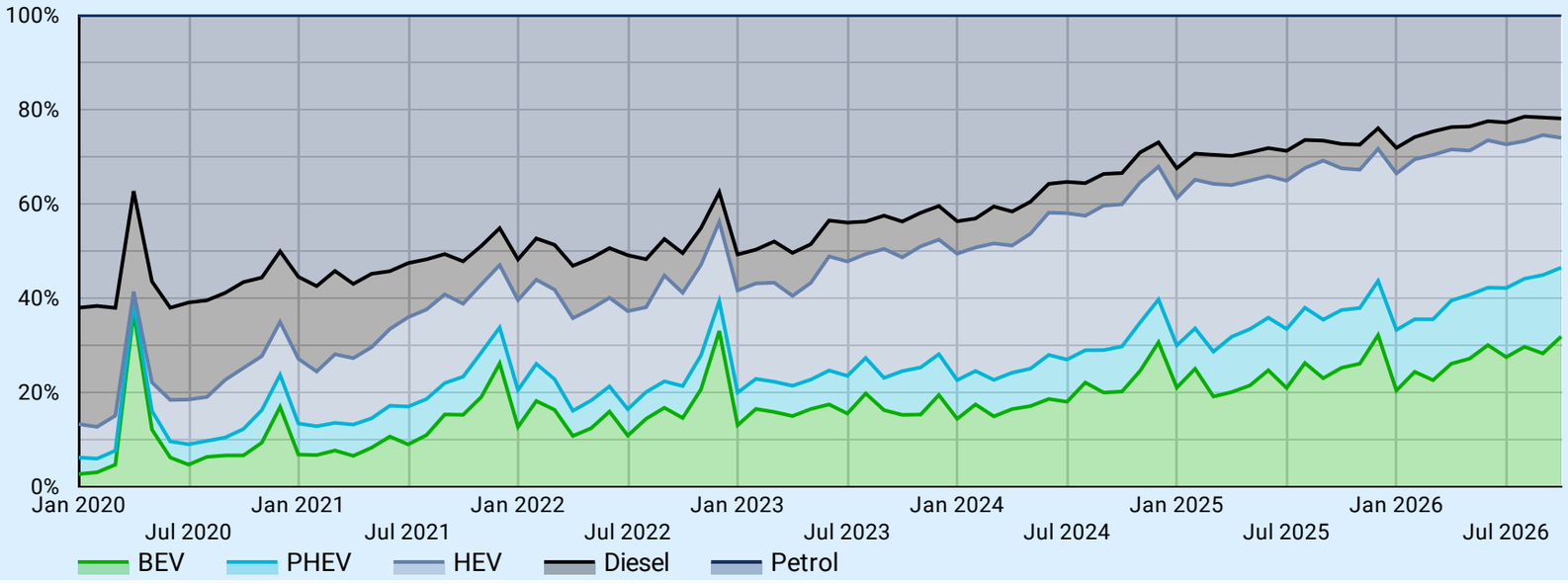
NEW AUTOMOTIVE

Oct 2026

# Nearly one in three cars electric as EV sales soar in October




**Electric Cars Top the Charts**: 49,155 battery electric cars were registered in October 2026, up 54% on last year. BEVs took 32% of the market, making them the most popular fuel type for the month, ahead of hybrids.

**Strong Month for Electric Vans**: 3,376 BEV vans were registered in October, up 53%.

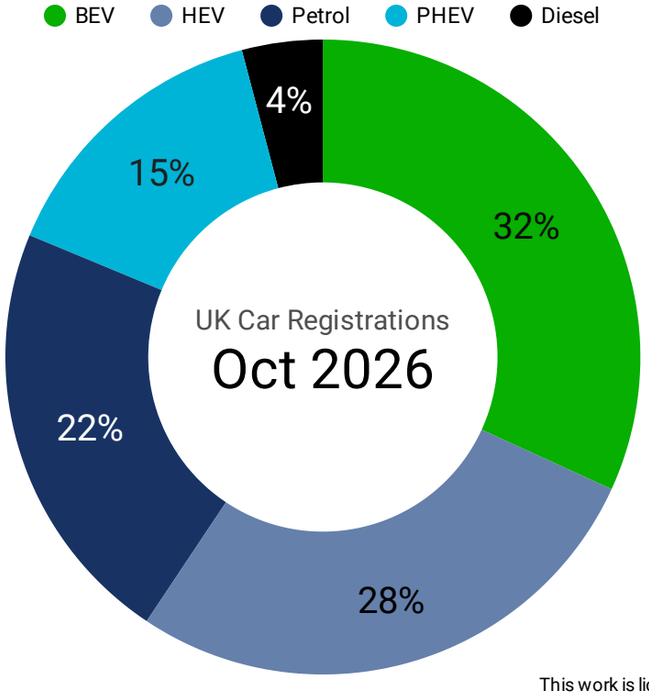
**Pulling Ahead of the ZEV Mandate**: The year-to-date BEV share has risen to 26.5%, further ahead of the 24.6% effective target. With two months to go, Hyundai has moved into surplus and BMW is now level with its target.

