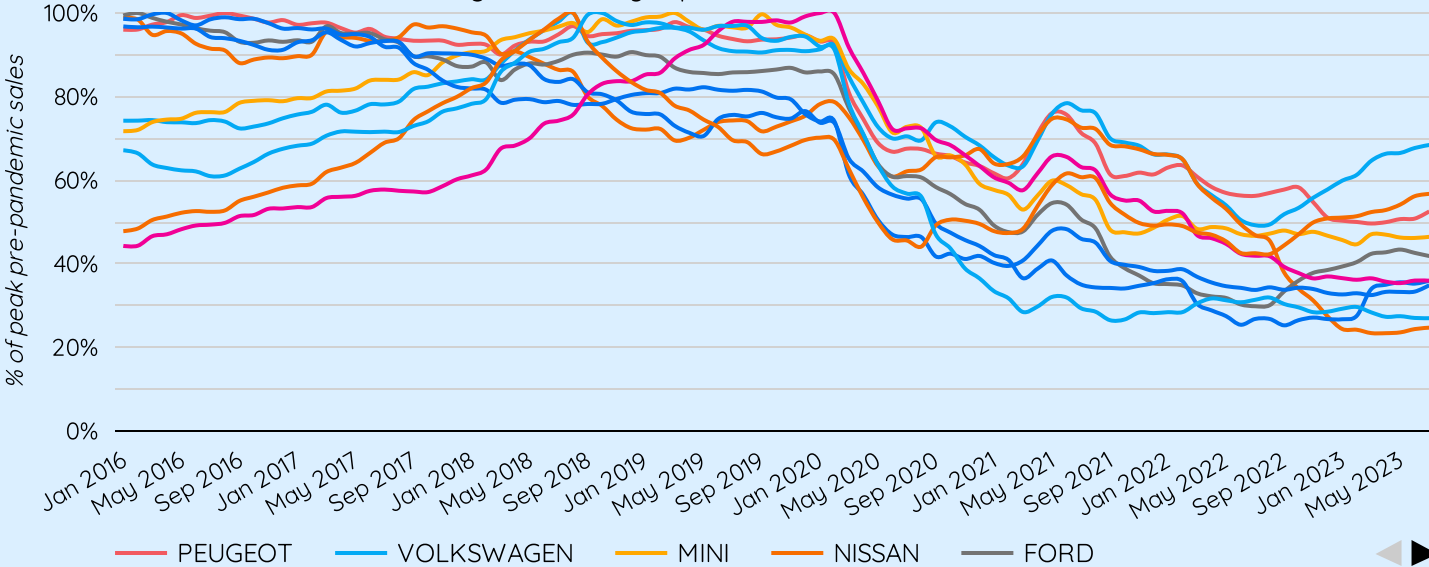


Motorists set to end sales of petrol & diesel cars before 2030

Petrol car registrations by top ten manufacturers to Jul 2023



Electric Cars
21,752
↑ 89.9%

Electric Vans
1,638
↑ 94.8%

Electric Motorbikes
336
↓ -43.8%

ZEV HGVs
46
↑ 820.0%

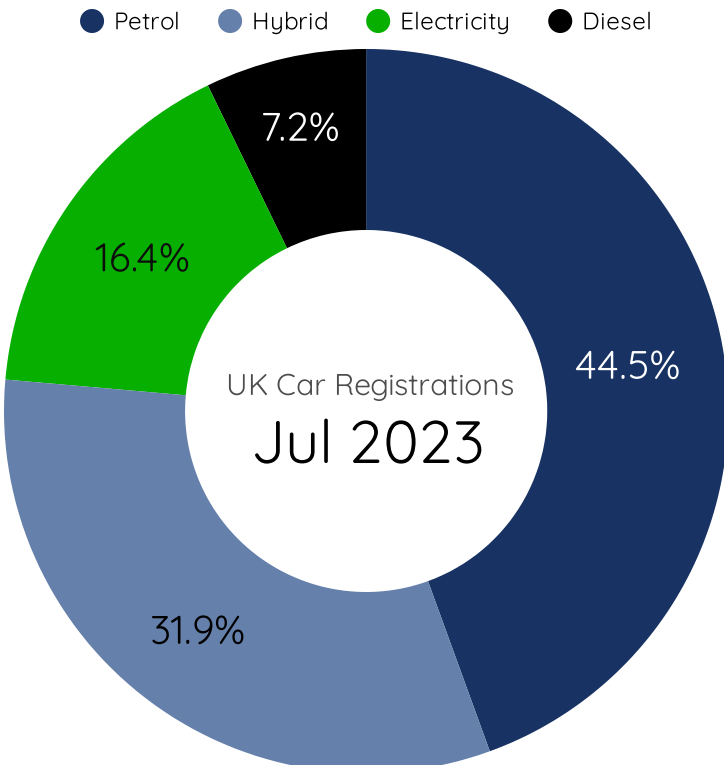
Consumers are set to phase out sales of petrol and diesel cars before the UK government's deadline of 2030, after which sales of only hybrid or fully electric cars will be permitted, the latest data from Electric Car Count suggests. Petrol car registrations shed 8 percentage points of market share in July as electric car registrations grew by 90%. This continues a long term decline in the popularity of petrol since 2019, when they accounted for 65% of all new cars. Registrations of diesel cars have collapsed from their peak of 50% in 2016. **New AutoMotive now forecasts that, on current trends, consumers will effectively end the sale of petrol and diesel cars in 2028-29.**

Competitive leasing deals on electric cars are likely to have driven the 90% jump in electric car registrations in July. Charging availability is also improving rapidly; ZapMap [reported](#) that the number of ultra-rapid charge points almost doubled in the 12 months to July 2023. These development are likely to be behind growing consumer appetite to go electric, [with 54% of drivers now saying that they are considering going electric.](#)

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Suggestions, feedback or requests for data? We'd love to hear from you:
data@newautomotive.org



Ben Nelmes, Chief Executive of New AutoMotive said:

"Debate about the government's 2030 target is starting to look academic. Consumers have all but ended the sale of diesel cars already, and are increasingly shunning petrol cars."

