



Netherlands Enterprise Agency

Note: since 1-1-2022 onwards we have implemented data improvements that can lead to changes in statistics from previous publications:

- Trade-in-stock is now included in new sales statistics
 - Due to retroactive application, new historic overviews have been made
- Our algorithms for brand/models have been updated, so that various variants/ battery sizes of the same model are now grouped more accurately

Electric Vehicles Statistics in the Netherlands

Up to and including February 2022 | Last update: 14 March, 2022

This publication is made by the EV Monitor Team at **Netherlands Enterprise Agency**,
on the authority of the [Ministry of Infrastructure and Water Management](#).

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Summary of Dutch EV statistics as of 28 February 2022

February 2022

BEV (Battery Electric Vehicle)

- The number of BEV passenger cars in the fleet increased to 253,743 (+5,074 / +2.04% Month-over-Month).
- The number of new sales of BEV passenger cars was 3,557, representing a monthly sales market share of 15.6%.
- BEV passenger car new sales top 3 in this month: Kia Niro, Skoda Enyaq, Audi Q4 E-Tron.

FCEV (Fuel-Cell Electric Vehicle)

- The number of FCEV passenger cars in the fleet increased to 496 (+5 / +1.02% MoM).

PHEV (Plugin-Hybrid Electric Vehicle)

- The number of PHEV passenger cars in the fleet increased to 144,959 (+3,450 / +2.44% MoM)
- The number of new sales of PHEV passenger cars was 2,670, representing a monthly sales market share of 12%.

Charging Points (as EVSEs)

- The total number of regular charging points increased to 87,657, the total number of fast charging points is 2,958.



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Dutch ambition and realization - electric passenger cars

The table below shows the ambitions of the Dutch government towards zero-emission mobility for passenger cars in terms of new sales of passenger cars. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle

| Ambition | | | | | |
|---|---|------------------------------|-------|-------|-------|
| 2020 | 10% of all new passenger cars sold will have an electric powertrain and a plug ¹ . | | | | |
| 2025 | 50% of all new passenger cars sold will have an electric powertrain and a plug. At least 30% of these vehicles (15% of the total) will be zero emission (BEV or FCEV) ¹ . | | | | |
| 2030 | 100% of all new passenger cars sold will be zero emission ² . | | | | |
| Realization: EVs as percentage of new passenger car sales | | | | | |
| | All EVs (BEV, FCEV, PHEV) | Zero-emission (BEV, FCEV) | BEV | FCEV | PHEV |
| 2016 | 5.8% | 1.1% | 1.1% | 0.0% | 4.7% |
| 2017 | 2.2% | 1.9% | 2.0% | 0.0% | 0.3% |
| 2018 | 6.3% | 5.5% | 5.5% | 0.0% | 0.8% |
| 2019 | 14.9% | 13.7% | 13.7% | 0.03% | 1.2% |
| 2020 | 24.8% | 20.5% | 20.5% | 0.04% | 4.3% |
| 2021 | 29.8% | 20.0% | 20.0% | 0.04% | 9.7% |
| 2022 (YtD: Feb) | 24.6% | 11.8% | 11.8% | 0.02% | 12.8% |

¹ Source: [Green Deal on Electric Transport 2016-2020](#)

² Source: [Coalition Agreement 2017-2021](#), p. 43

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.



Fleet: Registered EV passenger cars and buses

The table below shows the amount of registered electric passenger cars (M1) and buses (M2+M3) in the Netherlands over time.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle

