The Green Pages
NEW FUELS GUIDE
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SPRING 2025 • ISSUE 21

The Department for Transport have been seeking views on proposals to support the UK's transition to zero emission vehicles (ZEVs)

"Phasing out the sale of new petrol and diesel cars from 2030 and Support for the Zero Emission Transition"

CONSULTATION DESCRIPTION

This consultation seeks views on delivering the commitment to end the sale of new cars powered solely by internal combustion engines by 2030 and supporting the UK's transition to zero emissions vehicles. The consultation is split into 2 parts.

Part 1 is about phasing out sales of new petrol and diesel cars from 2030 and supporting zero emission transition. It is conducted solely by the UK government and seeks views on:

- options to end the sale of new cars with internal combustion engines from 2030
- potential requirements for new non-zero emission vans to be sold from 2030 to 2035
- consideration of approach for small volume manufacturers
- demand measures to support the uptake of zero emission vehicles

The second part of this consultation is about the ZEV Mandate, delivered through the vehicle emissions trading schemes (VETs).

It is conducted by the UK government, Scottish Government, Welsh Government and the Department for Infrastructure (NI) and seeks views on:

- the existing flexibilities within the ZEV mandate, and consideration of further flexibilities
- other technical updates to the ZEV mandate to ensure its efficiency

Evidence from part 2 of the consultation will inform potential future amendments to the ZEV Mandate and CO2 emissions regulation.

The analytical annex sets out the analytical approach and tailpipe CO2 analysis results for the proposed VETS amendments and options for delivering the 2030 commitment.

COP29 Baku Azerbaijan

MINISTERIAL FOREWORD

The UK automotive industry drives growth right across the country. It directly employs 152,000 people in brilliant jobs, is our most valuable exported good, and it adds £19 billion to our economy. This is an industry full of history and heritage, but it is now undergoing a once in a lifetime technological change.

Our world is changing and our habits as consumers have to change with it. As the Prime Minister set out in his speech at COP29 in Baku, the need to transition away from a reliance on fossil fuels to power the global economy has never been clearer. And it offers a huge opportunity for the UK to lead the world in the industries and technologies of the future - ensuring the prosperity and security of our nation, with higher growth, better jobs, and cheaper bills.

In the move away from combustion vehicles to those powered by electricity, the automotive sector is almost uniquely placed in its ability to deliver huge cuts in carbon emissions, and to deliver them quickly. The transition to electric vehicles brings with it multiple other benefits for the UK. It means increased energy security as we reduce our reliance on imported foreign oil and instead power our transport system through a diversified array of domestic energy sources as the UK moves to becoming a clean energy superpower by 2030.

Continued on GP2

Continued from GP1

And it means cleaner air and quieter streets in our towns and cities, forever removing one of the prime sources of local air pollution.

British consumers are already revealing their preferences: in 2024 roughly one in every five new cars purchased in the UK will be electric. Five years ago the equivalent figure was less than one in every fifty. The British people are embracing electric vehicles because they are cheaper (consumers can save hundreds of pounds a year and they have the potential to be run from as little as 2 pence a mile), they are great to drive, and simpler to maintain.

Overwhelmingly the transition also represents a clear industrial opportunity - for all parts of the UK. All major automotive manufacturers recognise the inevitability of the shift to electrification. All are having to invest huge sums in developing new vehicles and new technologies at pace, at great cost, and in the face of new competitive and international headwinds. We should not pretend that this is easy or that it will happen without a government willing to listen and respond to global trends.

This Government is determined to support automotive companies as they revamp their production lines, adjust their business plans, and develop the technology needed for the next generation of zero emission vehicles. The UK now has an extensive automotive innovation ecosystem from fundamental research though to manufacturing.

This includes the Advanced Propulsion Centre R&D programme to develop strategically important zero emission vehicle technologies including batteries, electric motors and power electronics.

The last Government did great harm to the UK's reputation as a leading nation in the EV transition by moving goalposts on phase out dates and creating doubt in the minds of investors and boardrooms. Their actions imperilled the billions of pounds of committed investment in the automotive sector and in key areas such as the UK's burgeoning chargepoint sector. We will not repeat this mistake. All new cars and vans will need to be 100% zero emission by 2035. And no new petrol or diesel cars will be sold after 2030.

