



# *Living with* your electric vehicle





# *Introduction*

In November 2020, the Government announced it would end the sale of petrol and diesel cars and vans by 2030 as part of its wider plans for a ‘green recovery’ as the country bounces back from the Coronavirus pandemic, and in announcing the plan, the Government effectively fired a starting gun to fleets to start thinking about a transition to electric vehicles if they hadn’t done already.

While electric vehicles have been on sale for around a decade, early models were nothing to write home about, however, as time has progressed the technology – and the associated infrastructure required to keep EVs topped up with charge – has improved immeasurably, and it is expected this trend will continue as the country gets closer and closer to the milestone 2030 date.

Furthermore, a decade ago electric vehicles were seen to be a niche market, whereas in 2021 almost every major car manufacturer either has EVs on sale, or is planning to sell EVs shortly.

The industry is about to see a seismic shift – and it’s likely that over the course of time historians will look back and recount how the 2020s was a decade of real change and innovation for the automotive and fleet industries.

Naturally, many fleets and their drivers may be apprehensive about making the switch to electric propulsion in the coming years – after all, petrol and diesel has powered vehicles for 200-plus years - and may have many questions about how they should approach the change.

To that end, this white paper aims to help you get an electric vehicle onto your driveway, while it also will help you get used to living with it on a day-to-day basis, as well as detailing the good and the more challenging elements of EV ownership.





# A look at the *most popular EVs* on the market now

*If you were to stop someone in the street and ask them to name an electric vehicle, the chances are 'Tesla' will crop up in the conversation fairly quickly. The American car maker – with its upper medium Model 3, executive Model S and SUV Model Y vehicles – was one of the first manufacturers to truly embrace EVs, and other car makers have to an extent been playing catch-up ever since the brand properly launched in the UK in 2012.*

In recent years, Tesla has suffered supply problems, with deliveries often running late, but with the introduction of new factories across the world, vehicles are now arriving in the UK by the boatload to cater for the demand.

Its **Model 3** in particular is popular, as it is relatively affordable – the entry-level is priced from just over £40,000 – and despite it only being on sale for less than two years is already the second most popular EV in terms of registrations, according to data from June 2020.<sup>i</sup>

The **Nissan Leaf** – widely regarded to be the first mainstream EV – is in first place, though the Mitsubishi Outlander PHEV is the most popular ultra-low emission vehicle.

Most established car makers either already have electric vehicles on sale or have models in the pipeline, as they start to make the transition from building fossil-fuelled vehicles to battery-powered cars in the next decade.

The **Kia e-Niro**, though, is the most popular EV in 2021; according to statistics released by the Society of Motor Manufacturers and Traders, 2,956 examples were registered in the first two months of the year.<sup>ii</sup>

As this white paper was written, **Audi, Ford, Jaguar Land Rover and Volvo** have all committed to ending production of petrol and diesel vehicles in the coming years.

Other popular EVs, meanwhile, include the **Renault Zoe, Peugeot e-208 and Jaguar I-Pace**, while Kia's sister brand, Hyundai's EV range is made up of the **Ioniq and Kona**, the latter of which shares its platform with the Kia e-Niro.

Range anxiety is – understandably – a big concern for drivers ahead of them making the switch to electric propulsion and Peugeot has a novel solution: if financing an EV directly, customers can get 20% off public petrol or diesel rental prices for those times when a driver may need to cover a long distance in a short space of time.<sup>iii</sup>





# *What are the financial incentives for taking on EVs?*

*Despite a lot of attention being paid to it, the electric vehicle market is still relatively small – pure EVs had a 6.6% market share in 2020, some 10% lower than diesel – and while the market share is only going to grow in the coming years, the Government is at the moment offering generous support to help increase the uptake of EVs, especially in the fleet market.*

The Government is currently offering a £2,500 subsidy on every new electric car (subject to them emitting less than 50g/km of CO<sub>2</sub> and being able to travel at least 70 miles without emitting anything – thus exempting plug-in hybrids and mild-hybrids – as long as the vehicle costs less than £35,000.)