| Type of vehicle | Legend | 31-12-2017 | 31-12-2018 | 31-12-2019 | 31-12-2020 | 31-12-2021 | 28-02-2022 |
|--------------------------------|------------------------|------------|------------|------------|------------|------------|----------------|
| M1: Passenger cars (EV) | Amount in fleet | 117,826 | 138,204 | 196,817 | 270,668 | 381,823 | 399,198 |
| | % of total M1 fleet | 1.42% | 1.63% | 2.29% | 3.11% | 4.33% | 4.52% |
| M1: Passenger cars (BEV) | Amount in fleet | 20,810 | 43,510 | 105,016 | 172,524 | 243,662 | 253,743 |
| | % of total M1 fleet | 0.25% | 0.51% | 1.22% | 1.98% | 2.76% | 2.87% |
| M1: Passenger cars (FCEV) | Amount in fleet | 39 | 54 | 208 | 365 | 488 | 496 |
| | % of total M1 fleet | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% |
| M1: Passenger cars (PHEV) | Amount in fleet | 97,977 | 94,642 | 91,593 | 97,779 | 137,673 | 144,959 |
| | % of total M1 fleet | 1.17% | 1.12% | 1.06% | 1.13% | 1.56% | 1.64% |
| M2+M3: Buses (EV) | Amount in fleet | 316 | 421 | 797 | 1,218 | 1,397 | 1,415 |
| | % of total M2+M3 fleet | 3.8% | 4.20% | 7.82% | 12.65% | 15.26% | 15.38% |
| M2+M3: Buses (BEV) | Amount in fleet | 295 | 400 | 775 | 1,206 | 1,351 | 1,355 |
| | % of total M2+M3 fleet | 2.88% | 3.99% | 7.60% | 12.53% | 14.76% | 14.73% |
| M2+M3: Buses (FCEV) | Amount in fleet | 7 | 7 | 8 | 6 | 41 | 55 |
| | % of total M2+M3 fleet | 0.07% | 0.07% | 0.08% | 0.06% | 0.45% | 0.60% |
| M2+M3: Buses (PHEV) | Amount in fleet | 14 | 14 | 14 | 6 | 5 | 5 |
| | % of total M2+M3 fleet | 0.14% | 0.14% | 0.14% | 0.06% | 0.05% | 0.05% |

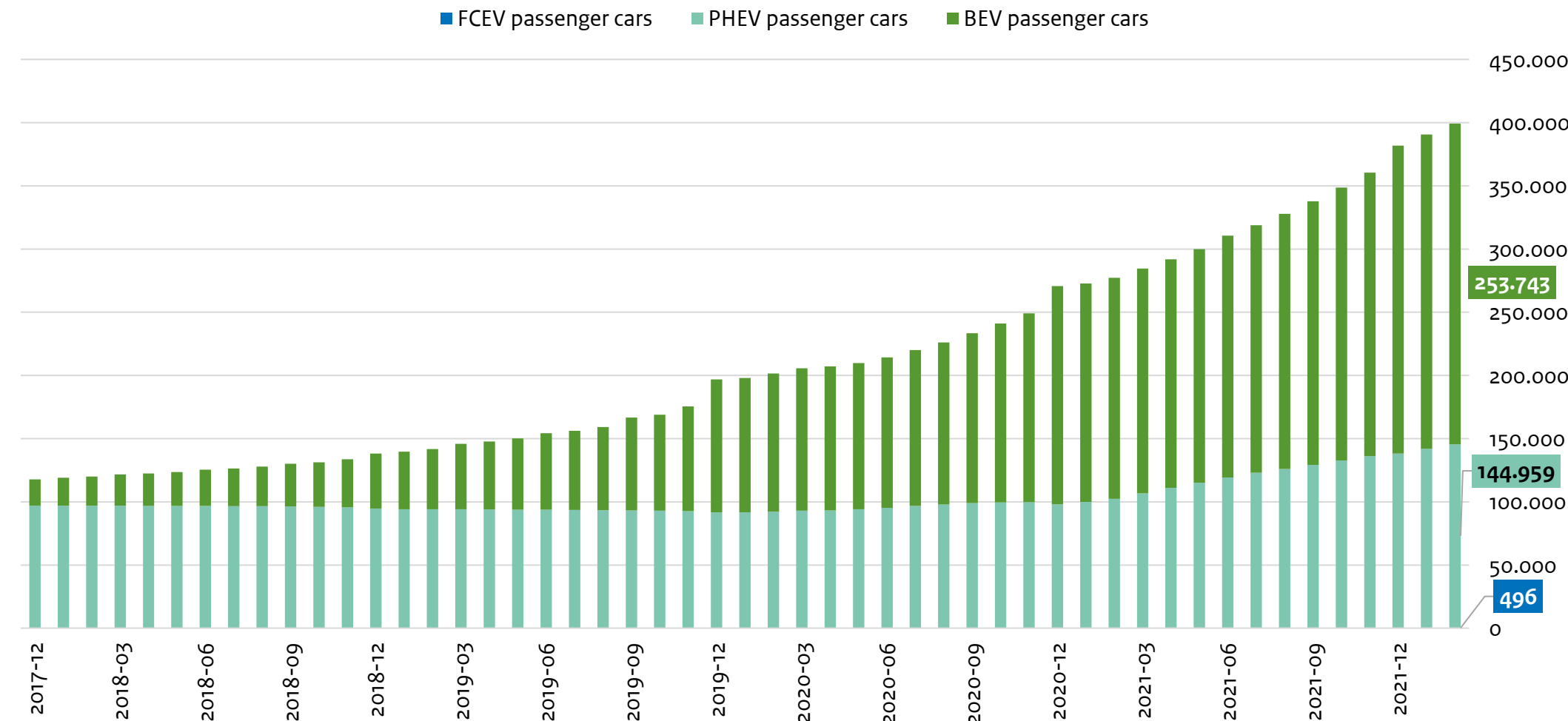
Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV). EV includes the sum of BEV, FCEV and PHEV. The electric busses (M2+M3) are mainly BEV and approximately 40 trolleybuses.



