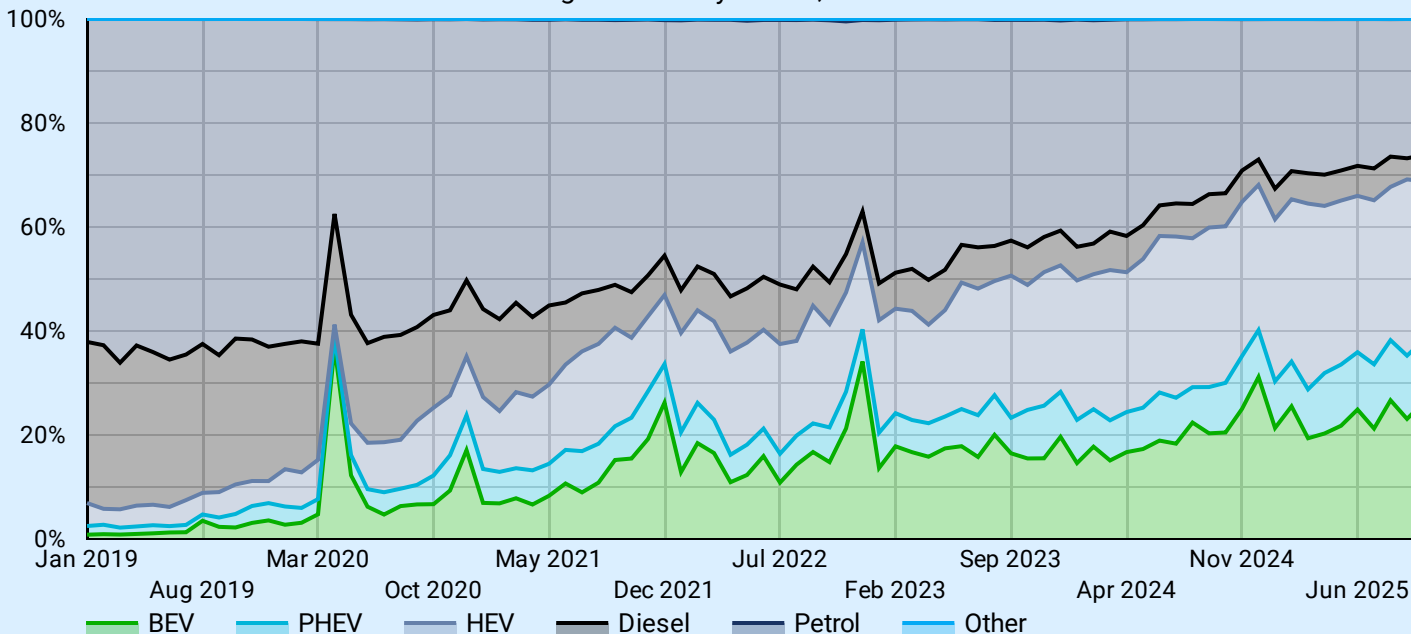


Electric Vehicles Stay Resilient Amongst Tough Month for Petrol and Diesel Vehicles

New BEV registrations by month, to Oct 2025



Electric Cars

31,997

↑ 5.5%

Electric Vans

1,876

↓ -17.8%

Electric Motorbikes

295

↑ 5.7%

Electric HGVs (BEV)

53

↑ 211.8%

- October continued the upward trajectory for battery electric vehicles, delivering their highest market share of the year so far. With 26% of all new cars sold being fully electric, BEVs remain the clear growth story in an otherwise subdued market.

- Market share continues to be above the real Zero Emission Vehicle (ZEV) Mandate target, meaning - if this continues - there will be a substantial surplus of credits.

- The plug-in segment continues to grow as other segments decline. For the first time, Renault's highest selling powertrain were BEVs, with 50% of their sales this month being electric.

- Toyota reach landmark as 1 in 2 vans are BEVs in 2025.

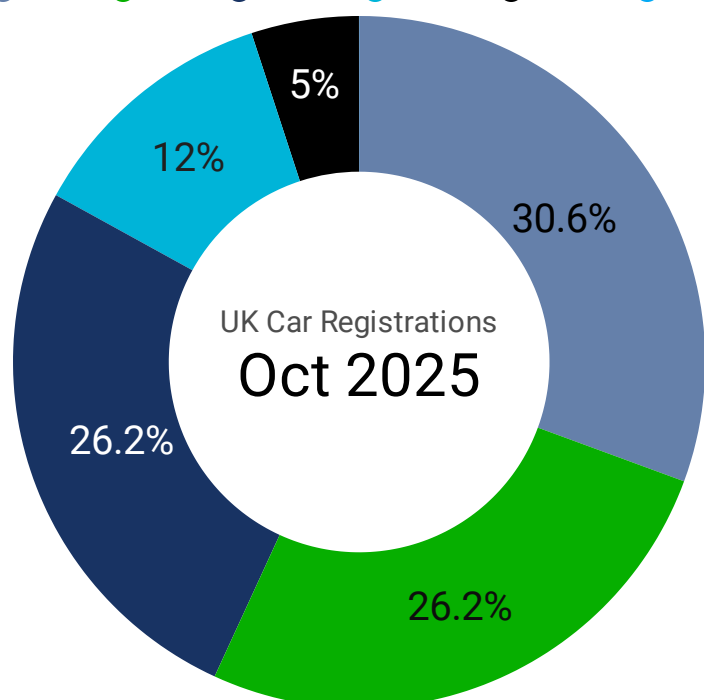
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Suggestions, feedback or requests for data? We'd love to hear from you:

