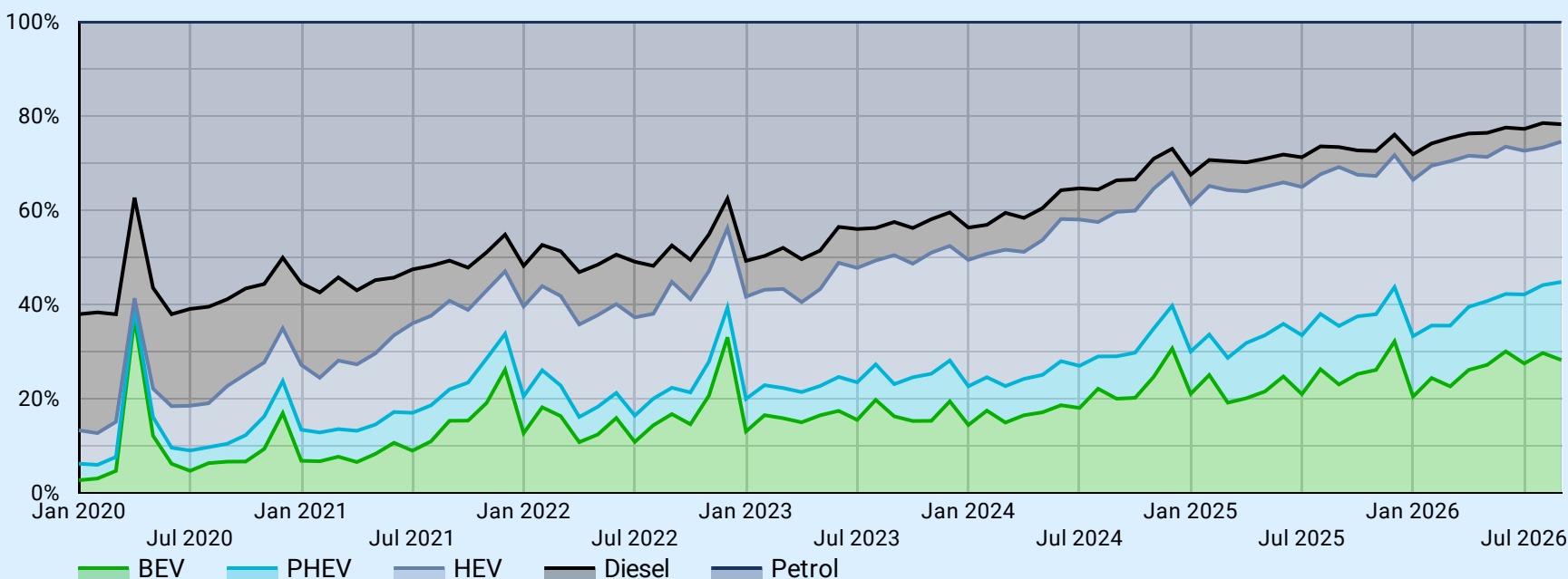


Record month for EVs: More than 100,000 registered as sales jump 37%



Record Month for BEVs: More than 100,000 battery electric cars (100,227) hit UK roads in September 2026, the highest monthly total ever. Sales were up 37.5% year-on-year as diesel prices reached £2 a litre.

Best Ever Month for Electric Vans: A record 4,847 BEV vans were registered in September.

Pulling Ahead of the ZEV Mandate: BEVs took 28.2% of the car market in September, and the year-to-date share of 26.1% pushes further ahead of the 24.6% effective target. 18 manufacturers beat the target in September alone.

