The Green Pages
NEW FUELS GUIDE
SPRING 2026 • ISSUE 25

Government announces £18m funding to cut cost of electric trucks

The Government has announced discounts of up to £120,000 on new electric trucks from an additional £18m funding made available to increase the Plug-In Truck Grant until March this year.

Alongside this, the Government has launched a consultation on the future regulatory framework to support the transition to zero emission heavy goods vehicles.

Commenting on the reasoning behind the additional £18m of funding, the Government said that whilst day-to-day running costs can be lower for electric trucks compared to their diesel counterparts, upfront vehicle purchase costs are typically higher.

The latest move is part of the Government's £318 million plan for green freight. The Plug-in-Truck Grant enables lorry operators to access savings of up to £120,000 when buying a new electric truck.

NEW GRANT LEVELS MEAN:

- Smaller trucks (4.25t to 12t) could save up to £20,000
- Mid-sized trucks (12t to 18t) up to £60,000
- Larger trucks (18t to 26t) up to £80,000
- Largest lorries (26t and over) up to £120,000

DfT's decarbonisation minister, Keir Mather, said:

"Our proposals will provide the certainty the industry has been calling for so that Britain becomes the best place for green investment."

The funding is additional to over £120 million already invested as part of the zero-emission heavy goods vehicle (HGV) and infrastructure demonstrator (ZEHID) programme to roll out more zero emission lorries on UK roads.

The Government has also launched a consultation on the regulatory roadmap to phase out sales of new non-zero emission HGVs by 2040.

THIS CONSULTATION CONSIDERS REGULATORY OPTIONS TO:

- reduce emissions from new heavy goods vehicles (HGVs)
- support phasing out the sale of new non-zero emission heavy goods vehicles (HGVs) weighing up to and including 26 tonnes by 2035
- phase-out the sale of all new non-zero emission HGVs by 2040

The consultation seeks stakeholder views on the regulatory options and broad regulatory design of a future framework to reduce HGV emissions.

The deadline for responses to the consultation was 17 March 2026.

www.zemo.org.uk

Zemo Partnership

Green aviation to drive growth, jobs and cleaner flights

The Department for Transport announce a £43 million boost towards UK research and development projects that help deliver net zero aviation by 2050

The aviation industry is set for a major boost as £43 million for green projects was announced by the government in January, supporting jobs and unlocking new investment.

Up to £43 million will be allocated to green aviation projects, paving the way for airport expansion and supporting highly skilled jobs.

The funding will progress ambitions for zero emission aircraft to take to the skies and allow research into how climate-warming water vapour trails from aircraft can be avoided. Government support for the industry will unlock private investment and create a green aviation sector fit for the future.

MAJOR INVESTMENT SUPPORTS GROWTH AND DECARBONISATION OF UK AVIATION

The major investment comes as the Government drives forward plans for expansion at Heathrow, Gatwick and Luton airports. The Transport Secretary chaired a meeting with prominent airlines, airports, innovators and engineering firms to discuss how cutting-edge technology will decarbonise the sector while delivering growth.

The production of low-carbon fuels is expected to add up to £5 billion to the economy by 2050. This funding will drive millions in private investment into the aviation sector, supporting skilled jobs in technology development and scientific research while backing projects to cut aviation emissions.

Businesses, researchers and universities across the UK will be invited to bid for their share of the £43 million, with competitions launching from February to allocate the funding. The funding will go towards research and development projects that help to deliver net zero aviation by 2050.

Transport Secretary, The Rt Hon Heidi Alexander MP, said:

"We're backing UK businesses by powering up green aviation. Our £43 million investment will deliver the cutting-edge technology of the future, grow the economy and support highly skilled jobs as part of our mission to deliver national renewal.

"Zero emission aircraft, hydrogen fuels and other emerging technologies are vital to reduce the climate impacts from flying and will enable us to deliver our airport expansion plans to boost connectivity and grow the economy."

The investment could also be used for a trial to understand how contrails – condensation trails produced from aircraft exhausts that can contribute to global warming – could be avoided.

