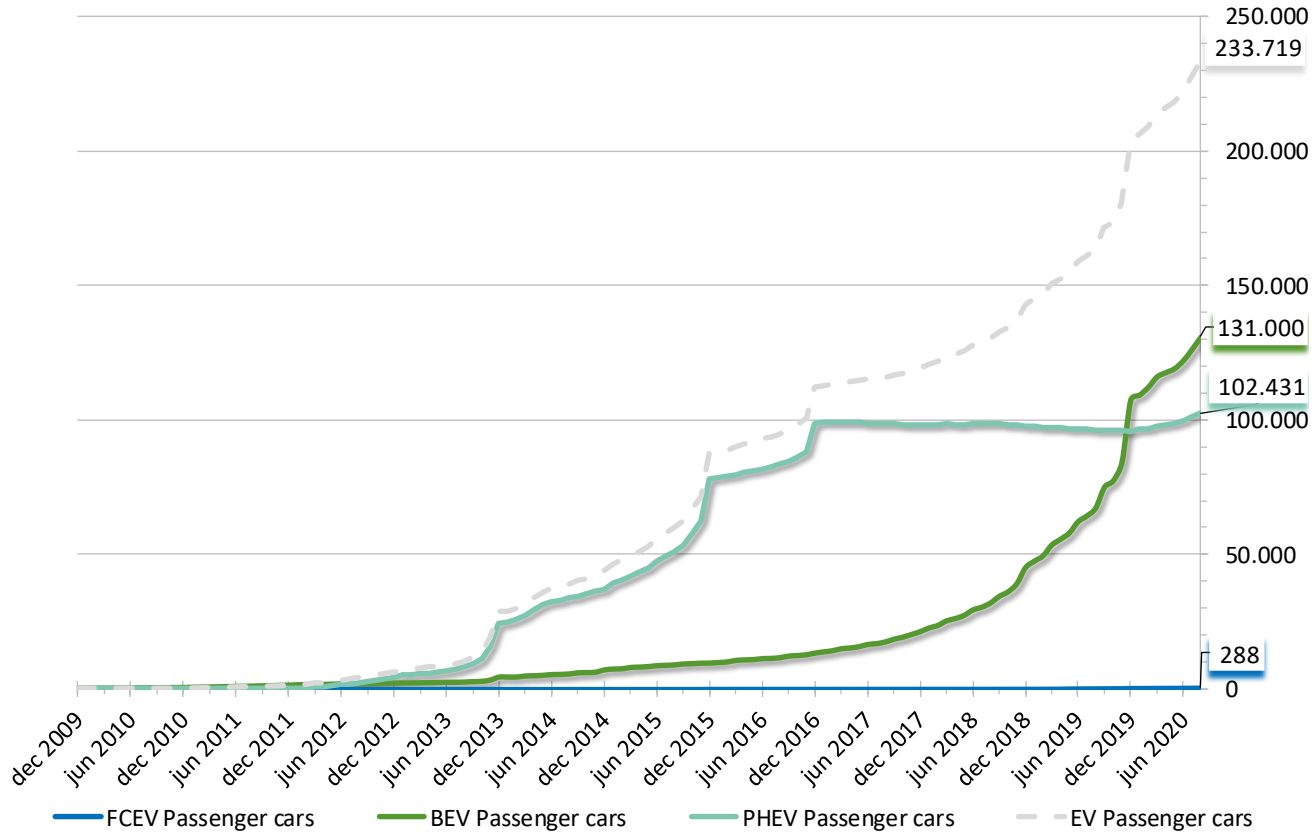
Statistics Electric Vehicles in the Netherlands (up to and including August 2020)

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	2016	2017	2018	2019	July 2020	Aug 2020
Passenger Car – BEV	13,105	21,115	44,984	107,536	126,425	131,000
Passenger Car – FCEV	30	41	50	215	277	288
Passenger Car – PHEV	98,903	98,217	97,702	95,885	101,204	102,431
Subtotal	**112,038**	**119,373**	**142,736**	**203,636**	**227,906**	**233,719**
Commercial Car ≤ 3.5 tons	1,628	2,208	3,196	4,501	5,092	5,165
Commercial Car > 3.5 tons	66	81	94	173	154	151
Bus	168	296	404	789	903	903
Trike / Quadricycle	1,007	1,134	1,257	1,428	1,464	1,466
Motorbike	316	446	608	732	899	911
Light moped 45 km/h	3,775	4,376	5,302	8,009	10,040	10,584
Light moped 25 km/h	32,496	37,652	26,968	32,357	38,852	39,984
Speed Pedelec (>25km/h)[3]			16,312	19,687	22,186	22,574
Microcar 45 km/h	258	316	377	671	1,276	1,342
Total	**151,752**	**165,882**	**197,249**	**271,983**	**307,869**	**315,896**