Would-be owners of electric small vans – defined as weighing less than 2,500kg, emitting less than 50g/km of CO<sub>2</sub> and being able to travel at least 60 miles without emitting anything – can receive a discount of up to £3,000 via the Plug-in Van Grant.

Meanwhile, large vans – defined as weighing between 2,500kg and 3,500kg, emitting less than 50g/km of CO<sub>2</sub> and being able to travel at least 60 miles without emitting anything – receive a discount of up to £6,000 via the same scheme.

The full list of eligible vehicles can be found on the Government's website (<https://www.gov.uk/plug-in-car-van-grants>) and this is also a good resource to keep track of which models are on

sale; it can be hard to keep up with the number of new vehicles arriving in showrooms.<sup>iv</sup>

As well as providing a grant to help fleets take on EVs, the Government also subsidises the cost of installing charging points. The **Electric Vehicle Home Charge Scheme** provides £350 towards the cost of a home charging point, while the **Workplace Charging Scheme** provides £350 per plug (up to a maximum of 40) per company.

Under the terms of the Workplace Charging Scheme, the charge points can only be used by employees – rather than customers – however, the Zero Carbon World charity gives away charging points to businesses for free that can be used by customers.<sup>v</sup>

Crucially, in February, the Government expanded the Workplace Charging Scheme to cover **SMEs and charities**, while those living in rental or leased properties can also apply for the Home Charge Scheme.<sup>vi</sup>





**Fleets based in Scotland** meanwhile, can receive additional help. Funded through Transport Scotland, the Energy Saving Trust offers an interest-free loan of up to £120,000 “to help lower their transport and travel costs” and it can be used to help companies procure electric cars and vans (up to £28,000 per vehicle), telematics and video conferencing tools.<sup>vii</sup>

The loans can be repaid over six years, and as well as helping businesses pay for the vehicles on an outright basis, it can be used to fund down payments for leases.<sup>viii</sup>

**Transport Scotland** also offers £300 on top of the £350 UK Government grant to help EV owners install home charging points.<sup>ix</sup>

The Scottish Government also has two schemes which can help drivers that aren't able to procure a company car in the normal way – such as a grey fleet user. The first is an interest-free loan of up to £28,000 (with a six-year repayment term), which

helps motorists fund the cost of a new EV<sup>x</sup>, while the second scheme offers drivers an interest-free loan of up to £20,000 (again with a six-year repayment term) to help motorists take on a second-hand EV<sup>xi</sup>.

As well as the various grants and loans available, EVs attract preferential Benefit-in-Kind rates; in the 2021/22 financial year EVs are placed in the 1% Benefit-in-Kind tax bracket, while from 2022/23 through to 2024/25, EVs fall into the 2% bracket. By comparison, a driver of a relatively low-emission petrol or diesel car (for instance, one that emits 100g/km of CO<sub>2</sub>) will be put into the 25% bracket from 2022/23.

The potential tax savings by switching to an EV are huge – comparing its Model 3 EV against a BMW 320d which emits 124g/km of CO<sub>2</sub>, data from Kwik Car Cost has calculated a company car driver can save a significant amount in Benefit-in-Kind payments each year. A full breakdown of how the costs compare is in the table below.

Another area in which fleets can save money is service, maintenance and repair – according to data from Cap HPI, over three years and 60,000 miles, it costs 23% less to service and maintain an electric vehicle when compared with a petrol variant, with the firm giving an example that the Nissan Leaf costs £1,197 to maintain over three years, 19% lower than a Volkswagen Golf 1.0TSI 110 SE.<sup>xii</sup>

In addition, **drivers of electric vans** will not pay any Benefit-in-Kind tax.<sup>xiii</sup>

So, you've taken the plunge – or you're about to – by going electric. How do you charge the vehicle? There are three main elements – home charging, charging at work and topping up from the various public networks.

