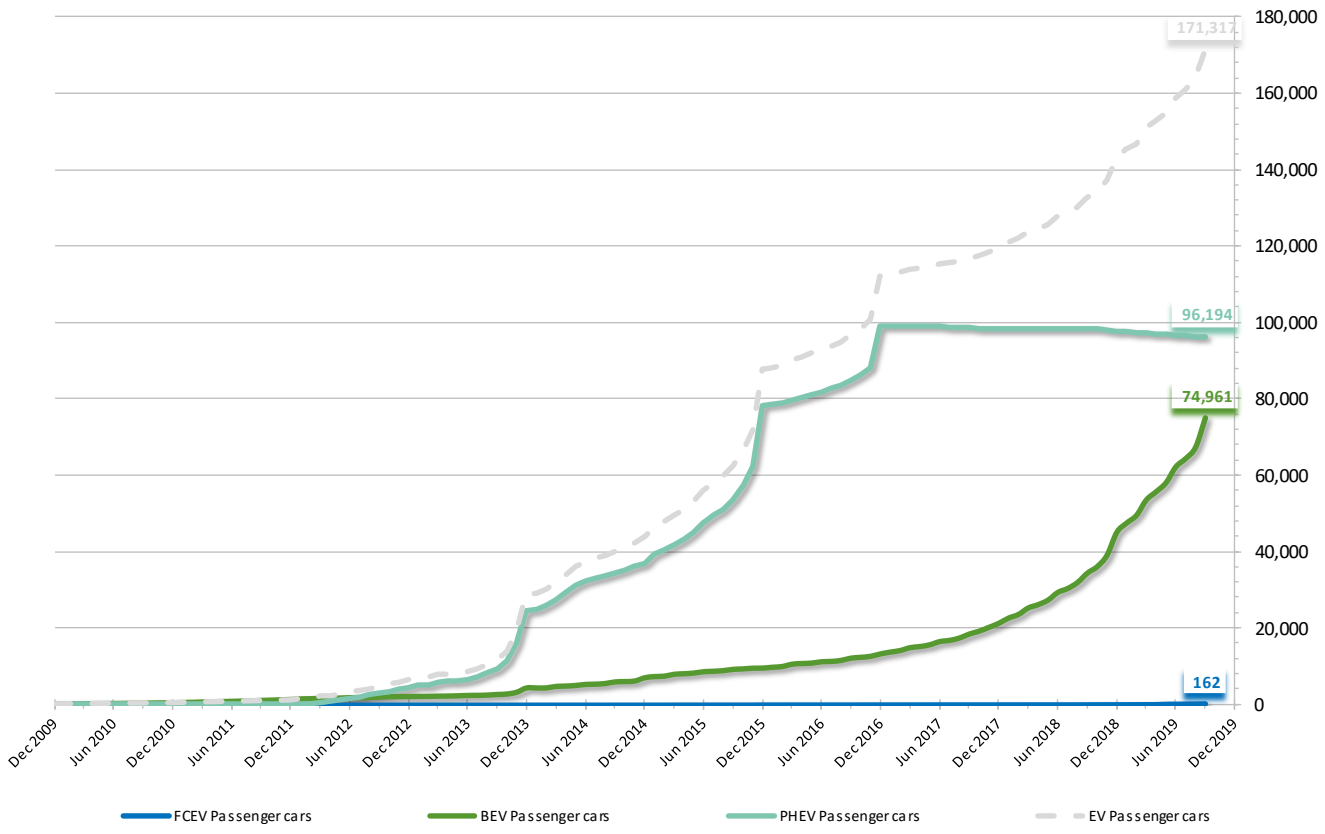
Statistics Electric Vehicles in the Netherlands (up to and including September 2019)

This overview is composed by the Netherlands Enterprise Agency, on the authority of the Ministry of Infrastructure and Water Management. Figures may be copied stating the source (Netherlands Enterprise Agency).[1]

Number of electric vehicles registered in The Netherlands (fleet)[2]

