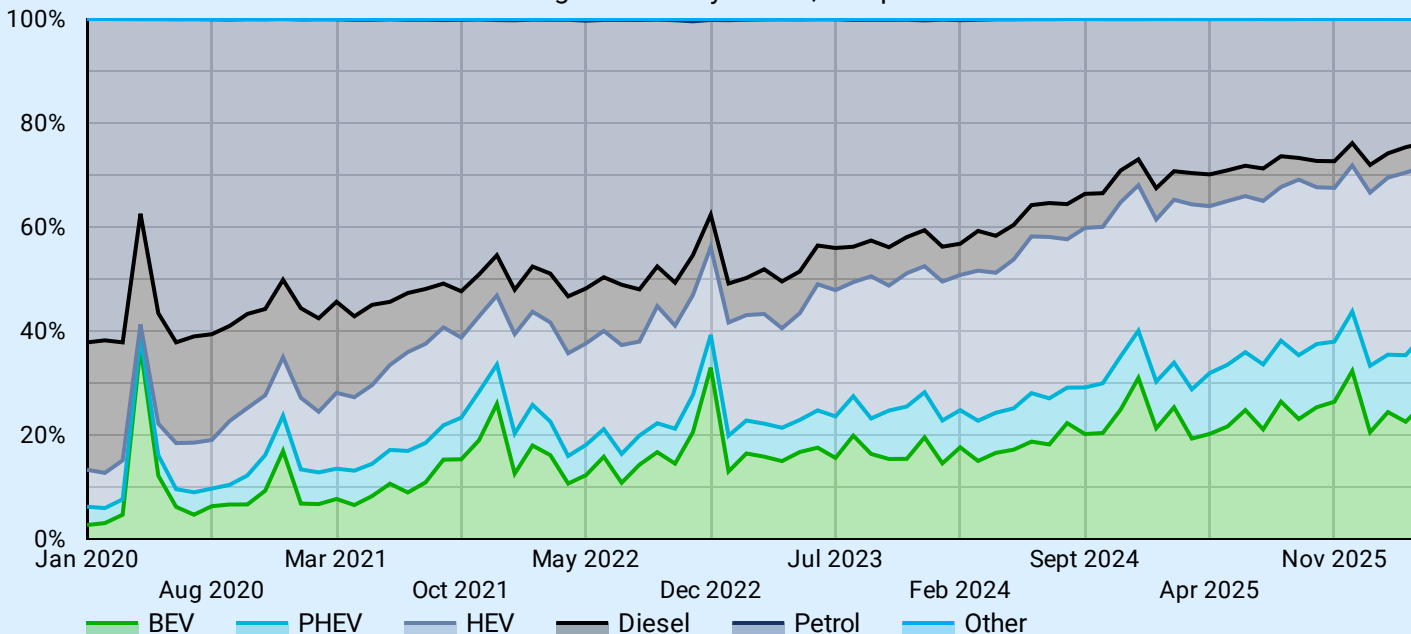


UK Hits 2 Million EV Milestone as Consumers Turn to Electric

New registrations by month, to Apr 2026



Electric Cars

37,410

↑ 55.6%

Electric Vans

2,367

↑ 36.0%

Electric Motorbikes

317

↑ 39.6%

Electric HGVs (BEV)