This consultation is largely technical in nature. It concerns what sort of vehicles should be allowed for sale in the 2030-2035 period and seeks views on potential adjustments to the UK's largest carbon saving measure. More importantly, it represents the first step in a new phase of engagement between this Government and all those involved in ensuring that the UK's transition to zero emission vehicles is a success. We want to work in partnership with industry to make sure that our approach to the transition supports a thriving UK automotive sector now and in the future.

It is fundamental to our Growth and Clean Energy missions and will help lead Britain and the world into a cleaner, safer, a more prosperous future.

INTRODUCTION

1. Through our manifesto and our plan for the automotive sector, this government is committed to supporting the transition to zero emission vehicles (ZEVs). We will provide certainty to manufacturers, the chargepoint industry, and to consumers by restoring the phase out date of 2030 for new cars with internal combustion engines (ICE) and by accelerating the rollout of charging infrastructure.

2. This transition is an unprecedented transformation of our transport system and delivering it will require support both from government and the private sector, but businesses cannot operate in a shifting policy environment. Sticking to commitments matters.

This is why reinstating the 2030 phase out date will give much-needed clarity to industry, two thirds of which had announced plans to meet the phase out when it was delayed. It will also give confidence to consumers considering making the switch and will invigorate the charging infrastructure sector that is already putting billions of pounds of investment into our networks.

3. Households, consumers and businesses will benefit from the transition to ZEVs. Already, in many cases ZEVs are significantly cheaper to run, maintain, and repair than their petrol and diesel equivalents, and they emit fewer dangerous particles which can damage health and worsen air quality. Lower running costs can help drive down the cost of living in the long term – and, for company vehicle fleets, it means a lower cost of doing business.

So, the ZEV transition will also support the government in meeting its economic growth mission and in raising living standards. At the same time, by switching to ZEVs, consumers can insulate themselves from fossil fuel price spikes and, as we deliver our clean energy mission, the electricity that EV owners use will increasingly be clean, cheap, and homegrown. These benefits mean more than 97% of ZEV buyers would not switch back to an ICE.

4. The ZEV transition is also critical for tackling climate change. For the 11th consecutive year, domestic transport is the largest emitting sector of our economy accounting for 28% of UK greenhouse gas emissions in 20223 and, as such, it must be front and centre of our efforts to accelerate to net zero and to tackle the global climate crisis.

The government is committed to meeting legally binding targets for reducing greenhouse gas emissions across all sectors, including transport. These targets – known as carbon budgets – will keep us on track to deliver net zero by 2050.

5. Countries, cities, and companies across the globe are committed to tackling climate change and delivering zero emission transport, and we want to ensure the UK is at the forefront of this transition. Fortunately, there are already over one million battery electric vehicles on our roads, with increasing numbers of models becoming available and purchase costs for consumers falling.

Billions of pounds of investment have already been committed to UK manufacturing and battery supply chains, supporting an increase in the numbers of jobs and the reindustrialisation of Britain, whether at Nissan's global EV manufacturing hub in Sunderland or Tata's gigafactory in Somerset that will power JLR. But to accelerate this investment at the right pace, we need to ensure that demand for ZEVs continues to grow and that consumers feel able to take advantage of the benefits that ZEVs can bring.

6. The reinstatement of the 2030 phase out date will build on the regulatory framework put in place by the previous government. That framework – the Zero Emission Vehicle (ZEV) Mandate – is among the most ambitious regulatory frameworks of its kind in the world, shaped through continued engagement with industry.

It was introduced in January 2024. The Mandate is implemented through the Vehicle Emissions Trading Schemes Order 2023 (VETS) and sets out the percentage of new cars and vans that must be zero emission each year. This regulation has provided investment certainty, already unlocking over £6bn of charging infrastructure investment, with the potential for further automotive investment to come.