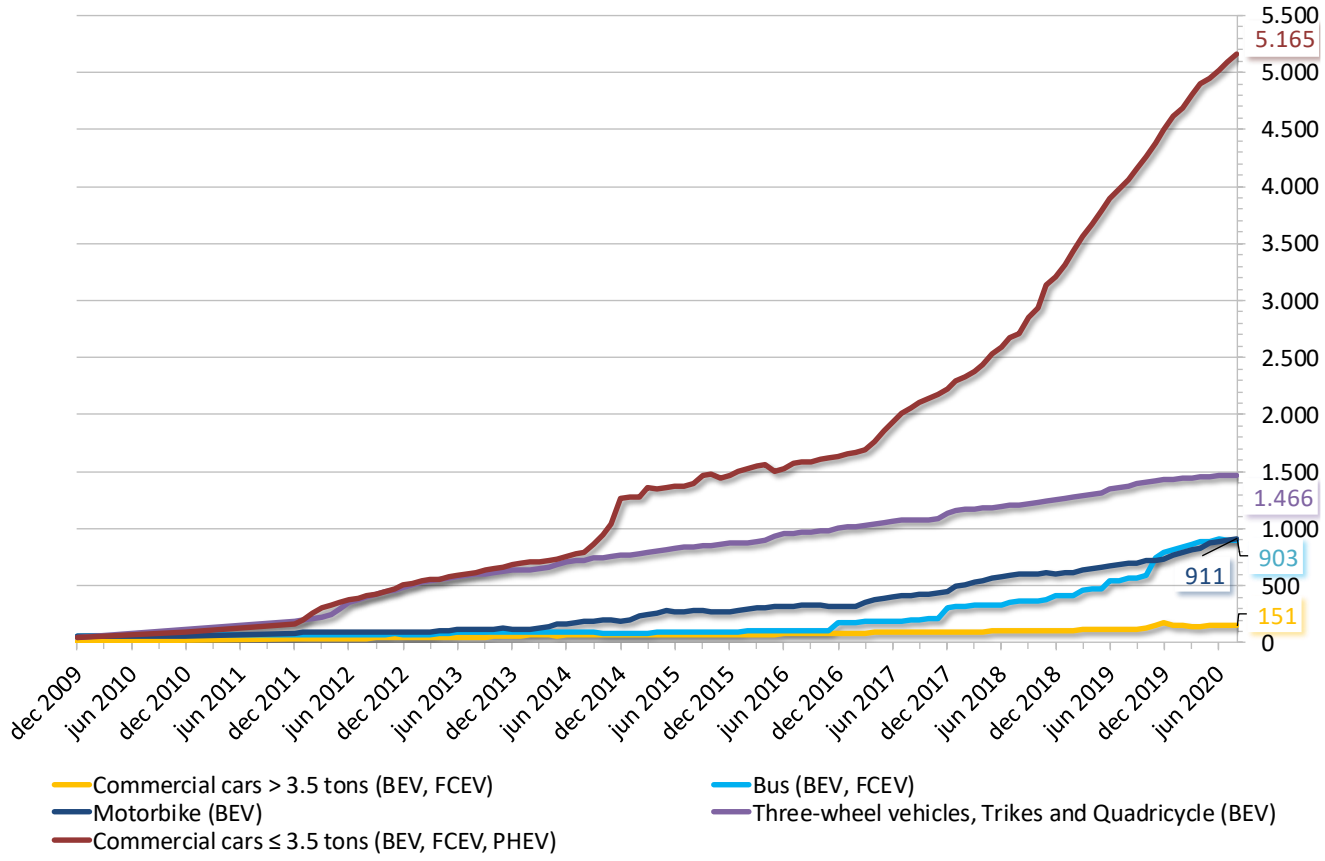
Development in the number of electric vehicles registered in The Netherlands (fleet)[2]