"Remarkably, despite a recovery in the car market, sales of petrol cars remain in a long term decline, and are still around half of their pre-pandemic peak. Consumers are voting with their wallets and showing that they prefer to go electric."

"The biggest thing preventing more people getting in an electric car remains the supply of vehicles - Ministers can fix this by introducing an ambitious ZEV mandate that starts in 2024."

Cars: Hyundai, Kia lag as MG surges

Tesla are dominating the electric car market in 2023, with their new Model Y proving highly popular in the UK. Their market share is remaining steady at 17% of new electric car sales. Sales are up by a third, year-on-year, which has helped maintain the US manufacturer's dominance of the electric car market.

MG has seen significant growth in its market share more than doubling its sales in the first 7 months of this year. One in ten new electric cars in 2023 has been an MG, due to the popularity of the MG4, which appears to be selling well at the expense of Hyundai and Kia's similar models.

Leasing costs are rising across all fuel types, but electric vehicles have on average the cheapest monthly payments.

Most popular BEV brands, July 2023 vs 2022

	Marque	Regs	Δ	Mkt Share	Δ
1.	TESLA	3,029	3,027 ↑	13.93%	13.91% ↑
2.	MG	2,478	1,924 ↑	11.39%	6.56% ↑
3.	BMW	2,257	1,718 ↑	10.38%	5.67% ↑
4.	VOLKSWAGEN	2,034	852 ↑	9.35%	-0.97% ↓
5.	AUDI	1,540	635 ↑	7.08%	-0.82% ↓
6.	KIA	1,462	730 ↑	6.72%	0.33% ↑
7.	POLESTAR	1,287	1,099 ↑	5.92%	4.28% ↑
8.	MERCEDES-B...	1,045	518 ↑	4.8%	0.2% ↑
9.	HYUNDAI	964	-412 ↓	4.43%	-7.58% ↓
10.	VAUXHALL	916	374 ↑	4.21%	-0.52% ↓

Top ten BEV brands, 2023 YTD vs last year

	Marque	Regs...	Δ	Mkt Share	Δ
1.	TESLA	28,321	6,962 ↑	16.95%	0.3% ↑
2.	MG	16,963	10,452 ↑	10.15%	5.08% ↑
3.	VOLKSWAGEN	14,397	4,963 ↑	8.62%	1.26% ↑
4.	BMW	12,340	3,744 ↑	7.39%	0.68% ↑
5.	AUDI	11,344	4,519 ↑	6.79%	1.47% ↑
6.	KIA	10,030	-898 ↓	6%	-2.52% ↓
7.	VAUXHALL	8,973	2,342 ↑	5.37%	0.2% ↑
8.	MERCEDES-BE...	8,504	731 ↑	5.09%	-0.97% ↓
9.	POLESTAR	8,174	5,111 ↑	4.89%	2.5% ↑
10.	HYUNDAI	7,956	-1,265 ↓	4.76%	-2.43% ↓

2023 YTD vs previous year

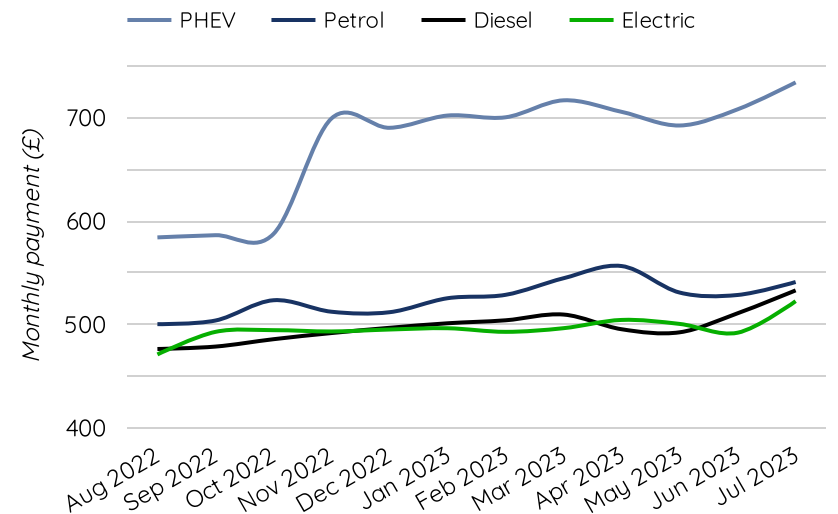
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Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	485,986	4.6% ↑	48.22%	-3.84% ↓
Hybrid	280,581	29.8% ↑	27.84%	3.64% ↑
Electricity	167,084	30.2% ↑	16.58%	2.21% ↑
Diesel	74,255	-11.3% ↓	7.37%	-2.01% ↓
Grand total	1,007,906	12.9% ↑	100%	0%