7. At the same time, the UK market for ZEVs is maturing. In the first 11 months of 2024, the UK has been the second largest market in Europe for zero emission cars.4 Vehicle manufacturers representing 67% of the UK's new car market have already committed to being fully zero emission by 2030. With the transition already in full flight, and business and consumer certainty a critical priority, we are fully committed to maintaining the fundamentals of the ZEV Mandate, including the current trajectories for annual ZEV sales. But the ZEV transition as a whole can only be achieved in partnership with industry.

For this reason, we are seeking views on the flexibilities in the ZEV Mandate which allow manufacturers to meet the mandate in a way that fits with their individual transition plans. This includes whether we should extend flexibilities already in place out to 2026 and whether we should consider new flexibility to trade emissions across van and car fleets.

8. Part 1 of this consultation therefore seeks views on options to deliver our manifesto commitment to end the sale of new cars powered solely by internal combustion engines from 2030. We are seeking views on what types of cars could be sold from 2030 onwards, which are not fully zero-emission including hybrids. In 2035, all car sales will be pure-electric vehicles, in line with commitments made by the previous government and phase out dates set elsewhere in Europe. Part 1 also seeks views on demand measures to support the uptake of zero emission vehicles as the transition unfolds.

9. Part 2 of this consultation seeks views on flexibilities in the ZEV Mandate up to 2030 and other, technical updates to support the efficient running of the regulation. We look forward to your responses.

Full details on references available at https://assets.publishing.service.gov.uk/

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New car registrations, European Union

NEW CAR REGISTRATIONS: +0.8% IN 2024; BATTERY-ELECTRIC 13.6% MARKET SHARE

In 2024, new car registrations rose slightly, increasing by 0.8% to around 10.6 million units. Spain continued to show resilience with a solid 7.1% growth rate. In contrast, declines were observed in France (-3.2%), Germany (-1%), and Italy, with a slight drop of 0.5%.

In December 2024, new EU car registrations rose by 5.1%. Spain led the way with a robust double-digit 28.8% increase, followed by France with a modest 1.5% rise. However, among the four largest EU markets, declines were observed in Germany (-7.1%) and Italy (-4.9%).

Data source: the European Automobile Manufacturers' Association (ACEA), based on aggregated data provided by national automobile associations, ACEA members and S&P Global Mobility.

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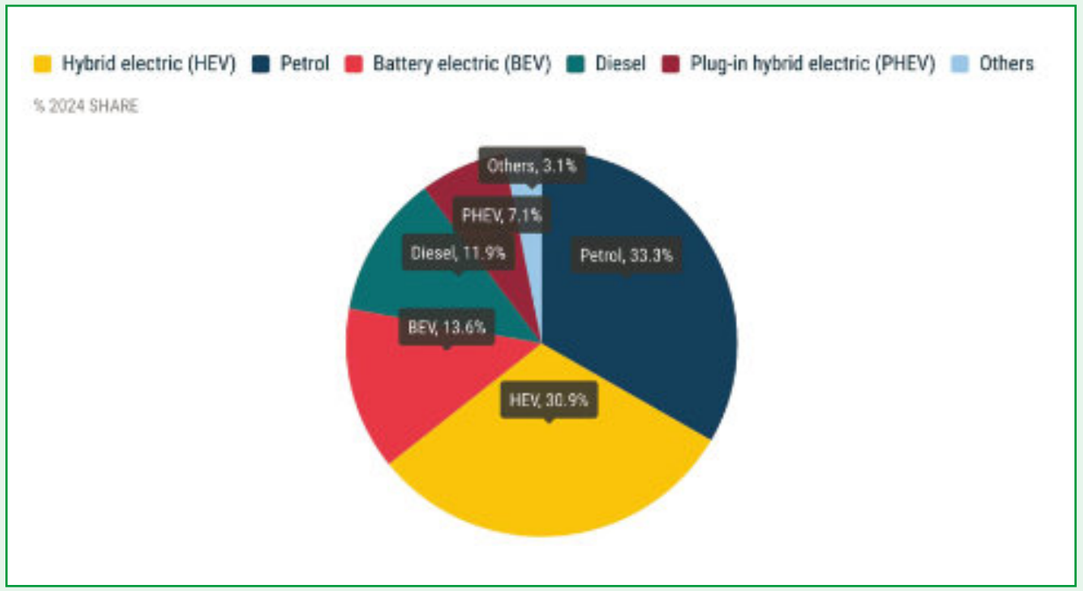
NEW EU CAR REGISTRATIONS BY POWER SOURCE

Battery-electric cars remained the third-most-popular choice for buyers in 2024. In December, their market share stood at 15.9%, contributing to a 13.6% share for the full year, again surpassing diesel, which declined to 11.9%. Petrol cars retained their lead at 33.3%, while hybrid-electric cars strengthened their second position, commanding a 30.9% market share.