Car	PIID value	VED year one	CO <sub>2</sub> emissions (g/km)	2021/22 BIK	Tax payable at 20%
Tesla Model 3 Standard Range Plus	£40,935	£0	0	0%	£409
BMW 320d Saloon 190 M-Sport	£39,440	£170	124	28%	£2,209



# Charging ahead: *Home charging explained*

*If it is possible to do so, you should strongly consider installing a charging point at home – it is the easiest way to avoid ‘range anxiety’ as you can start the day with a fully recharged battery. In simplistic terms, think of having a home charging point like having your own personal fuel station.*



While it could be tempting to hook your new EV up to your existing power supply and use a three-pin plug to recharge, this is not recommended and should only be used as a last resort - or perhaps a short-term solution while you wait for a home charging unit to be installed. While it is possible to recharge an EV from a normal plug socket, it will take a long time. It can also be dangerous, since the socket will be running at 2.3kW, close to its 3kW maximum, for hours on end.

A much better long-term solution is to install a dedicated home charging point. The most popular versions are 7kW.

The price of charging points varies depending on the brand and whether or not your vehicle's manufacturer has a deal in place with the charging point company – for instance, Renault offers £500 towards the cost of a BP Chargemaster point, on top of the Government grant, while Volkswagen has its own home-charging brand, Elli.

More powerful charging points can also be installed, but they require a three-phase electricity supply, which might require a visit to your home by an electrician. A comparison of charging speeds for typical home chargers is outlined below.

Connector type	Typical power rating	Range gained per hour
Type 2	7kW (single phase)	25 miles
Type 2	22kW (three-phase)	75 miles
Three-pin plug	2.3kW	8 miles

The figures above were calculated assuming a 60kW EV is being charged, however, the larger the battery is (measured in kWh), the longer it will take to recharge.

It is also worth noting you can only charge a vehicle's battery at the maximum charge rate the vehicle can accept – for example; if your vehicle's maximum charge rate is 7kW, you won't charge any faster by using a 22kW charge point, equally the time it takes to charge will also be limited by the maximum charging rate of the charge point you are using. For example; even if your vehicle can charge at 11kW, it will only charge at 7kW on a 7kW charge point.

Increasingly, energy suppliers are offering EV charging tariffs for customers and it might be worth shopping around for the best tariffs – vehicle home charger and energy comparison site Rightcharge, for instance, estimated that company car drivers can save up to £1,200 on their energy bills by switching to an EV-friendly rate.<sup>xiv</sup>



# Charging ahead: *Workplace charging explained*

*At the time of writing, as the Coronavirus restrictions are starting to be eased, the importance of the office may be less than it was pre-pandemic, but it is likely workers will still need to visit the office once again, even if it is for a few days a week rather than five. In many ways, an office car park is the perfect place to recharge an EV – it will most likely sit still for eight hours a day and in many cases installing a charging point at a business address is as easy as it is to do at a residential address, once the building's managers are onboard.*

Like home charging, there are several firms that can supply charging points for offices. Unlike installing a point at home though, there are a few more considerations businesses and fleet managers should consider; chiefly:

**How many people will use the charging points, how far do employees travel and do they have their own points at home?**

Priority should be given to employees who have to travel a long distance to the office and/or don't have a charging point at home over someone who lives 10 miles away from the office and has their own home charging unit.

**Should businesses charge drivers to recharge?**

This is a thorny issue, as technically company car drivers would be getting free fuel at the expense of the company, but some see that a workplace charging point should be an essential piece of office equipment. For instance, would someone who cycles into work be expected to pay for the water used if they have a shower? Or would someone who smokes have to foot the bill for a smoking shelter?