[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 (M1, PHEV): full hybrid vehicles (HEV) excluded; Commercial Car ≤ 3.5 tons (N1): Including: BEV, FCEV, PHEV; Commercial Car > 3. 5 tons (N2, N3): BEV, FCEV; Bus (M2, M3): BEV, FCEV, Including approx. 40 trolley 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 (MoM)	Since the same month in the previous year (YoY)
1	Tesla Model 3	33.255	622	25.427
2	Tesla Model S	12.780	-35	149
3	Nissan Leaf	10.123	217	2.908
4	Volkswagen Golf	9.826	317	4.169
5	Hyundai Kona	8.455	314	4.776
6	Kia Niro	7.392	609	5.144
7	Renault Zoe	7.288	340	2.576
8	BMW i3	6.886	95	1.930
9	Tesla Model X	5.213	5	435
10	Jaguar I-Pace	4.343	2	657

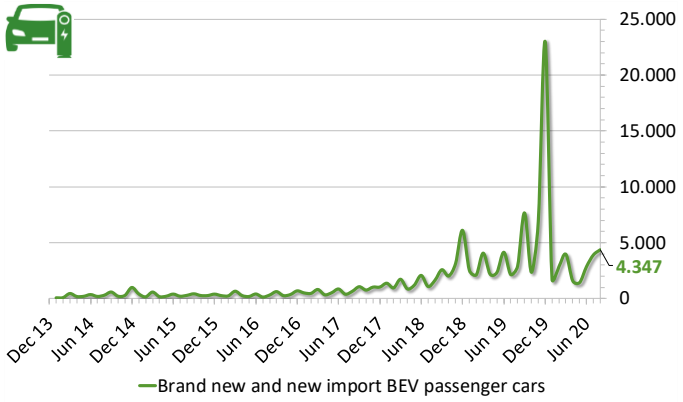
Top 5 models of plug-in hybrid electric vehicles registered in The Netherlands (fleet)[2]

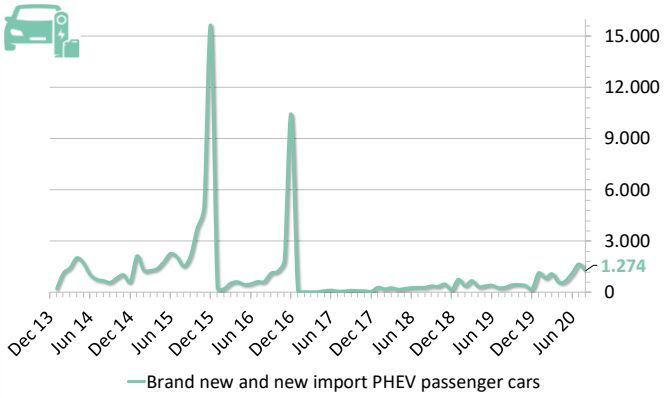
Position	Brand/Model	Number	Since last month (MoM)	Since the same month in the previous year (YoY)
1	Mitsubishi Outlander	22.326	-42	-699
2	Volvo V60	11.943	-47	-1.041
3	Volkswagen Golf	10.015	-62	-723
4	Volkswagen Passat	7.931	-1	-132
5	Volvo XC90	6.334	67	618