**Lead the Charge**: Kia was the top-selling electric brand in October with around 3,600 registrations. Tesla still leads the year to date with 9.5% of the electric market.

**Contents**

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5. Vans
6. Van ZEV mandate tracker
7. HGVs & Motorbikes
8. Methods & sources

*Suggestions, feedback or requests for data? We'd love to hear from you:* [data@newautomotive.org](mailto:data@newautomotive.org)




## Ben Nelmes, CEO at New AutoMotive, said:

"Almost one in three new cars sold in October was fully electric, more than any other fuel type, and electric car sales are up by more than half on last year.

"Drivers are voting with their wallets. Every one of those new electric cars means a household spending less on running costs, and a country less exposed to the oil price shock.

"The ZEV mandate is working. With the cost of living at the top of the political agenda, ministers should stick with a policy that is putting cheaper motoring within reach of millions of households."

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NEW AUTOMOTIVE

# Oct 2026

## Cars summary

October was another strong month for the UK's EV market, with 49,155 BEVs registered, up 54% on October 2025. BEVs accounted for 32% of all new car registrations, making them the most popular fuel type for the month, ahead of hybrids (28%) and petrol (22%). The wider new car market also grew strongly, up 27% on last year, but BEVs grew more than twice as fast, continuing to gain ground. Plug-in hybrids were up 55% and hybrids 14%, while petrol and diesel rose only modestly, by 6.4% and 5.2% respectively, meaning their share of the market continued to shrink.

In the year to date, BEVs now account for 26.5% of all new car registrations, with registrations up 27% compared with the same period last year.

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%. October's 31.8% BEV share was well above this level, showing the strength of demand across the market. Manufacturers now have just two months to close any remaining gaps, with November and December typically seeing stronger BEV sales as they work to meet their annual obligations.

October belonged to the challengers rather than Tesla, which registered just 235 BEVs after its September surge. Kia led the electric market with 3,414 registrations, or 7% of BEVs, more than double last October. BMW (3,100), Volkswagen (2,990) and BYD (2,872) followed, while Skoda, Audi and Mercedes-Benz were close behind, each with around 2,500 registrations.

Year to date, Tesla remains at the top with 9.5% of the electric market. Kia and BYD remain close behind, with 6.9% and 6.8% of BEV registrations respectively, and the two manufacturers continue to battle closely for second place behind Tesla.

## BEV market share, YTD, vs last year

| Marque | BEV re... | % Δ | % of UK BEVs | Δ |
|---|---|---|---|---|
| TESLA | 49,782 | 25.4% | 9.53% | 0.02% |
| KIA | 36,164 | 78.5% | 6.93% | 2.07% |
| BYD | 35,626 | 53.7% | 6.82% | 1.27% |
| VOLKSWAGEN | 28,511 | -6.5% | 5.46% | -1.84% |
| BMW | 27,419 | -13.4% | 5.25% | -2.33% |
| SKODA | 26,493 | 33.5% | 5.07% | 0.32% |
| FORD | 25,112 | 5.2% | 4.81% | -0.91% |
| AUDI | 24,270 | -15.7% | 4.65% | -2.24% |
| MG | 24,021 | 65.5% | 4.6% | 1.12% |
| MERCEDES-BE... | 22,842 | 15.2% | 4.37% | -0.38% |

