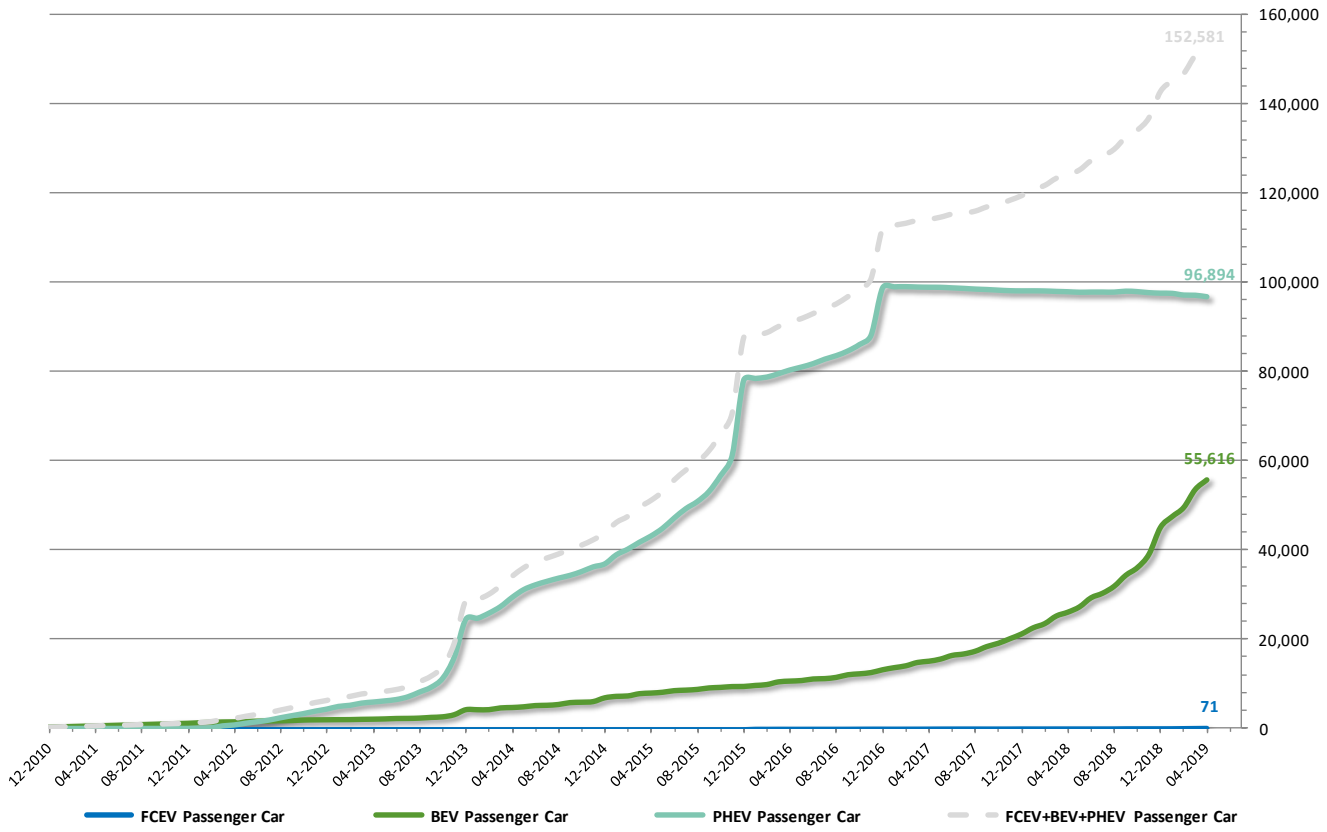
Statistics Electric Vehicles in the Netherlands (up to and including April 2019)

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	31-03-2019	30-04-2019
Passenger Car – BEV	13,105	21,115	44,984	53,459	55,616
Passenger Car – FCEV	30	41	50	65	71
Passenger Car – PHEV	98,903	98,217	97,702	97,236	96,894
Subtotal	**112,038**	**119,373**	**142,736**	**150,760**	**152,581**
Commercial Car ≤ 3.5 tons	1,628	2,208	3,196	3,539	3,670
Commercial Car > 3.5 tons	66	81	94	100	109
Bus	168	296	404	465	466
Trike / Quadricycle	1,007	1,134	1,257	1,286	1,303
Motorbike	316	446	608	636	650
Light moped 45 km/h	3,775	4,376	5,302	5,927	6,100
Light moped 25 km/h	32,496	37,652	26,968	27,829	28,419
Speed Pedelec (>25km/h)[3]			16,312	16,866	17,150
Microcar 45 km/h	258	316	377	404	409
Total	**151,752**	**165,882**	**197,249**	**207,812**	**210,857**