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

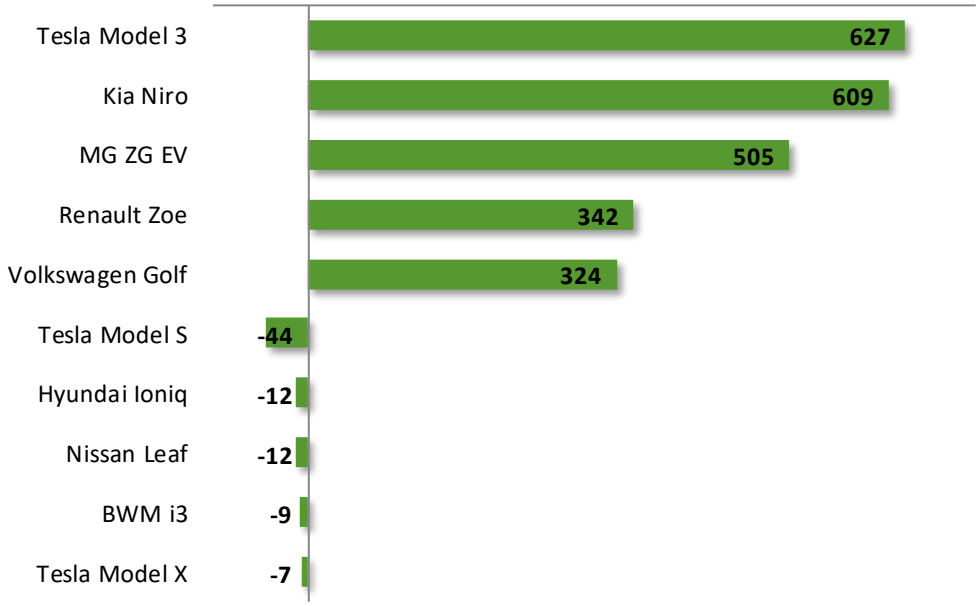
New registrations (sales) Passenger Cars	2017		2018		2019		July 2020		August 2020	
New registrations	417,849	100%	450,097	100%	452,875	100%	34,853	100%	26,352	100%
Of which EV	9,194	2.2%	27,983	6.2%	67,318	14.9%	5,550	15.9%	5,629	21.2%
- Of which BEV	9,194	1.9%	24,434	5.4%	62,004	13.7%	3,877	11.1%	4,347	16.3%
- Of which FCEV	5	0.0%	13	0.0%	156	0.0%	5	0.0%	8	0.0%
- Of which PHEV	1,130	0.3%	3,536	0.8%	5,158	1.1%	1,688	4.8%	1,274	4,8%

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





BEV passenger cars with the largest increase and decrease in August 2020[6]



The total increase of BEV passenger cars was 4,690. The cars mentioned in the graph represent 51% (2,407) of the total increase.

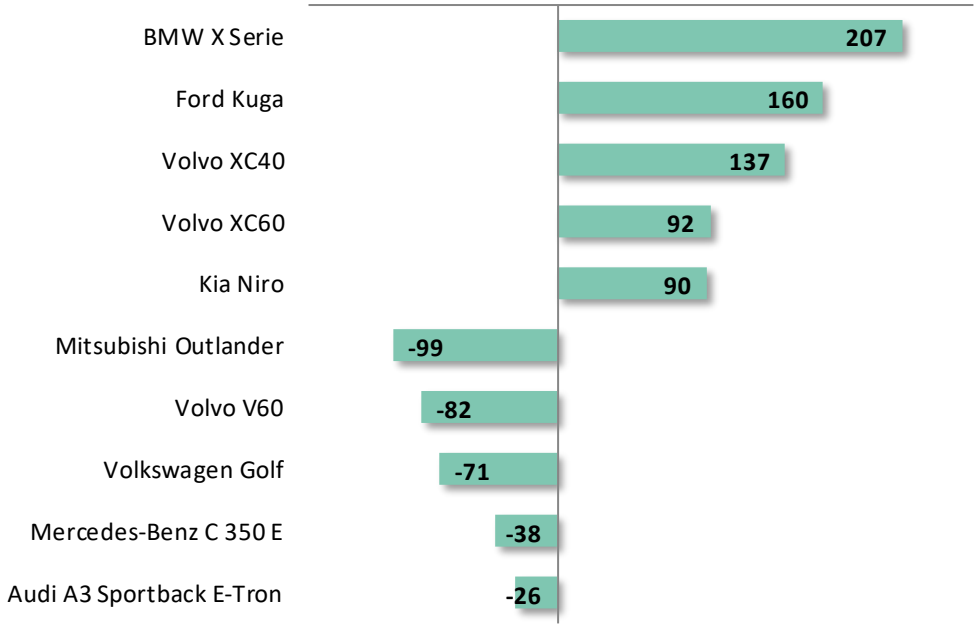
The total decrease (export, theft, destruction) of BEV passenger cars was 121. The cars mentioned in the graph represent 69% (84) of the total decrease.

[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, occasion import excluded. 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 (> 90 days old) 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 (≤ 90 days old) and occasion import (> 90 days old). Decrease consists of export (97 - 99%), theft (0.8 - 2.4%), destruction, etc.

PHEV passenger cars with the largest increase and decrease in August 2020[6]



The total increase of PHEV passenger cars was 1,673. The cars mentioned in the graph represent 41% (686) of the total increase.