## YTD vs last year (provisional figures)

| Fuel Type | Regs. | % Δ | Mkt. Share |
|---|---|---|---|
| HEV | 620,375 | 3.2% | 31.53% |
| BEV | 522,195 | 27.3% | 26.54% |
| Petrol | 462,231 | -12.7% | 23.49% |
| PHEV | 272,814 | 33.6% | 13.86% |
| Diesel | 90,157 | -14.3% | 4.58% |
| **Grand total** | **1,967,772** | **6.4%** | **100%** |

## Latest month vs last year (provisional figures)

| Fuel Type | Regs. | % Δ | Mkt. Share |
|---|---|---|---|
| BEV | 49,155 | 53.7% | 31.83% |
| HEV | 42,506 | 13.9% | 27.53% |
| Petrol | 33,811 | 6.4% | 21.9% |
| PHEV | 22,589 | 55.0% | 14.63% |
| Diesel | 6,346 | 5.2% | 4.11% |
| **Grand total** | **154,407** | **26.9%** | **100%** |

## Top Brands' Electrification YTD vs last year

| Marque | Total | BEV | BEV (%) | Δ |
|---|---|---|---|---|
| VOLKSWAGEN | 157,237 | 28,511 | 18.13% | -0.24% |
| KIA | 104,882 | 36,164 | 34.48% | 15.68% |
| BMW | 104,231 | 27,420 | 26.31% | 0.05% |
| AUDI | 100,447 | 24,270 | 24.16% | -3.31% |
| FORD | 94,051 | 25,112 | 26.7% | 5.05% |
| MG | 89,494 | 24,021 | 26.84% | 7.52% |
| MERCEDES-BENZ | 87,373 | 22,842 | 26.14% | 3.83% |
| SKODA | 79,441 | 26,493 | 33.35% | 7.2% |
| TOYOTA | 77,679 | 11,414 | 14.69% | 9.36% |
| VAUXHALL | 77,310 | 16,213 | 20.97% | 4.31% |
| BYD | 76,802 | 35,626 | 46.39% | -8.17% |
| HYUNDAI | 70,164 | 15,560 | 22.18% | 0.99% |
| JAECOO | 68,490 | 10,447 | 15.25% | 14.6% |
| NISSAN | 66,555 | 5,984 | 8.99% | 4.53% |
| PEUGEOT | 66,073 | 11,608 | 17.57% | -2.31% |
| VOLVO | 60,263 | 15,757 | 26.15% | 4.25% |

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Oct 2026

# 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 | 407,071 | 26.4% | 23.8% | -10,563.1 |
| STELLANTIS | 214,338 | 30.5% | 24.6% | -12,613.1 |
| HYUNDAI | 175,856 | 29.7% | 29.9% | 299.6 |
| BMW | 153,607 | 29.6% | 29.6% | -14.4 |
| CHERY AUTOMOBILE | 139,302 | 6.6% | 11.6% | 6,986.1 |
| FORD | 93,957 | 30.4% | 26.7% | -3,513.9 |
| TOYOTA | 91,860 | 20.4% | 14.7% | -5,196.5 |
| MERCEDES | 89,499 | 31.4% | 27.9% | -3,073.1 |
| SAIC | 89,311 | 11.1% | 26.8% | 14,002.4 |
| RENAULT | 83,520 | 27.9% | 32.8% | 4,098.4 |
| BYD | 76,679 | 6.6% | 46.4% | 30,508.2 |
| GEELY | 75,026 | 31.2% | 40.6% | 7,041.5 |
| NISSAN | 66,318 | 25.3% | 9.0% | -10,829.8 |
| TATA | 57,511 | 12.9% | 0.0% | -7,386.9 |
| TESLA | 49,732 | 33.0% | 100.0% | 33,320.4 |
| MAZDA | 23,791 | 23.7% | 2.2% | -5,110.9 |
| SUZUKI | 20,247 | 29.2% | 21.9% | -1,489.3 |
| HONDA | 18,923 | 22.8% | 12.1% | -2,029.5 |
| GEELY HOLDING GROUP CO. | 15,699 | 33.0% | 37.3% | 682.3 |
| CHANGAN | 3,385 | 33.0% | 98.5% | 2,217.0 |

**The estimated real ZEV sales target** - The headline ZEV mandate target for 2026 is 33%. But firms generate additional credits by exceeding $CO_2$ 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 $CO_2$ ratings of newly registered non-ZEV cars in the year to date, using publicly available information from the DVLA.