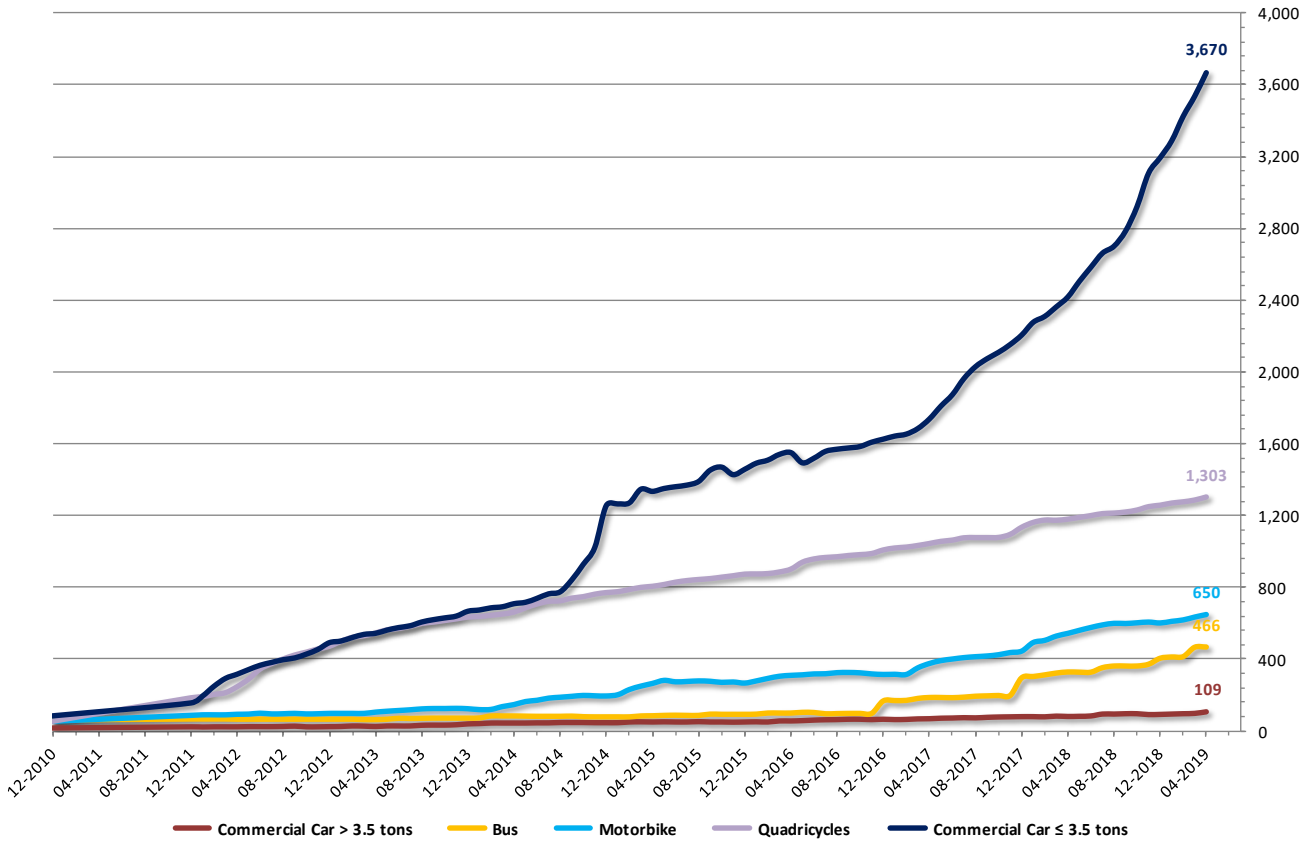
Development in the number of electric vehicles registered in The Netherlands (fleet)[2]



[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. 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]