**What speed should the points be?**

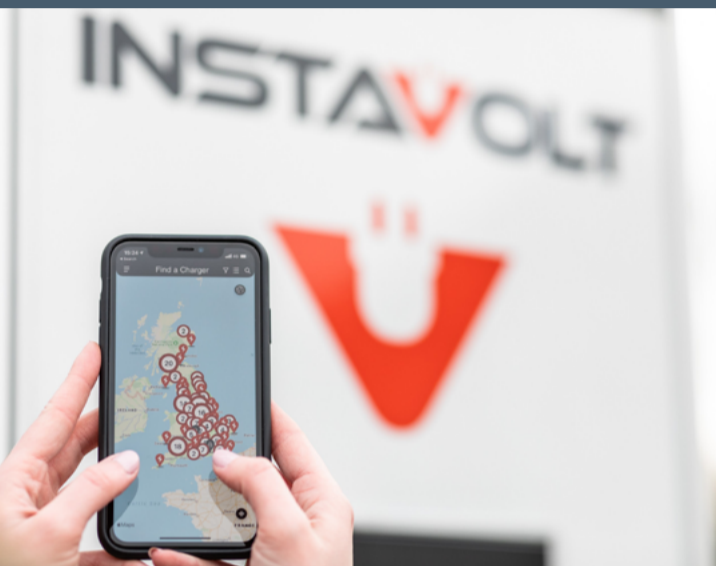
It goes without saying but the quicker – and more powerful – the charging point, the more expensive it will be. If the car is likely to be parked for several hours at a time, lower-speed charging infrastructure will suffice, whereas if the company uses pool cars that are in and out of the car park throughout the day it may make more sense to install a rapid charger.

Fleet News covered these questions – and others – online, but ultimately the answers to these questions will vary depending on each company's circumstances – there isn't a one-size-fits-all approach.<sup>xy</sup>





# Charging ahead: *Public charging explained*



*If you don't have the luxury of your own driveway (or if you travelling a significant distance away from home), you are most likely going to be spending time recharging via public networks. Critics complain that there aren't enough charging points to serve everyone, but the number of points being installed is increasing at a rapid rate – at the time of writing this, electric vehicle charging map website Zap Map added 716 points onto its map in the last 30 days.<sup>xvi</sup>*

EV Network	Rank	Overall Rating*	Star Rating**	Rank 2019
Tesla†	1	4.8	★★★★★	1
InstaVolt	2	4.4	★★★★☆	2
Osprey (formerly Engenie)	3	4.1	★★★★☆	8
Pod Point	4	3.7	★★★☆☆	3
Swarco E.connect	5	3.6	★★★☆☆	n/a
Shell Recharge	6	3.5	★★★☆☆	5
ESB EV Solutions	7	3.4	★★★☆☆	n/a
NewMotion	8	3.3	★★★☆☆	4
ChargePlace Scotland	9	3.2	★★★☆☆	7
Engie	Joint 10	3.1	★★★☆☆	n/a
IONITY	Joint 10	3.1	★★★☆☆	n/a
GeniePoint	12	3.0	★★★☆☆	10
bp pulse (formerly BP Chargemaster/Polar)	13	2.9	★★★☆☆	5
Source London	14	2.7	★★★☆☆	n/a
Charge Your Car (CYC)	15	2.6	★★★☆☆	n/a
Electric Highway (Ecotricity)	16	2.0	★★☆☆☆	n/a

\*Overall rating calculated to one decimal place for overall ranking.

\*\*Star Ratings rounded to nearest 0.5 for display.

† Average of Tesla Supercharger (5.0) and Destination (4.4) networks.

Source: <https://www.zap-map.com>





If you don't have a charging point at home or at work, it really isn't the end of the world – nobody has ever dismissed a petrol or diesel vehicle on the basis they don't have their own personal fuel station to hand – although the number of companies operating networks can be bewildering, at first, but websites like Zap Map ([zap-map.com](https://zap-map.com)) and Google Maps (<https://www.google.com/maps>) display locations, speeds and prices, if applicable.

Public charging point speeds can vary hugely – for instance, BP Chargemaster's 150kW chargers can add 100 miles of range in 10 minutes – and while in the past EV drivers had to drive around with a wallet full of subscription cards to access charging points, the Government's Alternative Fuels Regulations, introduced in November 2017 requires operators to provide "ad-hoc" access to charging points installed after 18 November 2017 for electric vehicle owners.

The regulation states: "'ad-hoc access' means the ability for any person to recharge an electric vehicle without entering into a pre-existing contract with an electricity supplier to, or infrastructure operator of, that recharging point."

Essentially this means operators have to accept credit/debit/contactless/app payments without a pre-existing contract being in place with the customer and without storing personal or payment information, which (theoretically) means charging on the move is as easy as buying something online using the guest check-out option.