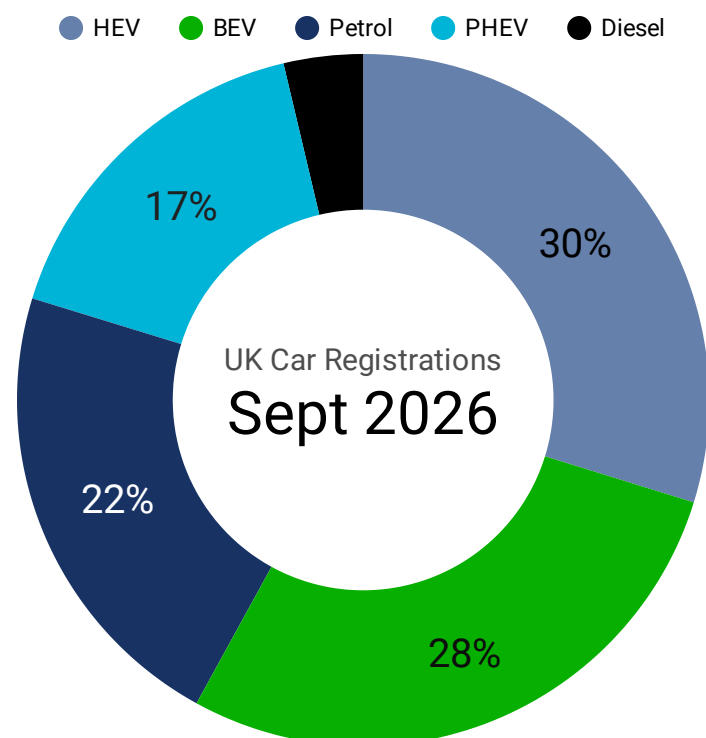
Lead the Charge: Tesla registered around 16,000 BEVs in its second-best month ever, taking 16% of the electric market. BYD had its best UK month to date with around 9,000.

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1. Snapshot
2. Cars
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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:

"September is the biggest month of the year for car sales, and this one was the best ever for electric cars: more than 100,000 registered, up more than a third on last year.

"With fuel prices at £2 a litre, drivers are voting with their wallets. Every one of those cars means a household spending less on running costs and a country less exposed to the next oil price shock.

"The ZEV mandate is working. With the cost of living at the top of the political agenda, ministers would be ill-advised to weaken a policy that is putting cheaper motoring within reach of millions of households."

Cars summary

September was a record-breaking month for the UK’s EV market, with more than 100,000 BEVs registered, the highest number ever recorded in a single month. This comes as diesel prices reached the £2-a-litre mark, putting further pressure on drivers already facing high running costs. BEV registrations were up 37.5% compared with September 2025, accounting for 28.2% of all new car registrations. This is particularly notable given the wider new car market also grew strongly, up 13% on last year, meaning BEVs continued to make significant gains even as overall demand increased.

In the year to date, BEVs now account for 26.1% of all new car registrations, with registrations up 26.3% compared with the same period last year, while petrol and diesel continue to fall in popularity.

This continued growth means the market is moving further ahead of the ZEV Mandate’s implied trajectory, with the 2026 target standing at 24.6%. In September alone, 18 manufacturers recorded a BEV share above this target, showing the breadth of progress across the market. Manufacturers still have three months to close any remaining gaps, with the final months of the year typically seeing stronger BEV sales as they work to meet their annual obligations.

Looking at manufacturer performance, September was very much a Tesla month. Tesla registered around 16,000 BEVs, giving it a 16% share of the electric market for the month, its second best month ever. BYD followed with around 9,000 registrations and a 9% share, making September the brand’s best-performing month to date as it continues to push sales in the UK. Kia continued its strong recent run in third, accounting for 7.7% of BEV registrations.

Year to date, Tesla remains at the top with around 10% of the electric market. Kia and BYD remain close behind, each accounting for around 7% of BEV registrations so far this year, with the two manufacturers continuing to battle closely for second place.