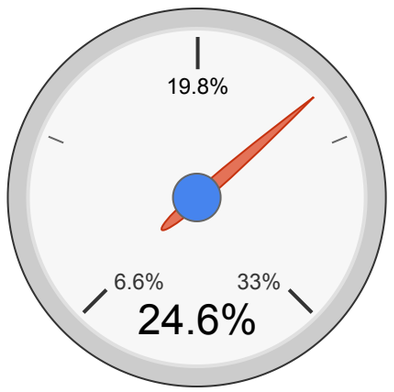
**The year so far** - The estimated real ZEV mandate target stands at 24.6%, after accounting for the flexibilities available under the scheme. Year-to-date BEV market share is currently 26.5%, placing the market above the effective compliance threshold. In other words, there are now more ZEV credits in the system than are required for overall compliance.

While the market is in surplus overall, credits remain very unevenly distributed. Manufacturers generating significant surpluses include Tesla, BYD, SAIC, Geely, Chery, Renault, Changan and Xiaopeng Motors, all outperforming their implied targets.

At the other end of the spectrum, Stellantis, Nissan, Volkswagen, Tata, Toyota, Mazda, Ford and Mercedes are currently running deficits against their estimated targets, although Volkswagen and Stellantis both narrowed their deficits this month. Tata should start to see its shortfall decline once its first ever BEV goes on sale.

Others are closing the gap fast. Hyundai has moved into surplus this month and BMW is now level with its implied target. Suzuki, Subaru, KGM and Aston Martin are all estimated to be fewer than 2,000 credits short, with Honda just over, meaning modest increases in BEV sales, or access to the credit market, would be enough.

Est. Real Market-Wide ZEV Target



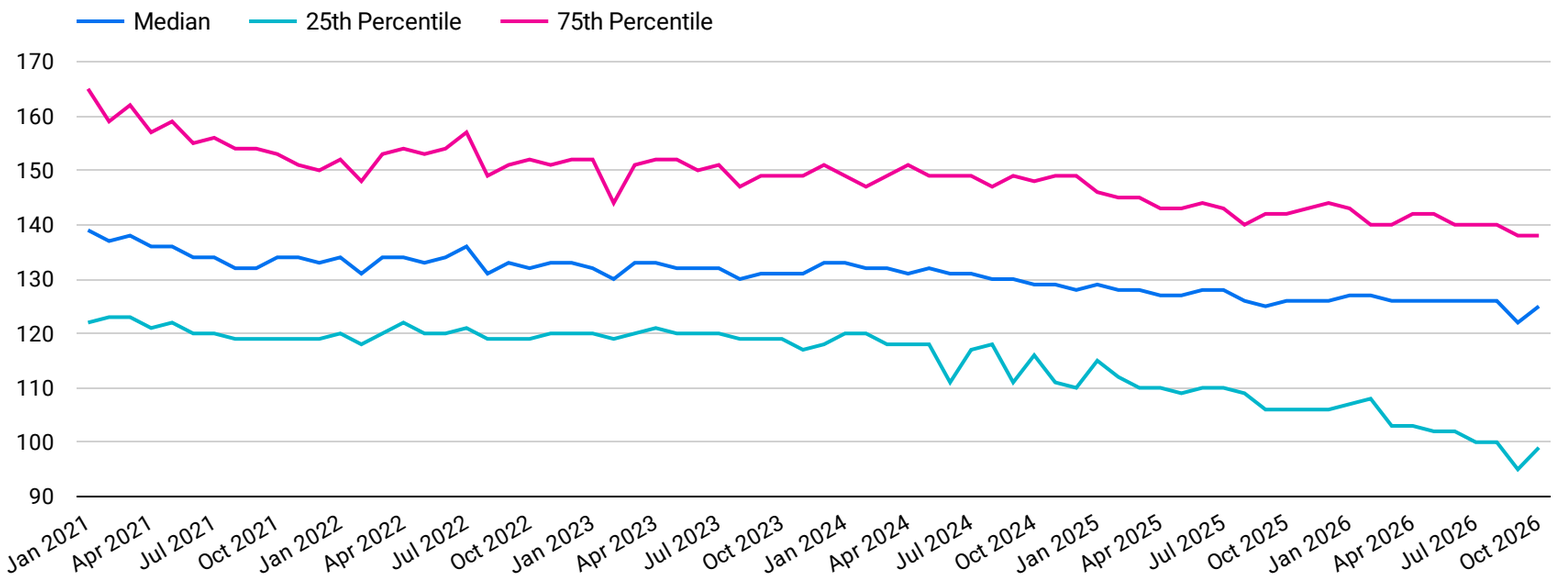

*The real market-wide ZEV target represents the percentage of UK car sales that need to be fully electric for carmakers to meet their mandated EV sales targets.*

