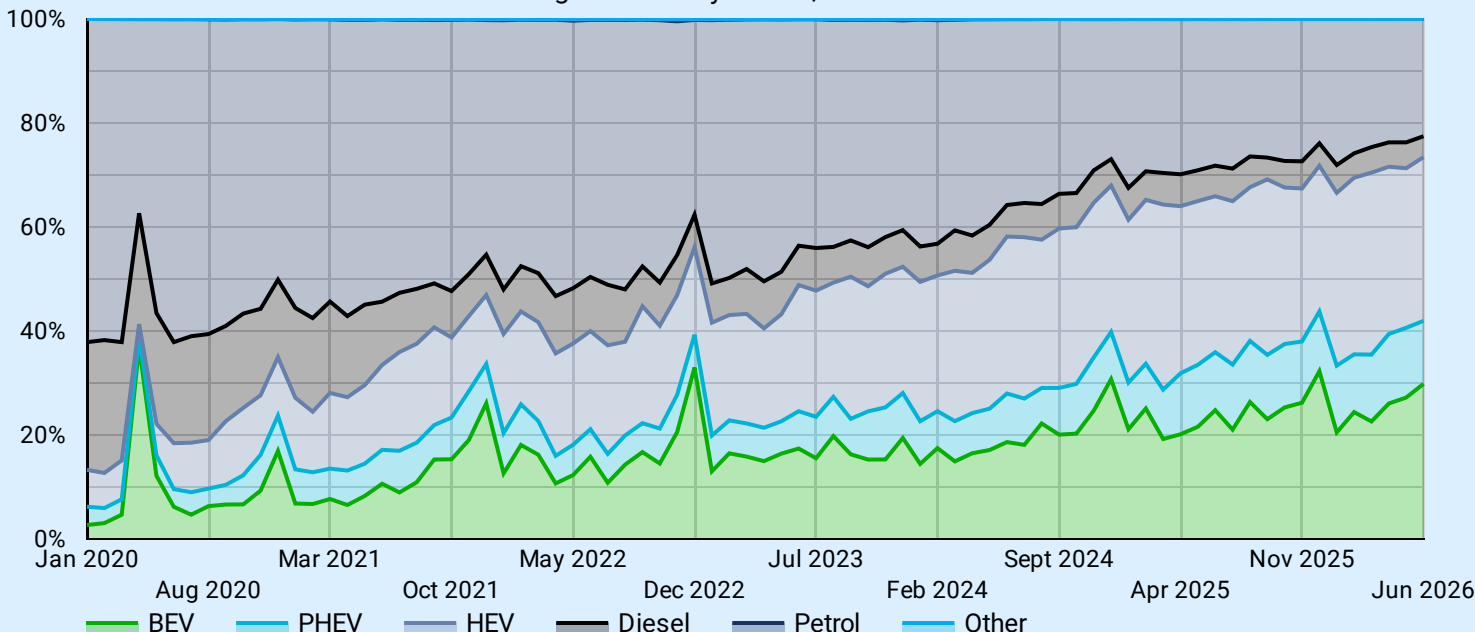


Electric car sales up 38% in June as motorists seek cheaper motoring

New registrations by month, to Jun 2026



Electric Cars

64,440

↑ 37.7%

Electric Vans

3,654

↑ 19.1%

Electric Motorbikes

244

↓ -9.0%

Electric HGVs (BEV)

33

↓ -52.2%

Battery electric cars accounted for 30% of new registrations in June, growing 37.7% or 17,643 units on June 2025, and over double the figure for June 2024. June 2026 was the third strongest month for EV registrations on record. Growth is being driven by two factors: first, consumer demand for EVs has undergone a secular shift since conflict in the middle east drove pump to peaks from which they have been slow to fall. Second, supportive policies such as the ZEV mandate are providing motorists with a route to cheaper motoring, applying competitive pressure to carmakers to bring cheaper EVs to the UK, with Britain's cheapest car now the all-electric Dacia Spring.