data@newautomotive.org

● HEV ● BEV ● Petrol ● PHEV ● Diesel ● Other



Corrin Reilly, Data Analyst at New AutoMotive, said:

"In a month defined by market decline for petrol and diesel vehicles, battery electric cars have demonstrated their resilience in these tougher market conditions reaching a 2025 market share high of 26%. The direction of travel is unmistakable: motorists are moving towards electric vehicles and not looking back.

"As we enter the final months of 2025, ZEV Mandate compliance across the industry looks to be very likely, especially once the new increased flexibilities are accounted for, with Tesla, Volkswagen, and BMW among the most over-compliant."

Cars summary

Off the back of a record breaking September, October was another strong month for battery EV car sales, with 26% of the market going to this segment. That's the highest market share of the year so far, continuing the trend of BEVs finishing the year strongly.

PHEVs have also seen a rise in registrations with them capturing 12% of the market. Although HEVs now capture the largest portion of the market at 31%, HEVs, petrol and diesel all saw a decline in the number of registrations that they registered compared to last year.

Petrol have been pushed into third place just behind BEVs. This is not the first time this has happened but is likely to become more and more common in the coming years.

In a tough month for registrations compared with last year's figures, BEV registrations grew by 6%. Again the plug-in segment of the market (BEVs + PHEVs) were the only segments to see growth. Together, they accounted for two in every five cars sold in October, showing exactly where the momentum lies.

Looking at the year-to-date figures, petrol and diesel continue their decline with a quarter less registrations of petrol and diesel falling 17% year-on-year, a familiar trend with no sign of recovery in sight.

For BEVs though the year-to-date is looking good with a rise of 25% and a total of 22.42% meaning that they continue to be above the real target for the ZEV mandate which we estimate to be 21.69%.

BEV market share, YTD, vs last year

| Marque | BEV re... | % Δ | % of UK BEVs | Δ |
|----------------|-----------|----------|--------------|----------|
| TESLA | 37,505 | -3.6% ↓ | 9.75% | -2.88% ↓ |
| VOLKSWAGEN | 28,816 | 67.3% ↑ | 7.49% | 1.9% ↑ |
| BMW | 28,494 | -3.5% ↓ | 7.41% | -2.18% ↓ |
| AUDI | 26,034 | 34.4% ↑ | 6.77% | 0.48% ↑ |
| FORD | 22,191 | 239.2% ↑ | 5.77% | 3.65% ↑ |
| BYD | 21,093 | 247.9% ↑ | 5.48% | 3.52% ↑ |
| SKODA | 18,638 | 101.2% ↑ | 4.85% | 1.84% ↑ |
| KIA | 18,519 | 35.7% ↑ | 4.81% | 0.39% ↑ |
| MERCEDES-BE... | 18,277 | -11.0% ↓ | 4.75% | -1.91% ↓ |
| HYUNDAI | 16,975 | 12.2% ↑ | 4.41% | -0.5% ↓ |

YTD vs last year

| Fuel Type | Regs. ▼ | % Δ | Mkt. Share |
|--------------------|------------------|----------------|-------------|
| HEV | 558,288 | 11.5% ↑ | 32.52% |
| Petrol | 492,230 | -24.8% ↓ | 28.68% |
| BEV | 384,769 | 24.8% ↑ | 22.42% |
| PHEV | 187,414 | 30.7% ↑ | 10.92% |
| Diesel | 93,646 | -17.3% ↓ | 5.46% |
| Other | 180 | -85.4% ↓ | 0.01% |
| Grand total | 1,716,527 | -0.3% ↓ | 100% |

Latest month vs last year

| Fuel Type | Regs. | % Δ | Mkt. Share |
|--------------------|----------------|-----------------|-------------|
| Diesel | 6,116 | -35.0% ↓ | 5.02% |
| PHEV | 14,574 | 3.1% ↑ | 11.96% |
| Other | 11 | -59.3% ↓ | 0.01% |
| HEV | 37,306 | -16.3% ↓ | 30.61% |
| BEV | 31,997 | 5.5% ↑ | 26.25% |
| Petrol | 31,882 | -35.7% ↓ | 26.16% |
| Grand total | 121,886 | -17.7% ↓ | 100% |