The Civil Aviation Authority will develop regulations required for the widespread use of hydrogen fuel through this investment – including support for pioneering companies and universities that are preparing for new zero carbon technology.

To strengthen the UK's world-leading reputation in green aviation, part of the funding will support the use and tracking of sustainable aviation fuels in regions such as Africa and the Caribbean. It will also help improve their participation in schemes that offset global aviation emissions.

ADDITIONAL SAF BACKING

In further support for the sector, the Sustainable Aviation Fuel Bill, coming into force later this year, will provide long-term certainty for the SAF market by guaranteeing a set price for producers. This will help the United Kingdom meet its climate targets.

This is backed by an additional £63 million to accelerate new SAF production plants, alongside £2.3 billion through the Aerospace Technology Institute programme over the next decade. Supporting cutting-edge aerospace innovation and thousands of highly skilled jobs.

The Aviation Alliance said:

"The funding for green aviation projects announced today will help ensure the UK leads the future of flight. Hydrogen-powered aviation is at the heart of this ambition and is essential to decarbonising aviation while ensuring the sustainable growth of our industry.

"We welcome the government's support for pioneering businesses developing zero emission aviation technologies, alongside its commitment to enabling the Civil Aviation Authority to put in place the right regulations for the use of hydrogen fuel.

"These are important steps on the journey to making hydrogen-powered flight a reality and securing a competitive, sustainable future for UK aviation."

Duncan McCourt, Chief Executive of Sustainable Aviation, said:

"We know that aviation is one of the most challenging sectors to decarbonise and, as we continue on the road to net zero by 2050, industry action combined with government investment are required.

"This funding will help turn ambition into operational reality across key decarbonisation pathways, helping to deliver carbon-neutral skies."

Tim Alderslade, Chief Executive of Airlines UK, said:

"Today's investment in zero and lower emission technology is playing an important part in delivering a sustainable future for UK aviation, a process well underway with the launch last year of the sustainable aviation fuel mandate and imminent passage of the SAF revenue certainty mechanism into law.

"The ongoing work of the Jet Zero Taskforce, bringing government, industry and experts together to drive progress, is a critical part of our collective efforts to ensure net zero remains a reality for our sector."

www.gov.uk

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."

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The Society for Motor Manufacturers and Traders (SMMT) provides positive fresh data for new zero-emission car registrations

Against a backdrop of economic pressure and geopolitical uncertainty, the UK new car market delivered a moment of optimism.

Positive news from Mike Hawes, SMMT Chief Executive, that new car registrations topped two million units in 2025 – for the first time this decade, according to fresh SMMT data. It reflects a robust 2025 performance, with demand up 3.5% despite a tough economic setting and turbulent geopolitical backdrop – but all eyes were, of course, on EVs. Zero-emission vehicle uptake continues to grow, up 23.9% thanks to an ever-expanding market offering spanning more than 160 different cutting-edge EV models.

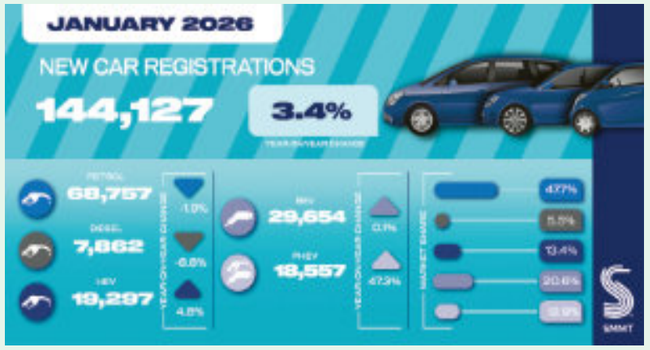
Such wealth of choice was not enough, however, to drive demand to aspired levels, with EVs representing 23.4% of the market – below the 28% set by the ZEV mandate, and despite an unprecedented £5 billion in discounts to attract drivers. Such a situation is patently unviable in the long term, and while government rightly stepped in with the Electric Car Grant – which is helping – only around a quarter of models are eligible.