ELECTRIC CARS

Registrations of battery-electric cars fell by 10.2% to 144,367 units in **December 2024**. This decline was primarily driven by a significant decrease in registrations in Germany (-38.6%) and France (-20.7%), leading to a 5.9% decrease in market volume for 2024 compared to 2023. As a result, the total market share for battery-electric cars stood at 13.6% for 2024.

Plug-in hybrid car registrations rose by 4.9% last month, driven by significant increases in France (44.9%) and Germany (6.8%). In **December**, plug-in hybrids accounted for 8.3%, maintaining the same level as the previous year. However, year-total volumes for 2024 were down by 6.8% compared to 2023.

Hybrid-electric registrations increased by 33.1% in December, with market share rising to 33.6%, up from 26.5% last December, exceeding petrol car registrations for the fourth consecutive month.

PETROL AND DIESEL CARS

In **December 2024**, petrol car registrations dropped by 1.8%, with all major markets showing declines except Spain, which saw an increase of 16%. France experienced the steepest drop, with registrations plummeting by 23%, followed by Italy with an 11.4% decline. Germany also recorded a decrease of 7.4%.

With 269,260 new cars registered last month, the market share for petrol dropped to 29.6%, down from 31.6% in the same month last year. The diesel car market declined by 15%, resulting in a 9.8% market share for diesel vehicles last December. Overall, double-digit declines were observed in most EU markets.