BEV market share, YTD, vs last year

Marque	BEV re... ▾	% Δ	% of UK BEVs	Δ
TESLA	48,989	25.4% 📈	10.43%	0.07% 📈
KIA	32,530	75.4% 📈	6.92%	2.01% 📈
BYD	32,442	56.8% 📈	6.91%	1.42% 📈
VOLKSWAGEN	25,373	-9.6% 📉	5.4%	-2.04% 📉
BMW	24,118	-17.4% 📉	5.13%	-2.61% 📉
SKODA	23,837	31.8% 📈	5.07%	0.28% 📈
FORD	23,337	13.0% 📈	4.97%	-0.51% 📉
MG	21,623	59.1% 📈	4.6%	1% 📈
AUDI	21,573	-15.6% 📉	4.59%	-2.18% 📉
MERCEDES-BE...	20,267	13.2% 📈	4.31%	-0.43% 📉

YTD vs last year (provisional figures)

Fuel Type	Regs. ▾	% Δ	Mkt. Share
HEV	574,843	3.6% 📈	31.9%
BEV	469,837	26.4% 📈	26.07%
Petrol	426,014	-13.1% 📉	23.64%
PHEV	248,109	34.2% 📈	13.77%
Diesel	83,077	-13.9% 📉	4.61%
Grand total	1,801,880	6.1% 📈	100%

Latest month vs last year (provisional figures)

Fuel Type	Regs. ▾	% Δ	Mkt. Share
HEV	105,809	-1.1% 📉	29.78%
BEV	100,227	38.0% 📈	28.21%
Petrol	77,281	-8.4% 📉	21.75%
PHEV	58,825	54.3% 📈	16.56%
Diesel	13,144	5.8% 📈	3.7%
Grand total	355,286	13.0% 📈	100%

Top Brands' Electrification YTD vs last year

Marque	Total ▾	BEV	BEV (%)	Δ
VOLKSWAGEN	142,445	25,373	17.81%	-0.71% 📉
KIA	96,666	32,530	33.65%	14.98% 📈
BMW	94,795	24,119	25.44%	-0.97% 📉
AUDI	91,537	21,573	23.57%	-3.54% 📉
FORD	87,604	23,337	26.64%	6.04% 📈
MG	81,140	21,623	26.65%	7.37% 📈
MERCEDES-BENZ	80,077	20,267	25.31%	3.47% 📈
SKODA	72,283	23,837	32.98%	6.98% 📈
VAUXHALL	71,876	14,646	20.38%	4.52% 📈
TOYOTA	71,263	9,966	13.98%	8.5% 📈
BYD	70,285	32,442	46.16%	-7.51% 📉
HYUNDAI	65,043	13,920	21.4%	0.74% 📈
JAECOO	61,690	8,927	14.47%	14.43% 📈
PEUGEOT	61,614	10,833	17.58%	-2.21% 📉
NISSAN	60,894	4,784	7.86%	3.42% 📈
VOLVO	55,837	13,871	24.84%	3.5% 📈

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	369,461	26.3%	23.2%	-11,319.8
STELLANTIS	198,737	30.5%	23.9%	-13,019.3
HYUNDAI	162,611	29.7%	29.1%	-1,007.6
BMW	138,924	29.4%	28.9%	-710.7
CHERY AUTOMOBILE	126,307	6.6%	11.0%	5,543.7
FORD	87,594	30.4%	26.6%	-3,299.1
TOYOTA	84,587	20.4%	14.1%	-5,325.0
MERCEDES	81,999	31.4%	27.0%	-3,562.2
SAIC	81,119	11.4%	26.7%	12,411.4
RENAULT	76,887	27.8%	32.1%	3,327.7
BYD	70,278	6.6%	46.2%	27,801.7
GEELY	69,623	31.0%	39.6%	5,934.5
NISSAN	60,885	25.2%	7.9%	-10,569.6
TATA	53,099	13.2%	0.0%	-7,004.7
TESLA	48,973	33.0%	100.0%	32,811.9
MAZDA	22,572	23.6%	2.0%	-4,880.9
SUZUKI	19,231	29.2%	21.1%	-1,560.9
HONDA	17,455	22.7%	11.5%	-1,951.7
GEELY HOLDING GROUP CO.	13,298	33.0%	35.3%	311.7
CHANGAN	2,641	33.0%	100.0%	1,769.5

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.