Top Brands' Electrification YTD vs last year

| Marque | Total ▼ | BEV | BEV (%) | Δ |
|---------------|---------|--------|---------|----------|
| VOLKSWAGEN | 153,536 | 28,816 | 18.77% | 7.14% ↑ |
| BMW | 104,408 | 28,495 | 27.29% | 1.11% ↑ |
| FORD | 103,432 | 22,191 | 21.45% | 14.92% ↑ |
| KIA | 98,868 | 18,519 | 18.73% | 5.39% ↑ |
| AUDI | 92,486 | 26,034 | 28.15% | 10.71% ↑ |
| HYUNDAI | 79,428 | 16,975 | 21.37% | 2.57% ↑ |
| MERCEDES-BENZ | 79,003 | 18,277 | 23.13% | 1.01% ↑ |
| TOYOTA | 77,400 | 4,225 | 5.46% | -2.95% ↓ |
| NISSAN | 76,599 | 3,393 | 4.43% | -7.95% ↓ |
| PEUGEOT | 75,867 | 15,033 | 19.81% | -0.52% ↓ |
| VAUXHALL | 71,981 | 11,891 | 16.52% | -2.36% ↓ |
| SKODA | 70,896 | 18,638 | 26.29% | 12.24% ↑ |
| MG | 69,081 | 13,504 | 19.55% | -6.91% ↓ |
| VOLVO | 57,001 | 12,672 | 22.23% | -5.98% ↓ |
| RENAULT | 53,727 | 14,060 | 26.17% | 14.29% ↑ |
| LAND ROVER | 51,799 | 0 | 0% | 0% |

Electric Car Grant

Looking at the manufacturers who sell the EVs, the only Chinese manufacturers to break the top ten are BYD and Volvo in sixth and tenth spot respectively. Motorists are still choosing traditional brands of EVs en masse. Tesla also appeared to struggle this month, ranking 23rd with a 2% market share. However, Tesla's sales have historically been inconsistent month-to-month due to its delivery schedules, often alternating between quieter and record-breaking months so this result is not unusual or - of itself - indicative of a broader decline. Overall, sales are down a modest 4% compared to last year's figures, and despite this month's dip, Tesla still tops the manufacturer list for EVs so far this year - although their power is waning, with Volkswagen gaining momentum in second place.

Highlighting some of October's success stories: Renault's highest selling powertrain were BEVs accounting for just under half their sales for the month. And a third of the cars sold by Ford were electric, up from 13% of their registrations last year.

So far £52.1 million has been spent on the ECG with 40 models of cars eligible for discounts. Of the top ten EV manufacturers, four have models eligible for the grant. (Ford, Renault, Volkswagen, and Skoda).

Minimum Remaining ECG Budget



BEV market share, month vs last year

| Marque | BEV ▼ | % Δ | % of UK BEVs | Δ |
|----------------|-------|-----------|--------------|----------|
| FORD | 2,729 | 131.9% ↑ | 8.53% | 4.65% ↑ |
| AUDI | 2,544 | 52.3% ↑ | 7.95% | 2.44% ↑ |
| RENAULT | 2,349 | 102.3% ↑ | 7.34% | 3.51% ↑ |
| BMW | 1,980 | -14.1% ↓ | 6.19% | -1.41% ↓ |
| VOLKSWAGEN | 1,966 | -29.0%... | 6.15% | -2.99% ↓ |
| BYD | 1,875 | 135.8% ↑ | 5.86% | 3.24% ↑ |
| MERCEDES-BE... | 1,650 | -34.9% ↓ | 5.16% | -3.2% ↓ |
| SKODA | 1,518 | -6.2% ↓ | 4.75% | -0.59% ↓ |
| HYUNDAI | 1,475 | -3.5% ↓ | 4.61% | -0.43% ↓ |
| VOLVO | 1,380 | 13.7% ↑ | 4.31% | 0.31% ↑ |

Top Brands' Electrification month vs last year

| Marque | Total | BEV ▼ | BEV (%) | Δ |
|---------------|--------|-------|---------|-----------|
| FORD | 8,071 | 2,729 | 33.81% | 21.07% ↑ |
| AUDI | 7,801 | 2,544 | 32.61% | 14.67% ↑ |
| RENAULT | 4,753 | 2,349 | 49.42% | 24.6% ↑ |
| BMW | 7,273 | 1,980 | 27.22% | 3.68% ↑ |
| VOLKSWAGEN | 11,448 | 1,966 | 17.17% | -2.97% ↓ |
| BYD | 2,827 | 1,875 | 66.32% | -33.17% ↓ |
| MERCEDES-B... | 5,278 | 1,650 | 31.26% | 0.52% ↑ |
| SKODA | 5,014 | 1,518 | 30.28% | 7.52% ↑ |
| HYUNDAI | 4,712 | 1,475 | 31.3% | 8.77% ↑ |
| VOLVO | 5,085 | 1,380 | 27.14% | 6.23% ↑ |