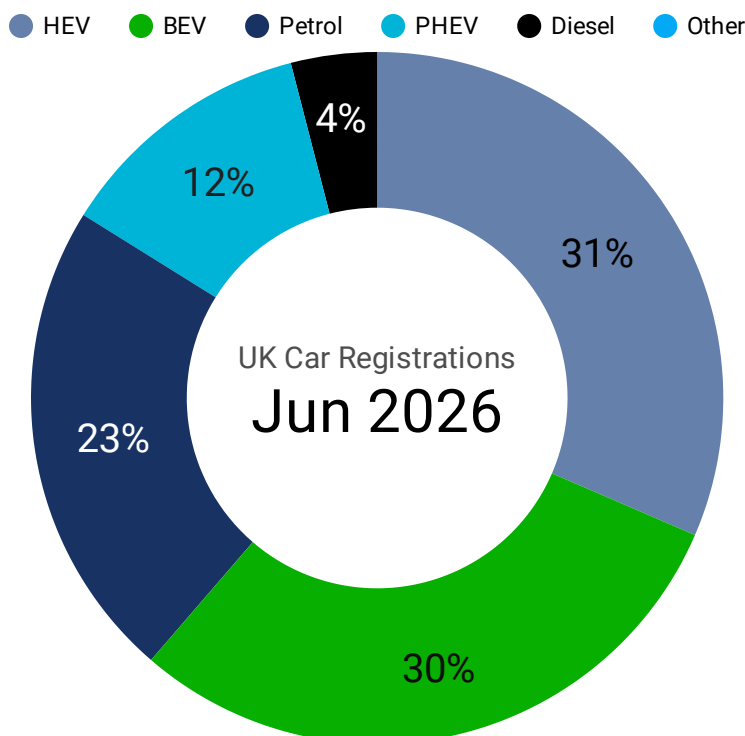
- Car sales have returned to near pre-pandemic levels, up 15% overall from June 2025, and well above 200,000 units, marking the underlying strength of the market in the face of economic headwinds, and busting the myth that government policies are weighing on the sector.
- Sales of petrol cars in H1 2026 were lower than fully electric cars for the first time in the UK's history.
- A variety of brands saw significant growth in EV sales in June - with electric Mini sales more than double their June 2025 figure.
- Car sales are now above mandated levels when flexibilities introduced in 2025 are taken into account.
- Volkswagen and Toyota record record months for electric van registrations.

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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:

"June's data shows that electric cars are rapidly becoming the mainstream choice for British drivers. With one in three new cars registered in June being fully electric, motorists are switching at an extraordinary pace."

"As petrol and diesel sales continue their steady, structural decline, it's clear that drivers are voting with their wallets. EVs offer families and businesses lower and predictable running costs, a superior driving experience, and an escape from the volatile global oil markets that have squeezed household budgets for too long."

Cars summary

June 2026 was another landmark month for the UK's EV market. BEVs became the fastest-growing segment, with registrations increasing by 38% compared to June 2025. They accounted for 30% of all new car registrations, the highest market share ever recorded outside of the traditional December peak. As petrol and diesel prices remain elevated, the lower running costs and greater price certainty offered by EVs are becoming an increasingly attractive proposition for motorists.

While the overall new car market enjoyed a strong month, with registrations up 15% year-on-year, it was electrified vehicles that continued to drive that increase. BEVs led the growth, while PHEVs and hybrids also recorded healthy increases. In contrast, petrol registrations fell by 9% and diesel by 17%, reinforcing the now familiar trend of electrified vehicles growing the market while replacing ICE sales.

Looking at the picture midway through the year, these recent strong months mean BEVs account for 25% of the market, a rise of 21% for registrations compared to last year. This has pushed the market over the real world target for the ZEV Mandate and means that there are now surplus credits in the system.

Moving on to manufacturers, half way through the year it is Tesla which has cemented its lead over BYD. Last month they were largely neck and neck but a bumper June for Tesla with over 12,000 new registrations, and taking 20% of the BEV market, have seen them pick up a substantial lead for the first time this year. They have accounted for 10% of new BEV registrations, with BYD accounting for 6% of BEV registrations this year.