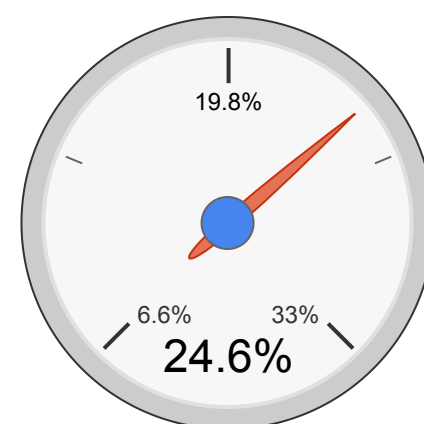
The year so far - The estimated real ZEV mandate target stands at 24.6%, after accounting for the flexibilities available under the scheme. Year-to-date BEV market share is currently 26.2%, placing the market above the effective compliance threshold. In other words, there are now more ZEV credits in 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, Changan and Xiaopeng Motors, all of which are outperforming their implied targets.

At the other end of the spectrum, Volkswagen, Stellantis, Toyota, Nissan, Tata, Mercedes, Hyundai, Mazda and Ford are currently running deficits against their estimated targets. Tata should start to see their short fall decline as orders open up for their first ever BEV launching later in the Autumn.

However, many manufacturers are already within striking distance of compliance. BMW, Honda, Suzuki, Subaru, KGM 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.