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Oct 2026

# ICE Car $CO_2$ Emissions Ratings

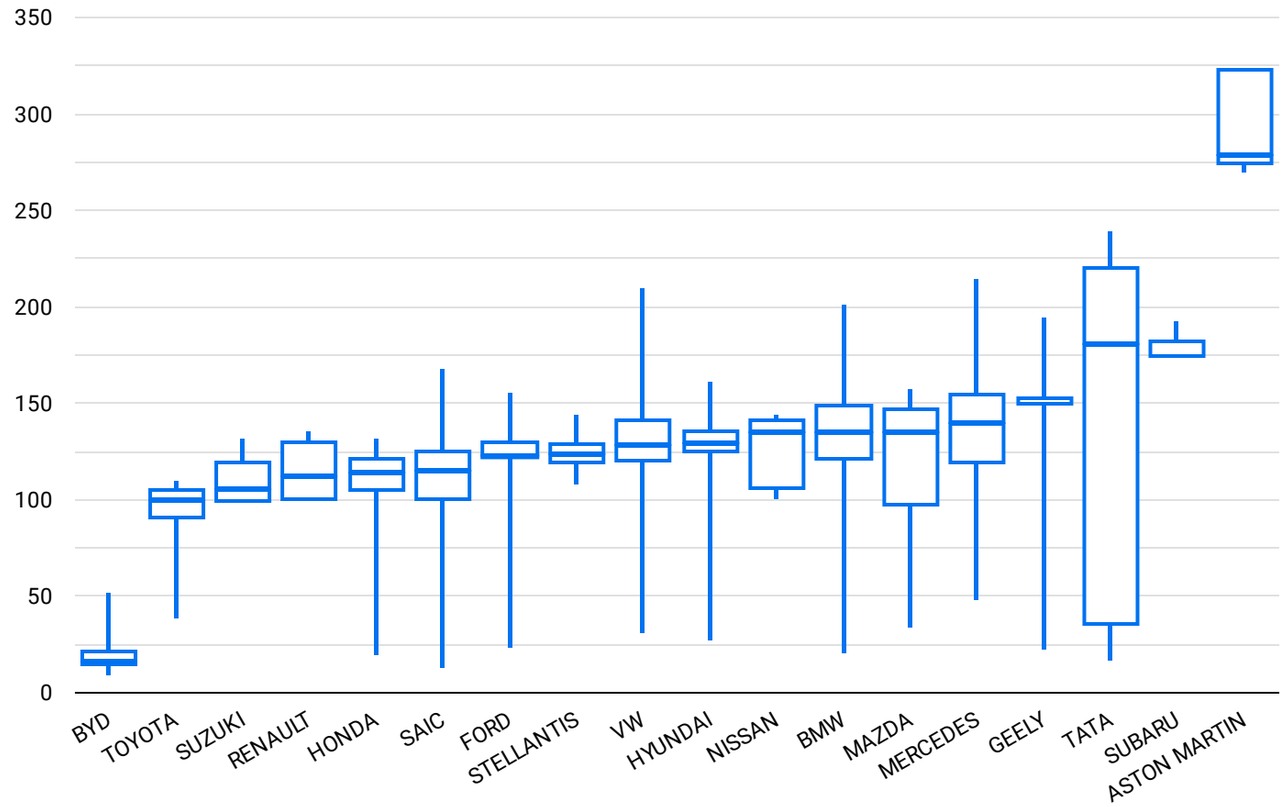
*Average $CO_2$ ratings of newly registered internal combustion engine cars by month of registration, $gCO_2/km$*

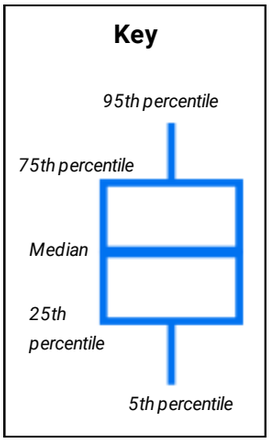



As the UK transitions to zero emissions vehicles, it is important that the new petrol and diesel cars that are sold between now and their phase-out in 2035 do not become less fuel efficient and more polluting. This page provides a way of tracking this trend, with metrics based on the WLTP emissions ratings 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 has now been below 100gCO2/km for two months running.