July 2023 vs July 2022

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	58,914	10.7% ↑	44.45%	-7.96% ↓
Hybrid	42,319	62.7% ↑	31.93%	6.32% ↑
Electricity	21,752	89.9% ↑	16.41%	5.13% ↑
Diesel	9,546	-12.0% ↓	7.2%	-3.48% ↓
Grand total	132,531	30.6% ↑	100%	0%

Average cost of available leasing deals, fuel type



Top ten BEV models, 2023-to-June vs last year

Model	Regs ▼	% Δ
1. MODEL Y RWD	8,689	-
2. MODEL Y LONG RANGE AWD	8,155	-26.5% ↓
3. 4 TROPHY	5,426	-
4. 4 SE	4,644	-
5. POLESTAR 2 EV FWD	4,299	314.2% ↑
6. MOKKA ULTIMATE EV	3,213	346.3% ↑
7. Q4 E-TRON S LINE 40	2,921	184.4% ↑
8. ID3 LIFE	2,880	5.5% ↑
9. MODEL 3	2,765	1,317.9% ↑
10. I4 EDRIIVE40 M SPORT	2,284	170.0% ↑

Cars: Regional Overview

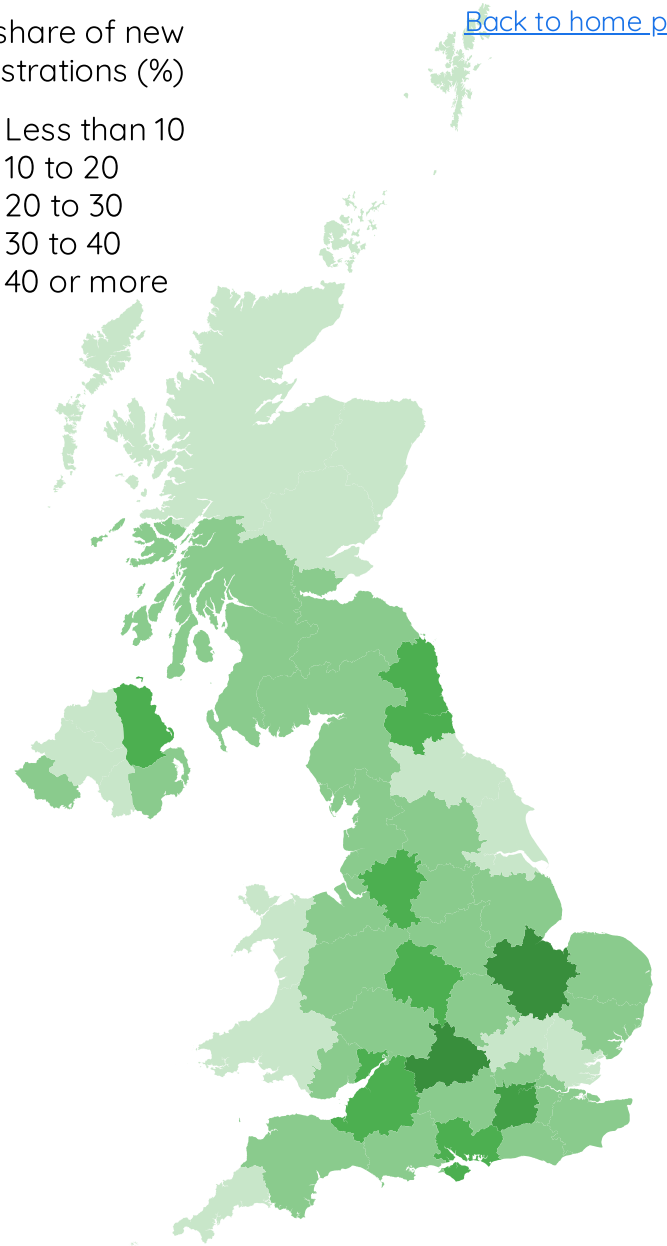
Oxford DVLA area came in first place, with 48% of new cars registered in the area being fully electric. South West London (Wimbledon) was second, with one third (31%) of all new registrations in the area being electric.

One in four new registrations in Newcastle and Bristol were full electric. 9 out of the 46 regions in which we track new car sales had over 20% of new sales being fully electric in May. The top ten areas for EV registrations are now seeing an average of 8,000 electric cars roll off forecourts every month.

EV share of new registrations (%)