Despite this regulation, many companies still require EV owners to download apps to their smartphone before they can recharge. To combat this problem, in September 2020, Zap Map launched the Zap Pay app which enables EV drivers to use a single app to pay for charging across different networks<sup>xxvi</sup>, and at the moment this is ESB Energy and Osprey Charging. Other charging point operators also have roaming agreements in place with competitors, too.

Away from the pay-as-you-go, charging model, some operators offer subscription services – for instance, BP Pulse's £7.85 monthly subscription fee offers reduced charging rates, so it may be a sensible option if you are a high-mileage driver.<sup>xxviii</sup>

Something that has been problematic for years and is only starting to slowly change is motorway charging. Points run by much-maligned Ecotricity are often unreliable mainly down to them using first generation technology – in late 2018 a Parliamentary committee

called on the Government to intervene<sup>xxix</sup> (<https://www.companycartoday.co.uk/analysis-motorway-charge-point-failings-under-fire/>) – however, progress is being made; Ionity – a joint-venture between BMW, Mercedes, Ford, Hyundai and VW brands Audi and Porsche – has chargers at motorway service areas<sup>xxx</sup>, while Instavolt has recently launched a rapid charging hub on the M6.<sup>xxxi</sup>

However, EV drivers can expect an improvement in reliability in the coming months; in June 2021, Gridserve announced it had acquired the Ecotricity network and vowed to invest in the network, including replacing every single charger with a newer and faster unit which features contactless payment as standard.<sup>xxxii</sup>

Rapid charging hubs at motorway service areas are likely to be the future when it comes to recharging EVs; in May Moto opened its new service area near Rugby and it contains 24 ultra-rapid charging points – 12 Ecotricity units and 12 Tesla Superchargers.<sup>xxxiii</sup>

In December 2020, the Competition and Markets Authority launched an investigation into the public charging sector in order to help boost consumer confidence ahead of the 2030 petrol and diesel ban with the CMA saying reliable EV charging "is crucial to the roll-out of electric vehicles". The study is likely to take a year to conclude and it is to focus on two main areas:

- how to develop a competitive sector while also attracting private investment to help the sector grow
- how to ensure people using electric vehicle charge points have confidence that they can get the best out of the service.<sup>xxxiv</sup>

With the news of more reliable and faster charging points on motorways, the tide is turning towards a reliable public network, however, another positive development is that Kia has launched what is claimed is the UK's "most comprehensive" access to the UK's electric vehicle charging network. Its KiaCharge system allows users to access 13,900 UK charging points from one account, including those of BP Pulse, Pod Point, Ionity, Source London, Chargepoint, New Motion and ESB, as well as other regional services, and Kia said it covers more than two-thirds of the UK's public charging infrastructure.<sup>xxxv</sup>

Despite various roaming agreements, public charging networks are still apparent – in January Autocar found the networks to be hit and miss (<https://www.autocar.co.uk/car-news/industry-news/analysis-electric-car->

charging-still-hit-and-miss)<sup>xxxvi</sup>, with some operators making recharging a Volkswagen ID3 a doddle, while on other occasions it was anything but. The Motoring Podcast's series from 2017 when the duo spent a week driving around the UK to assess how good – or otherwise – the public charging infrastructure is also well worth a listen (<https://www.motoringpodcast.com/new-blog/tag/Charge+Round+Britain>).<sup>xxxvii</sup>

Another pitfall is that costs to top up can vary massively – research conducted by What Car? found the cost of charging a BMW iX3 with an 80kWh battery can vary from £9.32 to £40.66 due to the different speeds and fees across the UK charging network.<sup>xxxviii</sup> In this respect, some networks are better than others; Instavolt has a flat rate and all of its points offer contactless payment options.<sup>xxxix</sup>

Saying that, it is interesting there is a wide gulf in terms of public perceptions of the various operators. According to research published by Zap Map in January 2021<sup>xxx</sup>, Tesla's network came out on top with an overall rating of 4.8 (out of five), followed by Instavolt (4.4) and Osprey (4.1), while Ecotricity was ranked as the worst network with a rating of 2.0.