NEW CAR REGISTRATIONS BY MARKET AND POWER SOURCE - MONTHLY

	BATTERY ELECTRIC			PLUG-IN HYBRID			HYBRID ELECTRIC[1]			OTHERS[2]		PETROL			DIESEL			TOTAL		
	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23	December 2024	December 2023	% change 24/23
Austria	4,263	4,019	+6.1	1,282	1,146	+11.9	5,864	3,865	+51.7	0	0	7,076	5,921	+19.5	3,204	3,546	-9.6	21,689	18,497	+17.3
Belgium	7,439	6,462	+15.1	2,018	5,443	-62.9	2,408	2,314	+4.1	240	189	10,419	9,753	+6.8	913	1,554	-41.2	23,437	25,715	-8.9
Bulgaria	113	161	-29.8	28	24	+16.7	81	40	+102.5	0	0	2,084	2,503	-17.5	445	395	+12.7	2,731	3,123	-12.8
Croatia	125	134	-6.7	94	65	+44.6	1,335	794	+68.1	164	114	1,487	1,536	-3.2	540	810	-33.3	3,746	3,453	+8.5
Cyprus	43	49	-12.2	53	32	+65.6	289	381	-24.1	0	0	251	263	-4.6	42	18	+133.3	678	743	-8.7
Czechia	978	517	+89.2	373	418	-10.8	4,642	3,291	+41.1	474	440	7,975	7,433	+7.3	3,447	3,026	+13.9	17,889	15,125	+18.3
Denmark	10,753	9,869	+9.0	695	1,723	-59.7	2,670	2,721	-1.9	0	0	2,818	3,779	-25.4	532	1,093	-51.3	17,468	19,185	-8.9
Estonia	88	139	-36.7	212	39	+443.6	1,578	853	+85.0	8	9	895	498	+80.4	794	277	+186.6	3,573	1,813	+97.1
Finland	2,329	2,103	+10.7	1,179	1,503	-21.6	1,411	1,215	+16.1	3	16	1,171	689	+70.0	190	274	-30.7	6,283	5,800	+8.3
France	29,619	37,355	-20.7	24,717	17,058	+44.9	68,939	48,138	+43.2	5,130	5,014	43,683	56,700	-23.0	11,574	16,739	-30.9	183,662	181,004	+1.5
Germany	33,561	64,654	-38.6	19,103	17,804	+6.8	70,570	56,687	+26.7	1,123	1,351	69,333	74,894	-7.4	31,031	37,403	-17.0	224,721	241,883	-7.1
Greece	1,081	577	+87.3	722	666	+8.4	3,964	3,100	+27.9	504	332	1,950	2,912	-33.0	483	653	-26.0	8,704	8,240	+5.6
Hungary	753	424	+77.6	559	420	+33.1	6,204	3,874	+60.1	110	37	3,104	2,195	+41.4	1,149	1,036	+10.9	11,879	7,986	+48.7
Ireland	286	199	+48.7	9	45	-80.0	49	56	-12.5	0	0	44	10	+340.0	25	35	-28.6	423	345	+22.6
Italy	6,807	6,815	-14.8	3,686	4,434	-16.7	42,634	38,921	+9.5	9,830	10,248	30,021	33,879	-11.4	13,799	16,930	-18.5	105,786	111,227	-4.9
Latvia	97	83	+16.9	101	17	+494.1	447	348	+28.4	36	24	254	420	-39.5	326	223	+46.2	1,261	1,115	+13.1
Lithuania	111	182	-39.0	196	64	+206.3	1,175	825	+42.4	42	39	405	505	-19.8	552	155	+256.1	2,481	1,770	+40.2
Luxembourg	879	799	+10.0	255	361	-29.4	754	633	+19.1	0	0	907	918	-1.2	319	533	-40.2	3,114	3,244	-4.0
Malta	445	245	+81.6	34	46	-26.1	70	120	-41.7	0	0	88	124	-21.0	8	12	-33.3	656	547	+19.7
Netherlands	17,403	11,118	+56.5	3,474	2,327	+49.3	8,045	6,961	+15.6	238	316	7,781	5,517	+41.0	146	201	-27.4	37,087	26,439	+40.3
Poland	1,740	1,703	+2.2	1,469	1,304	+12.7	22,923	17,935	+27.8	2,352	1,302	21,817	15,658	+39.3	5,390	4,215	+27.9	55,691	42,117	+32.2
Portugal	5,142	3,957	+29.9	2,487	2,686	-7.4	3,437	1,997	+72.1	1,418	1,324	5,709	4,909	+16.3	1,989	1,762	+12.9	20,182	16,635	+21.3
Romania	1,360	1,279	+6.3	-	-		5,510	3,789	+45.4	1,177	1,121	4,377	3,693	+18.5	1,383	1,491	-7.2	13,807	11,373	+21.4
Slovakia	139	205	-32.2	213	186	+15.1	2,903	1,583	+83.4	186	117	3,953	2,234	+76.9	1,276	1,004	+27.1	8,672	5,328	+62.8
Slovenia	288	338	-14.8	61	51	+19.6	287	309	-7.1	59	21	2,005	1,624	+23.5	520	462	+12.6	3,220	2,805	+14.8
Spain	8,818	5,896	+49.6	6,306	6,548	-3.7	45,180	27,926	+61.8	3,435	3,062	34,140	29,420	+16.0	7,467	8,922	-16.3	105,348	81,772	+28.8
Sweden	10,697	11,482	-6.8	5,797	7,092	-18.3	2,553	2,233	+14.3	231	482	5,523	6,108	-9.6	1,520	2,039	-25.5	26,321	29,436	-10.6
EUROPEAN UNION	**144,367**	**160,764**	**-10.2**	**75,132**	**71,589**	**+4.9**	**366,922**	**229,909**	**+33.1**	**26,760**	**25,557**	**+4.7**	**269,260**	**274,093**	**-1.8**	**89,064**	**104,808**	**-15.0**	**910,505**	**866,720**	**+5.1**
Iceland	306	1,242	-75.4	47	59	-20.3	48	46	+4.3	1	0	21	22	-4.5	411	82	+401.2	834	1,451	-42.5
Norway	11,668	8,957	+30.3	593	1,964	-69.7	993	709	+40.1	0	0	71	183	-61.2	327	380	-13.9	13,652	12,193	+12.1
Switzerland	5,624	7,240	-22.3	2,263	2,782	-18.7	8,899	7,074	+25.8	3	4	6,330	7,580	-16.5	2,235	2,268	-1.5	25,354	26,948	-5.9
EFTA	**17,598**	**17,439**	**+0.9**	**2,903**	**4,786**	**-39.5**	**9,940**	**7,829**	**+27.0**	**4**	**4**	**6,422**	**7,785**	**-17.5**	**2,973**	**2,730**	**+8.9**	**39,840**	**40,592**	**-1.8**
United Kingdom	43,656	27,841	+56.8	12,716	12,102	+4.6	46,282	41,838	+10.6	0	0	34,820	54,360	-35.9	3,302	4,891	-32.5	140,786	141,092	-0.2
EU + EFTA + UK	**205,621**	**206,044**	**-0.2**	**90,751**	**88,546**	**+2.5**	**382,154**	**279,576**	**+29.5**	**26,764**	**25,561**	**+4.7**	**310,502**	**336,238**	**-7.7**	**95,339**	**112,429**	**-15.2**	**1,091,131**	**1,048,394**	**+4.1**