- Less than 10
- 10 to 20
- 20 to 30
- 30 to 40
- 40 or more

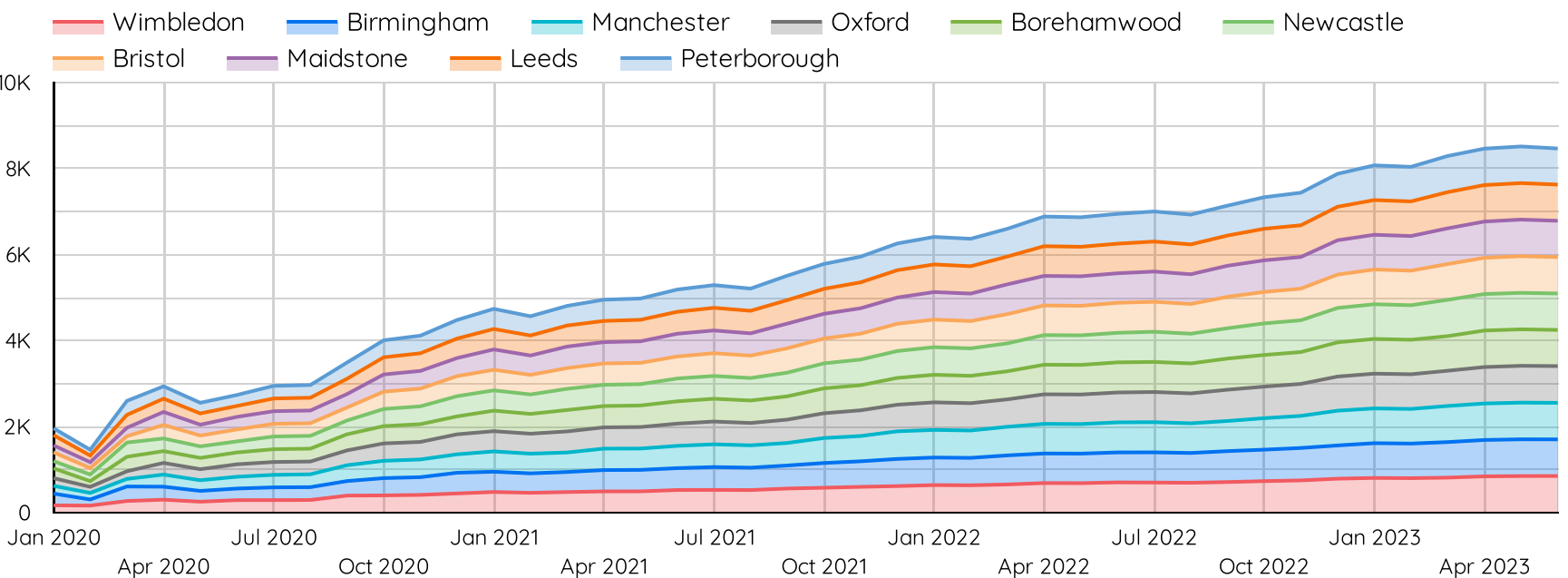
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Places with the highest share of EV (Cars) sales

DVLA Area	Electric Car Market Share (%)
Peterborough	51.87
Oxford	48.17
Wimbledon	37.86
Newcastle	27.45
Bristol	26.73
Birmingham	21.48
Manchester	21
Portsmouth	20.86
Antrim	20.38
Chester	19.44

Average monthly electric car (M1) sales in the top regions for total sales



Please note: this data is derived from the location at which vehicles are first registered, and is not intended to show where vehicles are subsequently used. The location of subsequent owners or users of the vehicles can be different from the location of first registration.

Vans: UK-made Vauxhall on top

Electric vans made up 6% of the UK van market in July and the number of e-vans registered have increased by 95%. The market overall, has grown considerably after a disappointing 2022 and e-vans are more than keeping up with that, having been the only segment to increase its share compared with last years figures.

Vauxhall continues to dominate e-van sales this month with 38% of the market. This means that overall, Vauxhall has accounted for 33% of all registrations in this segment so far this year. They sit 22 points ahead of nearest rivals Peugeot, and it is encouraging to see a predominantly British made brand excel in this new market. They are also the brand which is switching the fastest, with 19% of its vehicles being electric this month.

Ciara Cook, Policy Officer at New AutoMotive, said:

"Despite pessimism in the press, businesses are still being won over by the running cost savings e-vans bring during a time of increased costs."

"The government must resist calls to weaken the ZEV mandate, which is already looking much too unambitious. Without increasing targets the government will hurt manufacturers which have excelled in this area, such as British-made Vauxhall."

2023 YTD vs previous year

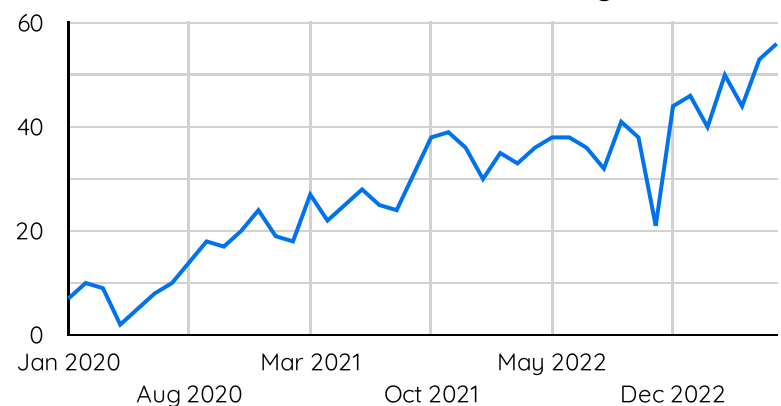
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Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Diesel	172,483	10.2% ↑	92.42%	0.23% ↑
Electricity	10,690	6.6% ↑	5.73%	-0.18% ↓
Petrol	2,890	4.1% ↑	1.55%	-0.09% ↓
Hybrid	574	21.1% ↑	0.31%	0.03% ↑
Grand total	186,637	9.9% ↑	100%	0%