Type of vehicle / Number as of	31-12-2016	31-12-2017	31-12-2018	31-08-2019	31-09-2019
Passenger Car – BEV	13,105	21,115	44,984	67,226	74,961
Passenger Car – FCEV	30	41	50	147	162
Passenger Car – PHEV	98,903	98,217	97,702	96,219	96,194
Subtotal	**112,038**	**119,373**	**142,736**	**163,592**	**171,317**
Commercial Car ≤ 3.5 tons	1,628	2,208	3,196	4,051	4,157
Commercial Car > 3.5 tons	66	81	94	115	118
Bus	168	296	404	562	563
Trike / Quadricycle	1,007	1,134	1,257	1,368	1,392
Motorbike	316	446	608	694	701
Light moped 45 km/h	3,775	4,376	5,302	7,064	7,235
Light moped 25 km/h	32,496	37,652	26,968	30,667	31,275
Speed Pedelec (>25km/h)[3]			16,312	18,497	18,787
Microcar 45 km/h	258	316	377	535	576
Total	**151,752**	**165,882**	**197,249**	**227,154**	**236,121**

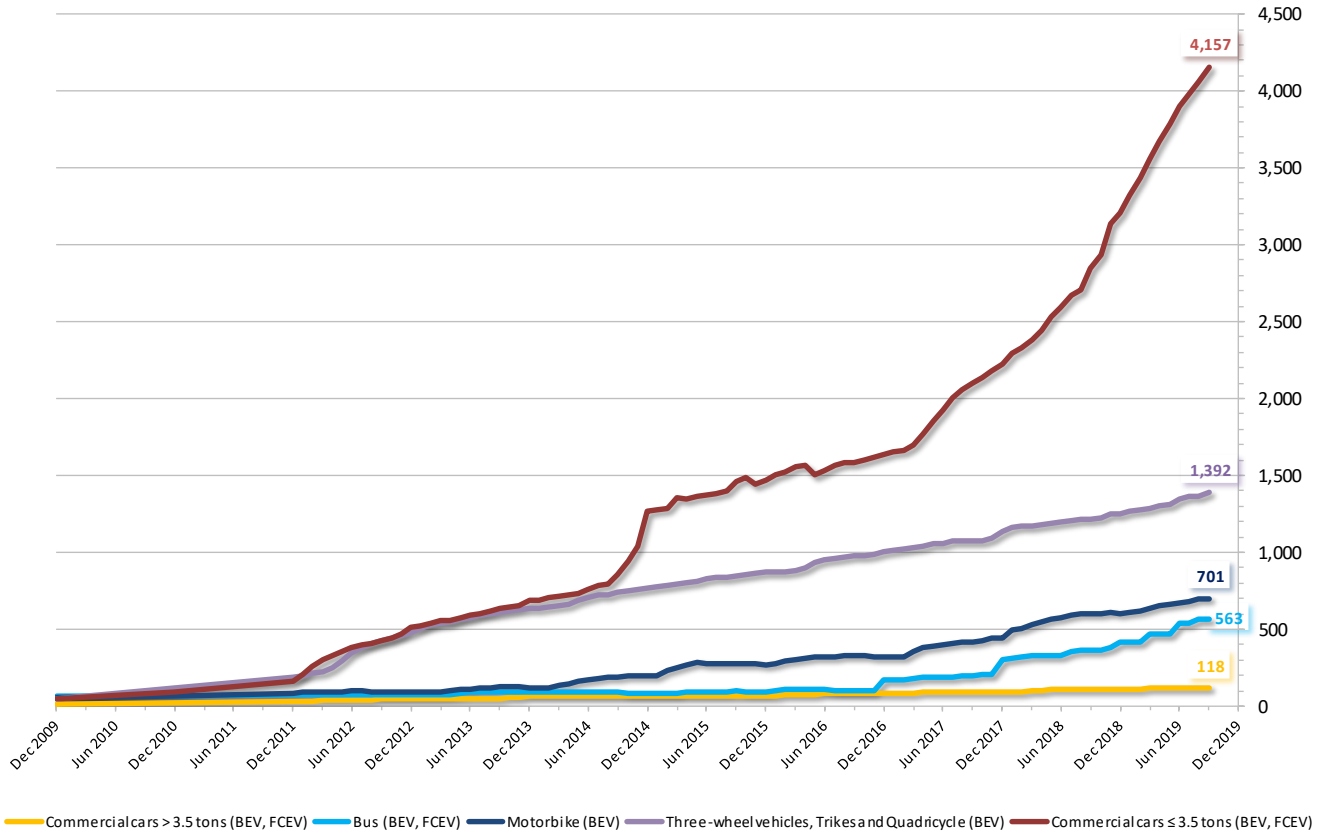
Development in the number of electric vehicles registered in The Netherlands (fleet)[2]