Car ZEV Mandate Tracker

Figures shown are based on GB car sales in the current calendar year

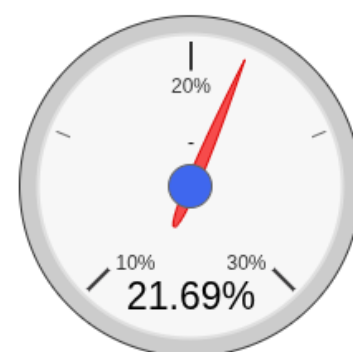
| Parent | Car sales | Est real ZEV sales target | BEV % of car sales | ZEV credit shortfall/surplus |
|------------------|-----------|---------------------------|--------------------|------------------------------|
| VW | 387,104 | 20.4% | 23.6% | 12,331 |
| STELLANTIS | 194,668 | 26.5% | 19.3% | -14,062 |
| HYUNDAI | 179,337 | 22.2% | 20.2% | -3,563 |
| BMW | 141,737 | 23.4% | 27.7% | 6,143 |
| FORD | 103,434 | 24.8% | 21.5% | -3,484 |
| TOYOTA | 91,206 | 15.4% | 7.0% | -7,684 |
| MERCEDES | 80,435 | 25.6% | 24.5% | -872 |
| RENAULT | 79,821 | 22.0% | 24.7% | 2,103 |
| NISSAN | 76,599 | 21.4% | 4.4% | -13,012 |
| GEELY | 73,047 | 25.5% | 38.2% | 9,235 |
| SAIC | 69,081 | 15.4% | 19.5% | 2,866 |
| TATA | 53,715 | 15.4% | 3.3% | -6,511 |
| BYD | 38,241 | 15.4% | 55.2% | 15,204 |
| TESLA | 37,505 | 28.0% | 100.0% | 27,004 |
| CHERY AUTOMOBILE | 36,669 | 15.4% | 14.1% | -461 |
| MAZDA | 28,121 | 18.2% | 0.6% | -4,946 |
| HONDA | 20,982 | 18.9% | 1.2% | -3,706 |
| SUZUKI | 15,442 | 22.8% | 2.6% | -3,115 |

Est. real market-wide ZEV target

The estimated real ZEV sales target - The headline ZEV mandate target for 2025 is 28%. But firms generate additional credits by exceeding CO2 emissions targets on their ICE vehicle sales (including hybrids and plug-in hybrids). We calculate the real target - 21.69% - by estimating the number of credits that each manufacturer is expected to generate based on the CO2 ratings of newly registered ICE cars in the year to date, using publicly available information from the DVLA.

2025 so far - Based on year-to-date registrations, several manufacturer groups are tracking well to meet their obligations. Groups such as VW, BMW, Geely, Tesla, BYD, SAIC, and are currently showing a surplus of ZEV credits, indicating their BEV sales are ahead of their estimated targets. Renault managed to go from red to green this month showing a surplus for the first time this year, with Chery and Ford just under their obligation. Conversely, a number of other major manufacturers are currently facing a shortfall. Stellantis, Hyundai, Toyota, Nissan, Mercedes, Tata, Mazda, Honda, and Suzuki are all estimated to be behind their required ZEV sales targets for the year so far. Nissan and Stellantis appear to have the most substantial deficits to overcome.