July 2023 vs July 2022

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Diesel	23,585	43.4% ↑	91.76%	-1.32% ↓
Electricity	1,638	94.8% ↑	6.37%	1.61% ↑
Petrol	426	30.3% ↑	1.66%	-0.19% ↓
Hybrid	55	-1.8% ↓	0.21%	-0.1% ↓
Grand total	25,704	45.5% ↑	100%	0%

Number of different e-van models registered



Most popular BEV brands, 2023 YTD

	Marque	Regs ▼	Δ	Mkt Share	% Δ
1.	VAUXHALL	3,492	582 ↑	32.67%	12.6% ↑
2.	PEUGEOT	1,307	-847 ↓	12.23%	-43.1% ↓
3.	FORD	1,200	463 ↑	11.23%	52.7% ↑
4.	MAXUS	1,130	303 ↑	10.57%	28.2% ↑
5.	CITROEN	973	425 ↑	9.1%	66.6% ↑
6.	TOYOTA	783	271 ↑	7.32%	43.5% ↑
7.	VOLKSWAGEN	497	480 ↑	4.65%	2,642.9...
8.	MERCEDES-BENZ	430	-828 ↓	4.02%	-67.9% ↓
9.	RENAULT	423	43 ↑	3.96%	4.4% ↑
10.	NISSAN	199	-231 ↓	1.86%	-56.6% ↓
	Grand total	10,690	662 ↑	100%	0.0%

Most popular BEV models, 2023-to-May

	Model	Regs ▼	% Δ
1.	VIVARO-E 3100 DYNAMIC	1,202	-44.2% ↓
2.	VIVARO F3100 PRIME EV	1,075	-
3.	PARTNER PROFESSIONAL PREM + EV	488	-
4.	E DELIVER 9	425	-8.4% ↓
5.	COMBO-E 2300 PRIME	395	-
6.	PROACE CITY ICON EV	393	61.1% ↑
7.	E-BERLINGO 800 ENTERPRISE ED	386	-
8.	E DELIVER 3	373	79.3% ↑
9.	E-TRANSIT 350 LEADER	318	-27.1% ↓
10.	E-TRANSIT 350 TREND	273	221.2% ↑
	Grand total	8,443	-5.1% ↓

ZEV Mandate Tracker

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ZEV Credit Balance: Cars

-37.5K

↑ 6,704.48

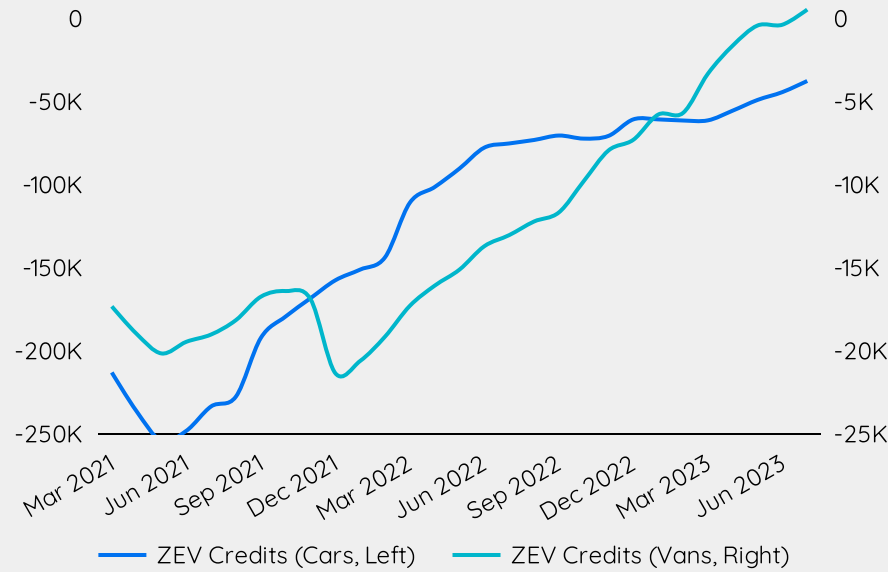
ZEV Credit Balance: Vans

545.8

↑ 913.01

We model how car and van companies would perform against the UK government's [proposed Zero Emissions Vehicle Mandate](#) targets. We compare sales in the last 12 months against the first target for 2024.

In 2024, car companies will have to ensure ensure that they have enough ZEV credits to cover 22% of their car sales and 10% of their van sales. We're tracking the overall availability of credits in the market as well as each brand's surplus or deficit of credits.