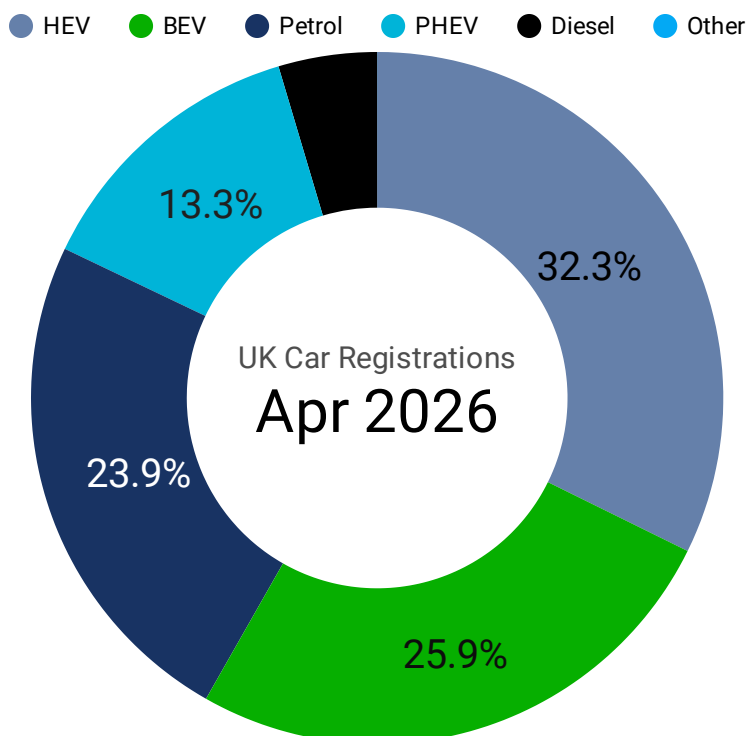
24

↑ 41.2%

- BEV registrations surpass 2 million.
- BEVs take 26% of new car registrations, growing 56% compared to last April, the fastest growth of any fuel type this month.
- BYD tops the BEV market for the first time, with a 7.1% share.
- No clear manufacturer leader emerging: market share remains tightly spread, with all manufacturers still in the mix.
- e-Vans saw their highest April ever with 11.4% of the total market.

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



Ben Nelmes, CEO at New AutoMotive, said:

"It's no wonder there are 2 million electric cars on our roads - they are cheaper than petrol and there's never been more choice."

"April's surge in EV demand proves that the ZEV Mandate is working. We are seeing a massive decoupling: the car market is growing, yet petrol and diesel sales are shrinking."

"For car manufacturers, the lesson is clear: if you aren't building electric, you're building history."

Cars summary

April continued the strong momentum in the UK EV market, with the 2 millionth BEV registered during the month. This was set against a backdrop of a continued fuel crisis, and Auto Trader reporting that new BEVs are now on average cheaper than petrol equivalents.

BEVs accounted for 26% of new registrations in April, marking a 55.6% increase compared to the same month last year which was the highest growth of any fuel type. PHEVs also delivered a strong performance, taking a 13% market share and growing by 40.4%. Hybrids followed a similar trajectory, reaching 22% of the market. In contrast, petrol and diesel both continued to decline despite the overall market expanding by 22.4%. It is worth noting that April 2025 was a relatively weak month for registrations, which has amplified the growth rates seen here.

Year-to-date, BEVs now account for 23% of the market, growing 18% compared to the same period last year. PHEVs remain the fastest-growing segment on a YTD basis, up 39.5%, reinforcing their role in manufacturer compliance strategies under the ZEV Mandate, despite well-documented concerns around real-world emissions and how often they're actually driven electrically.

Looking at manufacturers, for the first time BYD topped the BEV rankings in April with a 7.1% share. However, this came in a non-Tesla month, and the real test will be whether it can maintain this position when Tesla returns to volume. More broadly, the market remains highly fragmented. The top 10 manufacturers accounted for around 60% of BEV registrations, with the remaining 40% spread across a long tail of brands. Even within the top 10, shares are relatively tightly grouped: from 7.1% for BYD down to 4.7% for Mercedes-Benz. This highlights that there is all to play for. Shares remain tightly grouped, and even those marques that have been slower to scale still have a clear opportunity to catch up.

This trend can also be seen in the YTD figures which are similarly bunched.

BEV market share, YTD, vs last year

Marque	BEV re...	% Δ	% of UK BEVs	Δ
TESLA	13,299	-4.7% ↓	7.46%	-1.67% ↓
BYD	12,851	80.5% ↑	7.21%	2.55% ↑
KIA	11,766	32.4% ↑	6.6%	0.79% ↑
FORD	11,664	84.7% ↑	6.55%	2.42% ↑
VOLKSWAGEN	10,425	-10.1% ↓	5.85%	-1.73% ↓
SKODA	9,978	48.3% ↑	5.6%	1.2% ↑
AUDI	9,955	1.3% ↑	5.59%	-0.84% ↓
BMW	9,657	-27.1% ↓	5.42%	-3.24% ↓
RENAULT	8,319	73.2% ↑	4.67%	1.53% ↑
MERCEDES-BE...	8,239	9.7% ↑	4.62%	-0.29% ↓