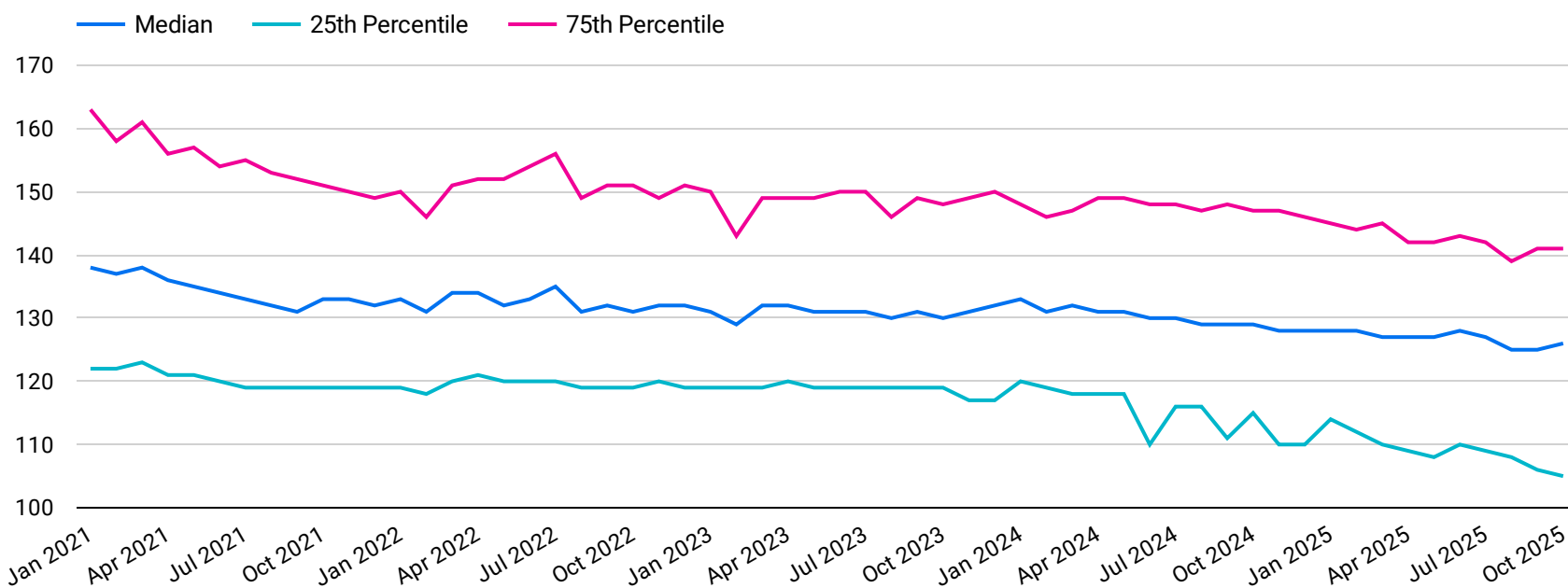
We have not yet included changes announced in April.



The real market-wide ZEV target represents the percentage of GB car sales that need to be fully electric for carmakers to meet their mandated EV sales targets.

ICE Car CO2 Emissions Ratings

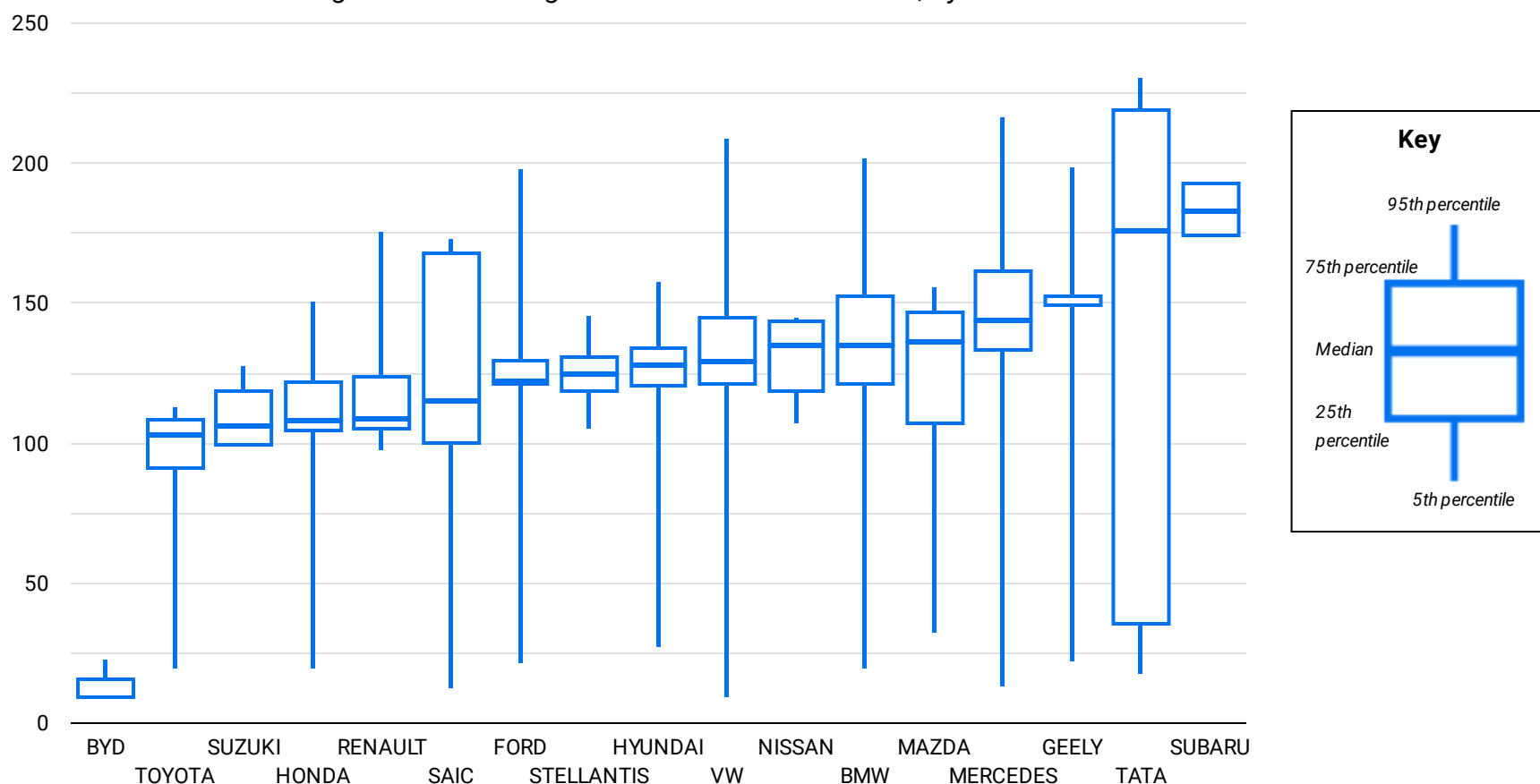
Average CO2 ratings of newly registered internal combustion engine cars by month of registration, gCO2/km