The total decrease (export, theft, destruction) of PHEV passenger cars was 450. The cars mentioned in the graph represent 70% (316) 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	0.9%	0.0%	0.9%	3.1%	4.0%
2015	0.8%	0.0%	0.8%	8.9%	9.7%
2016	1.1%	0.0%	1.1%	4.8%	5.9%
2017	1.9%	0.0%	1.9%	0.3%	2.2%
2018	5.4%	0.0%	5.4%	0.8%	6.2%
2019	13.7%	0.0%	13.7%	1.1%	14.8%
2020 YtD	10.2%	0.0%	10.2%	3.8%	14.0%

[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 weighting corrections with retroactive effect, the realization percentages differ slightly from publications before Dec. 2019. 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.

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

Brand/Model	Segment	Electric range	Price	Available since
Polestar 2	D	320 - 430 km	€ 59.800	aug 2020
Peugeot e-2008 SUV	B	210 - 285 km	€ 40.930	jul 2020
Kia e-Soul 64 kWh	B	305 - 415 km	€ 41.995	jul 2020
Kia e-Soul 39 kWh	B	195 - 265 km	€ 33.995	jul 2020
Audi e-tron Sportback 55 quattro	E+	325 - 425 km	€ 73.900	jul 2020
Jaguar I-Pace EV400	E+	315 - 410 km	€ 81.855	jul 2020
Hyundai Kona Electric 39 kWh	B	215 - 295 km	€ 36.795	mei 2020
Porsche Taycan 4S	E+	315 - 425 km	€ 109.900	mei 2020
Porsche Taycan 4S Plus	E+	365 - 495 km	€ 116.786	apr 2020
Mini Electric	B	155 - 215 km	€ 34.900	mrt 2020
Opel Corsa-e	B	230 - 315 km	€ 30.499	mrt 2020
SEAT Mii Electric	A	165 - 225 km	€ 23.400	feb 2020
Peugeot e-208	B	230 - 320 km	€ 36.250	feb 2020
Volkswagen e-Up!	A	165 - 225 km	€ 23.475	jan 2020
Skoda CITIGOe iV	A	165 - 225 km	€ 23.290	jan 2020
Smart EQ fortwo coupe	A	85 - 115 km	€ 23.995	jan 2020
Smart EQ fortwo cabrio	A	80 - 110 km	€ 26.995	jan 2020
Smart EQ forfour	A	80 - 110 km	€ 23.995	jan 2020
DS 3 Crossback E-Tense	B	210 - 285 km	€ 43.190	jan 2020
Kia e-Niro 64 kWh	C	315 - 425 km	€ 44.995	jan 2020
Porsche Taycan Turbo S	E+	325 - 435 km	€ 191.000	jan 2020
Porsche Taycan Turbo	E+	340 - 450 km	€ 157.100	jan 2020
Audi e-tron 55 quattro	E+	315 - 410 km	€ 71.500	dec 2019
Renault Zoe ZE50 R110	B	265 - 365 km	€ 33.590	nov 2019
MG ZS EV	B	190 - 255 km	€ 30.985	nov 2019
Hyundai Kona Electric 64 kWh	B	335 - 460 km	€ 41.595	nov 2019
Renault Zoe ZE50 R135	B	260 - 355 km	€ 35.190	nov 2019
Hyundai IONIQ Electric	C	205 - 290 km	€ 36.995	okt 2019
Mercedes EQC 400 4MATIC	D	315 - 420 km	€ 77.935	sep 2019
Tesla Model X Performance	E+	375 - 500 km	€ 107.005	jul 2019
Nissan Leaf e+	C	275 - 375 km	€ 45.850	jun 2019
Tesla Model X Long Range	E+	385 - 510 km	€ 90.005	jun 2019
Tesla Model 3 Standard Range Plus	D	255 - 360 km	€ 49.995	apr 2019
Tesla Model S Long Range	E+	435 - 590 km	€ 84.005	apr 2019
Tesla Model S Performance	E+	425 - 575 km	€ 101.005	apr 2019
Tesla Model 3 Long Range Dual Motor	D	375 - 520 km	€ 59.995	feb 2019
Tesla Model 3 Long Range Performance	D	365 - 500 km	€ 65.595	feb 2019
BMW i3 120 Ah	B	200 - 275 km	€ 42.411	okt 2018
BMW i3s 120 Ah	B	195 - 265 km	€ 46.106	okt 2018
Nissan e-NV200 Evalia	C	160 - 215 km	€ 45.173	apr 2018
Nissan Leaf	C	185 - 250 km	€ 36.990	feb 2018

[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.