*$CO_2$ emissions ratings of new cars registered in the last 12 months, by manufacturer*



NEW AUTOMOTIVE

# Oct 2026

## Vans Summary

October was a strong month for electric vans, with 3,376 BEVs registered, up 53% on October 2025. BEVs accounted for 13.1% of the market, above their 11% share so far this year, even as the overall van market grew by 8% on last year. With fuel costs a growing concern for businesses, there is a clear opportunity to get more firms into electric vans and allow them to benefit from much lower day-to-day running costs.

Diesel continues to dominate, accounting for 77% of registrations with 19,889 vans, but its grip on the market is slowly being eroded by both BEVs and PHEVs. Plug-in hybrids accounted for 5.7% of registrations in October, as businesses increasingly have more options for moving away from conventional diesel vans. BEVs now hold an 11.1% share of the market year to date.

Volkswagen remains the leading BEV van maker this year, with 8,191 registrations, representing 25% of its van sales. Ford followed with 7,620 BEV registrations, although the scale of its overall van business means these represented 9% of its sales. Kia was third with 5,271 registrations and remains the only high-volume van manufacturer to record 100% BEV sales year to date. Ford, Volkswagen and Mercedes-Benz led the way this month.

October's strong BEV share 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.

## Sales by fuel type, YTD vs last year

| Fuel Type | Regs. | Δ | Mkt. Share |
|---|---|---|---|
| BEV | 31,203 | 6,193 | 11.12% |
| Diesel | 226,142 | -2,772 | 80.58% |
| Petrol | 3,480 | -2,365 | 1.24% |
| PHEV | 14,127 | 5,823 | 5.03% |
| HEV | 5,682 | -1,091 | 2.02% |
| **Grand total** | **280,634** | **5,788** | **100%** |

## Sales by fuel type, latest month vs last year

| Fuel Type | Regs. | Δ | Mkt. Share |
|---|---|---|---|
| BEV | 3,376 | 1,174 | 13.15% |
| Diesel | 19,889 | 188 | 77.46% |
| Petrol | 295 | -115 | 1.15% |
| PHEV | 1,456 | 447 | 5.67% |
| HEV | 660 | 256 | 2.57% |
| **Grand total** | **25,676** | **1,950** | **100%** |

## BEV Van Market Shares (YTD)

| Make | BEVs ▾ | BEVs |
|---|---|---|
| VOLKSWAGEN | 8,191 | 26.06% |
| FORD | 7,620 | 24.24% |
| KIA | 5,271 | 16.77% |
| MERCEDES-BENZ | 2,630 | 8.37% |
| TOYOTA | 1,620 | 5.15% |
| MAXUS | 1,375 | 4.37% |
| RENAULT | 984 | 3.13% |
| VAUXHALL | 662 | 2.11% |
| PEUGEOT | 636 | 2.02% |
| FARIZON | 452 | 1.44% |
| CITROEN | 437 | 1.39% |
| FIAT | 276 | 0.88% |
| RENAULT TRUCKS | 257 | 0.82% |
| NISSAN | 254 | 0.81% |
| IVECO | 174 | 0.55% |