Other manufacturers are seeing volumes grow significantly, Mini and Toyota both grew registrations by 57% this year. Of the high volume legacy brands it is Renault who is electrifying the fastest this year with 37% of their registrations BEV, representing their largest segment. Smaller volume Citroën is also now selling more BEVs than any other powertrain, with 40.42% of their sales BEV.

YTD vs last year (provisional figures)

Fuel Type	Regs. ▼	% Δ	Mkt. Share
HEV	382,635	5.1% ↑	33.09%
BEV	287,765	21.2% ↑	24.88%
Petrol	283,883	-14.0% ↓	24.55%
PHEV	147,010	29.4% ↑	12.71%
Diesel	55,192	-16.5% ↓	4.77%
Other	37	-72.0% ↓	+0%
Grand total	1,156,522	4.1% ↑	100%

Latest month vs last year (provisional figures)

Fuel Type	Regs. ▼	% Δ	Mkt. Share
HEV	67,978	19.9% ↑	31.48%
BEV	64,440	37.7% ↑	29.84%
Petrol	48,680	-8.5% ↓	22.55%
PHEV	26,150	26.0% ↑	12.11%
Diesel	8,672	-17.4% ↓	4.02%
Other	1	-96.2% ↓	+0%
Grand total	215,921	14.9% ↑	100%

Top Brands' Electrification YTD vs last year

Marque	Total ▼	BEV	BEV (%)	Δ
VOLKSWAGEN	91,115	16,461	18.07%	-0.57% ↓
BMW	63,422	15,068	23.76%	-4.09% ↓
KIA	62,686	18,274	29.15%	9.35% ↑
FORD	59,987	16,765	27.95%	11% ↑
AUDI	59,051	14,554	24.65%	-2.06% ↓
MERCEDES-BENZ	51,183	12,017	23.48%	2.92% ↑
VAUXHALL	49,523	10,395	20.99%	4.01% ↑
MG	49,353	12,249	24.82%	8.65% ↑
SKODA	46,275	15,326	33.12%	7.93% ↑
HYUNDAI	45,523	9,161	20.12%	1.9% ↑
TOYOTA	45,474	4,684	10.3%	4.14% ↑
PEUGEOT	42,622	7,084	16.62%	-4.8% ↓
NISSAN	40,921	2,215	5.41%	1.32% ↑
BYD	37,744	18,482	48.97%	-6.01% ↓
RENAULT	36,353	13,312	36.62%	13.21% ↑
LAND ROVER	36,010	0	0%	0%

BEV market share, YTD, vs last year

Marque	BEV re... ▼	% Δ	% of UK BEVs	Δ
TESLA	28,810	14.0% ↑	10.01%	-0.44% ↓
BYD	18,482	60.0% ↑	6.42%	1.64% ↑
KIA	18,274	41.0% ↑	6.35%	0.99% ↑
FORD	16,765	50.0% ↑	5.83%	1.2% ↑
VOLKSWAGEN	16,461	-12.3% ↓	5.72%	-2.04% ↓
SKODA	15,326	32.4% ↑	5.33%	0.54% ↑
BMW	15,068	-27.5% ↓	5.24%	-3.36% ↓
AUDI	14,554	-7.9% ↓	5.06%	-1.48% ↓
RENAULT	13,312	62.0% ↑	4.63%	1.23% ↑
MG	12,249	66.4% ↑	4.26%	1.21% ↑

