvytbp6QcWQj2PeXkpCxvRodUjf3F1bU-2FxLse2gxEG9OKOYYxtS1tA2LYKxhRnFj9q53jyGZweydKCFcHXXvlm-2BEtwQKouRDkalUMxcmwIMiSFD018yHvLjhh-2FC8go6WJBD0qJAAoMxe6pRcHATJUuLQLxwba6pecZLrra-2Fg4iylWC-2FWgmiA-3D-3D&c=E,1,shIdwDxv4DuE5O9ruDV8SOnjRMbYMUMBvtuJxpEKqrl46ScL8uWK0I3vTeCBbKaz6ApDgOsYVpzNo1oLsNWSiqoAg1rNS4OJq8sxq_-Rh3TtLukLbc6Kt-UlbkI,&typo=1)

**Broadcasters:** SMMT has an ISDN studio and access to expert spokespeople, case studies and regional representatives.

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