As the UK transitions to zero emissions vehicles, it is important that the new petrol and diesel cars that are sold between now and their phase-out in 2035 do not become less fuel efficient and more polluting. This page provides a way of tracking this trend, with metrics based on the WLTP emissions ratings of new passenger cars in the UK, which have been mandatory for new cars registered in the UK since April 2020.

There has been a steady trend of improvements in WLTP emissions ratings. This is likely to be driven by the flexibilities in the ZEV mandate, which rewards car makers who sell more fuel efficient/lower emission vehicles.

CO2 emissions ratings of new cars registered in the last 12 months, by manufacturer



Vans Summary

In a month when the van market saw volumes of new registrations decline due to fewer sales across most fuel types, battery electric vans (BEVs) proved amongst the most resilient, recording an 18% decline in total registrations. The fall in new diesel (-34%) and petrol (-43%) van registrations sees their market shares slip against the same time last year, with diesel experiencing a 5 percentage point drop.

Although total volumes of new BEVs declined in October, their market share rose to 9.71%, surpassing the year-to-date BEV share, which currently stands at 9.15%. After leading the race for most BEV registrations each month since May, Ford were toppled in October by Volkswagen - their closest competitor in four of the five preceding months leading up to October - who benefited from one of their strongest months in 2025 while Ford endured one of their weakest.

As we approach the final months of 2025, we start to see a clearer picture of how the land lies in relation to the ZEV Mandate for 2025. While Ford saw a significant increase in up-take of BEVs in September, their failure to take that momentum into October has made their route to compliance with the ZEV Mandate's headline target of 16% by year-end nearly impossible. However, this is a situation that the likes of Volkswagen, Maxus, and Toyota could look to exploit - all of whom are currently on track to conclude 2025 with notable surplus credits, which they could look to bank, or could look to trade off to other firms for a cash reward for over-compliance.

BEV Van Market Shares (YTD)

| Make | BEVs | BEVs |
|----------------|-------|--------|
| FORD | 6,975 | 30.34% |
| VOLKSWAGEN | 4,784 | 20.81% |
| VAUXHALL | 2,304 | 10.02% |
| PEUGEOT | 2,382 | 10.36% |
| RENAULT | 1,134 | 4.93% |
| MERCEDES-BENZ | 1,477 | 6.43% |
| CITROEN | 708 | 3.08% |
| NISSAN | 693 | 3.01% |
| LAND ROVER | 0 | 0% |
| MAXUS | 1,599 | 6.96% |
| IVECO | 341 | 1.48% |
| ISUZU | 1 | +0% |
| FIAT | 88 | 0.38% |
| MAN | 12 | 0.05% |
| RENAULT TRUCKS | 162 | 0.7% |

Sales by fuel type, YTD vs last year

| Fuel Type | Regs. | Δ | Mkt. Share |
|--------------------|----------------|------------------|-------------|
| BEV | 24,221 | 7,337 ↑ | 9.15% |
| Diesel | 221,630 | -55,729 ↓ | 83.68% |
| PHEV | 7,479 | 6,553 ↑ | 2.82% |
| Petrol | 5,282 | -752 ↓ | 1.99% |
| HEV | 6,241 | 4,366 ↑ | 2.36% |
| Grand total | 264,853 | -38,225 ↓ | 100% |