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	237,573	26.0%	23.7%	-5,367.3
STELLANTIS	129,857	30.3%	23.0%	-9,416.3
HYUNDAI	108,858	29.4%	25.7%	-4,046.0
BMW	92,899	29.0%	27.3%	-1,546.4
FORD	59,988	30.6%	27.9%	-1,596.0
CHERY AUTOMOBILE	54,435	10.9%	14.8%	2,140.8
TOYOTA	53,575	19.7%	10.8%	-4,811.7
RENAULT	53,482	27.7%	31.6%	2,073.7
MERCEDES	52,365	31.0%	25.2%	-3,028.1
SAIC	49,353	11.7%	24.8%	6,476.7
GEELY	44,830	30.6%	37.2%	2,955.1
NISSAN	40,921	24.9%	5.4%	-7,990.1
BYD	37,744	6.6%	49.0%	15,990.9
TATA	36,021	13.3%	0.0%	-4,804.9
TESLA	28,810	33.0%	100.0%	19,302.7
MAZDA	14,959	22.6%	0.3%	-3,332.9
SUZUKI	13,798	28.3%	13.7%	-2,004.7
HONDA	10,845	22.7%	13.1%	-1,034.8
SUBARU	946	30.0%	0.5%	-278.8
XIAOPENG MOTORS CO.	795	33.0%	100.0%	532.7

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.

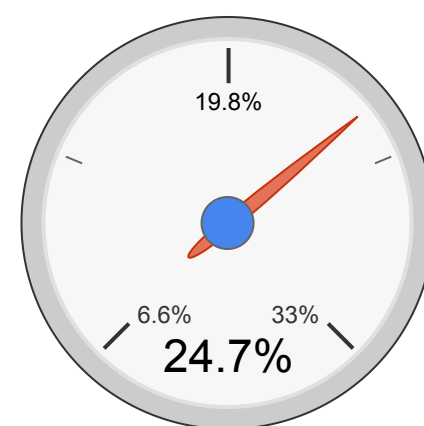
The year so far - At the halfway stage of 2026, the estimated real ZEV mandate target stands at 24.7%, after accounting for the flexibilities available under the scheme. Year-to-date BEV market share is currently 24.8%, placing the market marginally above the effective compliance threshold. In other words, there are now more ZEV credits in the system than are required for overall compliance.

While the market is balanced overall, the distribution of credits remains highly uneven. Manufacturers generating significant surpluses include Tesla, BYD, Geely, SAIC, Renault, Chery and Xiaopeng Motors, all of which are comfortably outperforming their implied targets.

At the other end of the spectrum, Volkswagen, Stellantis, Toyota, Nissan, Tata, Mercedes, Hyundai, Mazda and Suzuki are currently running deficits against their estimated targets. Stellantis and Toyota face some of the largest shortfalls in absolute terms.

However, many manufacturers are already within striking distance of compliance. BMW, Ford, Honda, Subaru and Aston Martin are all estimated to be fewer than 2,000 credits below their implied targets, meaning relatively modest increases in BEV sales, or access to the credit market, would be sufficient to close the gap.