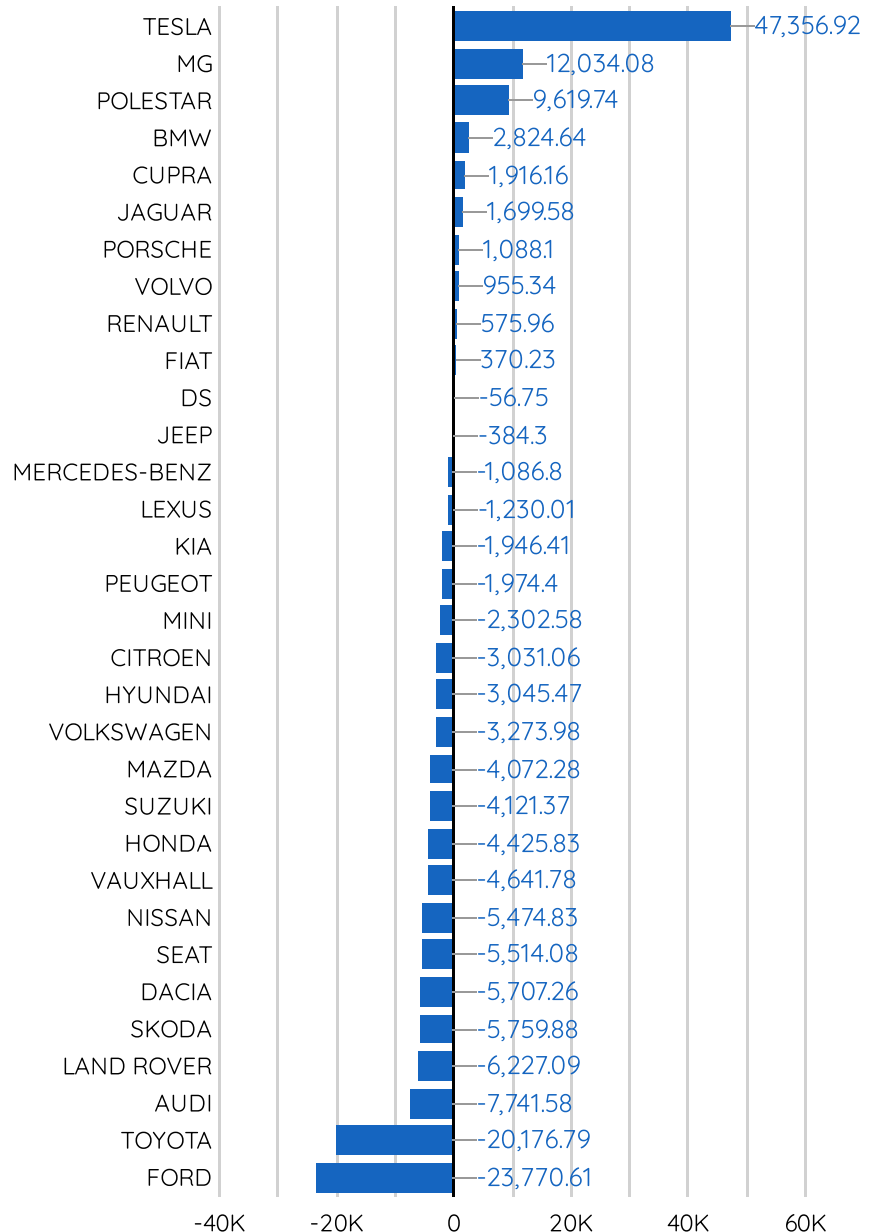


Analysis

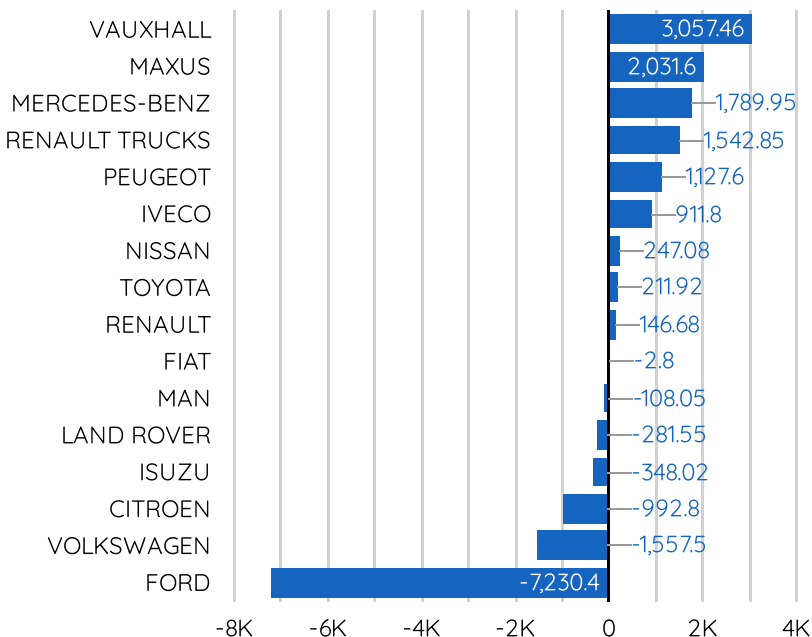
The DfT's proposed van targets would see a surplus of ZEV credits, weakening the effect of the ZEV mandate on the market. This would depress the price of a credit, reducing the incentive to sell more electric vans in the UK. If the credit balance gets any closer to zero, then DfT should look at tightening the targets.

Vauxhall's leading position on van sales puts them in line to benefit from the ZEV mandate with a potential income from credit sales worth tens of millions, which would support the sale of electric vans made in Ellesmere Port. In the car segment, Tesla has continued its dominant position, followed by MG, Polestar, Cupra and Jaguar.

Cars (M1) 2023



Vans (N1 and zero emissions N2 <4,250kg)



Motorbikes: electric sales struggle

Ever since the government significantly scaled back the plug-in motorbike grant in December 2021, electric motorbike sales have struggled to make headway, as shown by New AutoMotive's registration data. The stagnation in new registrations coincides with the scaling back of the plug-in grant, which is now only available for EV motorcycles costing less than £10,000, and which covers up to only £500.