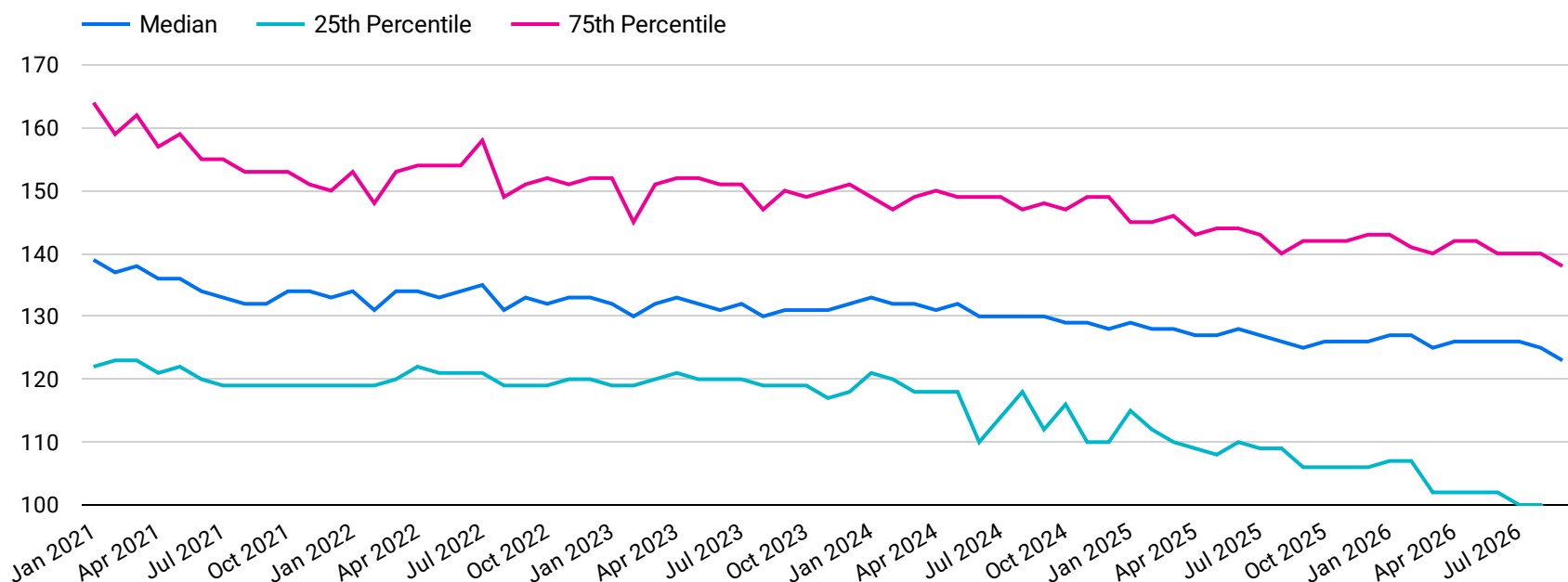
Est. Real Market-Wide ZEV Target



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

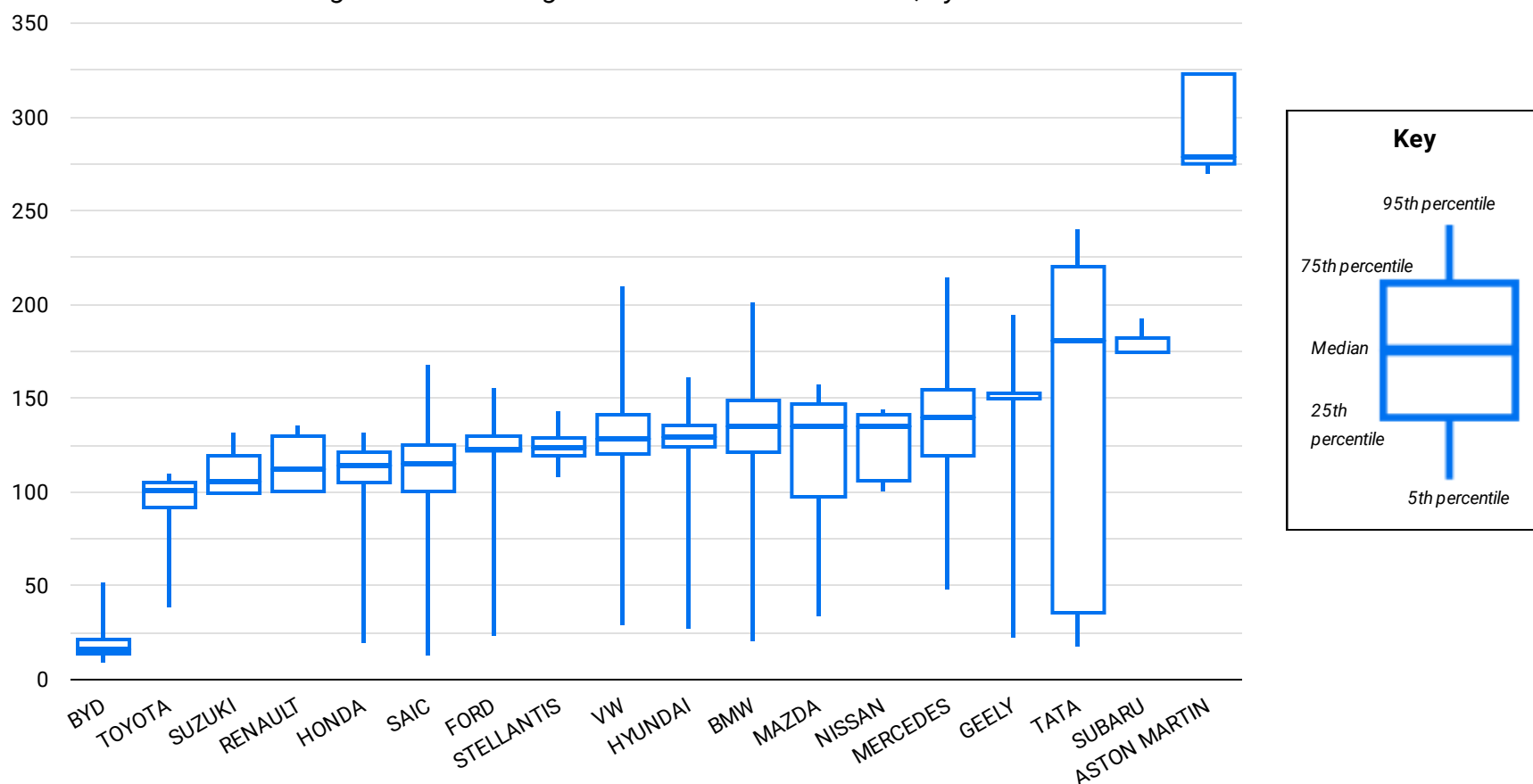
Average CO₂ ratings of newly registered internal combustion engine cars by month of registration, gCO₂/km



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. Notably, the cleanest quarter of the market is on the threshold of averaging less than 100gCO₂/km.