Fleet: Registered EV passenger cars

The graph below visualizes the amount of registered EV passenger cars (M1) in the Netherlands over time.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade cars included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).

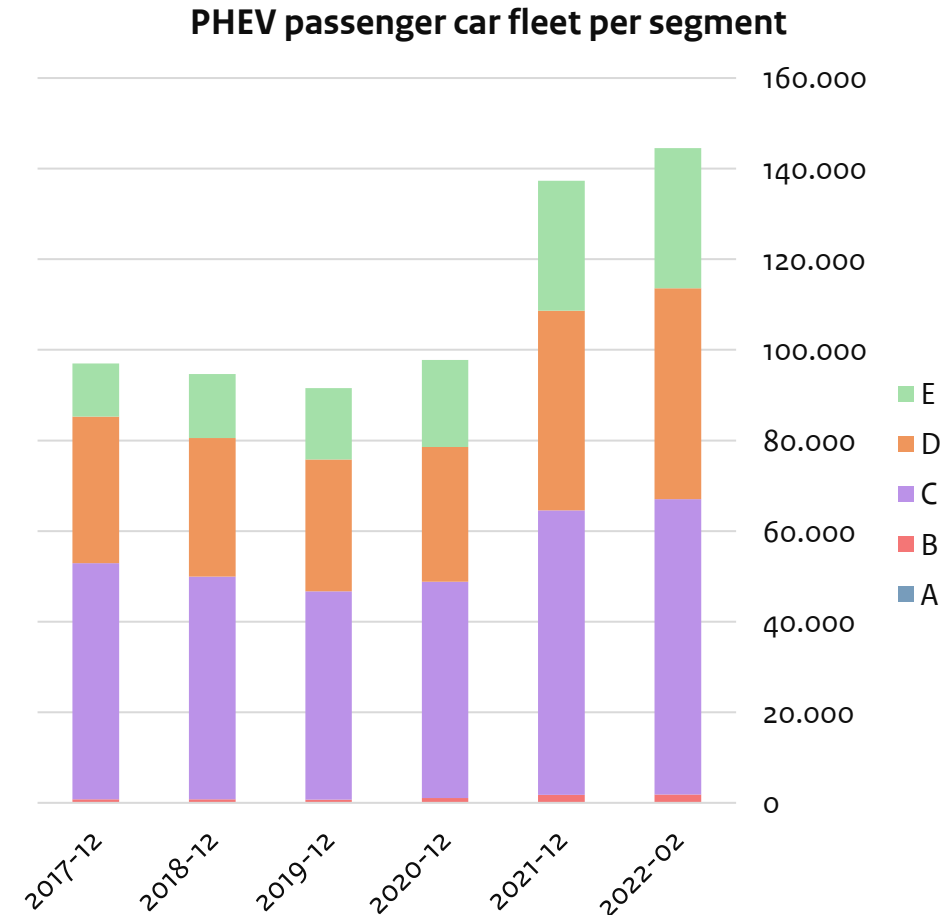
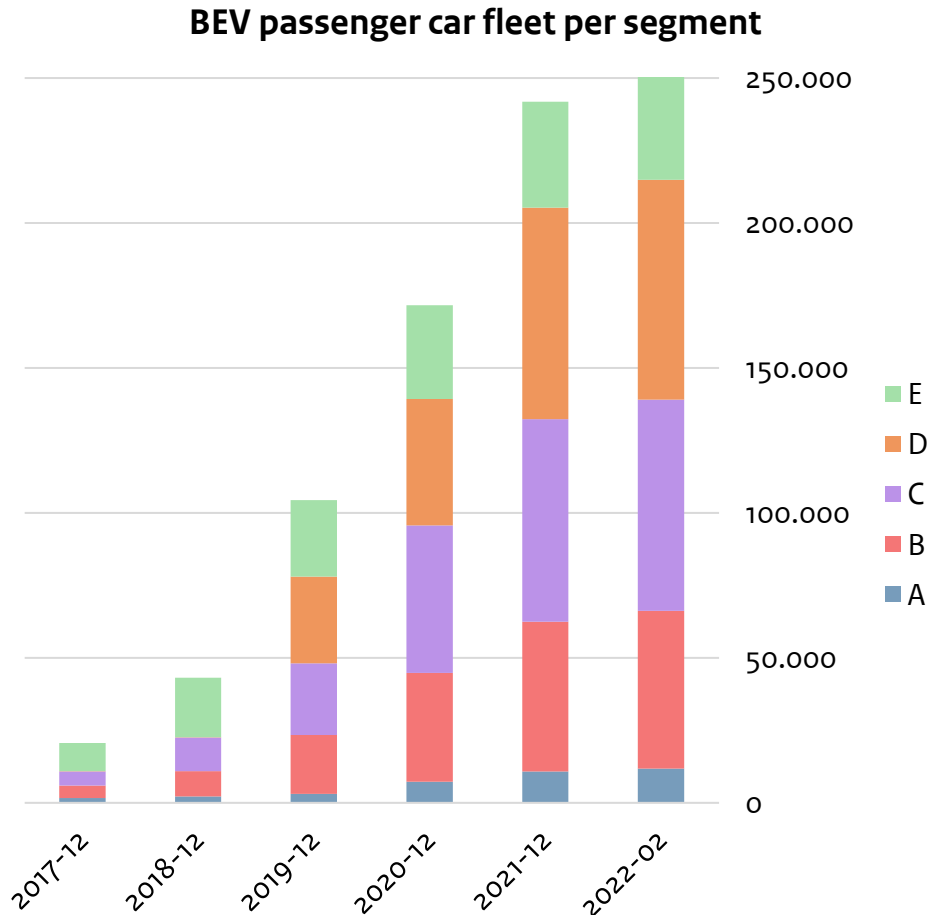