ALIGNING AMBITION WITH REAL-WORLD DEMAND

Mixed messaging with the proposed eVED tax, meanwhile, and higher public charging costs, risks confusing the public and diminishing the impact of industry investment. Government must, therefore, bring forward a review of the ZEV transition to ensure a sustainable market that aligns ambition with real-world demand.

The review must also consider unique challenges in the new van market, which declined by -10.3% in 2025, amid a challenging economic environment for fleet renewal. While EV uptake rose significantly, by 36.2%, it remains well below the 16% mandated last year – despite industry's best efforts.

Indeed, zero emission models represented more than half of all products available yet van makers too were forced to provide massive subsidies. A far tougher 24% target is in place this year. While the Plug-in Van Grant will help, simultaneously removing the plug-in hybrid van grant makes regulatory targets ever harder to achieve while restricting greener options for operators.



JANUARY

	2026	2025	% change	Mkt share -26	Mkt share -25
Diesel	7,862	8,625	-8.8%	5.5%	6.2%
Petrol	68,757	70,075	-1.9%	47.7%	50.3%
BEV	29,654	29,634	0.1%	20.6%	21.3%
PHEV	18,557	12,598	47.3%	12.9%	9.0%
HEV	19,297	18,413	4.8%	13.4%	13.2%
TOTAL	144,127	139,345	3.4%		

YEAR TO DATE

	YTD 2026	YTD 2025	% change	Mkt share -26	Mkt share -25
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BEV - Battery Electric Vehicle; **PHEV** - Plug-in Hybrid Electric Vehicle; **HEV** - Hybrid Electric Vehicle
Diesel and Petrol figures include Mild Hybrid Electric Vehicle (**MHEV**)

TOP MODELS

	JANUARY 2026		YEAR TO DATE 2026	
1	Kia Sportage	4,675	Kia Sportage	4,675
2	Jaecoo 7	4,059	Jaecoo 7	4,059
3	Ford Puma	3,715	Ford Puma	3,715
4	Nissan Qashqai	2,995	Nissan Qashqai	2,995
5	Vauxhall Corsa	2,902	Vauxhall Corsa	2,902
6	BYD SEAL U	2,550	BYD SEAL U	2,550
7	Nissan Juke	2,517	Nissan Juke	2,517
8	Volkswagen Tiguan	2,425	Volkswagen Tiguan	2,425
9	Volkswagen Golf	2,072	Volkswagen Golf	2,072
10	MG HS	2,035	MG HS	2,035

FROM EARLY ADOPTERS TO MASS MARKET: THE HGV CHALLENGE

HGV fleet operators also face major barriers to decarbonising, so this week's expansion of the Plug-in Truck Grant is welcome, supporting uptake of zero emission models which manufacturers are deploying despite hesitant demand.

Moving from early adoption to mass market, however, will require a strategy that matches regulation to incentives and infrastructure – across all HGV types and powertrains – ensuring the transition is ambitious but rooted in reality.

SAFETY COMES FIRST ON THE ROAD TO NET ZERO

Decarbonisation may be a priority for industry, but road safety remains paramount, with manufacturers investing to develop new, innovative technology solutions for accident prevention and road user protection. The government's new Road Safety Strategy announced this week was also welcome as it will help reduce casualties further, and we look forward to working with government and stakeholders to ensure Britain's roads remain among the safest in the world.

Mike Hawes, SMMT Chief Executive, said;

"The new car market finally reaching two million registrations for the first time this decade is a reasonably solid result amid tough economic and geopolitical headwinds. Rising EV uptake is an undoubted positive, but the pace is still too slow and the cost to industry too high. Government has stepped in with the Electric Car Grant, but a new EV tax, additional charges for EV drivers in London and costly public charging send mixed signals.