YTD vs last year (provisional figures)

fuelType	Regs. ▼	% Δ	Mkt. Share
HEV	264,201	7.0% ↑	34.11%
Petrol	195,952	-11.5%...	25.3%
BEV	178,253	18.0%...	23.01%
PHEV	98,222	39.5%...	12.68%
Diesel	37,936	-12.6%...	4.9%
Other	34	-61.8%...	+0%
Grand total	774,598	5.6% ↑	100%

Latest month vs last year (provisional figures)

fuelType	Regs. ▼	% Δ	Mkt. Share
HEV	46,570	22.2% ↑	32.29%
BEV	37,410	55.6% ↑	25.94%
Petrol	34,415	-2.3% ↓	23.86%
PHEV	19,190	40.4% ↑	13.31%
Diesel	6,634	-1.3% ↓	4.6%
Other	3	-87.0% ↓	+0%
Grand total	144,222	22.4% ↑	100%

Top Brands' Electrification YTD vs last year

Marque	Total ▼	BEV	BEV (%)	Δ
VOLKSWAGEN	60,592	10,425	17.21%	-0.17% ↓
KIA	43,476	11,766	27.06%	7.29% ↑
BMW	42,676	9,657	22.63%	-4.74% ↓
FORD	42,370	11,664	27.53%	13.46% ↑
AUDI	38,372	9,955	25.94%	0.46% ↑
MERCEDES-BENZ	35,876	8,239	22.97%	1.35% ↑
VAUXHALL	34,074	7,012	20.58%	2.38% ↑
PEUGEOT	31,112	4,802	15.43%	-6.5% ↓
MG	31,104	7,025	22.59%	5.44% ↑
TOYOTA	30,529	2,077	6.8%	0.03% ↑
SKODA	30,483	9,978	32.73%	9.49% ↑
HYUNDAI	30,374	5,681	18.7%	1.95% ↑
NISSAN	28,587	1,300	4.55%	-0.69% ↓
BYD	26,636	12,851	48.25%	-8.84% ↓
LAND ROVER	25,902	0	0%	0%
VOLVO	24,255	4,739	19.54%	0.8% ↑

Car ZEV Mandate Tracker

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

Parent	Car Sales	Est. Real ZEV Sales Ta...	BEV Share of Sales	ZEV Credit Balance
VW	156,399	25.9%	23.9%	-3,024.4
STELLANTIS	90,580	30.3%	21.3%	-8,131.2
HYUNDAI	74,226	29.2%	23.9%	-3,913.7
BMW	61,474	29.0%	25.5%	-2,190.2
FORD	42,370	30.5%	27.5%	-1,251.9
MERCEDES	36,616	31.1%	24.5%	-2,397.5
CHERY AUTOMOBILE	35,984	9.0%	12.1%	1,104.1
TOYOTA	35,792	19.4%	7.8%	-4,173.5
RENAULT	34,991	27.2%	30.1%	1,008.1
SAIC	31,104	13.7%	22.6%	2,778.0
GEELY	29,579	31.6%	34.0%	720.3
NISSAN	28,587	24.6%	4.5%	-5,729.2
BYD	26,636	6.6%	48.2%	11,093.0
TATA	25,912	13.6%	0.0%	-3,519.5
TESLA	13,299	33.0%	100.0%	8,910.3
MAZDA	11,686	23.8%	0.0%	-2,777.1
SUZUKI	9,924	27.8%	8.8%	-1,893.2
HONDA	8,550	22.6%	15.8%	-575.4

The estimated real ZEV sales target - The headline ZEV mandate target for 2026 is 33%. But firms generate additional credits by exceeding CO₂ emissions targets on their non-ZEV vehicle sales. We calculate the real target by estimating the number of credits that each manufacturer is expected to generate based on the CO₂ ratings of newly registered non-ZEV cars in the year to date, using publicly available information from the DVLA.

The year so far - Currently, the estimated real target is 24.7%. This reflects the additional flexibilities introduced into the scheme midway through the year. The Y-T-D figure is currently at 23%, showing that a quarter of the way through the year the market is not far off the target at all.