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

| Make | Total | BEVs | BEV % |
|---|---|---|---|
| FORD | 81,369 | 7,620 | 9.36% |
| VOLKSWAGEN | 32,411 | 8,191 | 25.27% |
| PEUGEOT | 23,869 | 636 | 2.66% |
| RENAULT | 22,769 | 984 | 4.32% |
| VAUXHALL | 22,612 | 662 | 2.93% |
| MERCEDES-BE... | 21,683 | 2,630 | 12.13% |
| CITROEN | 16,017 | 437 | 2.73% |
| TOYOTA | 12,257 | 1,620 | 13.22% |
| LAND ROVER | 10,099 | 1 | 0.01% |
| NISSAN | 8,077 | 254 | 3.14% |
| MAXUS | 6,131 | 1,375 | 22.43% |
| KIA | 5,271 | 5,271 | 100% |
| FIAT | 3,751 | 276 | 7.36% |
| IVECO | 3,062 | 174 | 5.68% |
| RENAULT TRU... | 2,915 | 257 | 8.82% |
| MAN | 2,879 | 4 | 0.14% |
| ISUZU | 1,204 | 82 | 6.81% |
| KGM | 1,155 | 122 | 10.56% |

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Oct 2026

# 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 | 80,860 | 14.7% | 9.4% | -4,308 |
| STELLANTIS | 65,728 | 7.9% | 2.7% | -3,402 |
| VOLKSWAGEN | 35,026 | 23.7% | 23.8% | 30 |
| RENAULT | 22,906 | 19.2% | 5.0% | -3,251 |
| MERCEDES-BENZ | 19,921 | 20.1% | 13.1% | -1,391 |
| JLR | 10,073 | 18.3% | 0.0% | -1,845 |
| NISSAN | 7,902 | 8.8% | 3.2% | -447 |
| SAIC | 6,129 | 24.0% | 22.4% | -97 |
| KIA MOTORS CORPORATION | 5,268 | 24.0% | 100.0% | 4,004 |
| ISUZU | 1,875 | 15.7% | 4.4% | -212 |
| GEELY | 1,054 | 4.8% | 24.2% | 204 |
| FARIZON AUTO | 451 | 24.0% | 100.0% | 343 |
| INEOS | 348 | 8.5% | 0.0% | -29 |
| BYD | 203 | 4.8% | 3.0% | -4 |

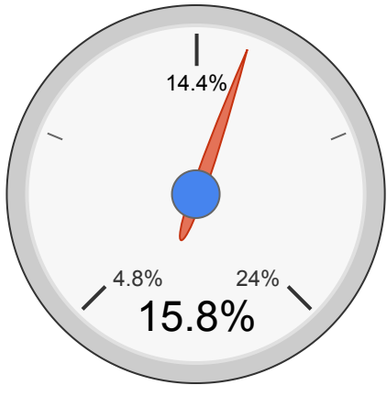
**The estimated real ZEV registrations target** - the ZEV Mandate requires manufacturers to meet an increasing percentage target of electric vans (24% in 2026) by selling more electric vans as a proportion of sales. They can also generate additional credits by exceeding easy-to-meet $CO_2$ emissions 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 $CO_2$ ratings of newly registered non-ZEV vans in 2025.

**2026 so far:** The real-world target for 2026 is at 15.7% following October's registrations. This means that credits generated through the CO2 flexibility alone have lowered the market-wide target by more than a third in 2026 relative to the headline target. With many key players still underperforming this only goes to highlight how generous the flexibilities are.

Volkswagen's surplus has narrowed to just 30 credits, down from 285 last month, as its BEV share slipped to 23.8%, barely above its 23.7% target. Kia remain on track for a huge surplus, already at 4,004 credits, pocketing 3 surplus credits for every 4 registrations. Kia may look to sell their surplus to underperforming manufacturers at the scheme year's end, or use the van-to-car exchange mechanism introduced only last year as part of the infamous wave of flexibility enhancements following the early consultation, called under pressure from industry lobby groups.

While e-vans made up more than one in eight registrations in October, 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