Fleet: Segments of BEV and PHEV passenger cars

Provided is a visualisation of various segments within the Battery Electric Vehicle (BEV) and Plug-in Hybrid Electric Vehicle (PHEV) passenger car fleet in the Netherlands. **Note:** The Fuel Cell Electric Vehicle (FCEV) models available on the market are segment D.

Segment legend: **A (mini):** city cars | **B (small):** supermini cars | **C (medium):** small family cars | **D (large):** large family cars | **E (executive):** executive + luxury cars

Electric Vehicle Statistics in The Netherlands – data up to and including February 2022



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade cars included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).



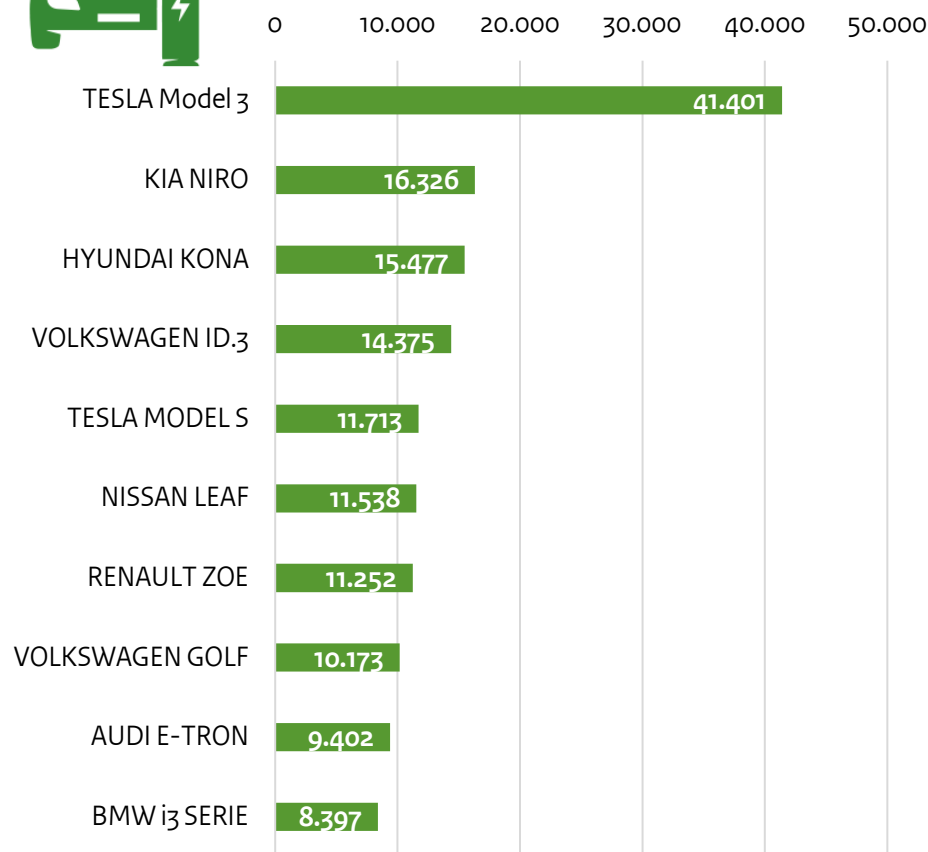
Fleet: Top 10 BEV and PHEV passenger car models

The graphs below visualize the top 10 most common registered EV passenger cars (M1) in the Netherlands as of **28 February 2022**.

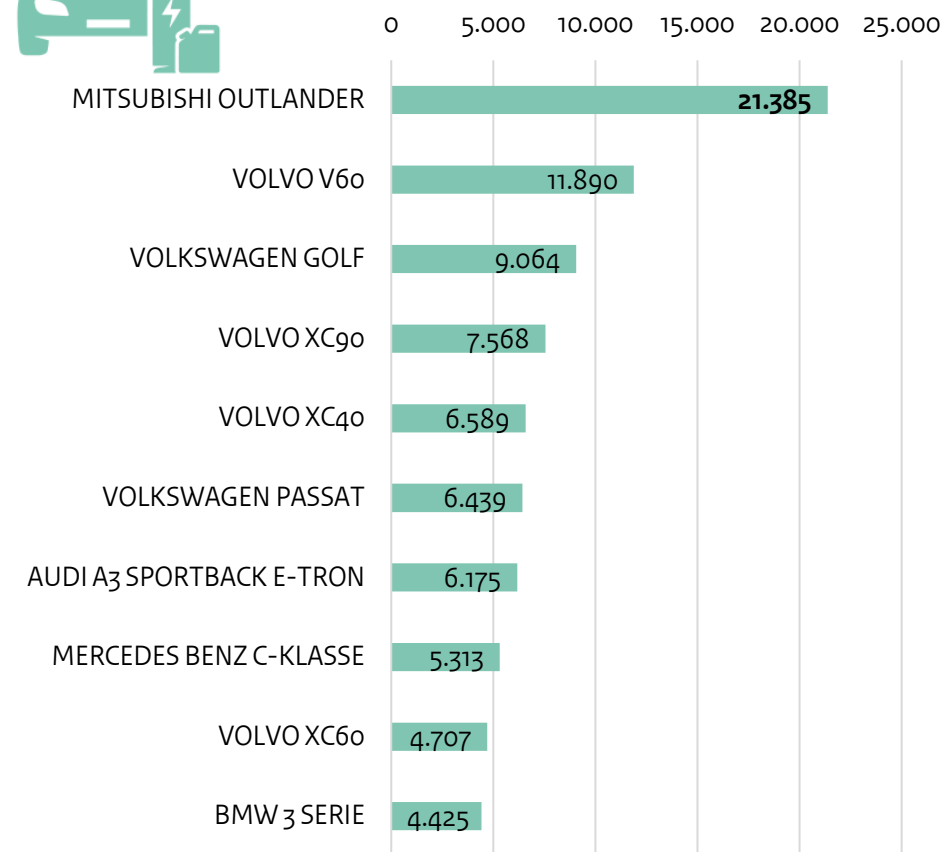
BEV = Battery Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