Opel Ampera-e	B	285 - 385 km	€ 34.149	sep 2017
Renault Kangoo Maxi ZE 33	C	140 - 185 km	€ 38.529	jul 2017
Volkswagen e-Golf	C	160 - 215 km	€ 34.005	mei 2017

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

Brand/Model	Segment	Electric range	Price	To be available in
Honda e	B	145 - 195 km	€ 35.330	sep 2020
Honda e Advance	B	145 - 195 km	€ 38.330	sep 2020
Mazda MX-30	C	- km	€ 33.990	sep 2020
Citroen e-C4	C	210 - 285 km	€ 40.000	sep 2020
Volkswagen ID.3 1st	C	285 - 390 km	€ 37.990	sep 2020
Jaguar I-Pace EV320	E+	315 - 410 km	€ 65.990	sep 2020
Volvo XC40 P8 AWD Recharge	C	- km	€ 59.900	okt 2020
Lexus UX 300e Electric	C	230 - 310 km	€ 49.990	okt 2020
Aiways U5	C	285 - 380 km	€ 37.500	okt 2020
Audi e-tron S 55 quattro	E+	280 - 360 km	€ 97.500	okt 2020
Audi e-tron S Sportback 55 quattro	E+	285 - 375 km	€ 100.000	okt 2020
Mercedes EQV 300 Lang	C	285 - 370 km	€ 74.140	okt 2020
Fiat 500e Cabrio	B	210 - 290 km	€ 38.900	nov 2020
Fiat 500e Hatchback	B	210 - 290 km	€ 35.900	nov 2020
Volkswagen ID.3 Pro S	C	370 - 500 km	€ 43.000	nov 2020
Volkswagen ID.3 Pro Performance	C	285 - 390 km	€ 37.500	nov 2020
BMW iX3	D	305 - 410 km	€ 71.000	jan 2021
Renault Twingo Electric	A	115 - 155 km	€ 20.590	feb 2021
Opel Mokka-e	B	215 - 290 km	€ 37.500	feb 2021
Skoda Enyaq iV 80	C	355 - 480 km	€ 45.000	feb 2021
Ford Mustang Mach-E SR RWD	D	- km	€ 49.925	feb 2021
Ford Mustang Mach-E ER RWD	D	- km	€ 58.075	feb 2021
Ford Mustang Mach-E SR AWD	D	- km	€ 57.665	feb 2021
Ford Mustang Mach-E ER AWD	D	- km	€ 67.140	feb 2021
Volkswagen ID.3 Pure	C	230 - 315 km	€ 30.000	mrt 2021
Volkswagen ID.3 Pro	C	295 - 400 km	€ 35.000	mrt 2021
Skoda Enyaq iV 60	C	270 - 370 km	€ 39.990	mrt 2021
Tesla Model Y Long Range Dual Motor	D	- km	€ 65.018	mrt 2021
Tesla Model Y Long Range Performance	D	- km	€ 71.018	mrt 2021
Lightyear One	E+	460 - 695 km	€ 149.990	mrt 2021
Skoda Enyaq iV 50	C	245 - 335 km	€ 35.000	jun 2021
Skoda Enyaq iV 80X	C	335 - 445 km	€ 48.000	jun 2021
Skoda Enyaq iV RS	C	325 - 430 km	€ 52.500	jun 2021
Nissan Ariya 63kWh	C	280 - 375 km	€ 45.000	okt 2021
Nissan Ariya 87kWh	C	375 - 500 km	€ 50.000	okt 2021
Nissan Ariya e-4ORCE 63kWh	C	275 - 370 km	€ 50.000	okt 2021
Nissan Ariya e-4ORCE 87kWh	C	355 - 475 km	€ 57.500	okt 2021
Nissan Ariya e-4ORCE 87kWh Performance	C	325 - 425 km	€ 65.000	okt 2021
Byton M-Byte 72 kWh 2WD	E+	275 - 365 km	€ 55.000	nov 2021
Byton M-Byte 95 kWh 4WD	E+	335 - 440 km	€ 65.000	nov 2021

Byton M-Byte 95 kWh 2WD	E+	345 - 450 km	€ 62.500	nov 2021
Sono Sion	C	190 - 260 km	€ 26.000	mrt 2022

Export[11]

	2016	2017	2018	2019	July 2020	Aug 2020
Passenger Car (BEV)	545	630	1,460	1,355	108	113
Passenger Car (PHEV)	923	3,056	5,088	8,610	555	439
Commercial Car ≤ 3.5 tons (BEV)	149	58	30	57	4	3