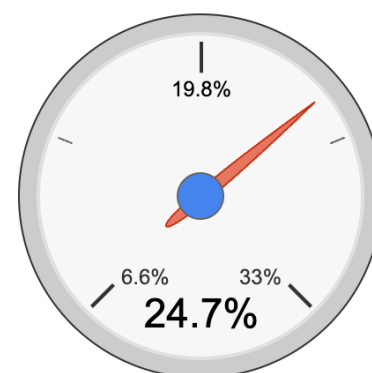
For manufacturers with a high proportion of PHEV sales, the effective target is significantly lower. We can see this most clearly with BYD's target being pushed down to 6.6% as they have around a 50/50 split of BEV and PHEV registrations.

A small group of manufacturers are already operating with a surplus of ZEV credits, Tesla, BYD, SAIC, Geely, Chery and Renault.

Honda and Subaru are just under their implied target.

Ford, Honda, Suzuki, Mazda, Tata, Toyota, Nissan, Mercedes, BMW, Hyundai, Stellantis, and VW currently have deficits. Many are still small deficits, so manufacturers have plenty of time to rectify this.

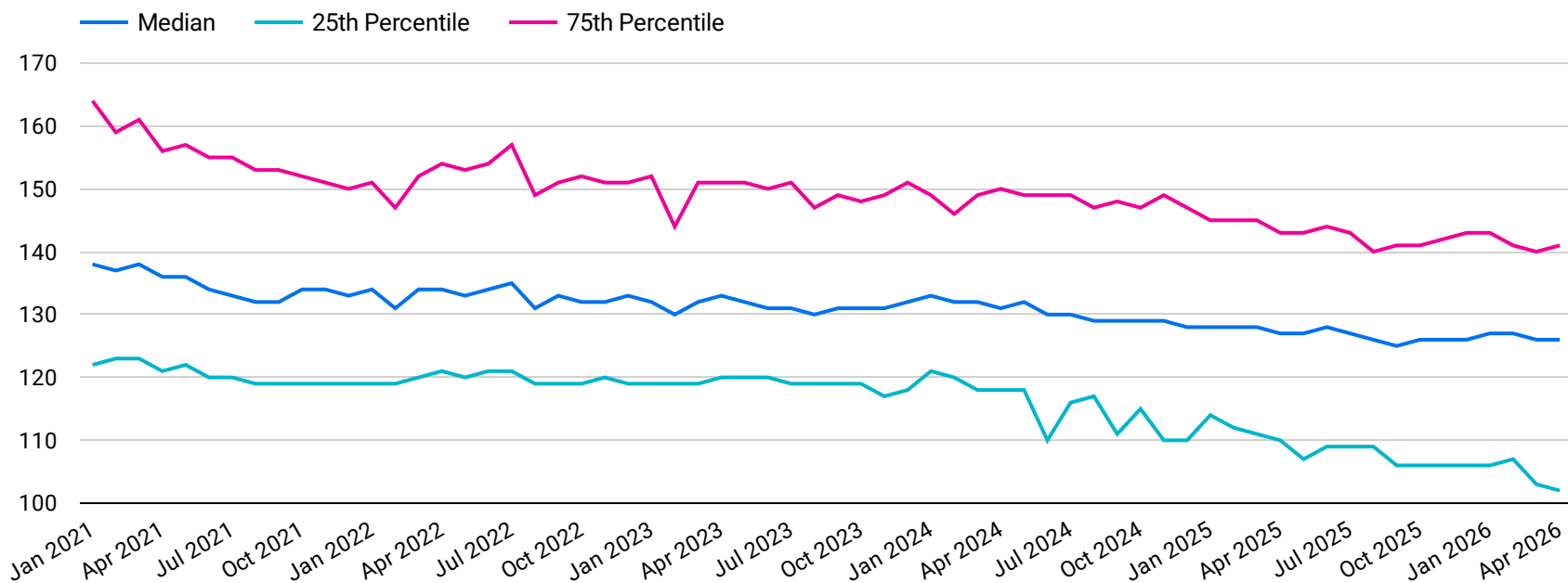
Est. Real Market-Wide ZEV Target



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

ICE Car CO₂ Emissions Ratings

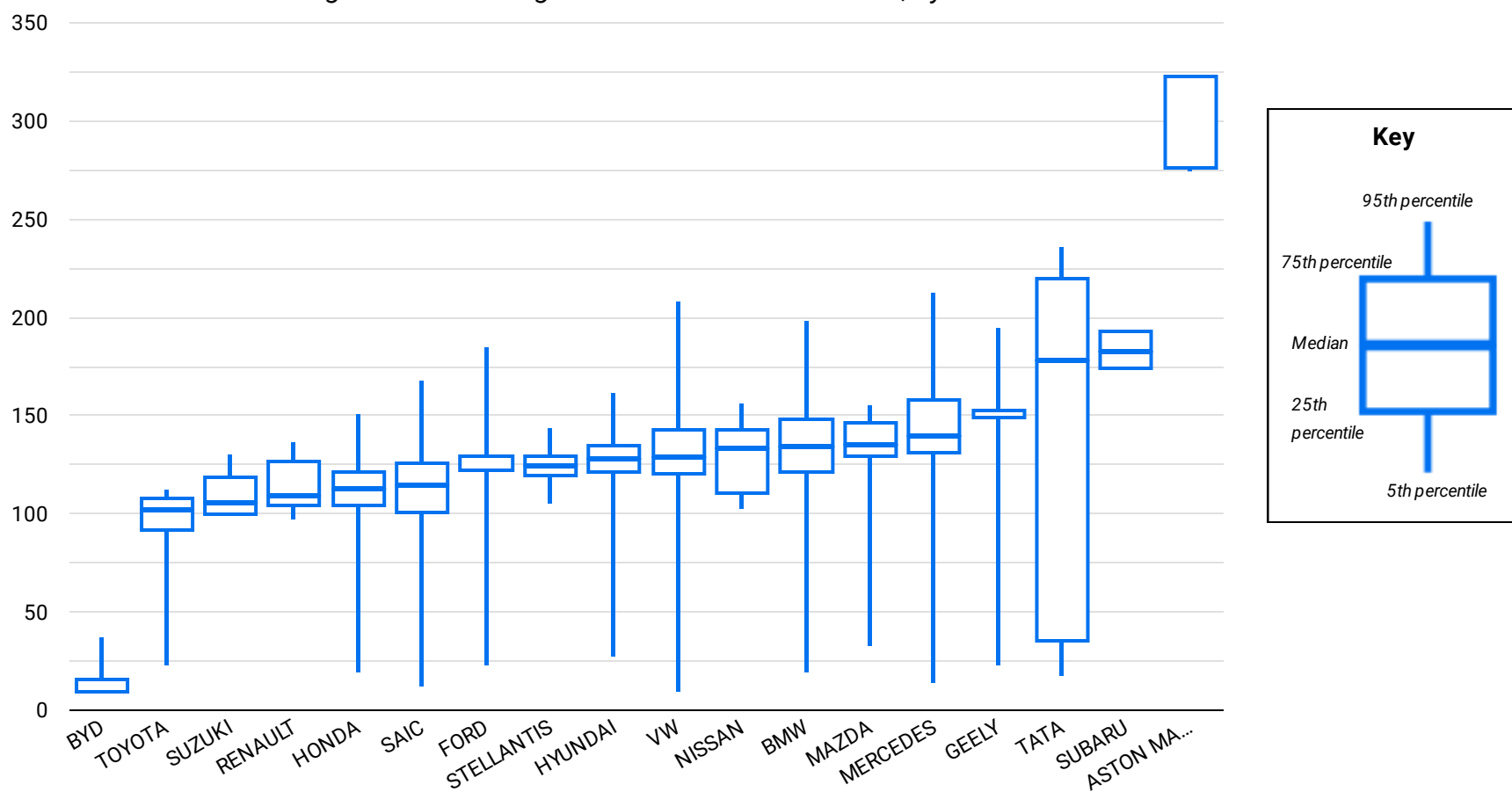
Average CO₂ ratings of newly registered internal combustion engine cars by month of registration, gCO₂/km



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

The second global fuel price crisis in five years has put plug-in vehicles in the driving seat of the UK's growing van market - meanwhile all other fuel types are in decline. This was the strongest April on record for battery electric van registrations and market share, which grew by the 36% year-on-year.