Number of BEV passenger cars in fleet



Number of PHEV passenger cars in fleet



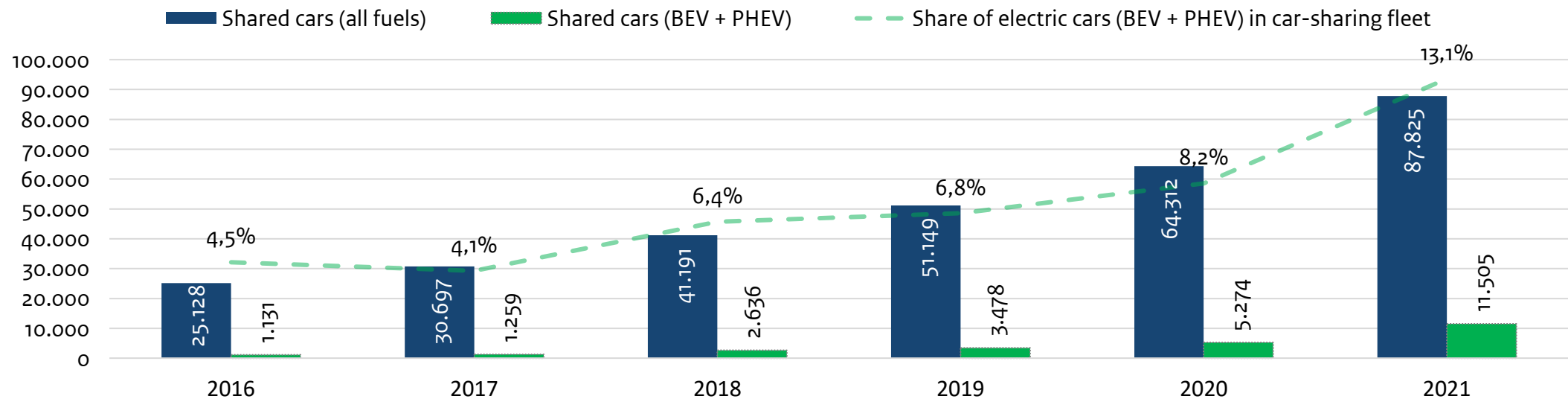
Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade cars included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV). The statistics per 1-1-2022 may differ from earlier publications due to data improvements.



Fleet: Number of cars in car sharing fleet

The table and graph below provide information about the state of car sharing in the Netherlands. More details can be found on the [website of CROW](#) (in Dutch).

BEV = Battery Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|--------|--------|---------|---------|---------|---------|
| Shared cars (all fuels) | 25,128 | 30,697 | 41,191 | 51,149 | 64,312 | 87,825 |
| Shared cars (BEV + PHEV) | 1,131 | 1,259 | 2,636 | 3,478 | 5,274 | 11,505 |
| Share of electric cars (BEV + PHEV) in car-sharing fleet | 4.5% | 4.1% | 6.4% | 6.8% | 8.2% | 13.1% |
| Share of battery electric cars (BEV) in car-sharing fleet | n.a. | n.a. | n.a. | n.a. | 6.0% | 10.1% |
| Share of plug-in hybrid electric cars (PHEV) in car-sharing fleet | n.a. | n.a. | n.a. | n.a. | 2.2% | 3% |
| People sharing cars | n.a. | n.a. | 400,000 | 515,000 | 730,000 | 970,000 |

Source: [CROW \(2021\)](#), the statistics are updated once a year. PHEV excludes hybrid electric vehicles (HEV).



Fleet: Registered EV commercial vehicles (N1, N2+N3)

The table below shows the amount of registered electric commercial vans (N1) and trucks (N2+N3) in the Netherlands over time.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle

| Type of vehicle | Legend | 31-12-2017 | 31-12-2018 | 31-12-2019 | 31-12-2020 | 31-12-2021 | 28-02-2022 |
|--|------------------------|------------|------------|------------|------------|------------|--------------|
| N1: Commercial Vans ≤ 3.5 tons (EV) | Amount in fleet | 2,161 | 3,120 | 4,355 | 5,979 | 9,069 | 9,835 |
| | % of total N1 fleet | 0.23% | 0.32% | 0.44% | 0.59% | 0.88% | 0.94% |
| N1: Commercial Vans ≤ 3.5 tons (BEV) | Amount in fleet | 2,156 | 3,113 | 4,343 | 5,937 | 8,978 | 9,728 |
| | % of total N1 fleet | 0.23% | 0.32% | 0.44% | 0.59% | 0.87% | 0.93% |
| N1: Commercial Vans ≤ 3.5 tons (FCEV) | Amount in fleet | 4 | 6 | 6 | 13 | 14 | 15 |
| | % of total N1 fleet | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| N1: Commercial Vans ≤ 3.5 tons (PHEV) | Amount in fleet | 1 | 1 | 6 | 29 | 77 | 92 |
| | % of total N1 fleet | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% |
| N2+N3: Commercial Trucks > 3.5 tons (EV) | Amount in fleet | 136 | 155 | 209 | 181 | 249 | 256 |
| | % of total N2+N3 fleet | 0.09% | 0.10% | 0.13% | 0.11% | 0.16% | 0.16% |
| N2+N3: Commercial Trucks > 3.5 tons (BEV) | Amount in fleet | 92 | 112 | 166 | 145 | 206 | 212 |
| | % of total N2+N3 fleet | 0.06% | 0.07% | 0.10% | 0.09% | 0.13% | 0.13% |
| N2+N3: Commercial Trucks > 3.5 tons (FCEV) | Amount in fleet | 5 | 4 | 6 | 8 | 14 | 15 |
| | % of total N2+N3 fleet | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% | 0.01% |
| N2+N3: Commercial Trucks > 3.5 tons (PHEV) | Amount in fleet | 39 | 39 | 37 | 28 | 29 | 29 |
| | % of total N2+N3 fleet | 0.03% | 0.02% | 0.02% | 0.02% | 0.02% | 0.02% |

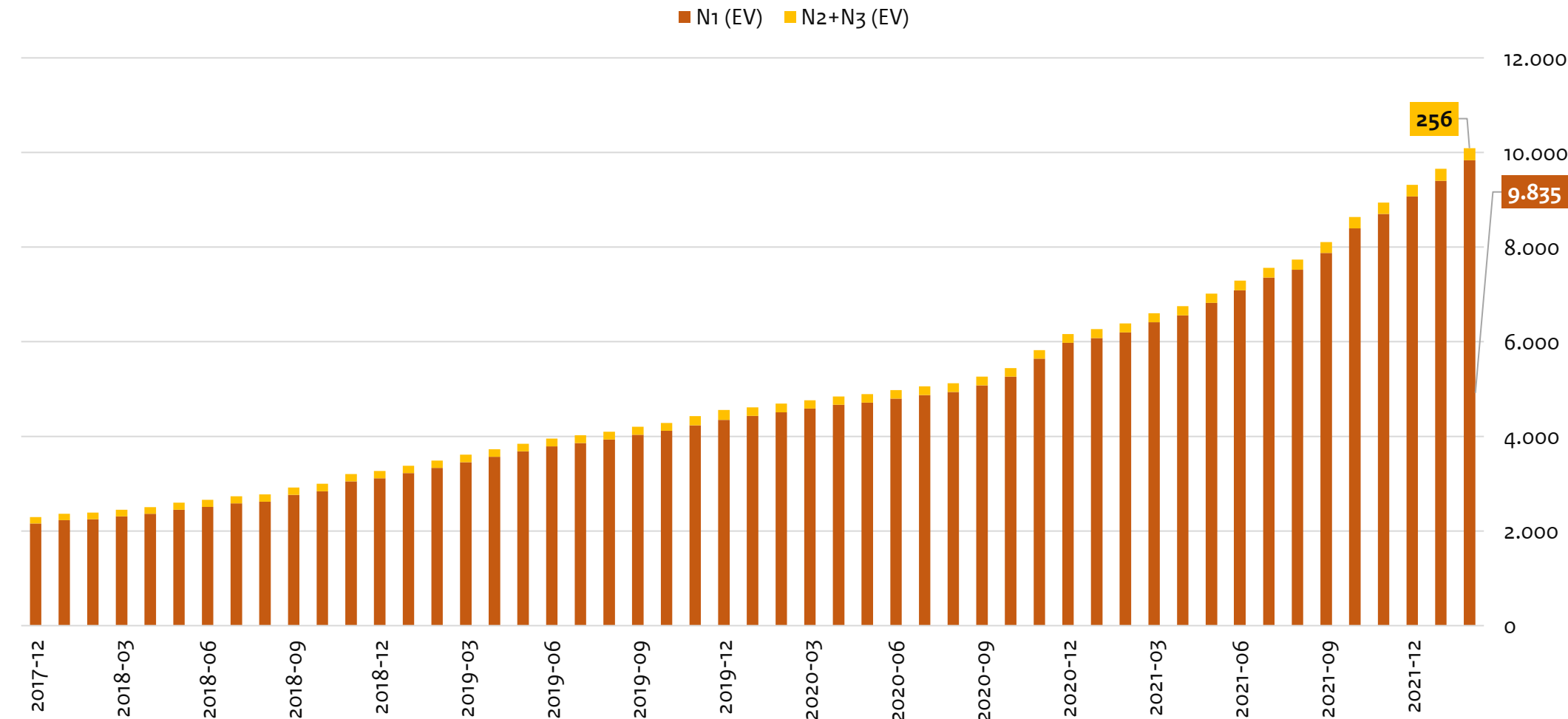
Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV). EV includes the sum of BEV, FCEV and PHEV.