[1] https://www.government.nl/ministries/ministry-of-infrastructure-and-water-management; Due to corrections with retroactive effect and progressive insight, it may occur that numbers on previous months or years in this publication differ from those published before. This overview (and, in case of corrections, updates of this document) can be found at: https://www.rvo.nl/onderwerpen/duurzaam-ondernemen/energie-en-milieu-innovaties/elektrisch-rijden/stand-van-zaken/cijfers

[2] Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance: increase due to new registrations and decrease due to export, theft, etc. Trade stock included. Corrections of the data with retroactive effect are not taken into account here. [Passenger Car (PHEV, EREV): full hybrid vehicles excluded; Commercial Car ≤ 3.5 tons: Including: BEV, FCEV; -Commercial Car > 3. 5 tons: BEV, FCEV; Bus: BEV, FCEV, Including trolley busses and some hybrid busses.]

[3] Since August 2018 we report the number of Speed Pedelecs. In the past this was not possible and these vehicles were reported as light mopeds.



Top 10 models of battery electric vehicles registered in The Netherlands (fleet)[2]

Position	Brand/Model	Number	Since last month (MtM)	Since the same month in the previous year (YtY)
1	Tesla Model 3	13,606	+5,778	+13,604
2	Tesla Model S	12,692	+62	+1,620
3	Nissan LEAF	7,354	+140	+3,191
4	Volkswagen Golf	5,822	+165	+3,052
5	BMW I3	5,158	+202	+2,289
6	Tesla Model X	4,832	+55	+1,262
7	Renault Zoe	4,823	+111	+1,634
8	Hyundai Kona	4,200	+522	+4,037
9	Jaguar I-Pace	3,724	+38	+3,665
10	Hyundai Ioniq	3,195	+64	+1,093

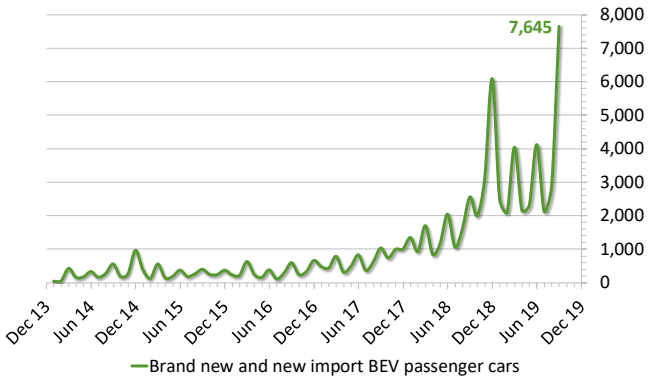
Top 5 models of plug-in hybrid electric vehicles registered in The Netherlands (fleet)[2]

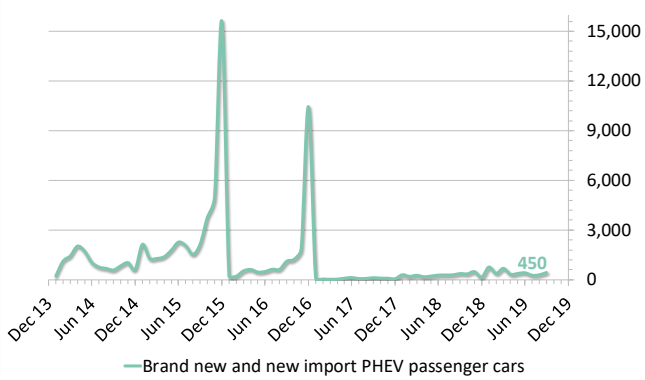
Position	Brand/Model	Number	Since last month (MtM)	Since the same month in the previous year (YtY)
1	Mitsubishi Outlander	22,914	-103	-1,669
2	Volvo V60	12,906	-75	-2,108
3	Volkswagen Golf	10,698	-40	-237
4	Volkswagen Passat	8,051	-11	+43
5	Audi A3 Sportback e-tron	6,410	-13	+47

New registrations (sales) of all passenger cars and of electric passenger cars[4]