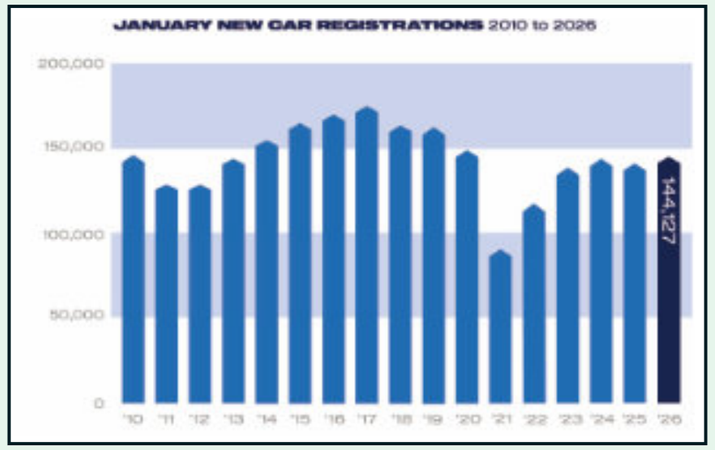
RIGID ARTIC	MARKET	Q4 2025	Q4 2024	% CHANGE	YTD 25	YTD 24	% CHANGE
ARTIC	2 AXLE ARTICS	1,011	791	27.8%	2,690	2,471	8.9%
ARTIC	3+ AXLE ARTICS	4,695	4,547	3.3%	15,564	16,608	-6.3%
ARTIC	TOTAL	5,706	5,338	7.0%	18,254	19,079	-4.3%
RIGID	RIGIDS >6T	3,628	4,215	-13.9%	14,717	16,805	-12.4%
RIGID	RIGIDS >3.5 - 6T	1,972	2,059	-4.2%	7,533	9,104	-17.3%
RIGID	TOTAL	5,600	6,274	-10.7%	22,250	25,909	-14.1%
TOTAL		11,306	11,612	-2.6%	40,504	44,988	-10.0%

"Given developments abroad, government should bring forward its review and act urgently to deliver a vibrant market, a sustainable industry and an investment proposition that keeps the UK at the forefront of global competition."

SMMT AND THE UK AUTOMOTIVE INDUSTRY

The Society of Motor Manufacturers and Traders (SMMT) is one of the largest and most influential trade associations, representing the automotive industry in the UK.

The automotive industry is a vital part of the UK economy, integral to growth, the delivery of net zero and the UK asa global trade hub.



It contributes £92 billion turnover and £25 billion value added to the UK economy and invested £5 billion in R&D, with 183,000 people employed directly in manufacturing and some 796,000 in total across the wider automotive industry.

Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are 8% higher than the UK average. The sector accounts for 13.4% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £108 billion of trade in total automotive imports and exports.

The UK manufactures almost every type of vehicle, from cars, to vans, taxis, trucks, buses and coaches, as well as specialist and off-highway vehicles, supported by more than 2,500 component providers and some of the world's most skilled engineers. In addition, the sector has vibrant aftermarket and remanufacturing industries.

The automotive industry also supports jobs in other key sectors – including advertising, chemicals, finance, logistics and steel.

www.smmt.co.uk

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The Optimax charger: a compact, reliable and safe solution for charging the new Gen3 Evo cars

ABB Formula E World Championship Partnership – The next generation of speed

A new breed of speed for Formula E: the Gen4 is engineered to outrun and marks the next leap in technology. The ABB FIA Formula E world championship is a showcase of how their sustainable technologies go beyond the racing – always preparing for what comes next.

The ABB FIA Formula E world championship is a testbed for innovative electrification and digital technologies which can be transferred from the racetrack to real-world situations. This can improve productivity, efficiency and reliability and ultimately help industries outrun (outperform). In their eighth season as title partner – and third as official charging partner – they are continuing to implement leading technologies within the series. These technologies position ABB at the forefront of sustainable technology development within the series and beyond.

TECHNOLOGY ALREADY PROVEN IN ROAD CAR CHARGING

Working in collaboration with engineers from motorsport governing body, the FIA, and Formula E, ABB has developed a compact, reliable and safe solution for charging the new Gen3 Evo cars which is 'Engineered to Outrun'. The ABB Formula E Race Charger has been designed in a robust, custom and ergonomic way that allows for easy global transportation and installation.