Shared cars[12]

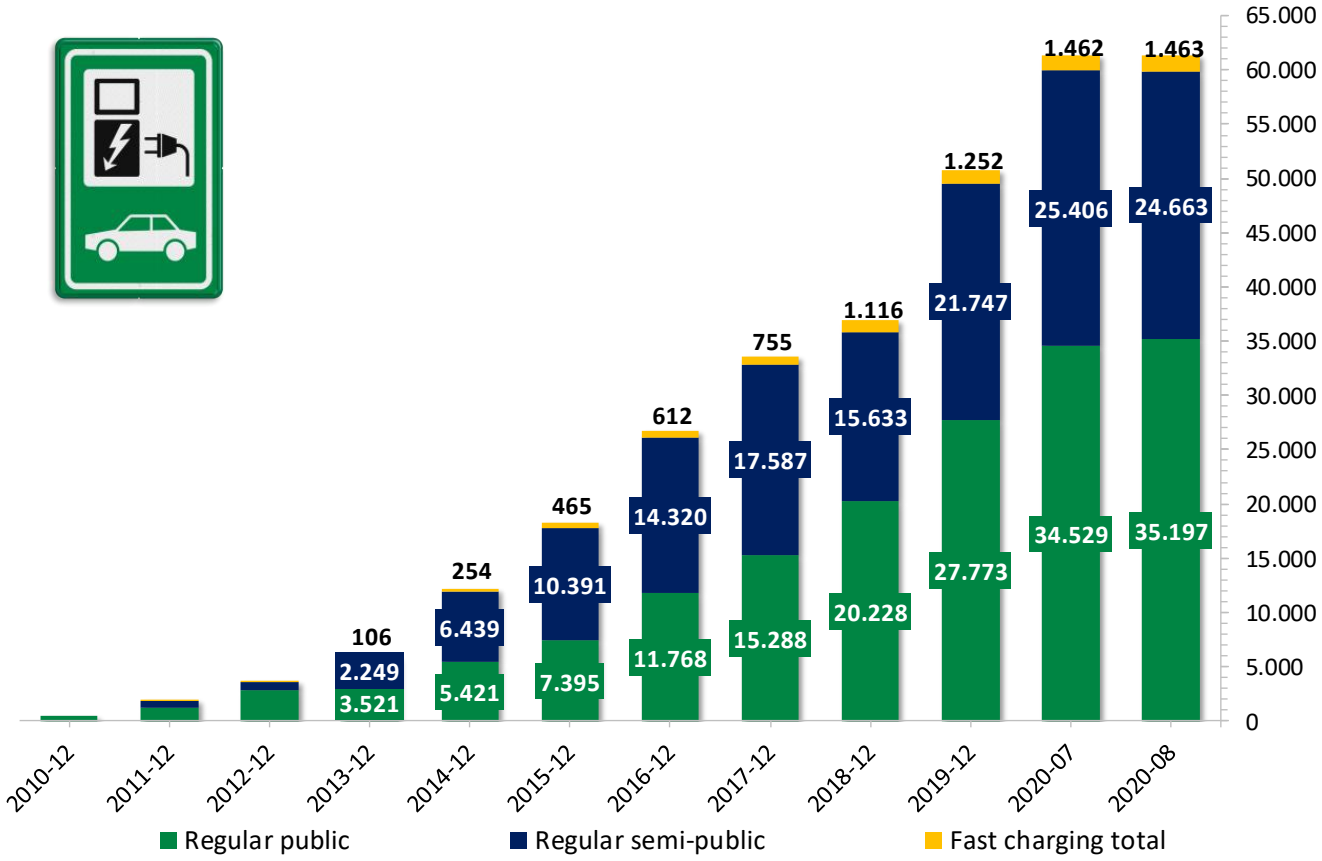
	2016	2017	2018	2019
Shared cars (all fuels)	25,128	30,697	41,191	51,149
People sharing cars	n.a.	n.a.	400,000	515,000
Share of electric cars (BEV and PHEV) in total number of shared cars	4.5%	4.1%	6.4%	6.8%

Number of charging points[13]