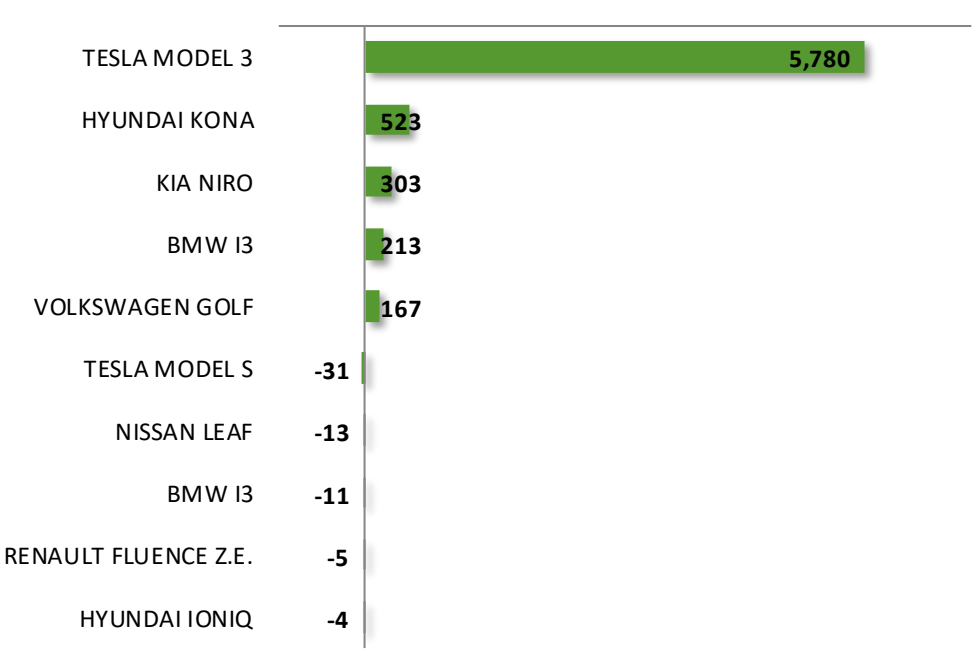
New registrations (sales) Passenger Cars	2016		2017		2018		August 2019		September 2019	
New registrations	385,259	100%	418,461	100%	447,367	100%	34,452	100%	38,089	100%
Of which EV	25,997	6.7%	11,085	2.6%	29,187	6.5%	3,202	9.3%	8,110	21.3%
- Of which FCEV	8	0.0%	13	0.0%	14	0.0%	13	0.0%	15	0.0%
- Of which BEV	4,294	1.1%	8,627	2.1%	25,065	5.6%	2,878	8.4%	7,645	20.1%
- Of which PHEV	21,695	5.6%	2,445	0.6%	4,094	0.9%	311	0.9%	450	1.2%

Development in the number of new registrations (sales) of electric passenger cars[5]





BEV passenger cars with the largest increase and decrease in September 2019[6]



The total increase of BEV passenger cars in September was 7,796. The cars mentioned in the graph represent 87% (6,819) of the total increase.

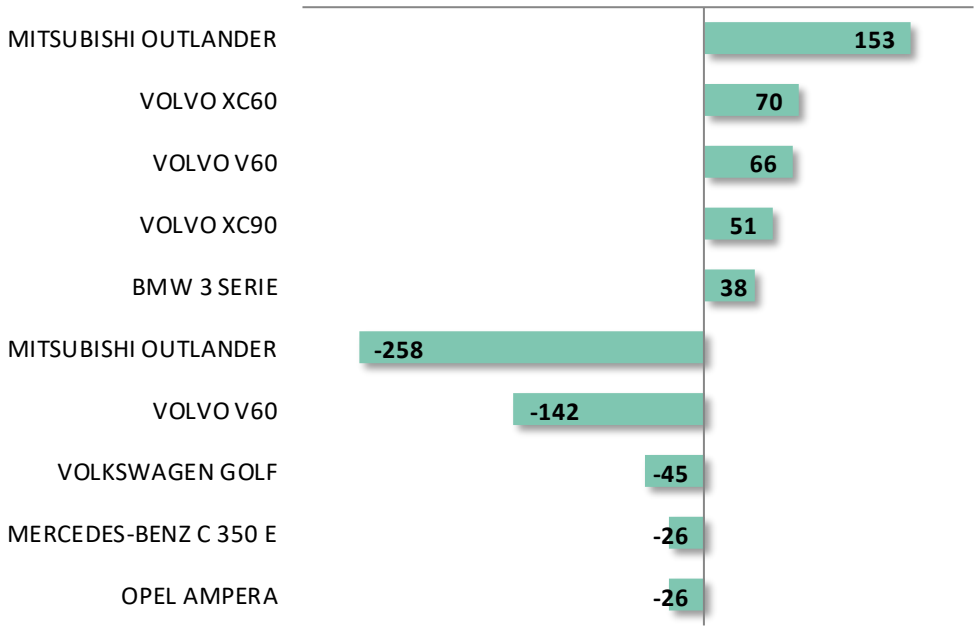
The total decrease (export, theft, destruction) of BEV passenger cars in September was 85. The cars mentioned in the graph represent 75% (64) of the total decrease.