With the changes made to the ZEV Mandate in 2025, which incentivise the registration of PHEVs, it is no surprise that we also see significant growth in this segment of the market too, showing a more than doubling on last year - both for the month, but also for the year. This month saw a 50% increase in plug-in vans being registered on the same time last year.

April also marks the 6 month anniversary of the re-introduction of Kia into the UK van market. They have re-entered with an all-electric range which has seen a meteoric rise to prominence in the UK's van market. April saw Kia in second place for total BEVs registered as they continue to sit third in the rankings for the year so far - outselling their nearest competitor by more than 1,200 BEVs.

BEV Van Market Shares (YTD)

Make	BEVs ▾	BEVs
VOLKSWAGEN	2,483	25.62%
FORD	2,449	25.27%
KIA	1,801	18.58%
TOYOTA	598	6.17%
MAXUS	516	5.32%
MERCEDES-BENZ	393	4.06%
VAUXHALL	383	3.95%
RENAULT	324	3.34%
RENAULT TRUCKS	161	1.66%
IVECO	128	1.32%
PEUGEOT	126	1.3%
CITROEN	125	1.29%
SKODA	66	0.68%
NISSAN	57	0.59%
FIAT	40	0.41%

Sales by fuel type, YTD vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	9,833	831 ↑	9.57%
Diesel	83,745	-7,369 ↓	81.48%
PHEV	5,512	3,088 ↑	5.36%
Petrol	1,273	-1,467 ↓	1.24%
HEV	2,418	-507 ↓	2.35%
Grand total	102,781	-5,424 ↓	100%

Sales by fuel type, latest month vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	2,367	626 ↑	11.38%
Diesel	16,948	-140 ↓	81.45%
HEV	413	-468 ↓	1.98%
Petrol	235	-361 ↓	1.13%
PHEV	844	446 ↑	4.06%
Grand total	20,807	103 ↑	100%

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

Make	Total	BEVs	BEV %
FORD	30,905	2,449	7.92%
VOLKSWAGEN	11,272	2,483	22.03%
VAUXHALL	9,396	383	4.08%
RENAULT	8,759	324	3.7%
PEUGEOT	8,049	126	1.57%
MERCEDES-BE...	6,584	393	5.97%
CITROEN	6,055	125	2.06%
TOYOTA	4,676	598	12.79%
LAND ROVER	3,792	1	0.03%
NISSAN	3,455	57	1.65%
KIA	1,801	1,801	100%
MAXUS	1,581	516	32.64%
FIAT	1,502	40	2.66%
RENAULT TRU...	1,149	161	14.01%
MAN	1,091	0	0%
IVECO	993	128	12.89%
KGM	516	0	0%
ISUZU	376	6	1.6%

Van ZEV Mandate Tracker

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

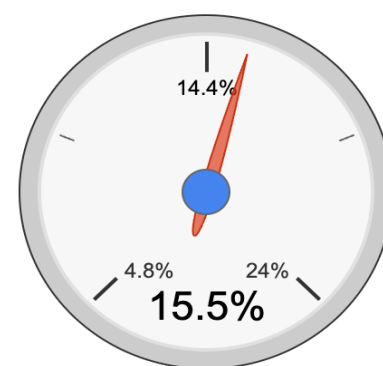
Pools	Total Vans	Est. Real ZEV Target	BEV Share	ZEV Credit Balance
FORD	30,565	14.7%	8.0%	-2,039.5
STELLANTIS	24,978	8.1%	2.6%	-1,380.3
VOLKSWAGEN	12,257	23.0%	20.3%	-334.2
RENAULT	8,757	17.6%	3.7%	-1,218.6
MERCEDES-BENZ	6,052	19.5%	6.4%	-791.2
TOYOTA	4,663	19.5%	12.5%	-322.3
JLR	3,791	18.1%	0.0%	-685.6
NISSAN	3,359	8.0%	1.7%	-212.9
KIA MOTORS CORPORATION	1,801	24.0%	100.0%	1,368.8
SAIC	1,581	24.0%	32.6%	136.6
ISUZU	633	16.6%	0.9%	-99.4

The estimated real ZEV registrations target - the ZEV Mandate requires manufacturers to meet an increasing percentage target of electric vans (24% in 2026) 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 non-ZEV 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 non-ZEV vans in 2025.