On the whole chargers are fairly reliable, but a lot depends on the age of the unit and how well maintained it is. If the charger you have pulled up to doesn't work and is relatively new, the first thing you should do is to contact the company concerned – a number for a contact centre should be displayed clearly – as in many instances, it is possible for an assistant to fix the point remotely, and many firms now have 24/7 support centres. If it is an older type – which are thankfully set to be less common, thanks to BP Pulse pledging to invest £2m to replace outdated units in order to improve reliability<sup>xxxi</sup> – then you are probably best off looking for another charging point nearby, if you have sufficient range to get you there.

An interesting development in recent years is the emergence of energy and oil giants buying up EV charging networks; BP Pulse is part of the BP group, Shell has its own network of rapid charging points, Total recently acquired the Source London network and Pod Point is owned by EDF Energy. Clearly, the future direction of the automotive industry is electric, and it is a good sign that industry giants recognise the importance of a reliable network, major fleet stakeholders are yet to be won over.<sup>xxxii</sup>



# Emission Zones

## and what they mean to drivers

*If you drive into London frequently, an electric vehicle could potentially save you thousands of pounds a year, as EVs are exempt from the Congestion Charge and Ultra-Low Emission Zone fees – at present, entering the C-Charge in a non-compliant car costs £15 a day.*

In addition to the London Congestion Charge and ULEZ, a number of Clean Air Zones are due to be implemented throughout the country (a map can be found here <https://www.racfoundation.org/data/clean-air-schemes-map>), however, owning an EV isn't as advantageous as you may first think – the minimum standard for many is Euro 4 for petrol cars and Euro 6 for diesel cars, and even a three-year old company car is more than compliant – EU6 came into effect from 2015.

However, Oxford is planning to trial a 'Zero Emission Zone' from August 2021, whereby only 100% zero emission vehicles are able to be used in the zone free of charge. Other vehicles are permitted in the zone but will be charged from £2 to £10 per day (rising to between £4 and £20 per day from August 2025) to drive in the zone between 7am and 7pm.<sup>xxxiii</sup>

If this trial reduces pollution, it is likely other towns and cities may follow suit, and if ZEZs are widespread across the country an EV will come into its own by allowing you to dodge charges.

From a central Government point of view, it has a clearly defined policy – that all new petrol and diesel car sales will be ended by 2030 – for everyone to work towards. Rumours circulate that road charging could be introduced as a way of enabling the Treasury to recoup lost fuel duty revenue, but nothing official has been said, so fleets need not worry yet.





*Getting EVs onto your company's fleet shouldn't be a problem at all – many firms already have strict vehicle policies in place in order to reduce emissions (and tax payments), so specifying that all new company cars should be powered by electricity is an extension of that. Anecdotal evidence suggests this is already happening, as a result of the 0% BIK rate that came into effect in April 2020.*

# *Onboarding EVs* onto your fleet

Perhaps the hardest task is convincing office managers to allow the installation of charging points in the workplace, but that shouldn't be too much of a problem if it is clear there is benefit for employees and customers.

And while drivers – and fleet managers – may have many questions about EVs, there is a lot of knowledge to tap into; for instance, the Association of Fleet Professionals recently published a myth busting guide to EVs<sup>xxxiv</sup> and the organisation also runs a training course to help fleets make the move to EVs.<sup>xxxv</sup>

The internet is also awash with forums dedicated to discussing electric vehicles, while in March the Electric Vehicle Association England<sup>xxxvi</sup> opened its doors to new members. The group aims to be the voice of electric vehicle drivers, while also providing up-to-date and reliable information relating to EVs and smart charging.

Membership costs £20 a year and those joining receive a pack including a charging etiquette guide and access to support. The organisation added it hopes to launch specific events in the future and offer members discounts on EV-related products and services, too.





Keeping up  
with the  
technology.

*What's next?*





As with any emerging technology, things don't stand still for long and this is certainly the case for electric vehicles. With new models entering the market at a rapid rate, fleets will have greater choice, and with more models entering the market comes greater competition and thus prices should come down as EVs become more mainstream and less niche.