[4] Source: all Passenger Cars: Dutch Road Authority (RDW) and RDC (Bovag/RAI, www.bovag.nl). This table shows the number of new registrations. Trade stock included. This means that these numbers are not on balance / not corrected for elimination by theft, export, etc. The percentages have been rounded off to the first decimal place.

[5] Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). New import: cars that ≤ 90 days old at 1st registration in The Netherlands. These cars are considered as new. Occasion imports are excluded.

[6] Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). Total increase consists of sales of brand new cars, new import (occasions ≤ 90 days old) and occasion import (> 90 days old). Decrease consists of export, theft, destruction, etc.

PHEV passenger cars with the largest increase and decrease in September 2019[6]



The total increase of PHEV Passenger Cars in September was 578. The cars mentioned in the graph represent 65% (378) of the total increase.

The total decrease (export, theft, destruction) of PHEV Passenger Cars in September was 610. The cars mentioned in the graph represent 81% (497) of the total decrease.

Dutch ambition and realization

Ambition	
2020	10% of all new passenger cars sold will have an electric powertrain and a plug.[7]
2025	50% of all new passenger cars sold will have an electric powertrain and a plug, and at least 30% of these vehicles (15% of the total) will be fully electric.[7]
2030	100% of all new passenger cars sold will be zero-emission.[8]

Realization[9]

	Passenger Car BEV	Passenger Car FCEV	Zero emission	Passenger Car PHEV	BEV + FCEV + PHEV
2014	0.8%	0.0%	0.8%	3.2%	4.0%
2015	0.8%	0.0%	0.8%	9.1%	9.9%
2016	1.1%	0.0%	1.1%	5.6%	6.7%
2017	2.1%	0.0%	2.1%	0.6%	2.6%
2018	5.6%	0.0%	5.6%	0.9%	6.5%
2019 (YtD)	8.9%	0.0%	8.9%	1.2%	10.1%

Most recently available BEV passenger car models in The Netherlands[10]

Brand/Model	Electric range	Price	Available since
Renault Zoe ZE50 R110	270 - 375 km	€ 33,590	October 2019
Hyundai IONIQ Electric	220 - 310 km	€ 36,995	October 2019
MG ZS EV	195 - 260 km	€ 29,900	October 2019
Renault Zoe ZE50 R135	270 - 375 km	€ 35,190	October 2019
Mercedes EQC 400 4MATIC	305 - 405 km	€ 80,995	September 2019
Tesla Model S Performance	430 - 585 km	€ 105,718	July 2019
Tesla Model X Performance	380 - 505 km	€ 110,818	July 2019

[7] http://www.greendeals.nl/wp-content/uploads/2016/04/Green-Deal-Electric-Transport-2016-2020.pdf
[8] P. 43: https://www.kabinetsformatie2017.nl/binaries/kabinetsformatie/documenten/verslagen/2017/10/10/coalition-agreement-confidence-in-the-future/coalition-agreement-2017-confidence-in-the-future.pdf https://www.klimaatakkoord.nl/mobiliteit
[9] Due to corrections with retroactive effect, the realization percentages are a little higher than figures published before 2018. The percentages have been rounded off to the first decimal place. YtD: Year to date refers to the period beginning the first day of the current calendar year up to the most recent date of which data is provided in this document.
[10] Source: https://ev-database.nl; Electric range: "Indication of real-world range in several situations. Cold weather: 'worst-case' based on -10°C and use of heating. Mild weather: 'best-case' based on 23°C and no use of A/C. The actual range will depend on speed, style of driving, climate and route conditions." (https://ev-database.uk). Range estimation is based on a combination of vehicle use in city and highway. Both in cold and mild weather.