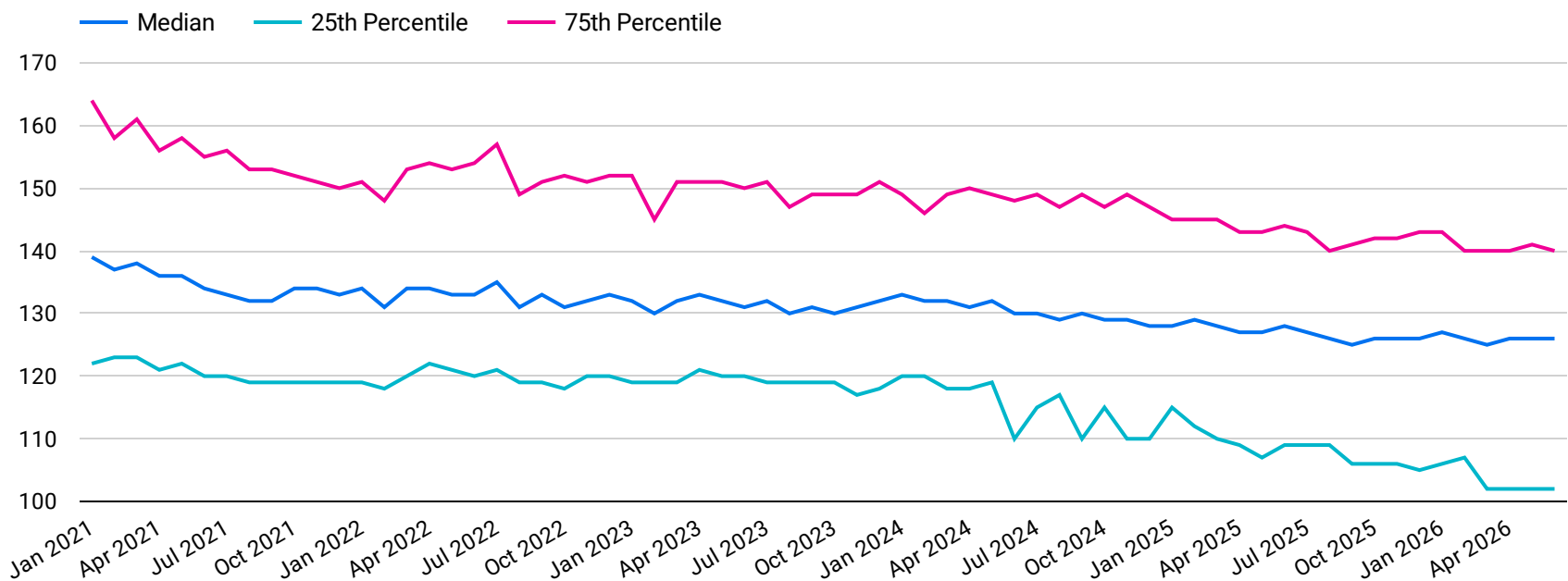
Est. Real Market-Wide ZEV Target



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

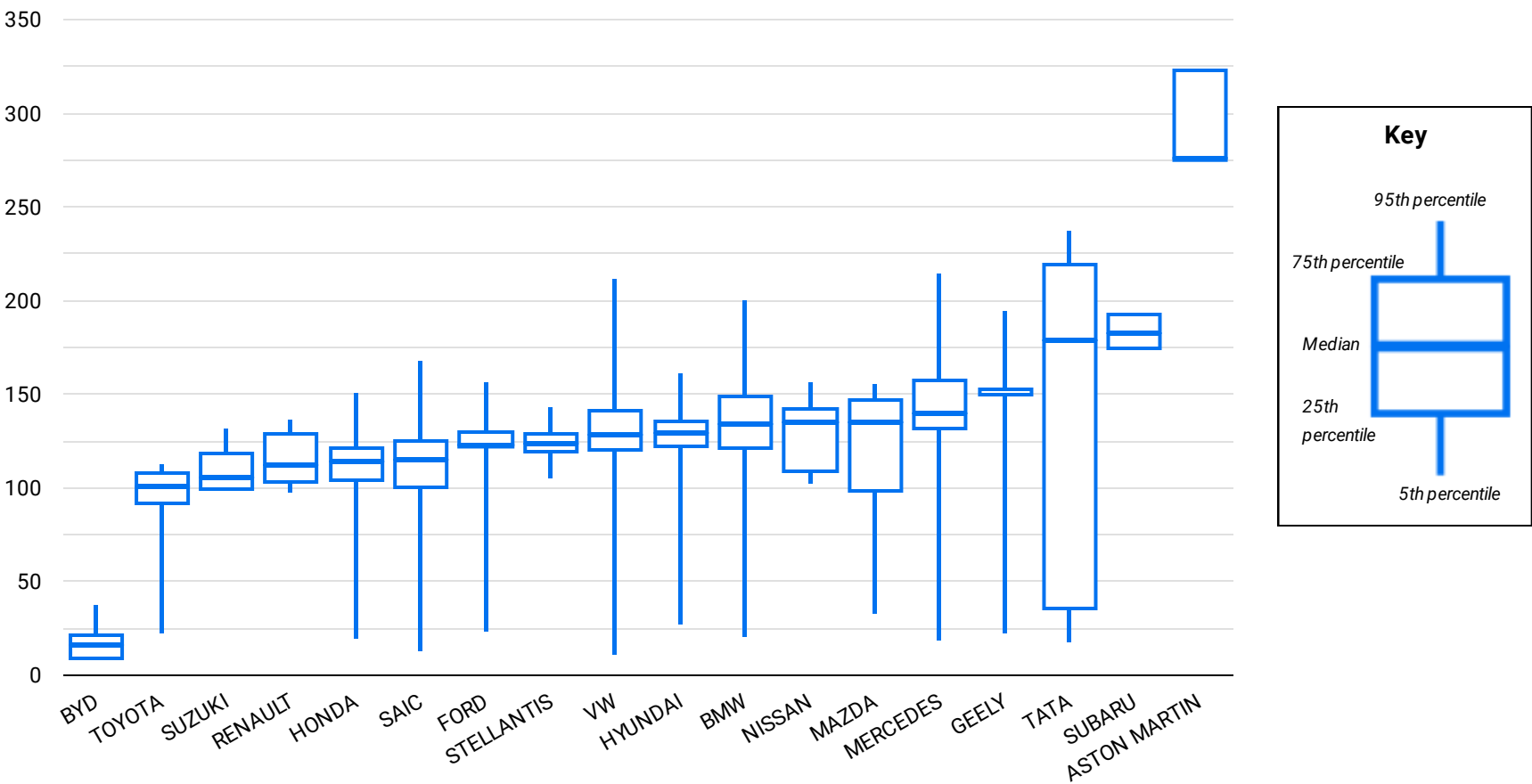
Average CO₂ ratings of newly registered internal combustion engine cars by month of registration, gCO₂/km