Brand/Model	Type of vehicle	Number	Since last month (MtM)	Since the same month in the previous year (YtY)
Tesla Model S	Passenger Car (BEV)	12,646	-73	3,822
Nissan LEAF	Passenger Car (BEV)	6,611	251	3,769
Volkswagen Golf	Passenger Car (BEV)	4,812	229	2,660
Tesla Model X	Passenger Car (BEV)	4,642	2	2,581
Renault Zoe	Passenger Car (BEV)	4,209	123	1,458
BMW I3	Passenger Car (BEV)	4,178	179	1,982
Jaguar I-Pace	Passenger Car (BEV)	3,580	23	3,580
Tesla Model 3	Passenger Car (BEV)	3,173	463	3,173
Hyundai Ioniq	Passenger Car (BEV)	2,810	63	1,210
Hyundai Kona	Passenger Car (BEV)	2,157	370	2,157

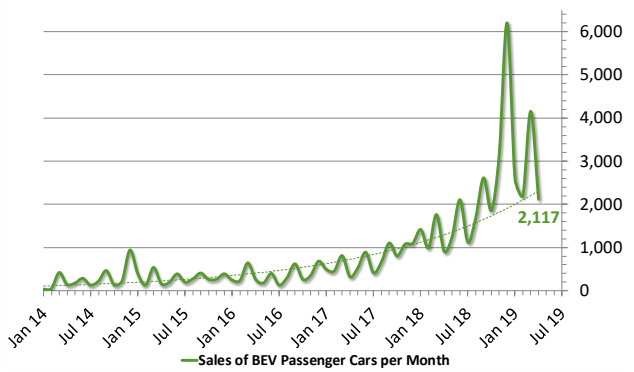
Top 5 models of plug-in hybrid electric vehicles registered in The Netherlands (fleet)[2]

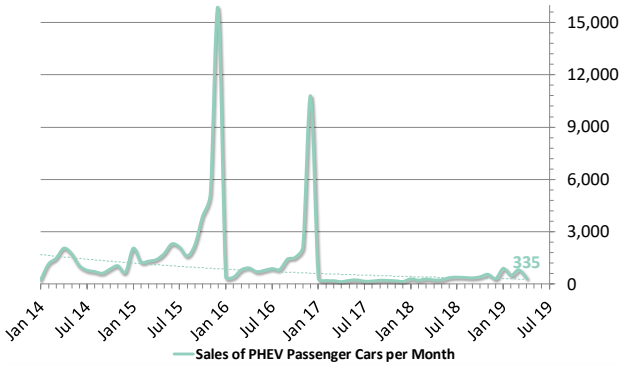
Brand/Model	Type of vehicle	Number	Since last month (MtM)	Since the same month in the previous year (YtY)
Mitsubishi Outlander	Passenger Car (PHEV)	23,592	-257	-1,330
Volvo V60	Passenger Car (PHEV)	13,512	-182	2,042
Volkswagen Golf	Passenger Car (PHEV)	10,876	-27	-31
Volkswagen Passat	Passenger Car (PHEV)	8,071	-1	127
Audi A3 Sportback e-tron	Passenger Car (PHEV)	6,449	3	175

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

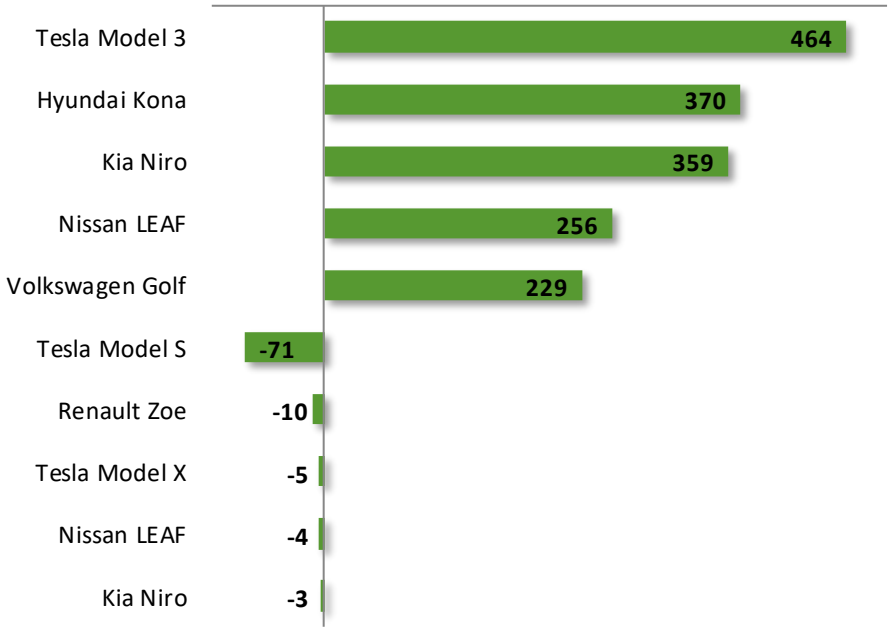
New registrations (sales) Passenger Cars	2016		2017		2018		March 2019		April 2019	
New registrations	385,259	100%	418,461	100%	447,367	100%	39,126	100%	32,937	100%
Of which EV	25,997	6.7%	11,085	2.6%	29,187	6.5%	4,976	12.7%	2,458	7.4%
- Of which FCEV	8	0.0%	13	0.0%	14	0.0%	6	0.0%	6	0.0%
- Of which BEV	4,294	1.1%	8,627	2.1%	25,065	5.6%	4,153	10.6%	2,117	6.4%
- Of which PHEV	21,695	5.6%	2,445	0.6%	4,094	0.9%	817	2.1%	335	1.0%