Nissan LEAF e+	275 - 375 km	€ 45,850	June 2019
Tesla Model S Long Range	440 - 600 km	€ 88,818	June 2019
Tesla Model X Long Range	390 - 520 km	€ 94,618	June 2019
Tesla Model 3 Standard Range Plus	280 - 395 km	€ 49,998	April 2019
Audi e-tron 55 quattro	310 - 405 km	€ 84,100	March 2019
Tesla Model 3 Long Range Dual Motor	395 - 550 km	€ 59,998	February 2019
Tesla Model 3 Long Range Performance	380 - 520 km	€ 65,598	February 2019
Kia e-Niro 64 kWh	320 - 435 km	€ 42,510	December 2018
BMW i3 120 Ah	200 - 275 km	€ 41,994	October 2018
BMW i3s 120 Ah	195 - 265 km	€ 45,693	October 2018
Renault Zoe R110	215 - 300 km	€ 35,090	September 2018
Smart EQ forfour	80 - 105 km	€ 23,995	September 2018
Hyundai Kona Electric 64 kWh	335 - 460 km	€ 40,995	August 2018
Renault Zoe R90	215 - 300 km	€ 32,890	August 2018
Smart EQ fortwo coupe	85 - 120 km	€ 23,995	July 2018
Smart EQ fortwo cabrio	80 - 105 km	€ 26,995	July 2018
Jaguar I-Pace	320 - 415 km	€ 81,810	June 2018
Nissan e-NV200 Evalia	160 - 215 km	€ 44,689	April 2018
Nissan LEAF	185 - 250 km	€ 36,990	February 2018

BEV passenger car models expected to be available soon in The Netherlands[10]

Brand/Model	Electric range	Price	To be available in
Volkswagen ID.3 Standard Range	230 - 315 km	€ 30,000	September 2020
Honda e	165 - 230 km	€ 35,000	September 2020
Volkswagen ID.3 Long Range	380 - 515 km	€ 47,500	September 2020
Honda e Advance	165 - 230 km	€ 37,500	September 2020
Sono Sion	190 - 260 km	€ 26,000	July 2020
Tesla Model 3 Standard Range	260 - 360 km	€ 43,500	June 2020
Hyundai Kona Electric 39 kWh	210 - 290 km	€ 35,000	June 2020
Kia e-Niro 39 kWh	200 - 275 km	€ 37,500	June 2020
Polestar 2	375 - 515 km	€ 59,800	June 2020
Volkswagen ID.3 Mid Range	290 - 400 km	€ 40,000	June 2020
Mini Electric	155 - 215 km	€ 34,900	March 2020
Lightyear One	465 - 705 km	€ 149,990	March 2020
Peugeot e-208	250 - 345 km	€ 36,250	March 2020
Volvo XC40 Electric	± 400 km	€ 60,000	March 2020
Opel Corsa-e	245 - 335 km	€ 30,999	March 2020
Peugeot e-2008 SUV	235 - 315 km	€ 38,000	March 2020
SEAT Mii Electric	170 - 230 km	€ 21,000	February 2020
Porsche Taycan Turbo S	330 - 440 km	€ 191,000	January 2020
DS 3 Crossback E-Tense	235 - 320 km	€ 43,190	January 2020
Kia e-Soul 64 kWh	315 - 425 km	€ 42,995	January 2020
Volkswagen e-Up!	170 - 230 km	€ 22,500	January 2020
Skoda CITIGOe iV	170 - 230 km	€ 21,500	January 2020
Porsche Taycan Turbo	350 - 475 km	€ 157,100	January 2020
Hyundai Kona Electric 64 kWh	335 - 460 km	€ 41,595	November 2019
Audi e-tron 50 quattro	235 - 310 km	€ 71,900	November 2019

Export[11]

	2016	2017	2018	August 2019	September 2019
Passenger Car (BEV)	545	630	1,460	113	79
Passenger Car (PHEV)	923	3,056	5,088	633	604
Commercial Car ≤ 3.5 tons (BEV)	149	58	30	5	2

[11] Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl).