Sales by fuel type, latest month vs last year

| Fuel Type | Regs. | Δ | Mkt. Share |
|--------------------|---------------|-----------------|-------------|
| BEV | 1,887 | -397 ↓ | 9.71% |
| Diesel | 16,104 | -7,927 ↓ | 82.88% |
| PHEV | 783 | 411 ↑ | 4.03% |
| Petrol | 296 | -222 ↓ | 1.52% |
| HEV | 360 | 174 ↑ | 1.85% |
| Grand total | 19,430 | -7,961 ↓ | 100% |

Top van sellers' sales: BEV vs non-BEV (YTD)

| Make | Total | BEVs | BEV % |
|----------------|--------|-------|--------|
| FORD | 92,911 | 6,975 | 7.51% |
| VOLKSWAGEN | 26,217 | 4,784 | 18.25% |
| VAUXHALL | 19,967 | 2,304 | 11.54% |
| PEUGEOT | 18,795 | 2,382 | 12.67% |
| RENAULT | 18,071 | 1,134 | 6.28% |
| MERCEDES-BE... | 16,107 | 1,477 | 9.17% |
| CITROEN | 14,927 | 708 | 4.74% |
| NISSAN | 6,164 | 693 | 11.24% |
| LAND ROVER | 5,764 | 0 | 0% |
| MAXUS | 5,716 | 1,599 | 27.97% |
| IVECO | 3,868 | 341 | 8.82% |
| ISUZU | 3,277 | 1 | 0.03% |
| FIAT | 2,565 | 88 | 3.43% |
| MAN | 2,547 | 12 | 0.47% |
| RENAULT TRU... | 2,180 | 162 | 7.43% |
| ISUZU TRUCKS | 868 | 2 | 0.23% |
| INEOS | 220 | 0 | 0% |
| TOYOTA | 161 | 81 | 50.31% |

Van ZEV Mandate Tracker

Figures shown are based on UK van sales in current calendar year.

| Entities | Total Registrations | Est. Real ZEV Sales Target | ZEV Share | Credit Balance |
|---------------|---------------------|----------------------------|-----------|----------------|
| FORD | 91,912 | 13.53% | 6.73% | -6,247 |
| STELLANTIS | 56,176 | 8.8% | 9.59% | 446 |
| VOLKSWAGEN | 28,658 | 16% | 16.69% | 199 |
| RENAULT | 18,080 | 10.36% | 6.27% | -738 |
| TOYOTA | 17,269 | 15.31% | 7.15% | -1,409 |
| MERCEDES-BENZ | 14,751 | 12.48% | 8.25% | -624 |
| NISSAN | 6,165 | 8.8% | 11.22% | 149 |
| JLR | 5,770 | 10.17% | 0% | -587 |
| SAIC | 5,459 | 16% | 24.55% | 467 |
| ISUZU | 3,728 | 8.8% | 0.03% | -327 |
| GEELY | 792 | 8.8% | 20.33% | 91 |
| INEOS | 220 | 8.8% | 0% | -19 |

The estimated real ZEV registrations target - the ZEV Mandate requires manufacturers to meet an increasing percentage target of electric vans (16% in 2025) by selling more electric vans as a proportion of sales. They can also generate additional credits by exceeding easy-to-meet CO₂ emissions targets on their ICE van registrations. We calculate the implied target by estimating the number of credits that each manufacturer is expected to generate based on the CO₂ ratings of newly registered ICE vans in 2025.

2025 so far: With only two months left on the 2025 scheme, and before accounting for the newly legislated changes, Ford look to have further entrenched themselves in a credit deficit. While the changes to the ZEV Mandate may help them to reduce this deficit - given their notable rise in hybrid registrations through 2025 - they will likely still find themselves in a position of having to buy credits from other manufacturers who have finished the year with surplus credits, borrow from future ZEV Mandate allowances using the newly expanded rules for borrowing, or under the newly legislated scheme-to-scheme exchange system bring across credits from a possible surplus on the car scheme.

In other news, Geely and SAIC have both increased their credit surpluses, putting them in a good position to either trade these credits to reap a financial reward for their confident compliance with the ZEV Mandate in 2025, or could look to bank them to give themselves a head-start in future years as the headline target starts to take a larger share of the van market. Much larger makers Stellantis, VW and Nissan already have sizeable surpluses.

Please note that this table does not reflect changes announced in April.