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



Vans Summary

September was the best ever month for BEV van registrations, with 4,847 electric vans hitting the road. BEVs accounted for 9.7% of the market, a slight dip in share despite the record number of registrations, reflecting just how strong the van market was overall. With diesel now reaching £2 a litre, there is a clear opportunity to get more businesses into electric vans and allow them to benefit from lower running costs.

Diesel continues to dominate, accounting for 81% of registrations with 40,372 vans, but its grip on the market is slowly being eroded by both BEVs and PHEVs. Plug-in hybrids now account for 5.7% of registrations, as businesses increasingly have more options for moving away from conventional diesel vans. BEVs now hold a 10.92% share of the market year to date.

Volkswagen's BEV van sales hit new highs, with 7,431, representing 25.73% of its van sales so far this year. Ford followed with 6,637 BEV registrations, although the scale of its overall van business means these represented 8.9% of its sales. Kia was third with 4,725 registrations and remains the only high-volume van manufacturer to record 100% BEV sales year to date. Volkswagen, Vauxhall and Toyota also recorded strong volumes this month.

The record number of BEV vans registered this month shows that demand is there, with increasingly compelling electric models giving businesses more opportunities to make the switch. The barriers to faster uptake increasingly sit outside the vehicles themselves, particularly the availability of suitable charging infrastructure for businesses that cannot rely on overnight depot charging.

BEV Van Market Shares (YTD)

Make	BEVs ▾	BEVs
VOLKSWAGEN	7,431	26.61%
FORD	6,649	23.81%
KIA	4,725	16.92%
MERCEDES-BENZ	1,981	7.09%
TOYOTA	1,491	5.34%
MAXUS	1,301	4.66%
RENAULT	902	3.23%
VAUXHALL	616	2.21%
PEUGEOT	592	2.12%
CITROEN	408	1.46%
FARIZON	389	1.39%
RENAULT TRUCKS	250	0.9%
NISSAN	249	0.89%
FIAT	235	0.84%
IVECO	170	0.61%

Sales by fuel type, YTD vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	27,716	4,956 ↑	10.92%
Diesel	205,462	-3,381 ↓	80.93%
HEV	4,979	-1,374 ↓	1.96%
Petrol	3,154	-2,259 ↓	1.24%
PHEV	12,559	5,284 ↑	4.95%
Grand total	253,870	3,226 ↑	100%

Sales by fuel type, latest month vs last year

Fuel Type	Regs.	Δ	Mkt. Share
BEV	4,847	406 ↑	9.72%
Diesel	40,372	-1,012 ↓	80.96%
HEV	1,143	209 ↑	2.29%
PHEV	2,838	959 ↑	5.69%
Petrol	666	-36 ↓	1.34%
Grand total	49,866	526 ↑	100%

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

Make	Total	BEVs	BEV %
FORD	74,440	6,649	8.93%
VOLKSWAGEN	28,886	7,431	25.73%
PEUGEOT	21,846	592	2.71%
RENAULT	20,727	902	4.35%
VAUXHALL	20,512	616	3%
MERCEDES-BE...	18,937	1,981	10.46%
CITROEN	14,674	408	2.78%
TOYOTA	10,949	1,491	13.62%
LAND ROVER	9,164	1	0.01%
NISSAN	7,544	249	3.3%
MAXUS	5,589	1,301	23.28%
KIA	4,725	4,725	100%
FIAT	3,259	235	7.21%
IVECO	2,675	170	6.36%
RENAULT TRU...	2,654	250	9.42%
MAN	2,603	4	0.15%
KGM	1,084	97	8.95%
ISUZU	970	76	7.84%