Meanwhile, the technology is ever-evolving – a decade ago you would be lucky if you could travel 100 miles between recharges, whereas now there are several cars on the market that deliver 300-plus mile ranges, and that is only going to improve. For instance, look at the rate of improvement in smartphone technology over the same period.

The need to have a charging network ready for millions of EVs in a decade is not without its challenges – with the chairman of the National Infrastructure Commission likening the task to that of preparing for the Olympics<sup>xxxvii</sup> – though it seems we need not worry about possible blackouts, according to National Grid.<sup>xxxviii</sup>

Several different private companies are planning to increase the number of public charging points available in the coming years, one of which is Gridserve, which launched Britain's first all-electric charging forecourt in 2020. The site – in Braintree, Essex – allows 36 EVs to be charged at the same time<sup>xxxix</sup>, while the firm said it is planning to open more than 100 more sites in the UK in the next five years.<sup>xl</sup>

Ofgem, the nation's energy regulator, is also investing in public charging – in May, it said it would help pay for the installation of 3,500 charging points within two years, with the project representing £300m.<sup>xli</sup>

The Government also seems to be aware that the public charging network isn't quite there yet; there is an ongoing consultation looking at improving reliability across the board, improving accessibility, making public points weatherproof, and mandating contactless payments without the need to download an app beforehand.<sup>xlii</sup> This was launched shortly after a report conducted by Zap Map and Motability found that a third of disabled EV drivers had difficulties locating a suitable charger that could meet their needs, while one in seven noted they faced "very specific challenges" with the weight of charging cables.<sup>xliii</sup>

The Government also seems to be aware that accessibility of public charging points is crucial and is looking to create accessibility standards so disabled motorists are aware which points are easy to use.<sup>xliiv</sup>





# Summary



There isn't a better time to make the switch to electric propulsion than now. With new charging points springing up every day and various commitments – by both the state and the private sector – hopefully the days of public charging point challenges will soon be over, and if you can install a home charging point, it is likely your visits to public chargers will be limited to the occasions in which you need to travel vast distances, as you should be able to start most journeys with a full charge.

EVs are increasingly no longer seen to be niche by both the automotive industry and the public at large, and while there are generous subsidies and incentives in place at the moment to encourage a shift, the chances are they won't remain in situ between now and 2030 – look at how the Plug-in Car Grant subsidy has fallen from £5,000 for any EV and PHEV to £3,000 for any EV costing less than £50,000 in recent years – so for drivers and companies alike best to make hay while the sun shines, especially while EVs continue to receive preferential treatment when it comes to taxation.



# Appendix

- i <https://www.nextgreencar.com/electric-cars/statistics/>
- ii <https://www.smmmt.co.uk/2021/03/new-car-registrations-drop-35-5-as-lockdown-depresses-demand-ahead-of-new-reg-month/>
- iii <https://www.peugeot.co.uk/technology/mobility-pass/>
- iv <https://www.gov.uk/plug-in-car-van-grants>
- v <https://www.autocar.co.uk/car-news/industry-news/analysis-formula-e-racer-fighting-better-ev-charging>
- vi <https://www.gov.uk/government/news/support-for-small-businesses-landlords-and-leaseholders-government-charges-up-the-electric-vehicle-revolution-with-50-million-boost>
- vii <https://energysavingtrust.org.uk/grants-and-loans/low-carbon-transport-business-loan/>
- viii <https://www.companycartoday.co.uk/analysis-scotland-leads-the-way-in-fleet-move-to-evs/>
- ix <https://energysavingtrust.org.uk/grants-and-loans/domestic-charge-point-funding/>
- x <https://energysavingtrust.org.uk/grants-and-loans/electric-vehicle-loan/>
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- xii <https://www.companycartoday.co.uk/evs-cost-23-less-to-maintain-than-petrol-cars-claims-cap-hpi/>
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- xvi <https://www.zap-map.com/statistics/>
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- xviii <https://network.bppulse.co.uk/pricing/>
- xix <https://www.companycartoday.co.uk/analysis-motorway-charge-point-failings-under-fire/>
- xx <https://www.current-news.co.uk/news/ionity-completes-six-new-350kw-ev-charger-installs>
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