HGVs

Monthly electric HGV registrations



HGVs by fuel type, last 12 months vs previous

| Fuel Type | Regs. ▼ | Δ | Mkt. Share | Δ |
|--------------------|---------------|-----------------|-------------|-----------|
| Diesel | 40,556 | -6,327 ↓ | 98.71% | -0.72% ↓ |
| BEV | 531 | 262 ↑ | 1.29% | 0.72% ↑ |
| Grand total | 41,087 | -6,065 ↓ | 100% | 0% |

HGVs latest month vs last year

| Fuel Type | Regs. ▼ | % Δ | Mkt. Share | Δ |
|--------------------|--------------|----------------|-------------|-----------|
| Diesel | 4,164 | -6.4% ↓ | 98.74% | -0.88% ↓ |
| BEV | 53 | 211.8% ↑ | 1.26% | 0.88% ↑ |
| Grand total | 4,217 | -5.6% ↓ | 100% | 0% |

Registrations slipped from their all-time highs, but let's keep a sense of perspective. The best 4 months for HGV registrations have been the last 4 months. Interestingly the main beneficiaries have been traditional manufacturers: over the past 4 months, Mercedes, Iveco, and DAF have been by far the biggest 3 sellers, with Volvo, which made much of the early running in electrification, in fourth place.

In other news, Government is now talking about its consultation on ending the sales of new non-zero emission HGVs being "shortly". What we need even more urgently is a mechanism for making the switch happen.

Motorbikes

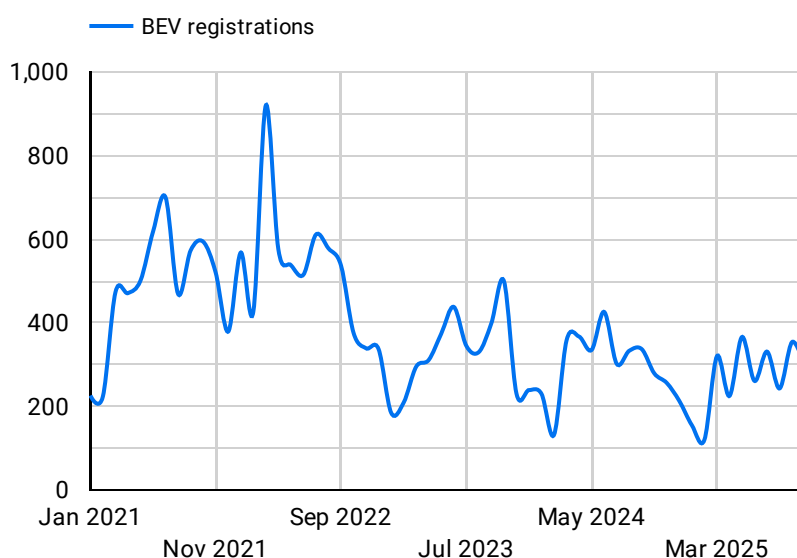
Motorbikes by fuel type, YTD vs previous year

| Fuel Type | Regs. ▼ | % Δ | Mkt. Share | Δ |
|--------------------|---------------|-----------------|-------------|-----------|
| Petrol | 76,745 | -18.5% ↓ | 96.64% | -0.17% ↓ |
| BEV | 2,670 | -13.8% ↓ | 3.36% | 0.17% ↑ |
| Grand total | 79,415 | -18.3% ↓ | 100% | 0% |

Motorbikes by fuel type, latest month vs previous year

| Fuel Type | Regs. ▼ | % Δ | Mkt. Share | Δ |
|--------------------|--------------|------------------|-------------|-----------|
| Petrol | 5,965 | -18.4%... | 95.29% | -1.04% ↓ |
| BEV | 295 | 5.7% ↑ | 4.71% | 1.04% ↑ |
| Grand total | 6,260 | -17.6%... | 100% | 0% |

Monthly electric motorbike registrations



Electric motorbike market share looks set to end the year more-or-less unchanged on 2024 at 3.3-3.4%, a level close to what they also achieved in 2023. Whilst disrupters have secured a toehold amongst smaller citybikes and premium vehicles, electrification is an innovation free zone amongst the biggest bike manufacturers.

HGVs must come first, as they are responsible for almost 40 times the emissions. But government policy will be needed to nudge more innovative firms like BMW, LexMoto and Piaggio forward, and steer the largest manufacturers Honda and Yamaha to invest at all.

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 of vehicles. We also obtain some information from the DVSA's MOT database.

Updates to methodology

May 2025: Following a review of our approach to calculating baselines under the CCTS, we have amended the estimated baseline for BYD, which has resulted in a significantly reduced implied target. For both car and van trackers, we have not yet updated our methodology to account for proposed changes to mandate's flexibilities. We will make an update when legislation has been approved by Parliament.

November 2024: From November 2024 we have changed our approach to obtaining the snapshot of the UK car market, as part of our efforts to improve the quality of our data. This has boosted the volume of registrations in our historical dataset, which is used for comparisons with past periods. This will mean that the numbers in bulletins from December 2024 may not entirely accord with bulletins published prior to this point.

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.

PHEV - these are hybrids as above, but they have a plug to take external charge.

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' and 'M2', 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'.