Much like car drivers, motorcyclists are broadly keen on making the switch - as seen by the proliferation of electric bicycles in urban areas. Of particular interest are e-bikes that are tailored to delivery applications displacing the cheap 125cc scooter segment due to lower running costs, no licensing requirements, and significantly cheaper insurance.

Whereas on the low end, e-bikes are significantly cheaper - the high end of the market faces the opposite issue, wherein a EV motorcycles remain much more expensive, whilst exhibiting performance handicaps over their ICE counterparts. All this, and there is virtually no support for the higher end MC market. The government grant means that EV motorcycles must cost less than £10,000 in order to receive up to £500 in grants.



The Eskuta SX250 is a e-bike, capable of carrying as much cargo as a scooter. With a cost of £1.8k - this bicycle is a no-brainer when compared to a scooter designed to deliver goods.

2023 YTD vs previous year

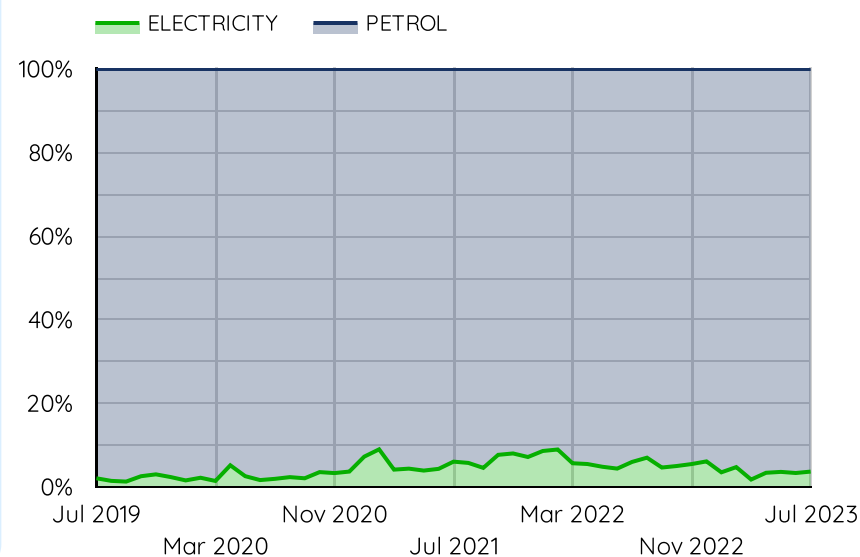
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Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	64,886	-9.3% ↓	96.83%	2.77% ↑
Electricity	2,121	-53.0% ↓	3.17%	-2.76% ↓
Grand total	67,008	-11.9% ↓	100%	0%

July 2023 vs July 2022

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	8,783	-6.3% ↓	96.3%	2.31% ↑
Electricity	336	-43.8% ↓	3.68%	-2.31% ↓
Grand total	9,120	-8.5% ↓	100%	0%

Motorbike registrations by fuel type since 2018



Most popular BEV brands 2023-to-July

Marque	Regs ▼	% Δ	Mkt Share	Δ
VMOTO	405	-59.6%...	19.09%	-3.13% ↓
Sur-ron	353	129.2%...	16.64%	13.23% ↑
MAEVING	133	-	6.27%	-
Talaria	116	13.7% ↑	5.47%	3.21% ↑
Yadea	111	-38.3% ↓	5.23%	1.24% ↑
NIU	97	-80.1% ↓	4.57%	-6.25% ↓
E-Max	87	-73.1% ↓	4.1%	-3.06% ↓
PIAGGIO	87	-56.9%...	4.1%	-0.38% ↓
Horwin	64	-39.0%...	3.02%	0.69% ↑
BMW	49	-38.0% ↓	2.31%	0.56% ↑
Grand total	2,121	-53.0%...	100%	0%

Most popular BEV models 2023-to-June

Model	Regs ▼	% Δ
1. LIGHT BEE	150	-55.2% ↓
2. Model not recorded	146	-70.9% ↓
3. ULTRA BEE	119	-
4. RM1	113	-
5. CPA	108	-80.4% ↓
6. VSA	84	265.2% ↑
7. CUX	75	-6.3% ↓
8. G5S	69	475.0% ↑
9. PIAGGIO ONE	59	-64.2% ↓
10. TCM	55	-72.1% ↓
Grand total	1,731	-57.6% ↓

HGVs: July sets new e-HGV record

July saw a new record number of electric HGVs registered in the UK, with 46 vehicles hitting the UK's roads. While this number is small, it represents welcome progress in a segment of the market that has proven stubborn to electrify.

Many of the UK's major HGV brands have started registering electric HGVs, with no one brand being alone in leading the way to electrifying as in the car market.

Analysis

Electric HGVs are in urgent need of a policy framework and government strategy to support companies to purchase and operate more of them. The UK government committed at COP26 to end sales of new non-zero HGVs by 2040, with lighter (<26 tonne) HGVs being zero emissions from 2035.

However, in the absence of a regulation or policy, this commitment remains merely an ambition. It is likely that the UK government will look closely at proposals brought forward by the European Commission to drive forward electric HGV adoption in the EU, as well as the experience of introducing a zero emissions vehicle mandate scheme for passenger cars and light commercial vehicles.

Without a policy, the government's ambition will struggle to make headway, yet this is a vital area to reducing emissions. HGVs account for around a third of UK diesel consumption, making them a significant contributor to UK emissions as well as the UK's reliance on expensive imported fuels.