1 Includes full and mild hybrids | 2 Includes fuel-cell electric vehicles, natural gas vehicles, LPG, E85/ethanol, and other fuels

NEW CAR REGISTRATIONS BY MARKET AND POWER SOURCE - YEAR TO DATE

	BATTERY ELECTRIC			PLUG-IN HYBRID			HYBRID ELECTRIC[1]			O	THERS[2]	PETROL			DIESEL			TOTAL		
	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23	Jan-Dec 2024	Jan-Dec 2023	% change 24/23
Austria	44,622	47,621	-6.3	16,819	16,956	-0.2	64,099	50,630	+26.6	13	21	-38.1	84,004	77,354	+8.6	44,132	46,568	-5.2	253,789	239,150	+6.1
Belgium	127,703	93,285	+36.9	67,034	100,308	-33.2	41,305	36,781	+12.3	3,520	3,593	-2.0	186,836	200,994	-7.0	21,879	41,714	-47.5	448,277	476,675	-6.0
Bulgaria	1,665	1,874	-11.2	467	355	+31.5	1,005	693	+45.0	0	1	-100.0	32,818	28,695	+14.5	6,986	6,136	+13.9	42,941	37,724	+13.8
Croatia	1,793	1,637	+9.5	1,405	992	+41.6	17,736	12,875	+37.8	1,404	1,722	-18.5	30,479	28,639	+6.4	12,203	11,829	+3.2	65,020	57,694	+12.7
Cyprus	1,193	788	+51.4	664	511	+29.9	5,438	5,633	+14.3	0	0		6,394	7,360	-13.1	368	448	-17.9	15,057	14,740	+2.2
Czechia	10,920	6,680	+63.5	4,826	5,251	-8.1	50,973	40,287	+26.5	4,817	4,025	+19.7	110,695	115,971	-4.4	49,166	49,205	-0.1	231,597	221,419	+4.6
Denmark	89,199	62,715	+42.2	7,092	17,276	-58.9	29,869	30,266	-1.3	0	1	-100.0	39,906	54,355	-26.6	7,048	8,132	-13.3	173,114	172,745	+0.2
Estonia	1,320	1,445	-8.7	1,268	560	+126.4	11,536	9,087	+27.2	148	66	+121.2	6,695	8,848	-24.3	4,421	2,836	+55.9	25,388	22,820	+11.2
Finland	21,888	29,535	-26.0	14,863	18,087	-17.8	22,505	22,378	+0.6	160	470	-66.0	11,255	12,910	-12.8	3,413	4,124	-17.2	74,084	87,502	-15.4
France	250,614	296,219	-2.6	148,392	162,950	-10.2	588,895	432,299	+36.2	59,805	67,944	-12.0	507,755	541,582	-20.9	124,951	171,728	-27.2	1,718,412	1,774,722	-3.2
Germany	380,609	524,219	-27.4	181,805	175,724	+9.2	755,493	664,580	+13.7	14,115	14,645	-4.9	981,948	978,660	+1.4	483,261	486,581	-0.7	2,817,331	2,844,609	-1.0
Greece	8,707	6,379	+36.5	8,262	8,836	-6.5	57,917	41,550	+39.4	3,431	3,775	-9.1	48,923	56,291	-13.1	9,835	17,653	-44.3	137,075	134,484	+1.9
Hungary	8,565	5,799	+47.7	5,695	5,542	+2.8	56,034	45,022	+24.5	363	562	-35.4	36,280	37,752	-3.9	14,674	13,043	+12.5	121,611	107,720	+12.9
Ireland	17,459	22,852	-23.6	12,538	10,382	+20.8	26,839	25,039	+7.2	0	0		36,732	36,878	-0.4	27,828	27,249	+1.4	121,196	122,400	-1.0
Italy	65,820	86,287	-1.0	51,752	68,464	-24.4	823,685	566,387	+10.1	146,806	144,696	+1.5	456,052	447,451	+1.9	215,294	273,888	-21.4	1,559,229	1,567,151	-0.5
Latvia	1,270	1,787	-28.9	798	352	+126.7	6,095	5,475	+11.3	374	346	+8.1	5,848	7,955	-26.6	2,944	3,003	-2.0	17,329	18,928	-8.4
Lithuania	1,779	2,105	-15.5	1,665	1,059	+69.1	13,891	10,781	+28.8	577	461	+25.2	7,844	10,018	-21.7	4,346	3,242	+34.1	30,122	27,666	+8.9