ABB UNINTERRUPTIBLE POWER SUPPLY (UPS) OPTIMAX

Each charger can deliver a maximum power of 160kW and is able to charge two vehicles with 80kW of power simultaneously, before the race.

This allows race teams to benefit from a double charging capacity from one unit, significantly reducing the charger footprint and decreasing transportation emissions; as there is no longer a need for one unit per car.

The ABB Formula E Race Charger features ABB's newest charging technology and draws on the company's leading position in the sector. Its design adapts technology already proven in road car charging applications to suit a demanding motorsport environment. It offers the greatest reliability and consistency of performance, wherever in the world the chargers are used, from various power sources.

www.abb.com

Formula E becomes world's first B Corp certified sport

The B Corp Certification recognises Formula E's decade-long leadership in using sport as a powerful force for positive change, delivering growth for business, meaningful impact for society, and real progress for the planet.

By securing this status, the series codifies its mission to 'make progress thrilling', challenging a sports industry that has traditionally prioritised spectacle over systemic impact.

Achieving B Corp status is a bold statement of intent as Formula E sets a new global standard for what modern sport can be.

Critical to Formula E's B Corp certification were the strong social and environmental standards at race events, meaningful contributions to local communities through targeted social impact programmes, best-practice worker wellbeing strategies, and the company's commitment to transparency and accountability.

Jeff Dodds, CEO, Formula E, said:

"We didn't set out to join a club; we set out to break the rules of what a global sport is allowed to be. B Corp Certification is the proof that we are driven by a different energy, one where elite performance and world-moving purpose belong in the same story."

Dodds continues:

"Most see sustainability as a seminar or a boardroom box to tick. We see it happening at 200mph around a corner in your city. Whether it's pioneering sustainable aviation fuel or engineering a 100% recyclable race car, we are here to show the world that progress isn't just necessary, it's visceral. This isn't a milestone to celebrate standing still; it's a license to go even faster."

Chris Turner, CEO, B Lab UK, said:

"Welcoming Formula E to the B Corp community marks an exciting milestone for the entire sports industry, while showcasing the increasing momentum and global reach of the B Corp movement. Formula E's industry leadership and commitment to driving meaningful change recognises that success and purpose have never been mutually exclusive, and that positive impact is possible for companies in any sector and of all sizes.

"Now in its twelfth season, Formula E is delivering its biggest and boldest calendar to date, with 17 races in 11 locations. Designed with sustainability at its core, its schedule groups races by continent to significantly reduce freight mileage and cut CO_2 emissions, demonstrating that global scale and environmental leadership can thrive together.

"Formula E was founded to counteract climate change by accelerating the adoption of electric vehicles and speeding up the transition to low-carbon mobility. It operates as a test bed for innovative technology in the electric vehicle space, supporting knowledge transfer into the manufacturing industry. Formula E was the first sport globally to earn the Net Zero Pathway certification from the British Standards Institution (BSI), the first sport to set Science Based Targets, and has reduced its Scope 1 & 2 emissions by 55% since 2019."

www.fiaformulae.com

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Get that electric feeling

UK government launches new EV campaign

The department for transport (DfT) has launched a public opinion campaign to encourage the adoption of electric vehicles (EVs) by highlighting financial incentives and operational savings.

'Get that electric feeling' promotes the electric car grant, which offers up to £3,750 off the purchase price of a new EV, alongside estimated annual savings of £1,400 on running costs. The campaign focuses on the consumer benefits and the presence of over 87,000 public charge points.

At the same time, industry stakeholders and energy suppliers are focused on the infrastructure and grid management requirements necessary to support a projected surge in demand.

The society of motor manufacturers and traders (SMMT) reported that the UK new car market exceeded two million registrations in 2025. (reported on elsewhere in the magazine) Battery electric vehicles (BEVs) achieved a 23.4% market share for the year; however, this performance fell short of the 28% target set by the zero emission vehicle (ZEV) mandate. The ZEV mandate target for 2026 is set at 33%, according to the SMMT.