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

June 2026 gave us our second strongest ever month for total battery electric van registrations, behind only last year's exceptional March registrations. BEVs reached their second best market share for the year of 11.6% and continued to show the strongest growth in the sector, growing 19.1% year-on-year ahead of diesel's 10.6% growth. All other fuel types saw shrinking registrations, however the market managed a return to growth.

Plug-in vans saw a surprising decline of 16% at a time where manufacturers, across both vans and cars, are leaning heavily into a PHEV-based compliance strategy which enables them to significantly reduce their ZEV Mandate target.

Both Volkswagen and Toyota saw their strongest ever month for BEV registrations. More than 1 in 4 of Volkswagen's BEV registrations this year came in June alone. Their more than 1,100 BEV registrations this month saw them beating the ZEV Mandate target out-right whilst also increasing their PHEV registrations by more than 2,200%.

Kia once again saw strong registrations and are comfortably holding onto third place for BEV registrations year-to-date. Being a BEV-only van manufacturer their success is ultimately solely down to the strength of demand for battery electric vans in the market.

BEV Van Market Shares (YTD)

Make	BEVs ▾	BEVs
VOLKSWAGEN	4,463	29.05%
FORD	3,364	21.9%
KIA	2,449	15.94%
TOYOTA	1,153	7.51%
MAXUS	814	5.3%
MERCEDES-BENZ	788	5.13%
RENAULT	562	3.66%
VAUXHALL	480	3.12%
PEUGEOT	263	1.71%
CITROEN	211	1.37%
RENAULT TRUCKS	192	1.25%
NISSAN	140	0.91%
IVECO	139	0.9%
SKODA	100	0.65%
DACIA	85	0.55%

Sales by fuel type, YTD vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	15,818	2,040 ↑	10.06%
Diesel	128,672	-6,754 ↓	81.84%
PHEV	7,482	3,231 ↑	4.76%
HEV	3,299	-1,296 ↓	2.1%
Petrol	1,948	-1,895 ↓	1.24%
Grand total	157,219	-4,674 ↓	100%

Sales by fuel type, latest month vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	3,654	587 ↑	11.57%
Diesel	26,093	2,500 ↑	82.65%
HEV	547	-183 ↓	1.73%
Petrol	335	-195 ↓	1.06%
PHEV	943	-179 ↓	2.99%
Grand total	31,572	2,530 ↑	100%