Luxembourg	12,778	11,033	+15.8	3,831	4,802	-20.2	10,460	9,462	+10.5	0	0		13,824	16,332	-15.4	5,786	7,476	-22.9	46,659	49,105	-5.0
Malta	2,888	1,515	+90.5	515	990	-48.0	1,410	1,638	-13.9	0	1	-100.0	2,558	2,688	-4.1	294	624	-52.9	7,663	7,436	+3.1
Netherlands	132,185	113,967	+16.0	52,581	47,096	+11.6	107,124	89,880	+19.1	2,186	2,407	-9.2	83,407	112,215	-25.7	3,763	3,966	-5.1	381,227	369,631	+3.1
Poland	16,564	17,070	-3.0	14,860	13,279	+12.9	246,531	189,863	+30.8	16,563	12,604	+31.4	206,054	196,453	+4.9	48,866	45,643	+7.1	551,568	475,032	+16.1
Portugal	41,757	36,390	+14.7	28,346	27,145	+4.4	35,020	28,859	+21.3	16,077	11,211	+34.5	71,072	72,030	-1.3	18,443	23,987	-23.1	209,715	199,623	+5.1
Romania	9,795	14,438	-32.2	-	-		58,470	43,401	+34.7	16,392	17,378	-11.4	49,005	51,801	-5.4	18,443	16,082	+14.8	151,105	143,080	+5.6
Slovakia	2,227	2,346	-5.1	2,243	2,997	-25.2	28,206	24,183	+16.6	1,807	1,812	-0.3	44,118	41,412	+6.5	14,808	15,253	-2.9	93,409	88,003	+6.1
Slovenia	3,148	4,330	-27.3	1,162	1,158	+0.5	5,572	7,098	-21.5	834	504	+65.5	32,844	27,432	+19.0	9,858	8,404	+14.9	53,018	48,924	+8.4
Spain	57,374	51,611	+11.2	58,556	62,185	-5.8	392,385	302,888	+29.5	33,521	26,343	+27.2	378,687	387,609	-2.3	98,380	118,646	-18.8	1,016,885	949,382	+7.1
Sweden	94,333	112,179	-15.9	63,113	61,058	+3.4	27,409	23,581	+16.2	5,234	6,834	-23.4	60,722	62,347	-2.6	18,771	23,821	-21.2	269,582	288,820	-7.0
EUROPEAN UNION	**1,447,934**	**1,538,106**	**-5.9**	**758,944**	**814,294**	**-6.8**	**3,288,862**	**2,720,914**	**+20.9**	**326,145**	**321,622**	**+1.4**	**3,542,755**	**3,721,990**	**-4.8**	**1,267,741**	**1,431,239**	**-11.4**	**10,632,381**	**10,548,185**	**+0.8**
Iceland	2,661	8,776	-69.7	1,646	1,755	-6.2	2,091	2,889	-27.6	3	3	+0.0	1,551	1,711	-9.4	2,281	2,409	-5.3	10,233	17,543	-41.7
Norway	114,396	104,588	+9.4	3,489	10,189	-65.7	8,869	7,584	+9.4	9	2	+350.0	986	1,493	-34.0	2,938	3,117	-5.7	128,687	128,953	+1.4
Switzerland	46,141	52,728	-12.5	20,801	23,220	-10.4	80,513	68,830	+17.0	23	71	-67.6	69,527	83,866	-17.1	22,530	23,499	-4.1	239,535	252,214	-5.0
EFTA	**163,198**	**166,092**	**-1.7**	**25,936**	**35,144**	**-26.2**	**89,473**	**79,303**	**+12.8**	**35**	**76**	**-53.9**	**72,064**	**87,070**	**-17.2**	**27,749**	**29,025**	**-4.4**	**378,455**	**396,710**	**-4.6**
United Kingdom	381,970	314,687	+21.4	167,178	141,311	+18.3	689,973	601,071	+14.8	0	0		658,853	774,484	-14.9	54,804	71,501	-23.4	1,952,778	1,903,054	+2.6
EU + EFTA + UK	**1,993,102**	**2,018,885**	**-1.3**	**952,058**	**990,749**	**-3.9**	**4,068,308**	**3,401,288**	**+19.6**	**326,180**	**321,658**	**+1.4**	**4,273,672**	**4,583,544**	**-6.8**	**1,350,294**	**1,531,765**	**-11.8**	**12,963,614**	**12,847,929**	**+0.9**