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	73,977	14.6%	9.0%	-4,155
STELLANTIS	60,046	7.8%	2.7%	-3,080
VOLKSWAGEN	31,267	23.3%	24.2%	285
RENAULT	20,849	18.9%	5.1%	-2,881
MERCEDES-BENZ	17,360	20.0%	11.3%	-1,501
TOYOTA	10,901	16.8%	13.3%	-388
JLR	9,159	18.3%	0.0%	-1,678
NISSAN	7,372	8.7%	3.4%	-392
SAIC	5,589	24.0%	23.3%	-40
KIA MOTORS CORPORATION	4,724	24.0%	100.0%	3,590
ISUZU	1,599	16.9%	4.8%	-194
GEELY	984	4.8%	25.2%	201
FARIZON AUTO	389	24.0%	100.0%	296
INEOS	312	8.7%	0.0%	-27

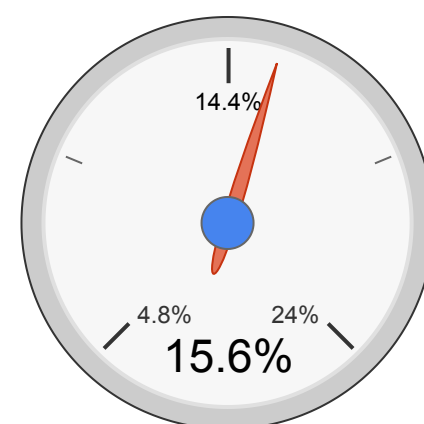
The estimated real ZEV registrations target - the ZEV Mandate requires manufacturers to meet an increasing percentage target of electric vans (24% in 2026) by selling more electric vans as a proportion of sales. They can also generate additional credits by exceeding easy-to-meet CO₂ emissions targets 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: The real-world target for 2026 is at 15.6% following September's registrations. This means that credits generated through the CO₂ flexibility alone have lowered the market-wide target by more than 34% in 2026 relative to the headline target. With many key players still underperforming this only goes to highlight how generous the flexibilities are.

Volkswagen continue to boast a surplus of 285 credits. Elsewhere in the market, Kia remain on track for a huge surplus, already at 3,590 credits, with the manufacturer pocketing 3 surplus credits for every 4 registrations. Kia may look to sell their surplus to some of the underperforming manufacturers at the scheme year's end, or they may look to benefit from the van-to-car exchange mechanism introduced only last year as part of the infamous wave of sweeping flexibility enhancements following the early consultation, which was called under pressure from industry lobby groups.

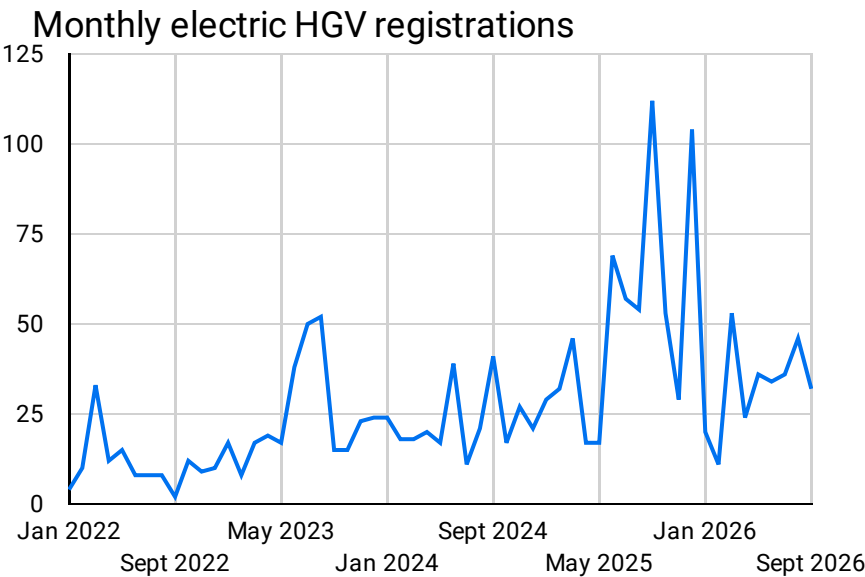
While September registrations show e-vans now account for around one in eight registrations this year, the UK Government needs to do more to help businesses get the grid connections they require to set up adequate charging infrastructure in the depots where many vans are stored overnight. This must come in conjunction with cross-pavement charging solutions to support those who need to charge at home but lack a driveway, as well as lowering the cost of public charging. As the UK's electric van fleet grows and ages, the health of the used market will become a critical factor in fleet turnover, so support should also be given to those purchasing on this market.