Development in the number of new registrations (sales) of electric passenger cars[3]





BEV passenger cars with the largest increase and decrease in April 2019[5]



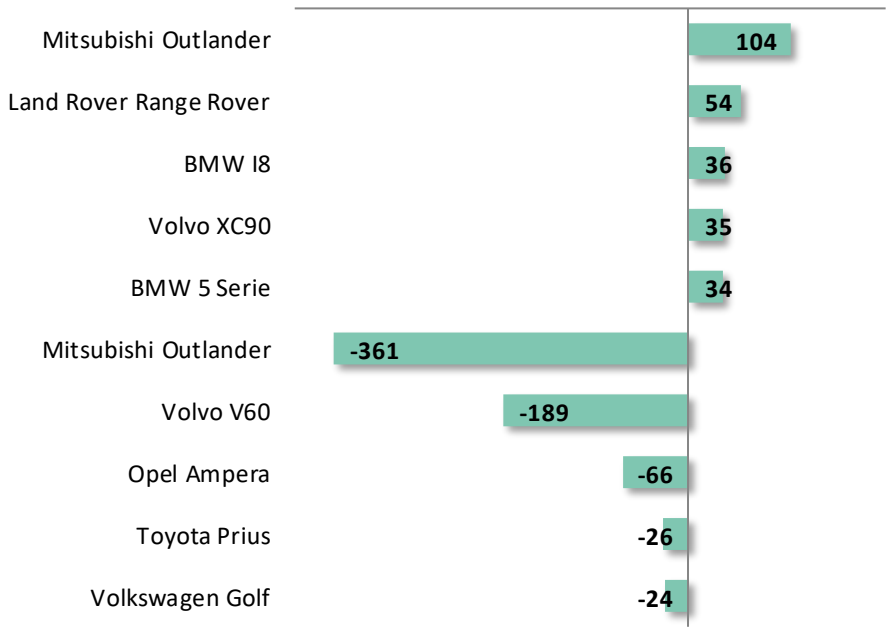
The total increase of BEV passenger cars in April was 2,267. The cars mentioned in the graph represent 74% (1,678) of the total increase.

The total decrease (export, theft, destruction) of BEV passenger cars in April was 103. The cars mentioned in the graph represent 90% (93) of the total decrease.

[4] Source: all Passenger Cars: Bovag/Rai (www.bovag.nl), BEV and PHEV Passenger Cars: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). This table shows the number of new registrations. 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). Total increase consists of sales of brand new cars and of import of occasions.

PHEV passenger cars with the largest increase and decrease in April 2019[5]



The total increase of PHEV Passenger Cars in April was 454. The cars mentioned in the graph represent 58% (263) of the total increase.

The total decrease (export, theft, destruction) of PHEV Passenger Cars in April was 746. The cars mentioned in the graph represent 89% (666) 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.[6]				
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.[6]				
2030	100% of all new passenger cars sold will be zero-emission.[7]				
Realization[8]					
	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)	7.1%	0.0%	7.1%	1.5%	8.6%

Most recent available BEV passenger car models in The Netherlands[9]

Brand/Model	Electric range	Price	Available since
Tesla Model 3 Long Range RWD	405 – 565 km	€ 54,018	April 2019
Tesla Model 3 Standard Range Plus	310 – 435 km	€ 48,818	April 2019
Audi e-tron 55 quattro	310 – 405 km	€ 84,100	March 2019
Tesla Model 3 Long Range Performance	380 – 520 km	€ 69,218	February 2019
Tesla Model 3 Long Range Dual Motor	395 – 550 km	€ 59,318	February 2019
Kia e-Niro 64 kWh	320 – 435 km	€ 42,510	December 2018
BMW i3s 120 Ah	195 – 265 km	€ 45,693	October 2018
BMW i3 120 Ah	200 – 275 km	€ 41,994	October 2018

[6] http://www.greendeals.nl/wp-content/uploads/2016/04/Green-Deal-Electric-Transport-2016-2020.pdf
[7] 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
[8] 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.
[9] 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.