2025 so far: Kia are currently ruling the ZEV Mandate roost as they are currently one of only two manufacturers with a credit surplus headed into May. Thanks to their all-electric range of vans they will register 3 surplus credits for every 4 vans they sell this year putting themselves in a strong position to either transfer those credits into the car scheme, bank them for future years, or sell them to other manufacturers.

Most manufacturers will need to see improvements in their registrations mix for the remainder of the year, with a greater emphasis on BEVs and PHEVs to comply. However, we do generally see an improvement in BEV registration share over the course of the year, and with manufacturers potentially able to comply with only a 4.8% BEV share in 2026, there are many levers manufacturers can pull over the remaining months to comply.

Est. Real Market-Wide ZEV Target



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

HGVs

Monthly electric HGV registrations



HGVs by fuel type, last 12 months vs previous

Fuel Type	Regs. ▼	Δ	Mkt. Share	Δ
Diesel	12,590	-774 ↓	99.15%	0.07% ↑
BEV	108	-16 ↓	0.85%	-0.07% ↓
Grand total	12,698	-790 ↓	100%	0%

HGVs latest month vs last year

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Diesel	2,989	-14.6% ↓	99.2%	-0.31% ↓
BEV	24	41.2% ↑	0.8%	0.31% ↑
Grand total	3,013	-14.3% ↓	100%	0%

Another slower month for HGV registrations, with 24 trucks registered in April 2026, accounting for just 0.85% of the market. It is likely that this sector relies on big orders which would account for the unpredictable peaks and troughs month to month.

A ZEV Mandate for this sector cannot come soon enough, trucks have a mountain to climb before this market hits 100% electric, a policy which draws up a road map is essential.

Motorbikes

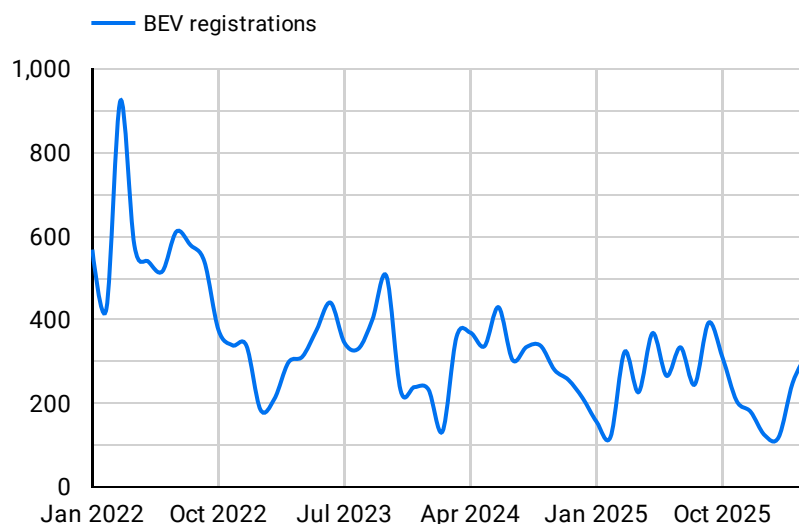
Motorbikes by fuel type, YTD vs previous year

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	30,700	10.7% ↑	97.43%	0.33% ↑
BEV	809	-2.1% ↓	2.57%	-0.33% ↓
Grand total	31,509	10.4% ↑	100%	0%

Motorbikes by fuel type, latest month vs previous year

Fuel Type	Regs. ▼	% Δ	Mkt. Share	Δ
Petrol	8,639	6.5% ↑	96.46%	-0.82% ↓
BEV	317	39.6% ↑	3.54%	0.82% ↑
Grand total	8,956	7.4% ↑	100%	0%

Monthly electric motorbike registrations



The electric motorbike market continues to underperform, with 317 BEVs registered in March, making up 3.5% of the market.

This is striking given motorbikes should be among the easiest segments to electrify, as they are typically used for shorter daily journeys, with predictable use patterns and relatively simple vehicle architectures. Instead, progress remains confined to city bikes and premium models, while the bulk of the market shows little sign of transitioning.

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

December 2025: We implemented changes to our ZEV mandate trackers for cars and vans reflecting the amendments to the VETS Order legislated in October 2025.

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'.