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

Make	Total	BEVs	BEV %
FORD	44,103	3,364	7.63%
VOLKSWAGEN	18,280	4,463	24.41%
PEUGEOT	13,946	263	1.89%
VAUXHALL	13,722	480	3.5%
RENAULT	13,694	562	4.1%
MERCEDES-BE...	10,604	788	7.43%
CITROEN	9,362	211	2.25%
TOYOTA	7,057	1,153	16.34%
LAND ROVER	5,550	1	0.02%
NISSAN	4,899	140	2.86%
MAXUS	3,485	814	23.36%
KIA	2,449	2,449	100%
FIAT	1,973	63	3.19%
RENAULT TRU...	1,703	192	11.27%
IVECO	1,666	139	8.34%
MAN	1,587	4	0.25%
KGM	753	10	1.33%
	643	633	98.44%

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	43,706	15.1%	7.7%	-3,245
STELLANTIS	38,885	7.7%	2.3%	-2,079
VOLKSWAGEN	19,679	23.2%	22.7%	-100
RENAULT	13,692	17.9%	4.1%	-1,896
MERCEDES-BENZ	9,654	19.8%	8.1%	-1,137
TOYOTA	7,028	18.3%	16.0%	-165
JLR	5,549	18.2%	0.0%	-1,011
NISSAN	4,759	8.3%	2.9%	-258
SAIC	3,485	24.0%	23.4%	-22
KIA MOTORS CORPORATION	2,449	24.0%	100.0%	1,861
ISUZU	1,006	17.8%	4.5%	-134
GEELY	661	4.8%	28.9%	159
INEOS	232	8.8%	0.0%	-20
IVECO SPA	150	21.1%	88.7%	101

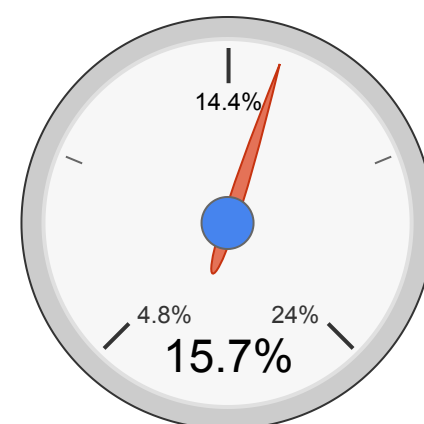
The estimated real ZEV registrations target - the ZEV Mandate requires manufacturers to meet an increasing percentage target of electric vans (24% in 2026) by selling more electric vans as a proportion of sales. They can also generate additional credits by exceeding easy-to-meet CO₂ emissions targets 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.

2026 so far: Now at the half-point in the year our ZEV Mandate tracker shows the market-wide compliance target now sits at 15.7%, nearly 10% down from the headline target for the year. A number of manufacturers including Volkswagen, Toyota, and SAIC are less than 200 credits from compliance, a relatively small gap with 6 months left to go.

Kia's credit surplus continues to grow, now sitting at 1,861 credits. This could see them end the year as the philanthropic cousin to some manufacturers, such as Ford and Stellantis, who may struggle to comply this year if they do not get out of first gear.

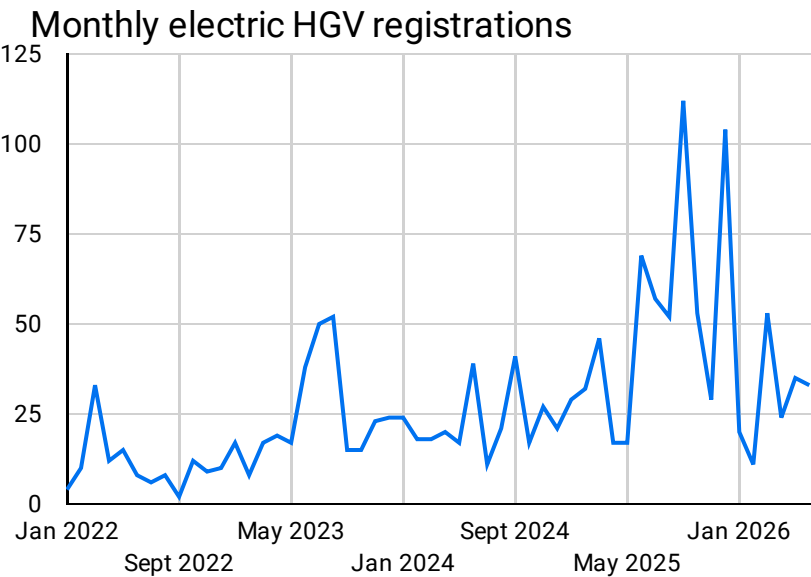
While there can be no doubt there is strong demand for BEV vans, the UK Government may need to do more to assist businesses in getting the grid connections they require to set up adequate charging infrastructure where their vans may be stored overnight as well as support for those who may need to charge at home but lack a driveway to do so on. As the UK's electric van fleet grows and ages, the health of the used market will become a critical factor in fleet turnover.