Smart EQ forfour	80 – 105 km	€ 23,995	September 2018
Renault Zoe R110	215 – 300 km	€ 35,090	September 2018
Renault Zoe R90	215 – 300 km	€ 32,890	August 2018
Hyundai Kona Electric 64 kWh	335 – 460 km	€ 40,995	August 2018
Smart EQ fortwo cabrio	80 – 105 km	€ 26,995	July 2018
Smart EQ fortwo coupe	85 – 120 km	€ 23,995	July 2018
Jaguar I-Pace	325 – 430 km	€ 81,810	June 2018
Nissan e-NV200 Evalia	160 – 215 km	€ 44,689	April 2018
Nissan LEAF (40kWh)	195 – 265 km	€ 38,940	February 2018

BEV passenger car models expected to be available soon in The Netherlands[9]

Brand/Model	Electric range	Price	To be available in
Volvo XC40 Electric	± 400 km	€ 60,000	March 2020
Polestar 2	375 – 515 km	€ 60,000	March 2020
Skoda e-Citigo	± 200 km	€ 22,000	February 2020
SEAT eMii	± 200 km	€ 22,000	February 2020
Opel e-Corsa	260 – 360 km	€ 32,500	February 2020
Volkswagen e-Up! Gen 2	± 200 km	€ 22,000	November 2019
Sono Sion	190 – 260 km	€ 26,000	November 2019
Hyundai IONIQ Gen 2 Electric	215 – 305 km	€ 35,000	September 2019
Peugeot e-208 GT	260 – 360 km	€ 32,500	September 2019
Renault Zoe Gen 2	305 – 420 km	€ 37,500	September 2019
Kia e-Soul 64 kWh	310 – 425 km	€ 40,000	September 2019
Hyundai Kona Electric 39 kWh	210 – 290 km	€ 35,000	September 2019
Kia e-Niro 39 kWh	200 – 275 km	€ 37,500	September 2019
Tesla Model 3 Mid Range	330 – 465 km	€ 50,000	September 2019
DS 3 Crossback E-Tense	240 – 325 km	€ 37,500	September 2019
Tesla Model 3 Standard Range	280 – 395 km	€ 41,500	September 2019
Mercedes EQC 400 4MATIC	305 – 400 km	€ 80,000	July 2019
Tesla Model X Standard Range	300 – 405 km	€ 88,120	July 2019
Tesla Model S Standard Range	350 – 475 km	€ 83,420	July 2019
Nissan LEAF E+	295 – 405 km	€ 45,850	June 2019
Tesla Model X Performance	380 – 505 km	€ 106,220	June 2019
Tesla Model S Performance	430 – 585 km	€ 101,720	June 2019
Tesla Model S Ludicrous Performance	430 – 585 km	€ 111,920	June 2019
Tesla Model X Ludicrous Performance	380 – 505 km	€ 115,920	June 2019
Tesla Model X Long Range	390 – 520 km	€ 97,720	June 2019
Tesla Model S Long Range	440 – 600 km	€ 93,020	June 2019

Export[5]

	2016	2017	2018	March 2019	April 2019
Passenger Car (BEV)	545	630	1,460	103	102
Passenger Car (PHEV)	923	3,056	5,088	811	740
Commercial Car ≤ 3.5 tons (BEV)[10]	149	58	30	3	2
Total	**1,617**	**3,744**	**6,548**	**917**	**844**

Shared cars[11]