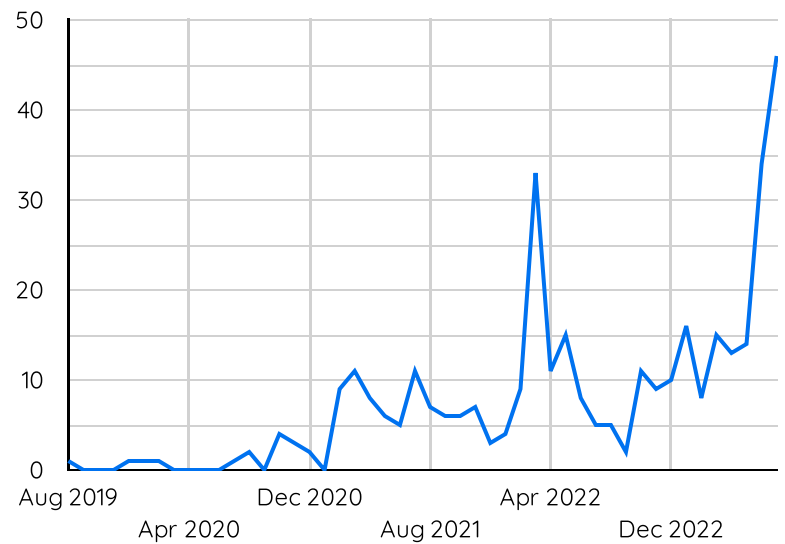
HGVs 2023 YTD vs previous year [Back to home page](#)

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Diesel	24,983	5.7% ↑	99.4%	-0.22% ↓
Electricity	151	67.8% ↑	0.6%	0.22% ↑
Grand total	25,134	6.0% ↑	100%	0%

HGVs June 2023 vs June 2022

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Diesel	4,052	38.1% ↑	98.88%	-0.95% ↓
Electricity	46	820.0% ↑	1.12%	0.95% ↑
Grand total	4,098	39.4% ↑	100%	0%

Monthly electric HGV registrations



Most popular BEV brands, HGVs 2023 YTD

Marque	Regs. ▼	Δ	Mkt Share	Δ
DENNIS	57	33 ↑	37.75%	11.08% ↑
RENAULT TRUCKS	24	19 ↑	15.89%	10.34% ↑
VOLVO	24	22 ↑	15.89%	13.67% ↑
IVECO	20	15 ↑	13.25%	7.69% ↑
MITSUBISHI FUSO	6	2 ↑	3.97%	-0.47% ↓
ELECTRA E-STAR	5	0	3.31%	-2.24% ↓
DAF	5	-30 ↓	3.31%	-35.58% ↓
MERCEDES-BENZ	3	-	1.99%	-
SCANIA	3	-	1.99%	-
VOLTA TRUCKS	1	-	0.66%	-



Scotland's first all-electric HGV hit the roads in June

Grand total **151** **61 ↑** **100%** **0%**

About this bulletin

Introduction

Electric Car Count is a monthly data series from New AutoMotive, a not-for-profit independent transport research organisation with a mission to accelerate and support the UK's transition to electric vehicles. You can find out more about New AutoMotive by visiting www.newautomotive.org/mission

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Data Sources & Methodology

The data we present comes from a mixture of sources. Data on vehicle registrations comes from the DVLA, and is based on a snapshot of the vehicle licensing database taken in the first few days of each month to gain a view of the last month's new registrations. We also obtain some information from the DVSA's MOT database. Data that is not about vehicles, for example, data on latest prices in the market, is taken from surveys carried out by New AutoMotive of prices advertised on a range of websites.

Terminology

Fuel Types

In our view, a vehicle's fuel type refers to its *primary* form of propulsion. Most vehicles are straightforwardly propelled by a diesel-fuelled engine, petrol-fuelled engine, or an electrically powered motor. Fuel types become complicated when vehicles have multiple forms of propulsion, for instance in the case of hybrid electric vehicles. Except in some rare cases, our view is that hybrids are just more efficient petrol or diesel vehicles, since the electric power is not the primary energy source for propulsion. Therefore we refer to the following fuel types:

Pure electric, or Electricity - these are battery-electric vehicles which are propelled exclusively by an electric motor and have no tailpipe emissions, to which the DVLA assigns an 'ELECTRICITY' fuel type classification. They do not include fuel cells. In some very rare cases, these vehicles can carry a fossil-fuelled range extender.

Hybrid, or hybrid electric - these are primarily petrol or (less commonly) diesel-fuelled vehicles that have some kind of electric motor to assist in reducing fuel consumption. Some carry a plug, and some do not.

Other fuel type terminology in this bulletin is hopefully self explanatory.

Vehicle Types

We refer to four main categories of vehicles. They are as follows, with an explanation of what is included in each category:

Cars - vehicles with a type approval of 'M1', indicating that they are light vehicles for the purpose of carrying passengers.

Vans - vehicles with a type approval of 'N1', or with a type approval of 'N2' that are also zero emissions up to 4,250kg, in line with the DfT's proposed definition for the ZEV mandate, to recognise the heavier weight of zero emissions light goods vehicles.

HGVs - vehicles with a type approval of 'N3' or 'N2' that are also not zero emissions and with a weight of less than 4,250kg.

Motorbikes - vehicles with a type approval of 'L1' or 'L3'.