OVERCOMING THE HURDLES

Manufacturers have reportedly subsidised sales by over £5bn in 2025 to drive uptake, but the SMMT warns that the trajectory remains 'unsustainable' without continued support and infrastructure development.

In response to the 'get that electric feeling' campaign, Ian Plummer, Chief Customer Officer at Auto Trader, stated that;

"Reinforcement of the benefits of electric car ownership is key to ensure consideration translates into buying".

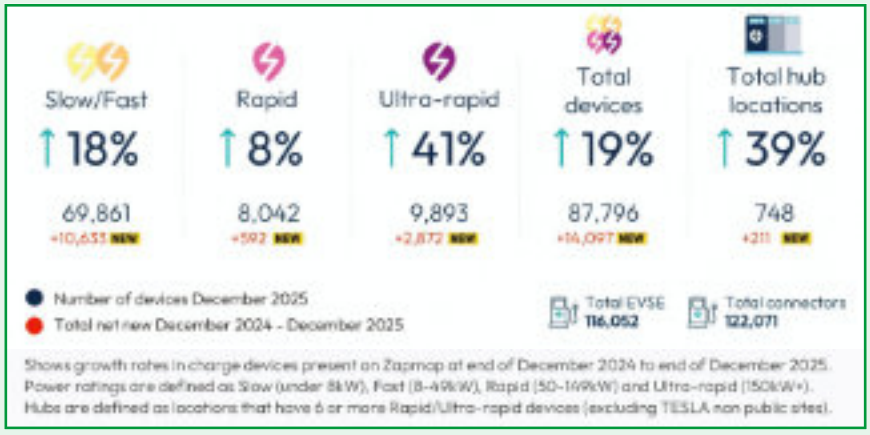
Maria Taylor of Verulam Capital noted that;

"Lengthy connection queues and under-investment in local infrastructure risk slowing the rollout even where consumer demand is sufficient."

SMART CHARGING PRIORITY

Energy suppliers and fleet operators are moving their focus toward the technical 'how' of electrification. Drax Energy Solutions indicates that 2026 will be defined by ownership, cost and innovation in fleet management. While public perception is a factor, suppliers emphasise that grid limits and space constraints remain primary hurdles. The energy networks association (ENA) reported that the queue for new demand connections rose to 29 GW by mid-2025, highlighting the competition for limited capacity at primary substations.

To mitigate these pressures, the government is prioritising smart charging. The department for transport's EV smart charging action plan aims to make smart charging the norm at home and work by 2026, shifting power demand to off-peak periods or times of high renewable generation.



Zapmap reported that in 2025 more than 14,000 new public chargers were added in 2025, reaching a cumulative total of 87,796. While ultra-rapid charging (150kW+) grew by 41%, regional inequality persists, with Northern Ireland, Wales and parts of the East of England continuing to lag behind London and the South East.

SECTOR ANALYSIS

Melanie Shufflebotham, Co-founder of Zapmap, noted that while 2025 was a *"record-breaking year"* for specific high-power installations, the focus in 2026 must transition to the Local Electric Vehicle Infrastructure (LEVI) Fund to increase 'equitable access' for those without off-street parking.

A financial sector analysis from McKinsey suggests that upgrading the UK energy system – not just supply, but storage, transmission and distribution – is required to lower industrial electricity prices, which remained among the highest in the OECD in late 2025.

Industry data from late 2025 indicates that approximately one in four new car sales are now electric, supported by the Electric Car Grant which has assisted over 50,000 drivers.

Vicky Read, Chief Executive for ChargeUK, added;

"As we enter the government's review into the cost of public charging in the first half of this year we hope to see action taken to reduce the cost burdens on charge point operators, which will both help to unlock further investment to speed up deployment and bring down driver prices. Clear and stable EV policy, including no further wavering on EV sales targets, will also continue to be critical."

www.energyinst.org