1 Includes full and mild hybrids | 2 Includes fuel-cell electric vehicles, natural gas vehicles, LPG, E85/ethanol, and other fuels

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HVO switch saves RNLI lifeboat six tonnes of carbon emissions

An RNLI lifeboat has saved six tonnes of carbon emissions on its maiden voyage, by using Hydrotreated Vegetable Oil (HVO).

The lifeboat went 200 miles from Fleetwood to Salford Quays using HVO supplied by Certas Energy, during its RNLI 200 'Coast To Cobbles' event, which took place at the end of last year.

The 2,500 litre fill saved approximately six tonnes of carbon emissions - compared to using standard gas oil (red diesel).

This event was a celebration of the lifeboat crew and the communities that they support.

Against a backdrop of growing demand for renewable alternative diesels, across the transport and sector, the current cost of HVO has never been closer than it is now to diesel. The fuel performs well in the cold, making it ideal for fuelling marine crafts.

PROUD OF THE MOVE TO SUSTAINABILITY

Kevin Latcham, operations manager at Certas and an RNLI crew member said:

"The shift we've seen towards HVO use this past year has been outstanding. It's been wonderful to see companies of all sizes actively working to reduce their carbon footprint.

"Fuelling the RNLI vessel for this historic celebration not only commemorates 200 years of service but also signals a shift towards a more sustainable future in marine operations.

"As a member of the crew I was lucky enough to be onboard the Coast To Cobbles lifeboat for this historic moment. And as a member of the Certas Energy team, I am especially proud to be part of this move towards sustainability."

RAC trialling HVO in recovery trucks

As part of its strategy to reduce carbon emissions, the RAC is trialling 100% renewable hydrotreated vegetable oil (HVO) as an alternative fuel to power its recovery trucks.

The RAC has installed a tank at its headquarters in Walsall to store the fuel, which can generate a reduction of up to 85% in CO2 emissions. It will be used to run the seven recovery trucks based there and is hoped could save up to 300,000kg of CO2 per year.

The RAC has chosen Certas Energy – the UK's largest distributor of fuel and lubricants – as its HVO supplier. Its HVO is made from 100% renewable raw materials and sustainable waste from verified vegetable fats and oils, making it ideal for use in both on and off-road commercial vehicles and machinery.

RAC fleet manager Matt Hilliar said:

"This is an exciting project which will deliver both environmental and business benefits. If the trial continues to be as successful as the early indications show, we will explore using HVO more widely."