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	28,357	-1,457 ↓	98.98%	0.41% ↑
BEV	292	-141 ↓	1.02%	-0.41% ↓

Grand total 28,649 -1,598 ↓ 100% 0%

HGVs latest month vs last year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Diesel	4,400	5.2% ↑	99.28%	1.89% ↑
BEV	32	-71.4% ↓	0.72%	-1.89% ↓
Grand total	4,432	3.2% ↑	100%	0%

32 electric HGVs were registered in September 2026, accounting for 0.7% of registrations this month. BEVs now sit at 1.02% of the market, continuing to struggle to make a meaningful dent in diesel's dominance.

But there are signs of progress. Welch's Transport has opened a new 1MW charging hub at its Cambridge depot through eFREIGHT 2030, alongside its existing Bedford hub, with 12% of its fleet expected to be electric by January 2027. With diesel HGV sales proposed to end by 2035 for vehicles under 26 tonnes and 2040 for heavier vehicles, a clear ZEV mandate is needed to accelerate investment.

Motorbikes

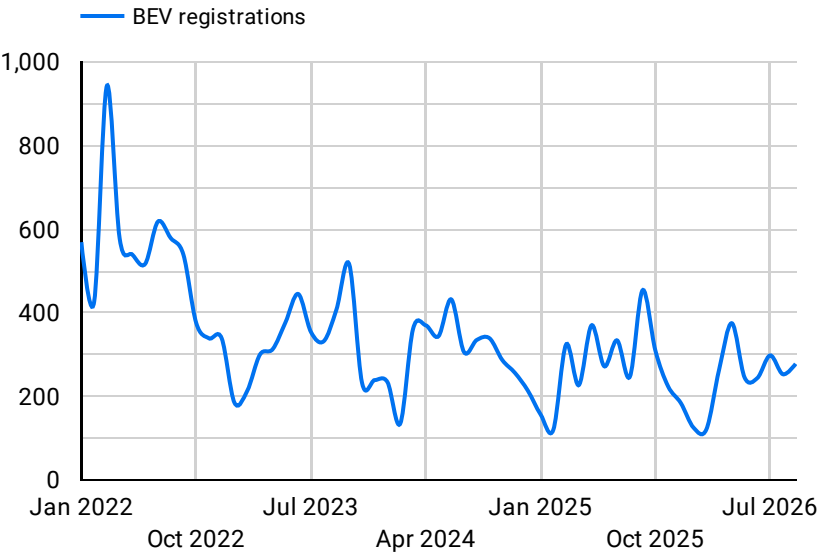
Motorbikes by fuel type, YTD vs previous year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Petrol	82,298	11.5% ↑	97.39%	0.67% ↑
BEV	2,203	-12.1% ↓	2.61%	-0.67% ↓
Grand total	84,501	10.7% ↑	100%	0%

Motorbikes by fuel type, latest month vs previous year

Fuel Type	Regs. ▾	% Δ	Mkt. Share	Δ
Petrol	11,351	2.7% ↑	97.61%	1.55% ↑
BEV	278	-38.8%...	2.39%	-1.55% ↓
Grand total	11,629	1.1% ↑	100%	0%

Monthly electric motorbike registrations



The electric motorbike market continues to underperform, with 278 BEVs registered in September, making up 2.4% 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.

Recent changes 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 definition in 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'.