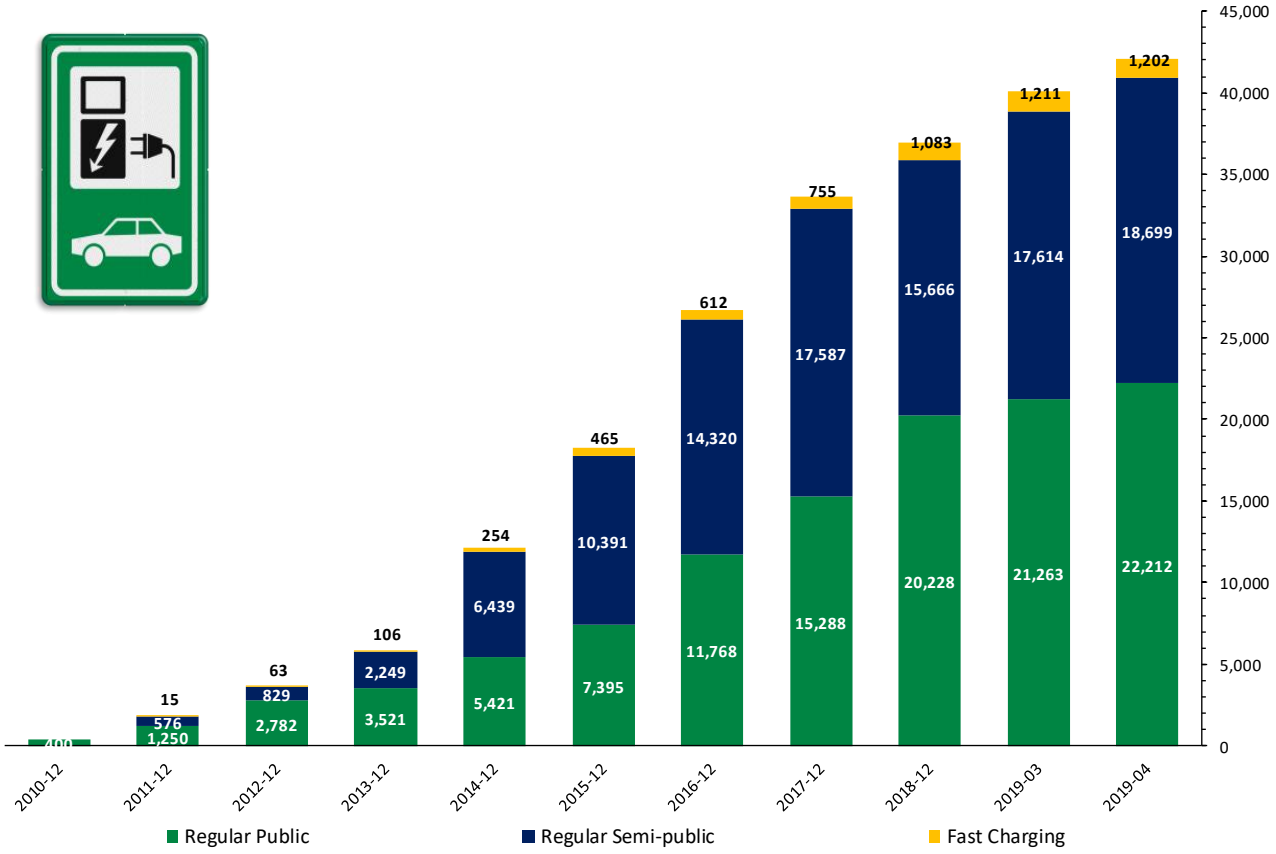
	2016	2017	2018
Shared cars (all fuels)	25,128	30,697	41,191
People sharing cars	n.a.	n.a.	400,000
Share of electric cars (BEV and PHEV) in total number of shared cars	4.5%	4.1%	6.4%

[10] Due to corrections the numbers shown are different from those published before. The numbers are approximations because in the data source for some car models it is not possible to determine if it is a BEV. Only the vehicles of which we are certain that they are BEV's are taken into account here.
[11] https://www.crow.nl/dashboard-autodelen/home The numbers are determined in spring each year.