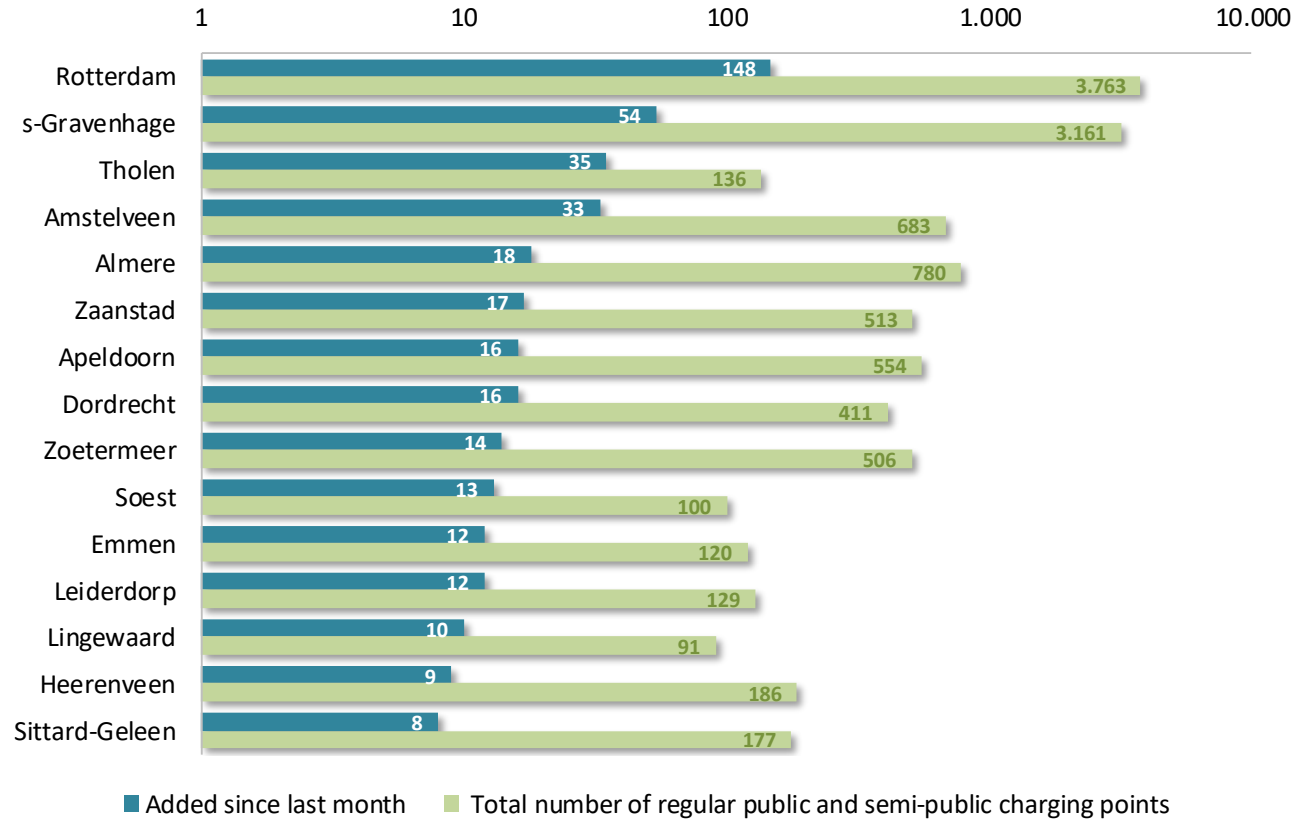
Number of charging points at the end of	2016	2017	2018	2019	July 2020	Aug 2020
Regular public (24/7 publicly accessible)	11,768	15,288	20,228	27,773	34,529	35,197
Regular semi-public (limited publicly accessible)[14]	14,320	17,587	15,633	21,747	25,406	24,663
Regular Public + Semi-public	*26,088*	*32,875*	*35,861*	*49,520*	*59,935*	*59,860*
Fast charging points, Public + Semi-public[15]	612	755	1,116	1,262	1,462	1,463
Fast charging locations[16]	148	178	197	339	356	356
Private charging points[17]	~65,000	~70,000	~83,000	~118,000	~132,000	~135,000

[11] Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl).
[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 electric cars).
[16] Fast charging location = geographical location consisting of one or more chargers with an electric power of > 22kW.
[17] Estimation based on research in 2020; 58% of EV owners have a private charger according to the Nationaal Laadonderzoek.

Development in the number of charging points[13]



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 notification of the statistics-update, please send an email to elektrischrijden@rvo.nl.