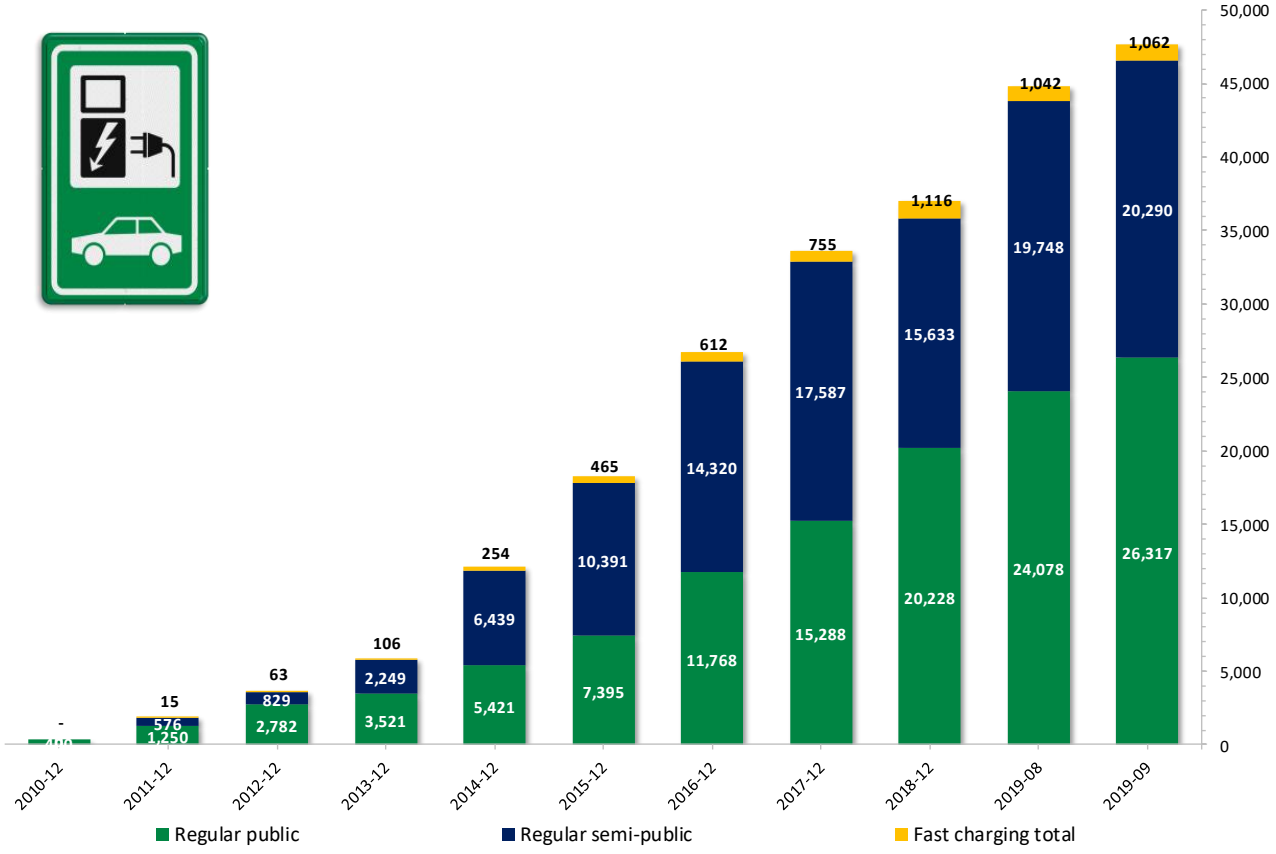
Shared cars[12]

	2016	2017	2018
Shared cars (all fuels)	25,128	30,697	41,191
People sharing cars	n.a.	n.a.	400,000
Share of electric cars (BEV and PHEV) in total number of shared cars	4.5%	4.1%	6.4%

Number of charging points[13]