Number of charging points[12]

Number installed at	31-12-2016	31-12-2017	31-12-2018	31-03-2019	30-04-2019
Regular charging points					
Public (24/7 publicly accessible)	11,768	15,288	20,228	21,263	22,212
Semi-public (limited publicly accessible)[13]	14,320	17,587	15,666	17,614	18,699
Regular Public + Semi-public	26,088	32,875	35,894	38,877	40,911
Fast charging					
Fast charging points - Public and semi-public	612	755	1,083	1,211	1,202
Fast charging locations[14]		178	186	206	204
Private charging points[15]					
	72,000	80,000	100,000		

Development in the number of charging points[12]



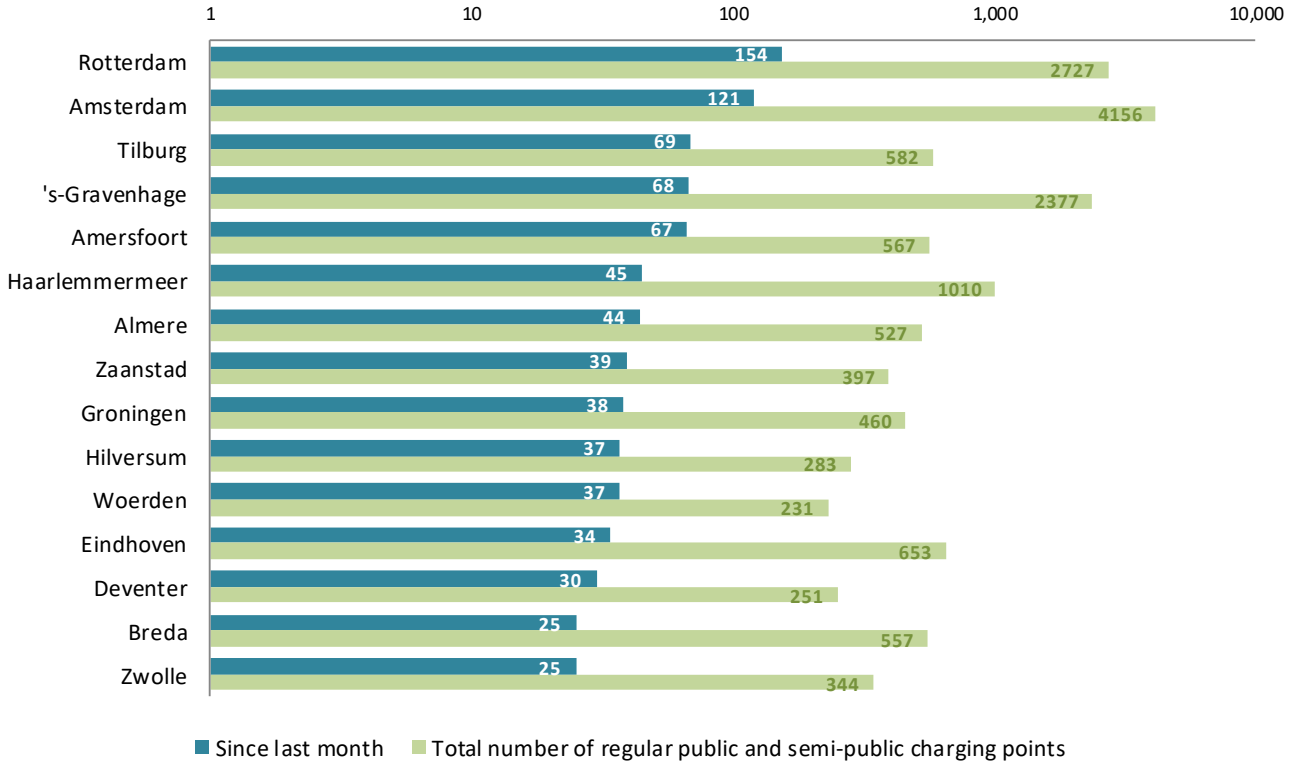
[12] Based on data by stichting e-laad, EV-Box B.V., NUON and Essent, The New Motion (data up to 31-10-2012) and Eco-movement (starting with data as of 30-11-2012). Up to 28-02-2014 the assumption is made that charging points from e-laad, Nuon and Essent are public and the others semi-public. As of 31-03-2014 Eco-movement (www.eco-movement.com/www.oplaadpalen.nl) states whether charging points are public or semi-public.
The number of charging points reported are in fact the number of charging station connectors (sockets/plugs). In practice the number of charging points and the number of connectors (sockets/plugs) are equal, except in the case of fast charging stations with 3 connectors, because not more than 2 can be active at the same time (approx. 800 connectors of which 2/3 (533) can be simultaneously active).

[13] 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.

[14] Fast charging location = geographical location consisting of one or more chargers with an electric power of >22kW (mostly 43kW and 50kW).

[15] Estimation based on research in 2012. Further estimation and extrapolation for following years. This estimation will be carried out 4 times a year.

Municipalities with the largest increase in number of charging points since last month [12]



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).

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