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



HGVs by fuel type, last 12 months vs previous

Fuel Type	Regs. ▾	Δ	Mkt. Share	Δ
Diesel	18,196	-2,223 ↓	99.04%	0.06% ↑
BEV	176	-34 ↓	0.96%	-0.06% ↓

Grand total18,372-2,257 ↓100%0%

HGVs latest month vs last year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Diesel	2,696	-24.4% ↓	98.79%	0.69% ↑
BEV	33	-52.2% ↓	1.21%	-0.69% ↓

Grand total2,729-24.9% ↓100%0%

33 trucks were registered in June 2026, accounting for 0.96% of the market. Registrations for the first 6 months of 2026 have failed to build on the momentum seen in the market at the end of 2025. With the government still proposing to end the sale of diesel HGVs by 2035 for vehicles under 26 tonnes, and 2040 for those over, the sector has a mountain to climb.

The sector has largely flatlined it's market share, still struggling to make it over the 1% barrier. A clear trajectory, like one a ZEV mandate would provide is clearly needed to boost this sector.

Motorbikes

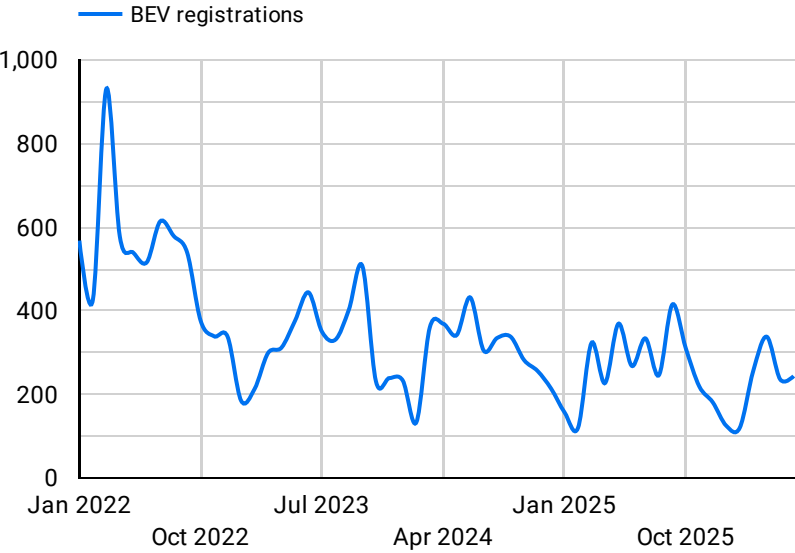
Motorbikes by fuel type, YTD vs previous year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Petrol	52,489	10.8% ↑	97.55%	0.55% ↑
BEV	1,319	-9.9% ↓	2.45%	-0.55% ↓
Grand total	53,808	10.2% ↑	100%	0%

Motorbikes by fuel type, latest month vs previous year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Petrol	11,112	9.9% ↑	97.85%	0.43% ↑
BEV	244	-9.0% ↓	2.15%	-0.43% ↓
Grand total	11,356	9.4% ↑	100%	0%

Monthly electric motorbike registrations



The electric motorbike market continues to underperform, with 244 BEVs registered in June, making up 2.2% 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 legacy brands show little interest in 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'.