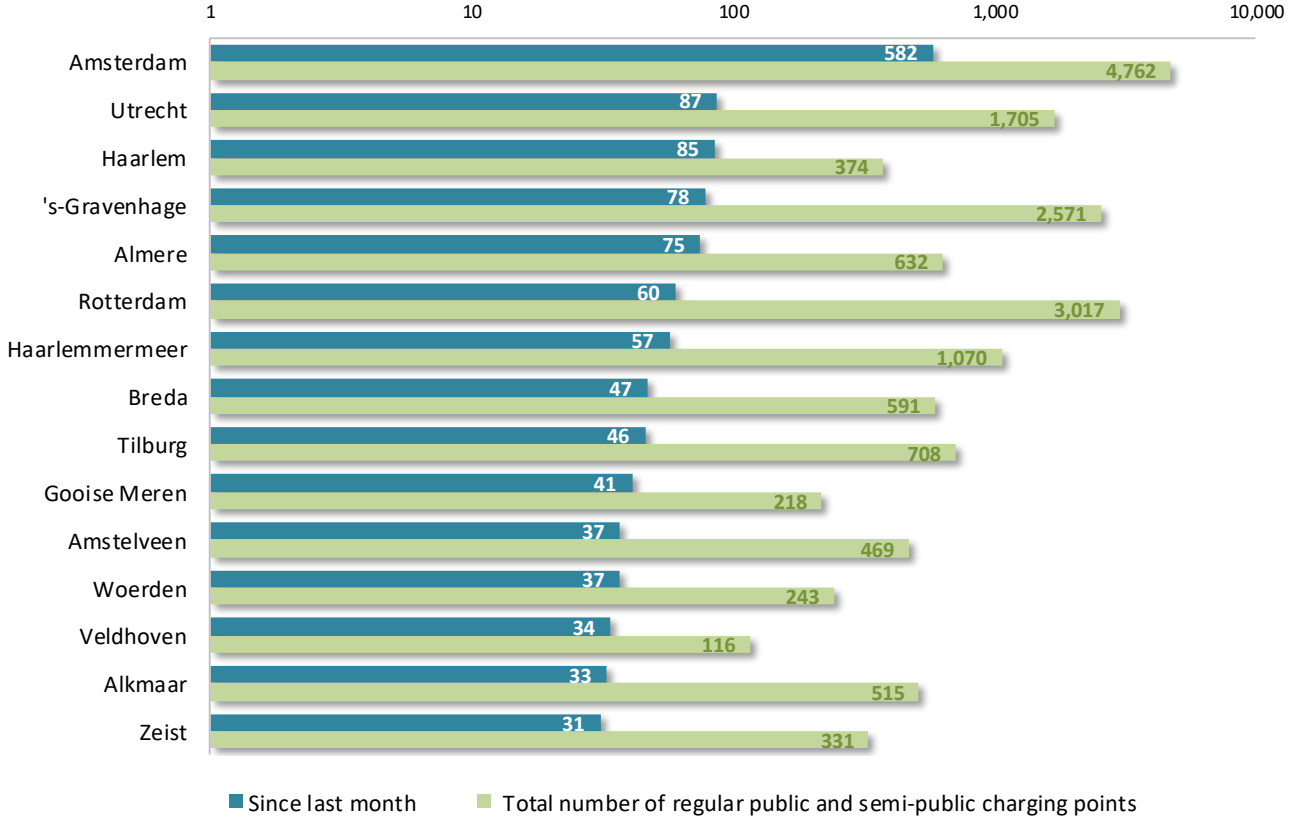
Number of charging points at the end of	Dec 2016	Dec 2017	Dec 2018	Aug 2019	Sept 2019
Regular public (24/7 publicly accessible)	11,768	15,288	20,228	24,078	26,317
Regular semi-public (limited publicly accessible)[14]	14,320	17,587	15,633	19,748	20,290
Regular Public + Semi-public	26,088	32,875	35,861	43,826	46,607
Fast charging points - Public + semi-public[15]	612	755	1,116	1,042	1,062
Fast charging locations[16]	148	178	197	270	288
Private charging points[17]	72,000	80,000	100,000		

Development in the number of charging points[13]



[12] Data from https://www.crow.nl/dashboard-autodelen/home, the numbers are updated once a year.
[13] Based on data by stichting e-laad, EV-Box B.V., NUON and Essent, The New Motion (data up to 31-10-2012) and Eco-movement (starting with data as of 30-11-2012). Up to 28-02-2014 the assumption is made that charging points from e-laad, Nuon and Essent are public and the others semi-public. As of 31-03-2014 Eco-movement states whether charging points are public or semi-public.
[14] Semi-public charging points are interoperable and have been reported as accessible by their owners. These charging points can for example be found in shopping malls, office buildings, parking garages and at private persons who have made their charging point accessible to others.
[15] An EVSE (Electric Vehicle Supply Equipment = charging point) may have several connectors in order to accommodate different connector types, but only one can be used at the same time. Due to improvements in the data on fast chargers, from July 2019 onwards we report the number of EVSEs instead of connectors (regular charging points have always been counted in terms of EVSE). Based on data from Aug. 2019, the number of fast charging connectors is approx. 25% more than the number of fast charging EVSEs. For example: fast charging stations with 2 EVSEs and 3 connectors: not more than 2 connectors can be simultaneously used to charge an electric car).
[16] Fast charging location = geographical location consisting of one or more chargers with an electric power of > 22kW.
[17] Estimation based on research in 2012. Further estimation and extrapolation for following years.

Municipalities with the largest increase in number of charging points since previous month[13]



Hydrogen refuelling stations

The Netherlands has 3 public accessible hydrogen refuelling locations:

- Rhoon (nearby Rotterdam, 350 bar and 700 bar);
- Helmond (in the south, 350 bar and 700 bar);
- Arnhem (in the east, 350 bar).

Delfzijl hosts a hydrogen refuelling station to service fuel cell electric public transport buses.

Monthly notification of the statistics-update

If you would like to receive a monthly notification of the statistics-update, please send an email to elektrischrijden@rvo.nl.