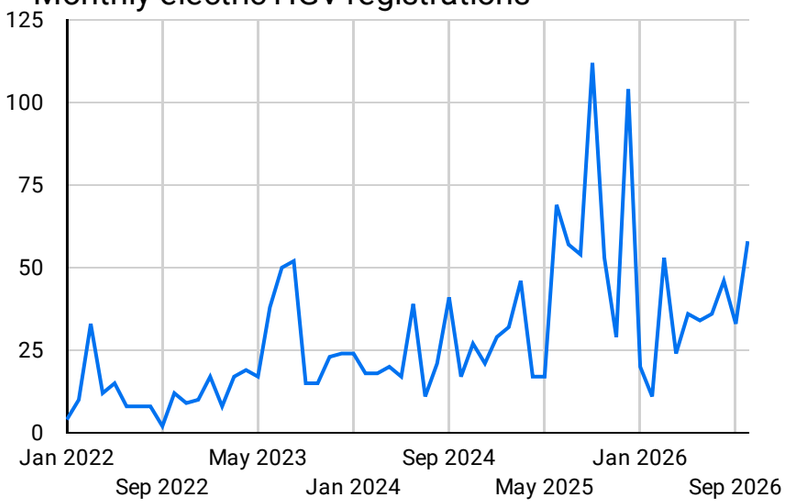

*The real market-wide ZEV target represents the percentage of UK van sales that need to be fully electric for van makers to meet their mandated EV sales targets.*

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Oct 2026

# HGVs

## Monthly electric HGV registrations




## HGVs by fuel type, last 12 months vs previous

| Fuel Type | Regs. | Δ | Mkt. Share | Δ |
|---|---|---|---|---|
| Diesel | 32,746 | -1,414 | 98.94% | 0.34% |
| BEV | 351 | -135 | 1.06% | -0.34% |
| **Grand total** | **33,097** | **-1,549** | **100%** | **0%** |

## HGVs latest month vs last year

| Fuel Type | Regs. | % Δ | Mkt. Share | Δ |
|---|---|---|---|---|
| Diesel | 4,304 | -0.5% | 98.67% | -0.12% |
| BEV | 58 | 9.4% | 1.33% | 0.12% |
| **Grand total** | **4,362** | **-0.3%** | **100%** | **0%** |

58 electric HGVs were registered in October 2026, up 9.4% on last year and accounting for 1.3% of registrations. Over the last 12 months BEVs sit at 1.06% of the market, still struggling to dent diesel's dominance.

October was the strongest month of 2026 so far for electric HGVs, but the 12-month total is still down 135 on the year before, as the spikes seen in 2025 have not been repeated. 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 in vehicles and charging.

# Motorbikes

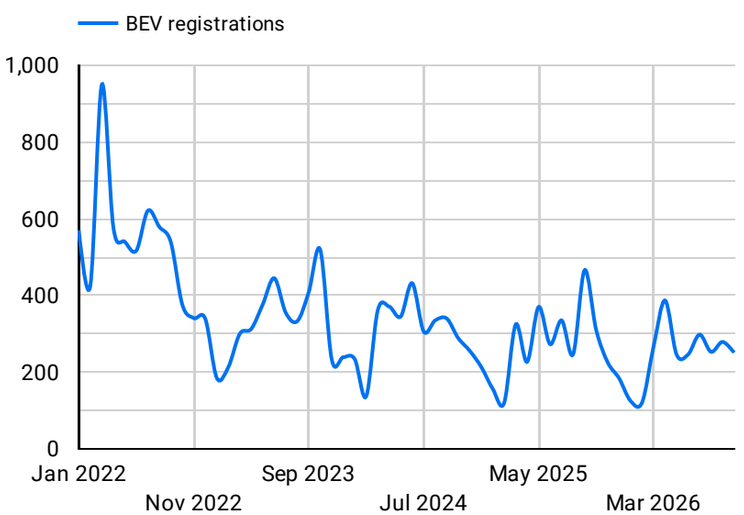
## Motorbikes by fuel type, YTD vs previous year

| Fuel Type | Regs. | % Δ | Mkt. Share | Δ |
|---|---|---|---|---|
| Petrol | 89,716 | 11.3% | 97.32% | 0.71% |
| BEV | 2,473 | -12.6% | 2.68% | -0.71% |
| **Grand total** | **92,189** | **10.5%** | **100%** | **0%** |

## Motorbikes by fuel type, latest month vs previous year

| Fuel Type | Regs. | % Δ | Mkt. Share | Δ |
|---|---|---|---|---|
| Petrol | 7,126 | 7.7% | 96.6% | 1.09% |
| BEV | 251 | -19.3%... | 3.4% | -1.09% |
| **Grand total** | **7,377** | **6.5%** | **100%** | **0%** |

## Monthly electric motorbike registrations




The electric motorbike market continues to underperform, with 250 BEVs registered in October, down 19.6% on last year, making up 3.5% of the market in a quieter month for motorbike sales overall.

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.

Back to home page

# 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'.