Fleet: Registered EV commercial vehicles (N1, N2+N3)

The graph below visualizes the number of registered EV commercial vans (N1) and trucks (N2+N3) in the Netherlands over time.

EV includes the sum of BEV, FCEV and PHEV. BEV = Battery Electric Vehicle, FCEV = Fuel Cell Electric Vehicle, PHEV = Plug-in Hybrid Electric Vehicle.



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade cars included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).



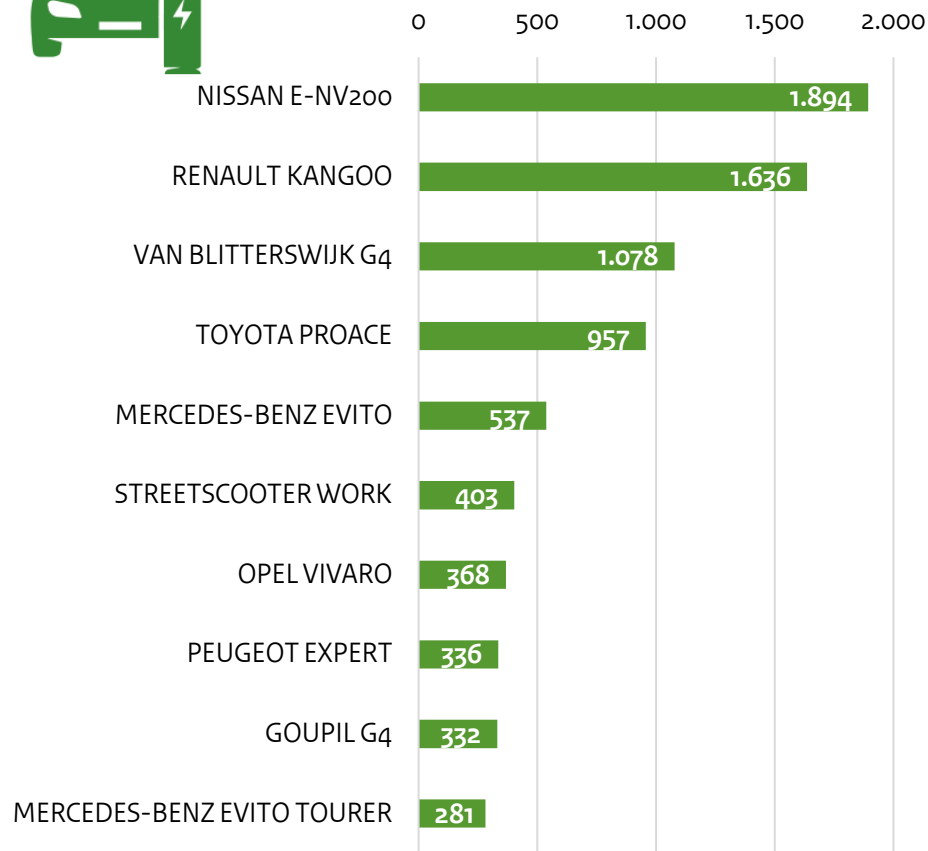
Fleet: Top 10 BEV and PHEV commercial vehicles ≤ 3.5 tons (N1)

The graphs below visualize the top 10 most common registered EV passenger cars (M1) in the Netherlands as of **28 February 2022**.

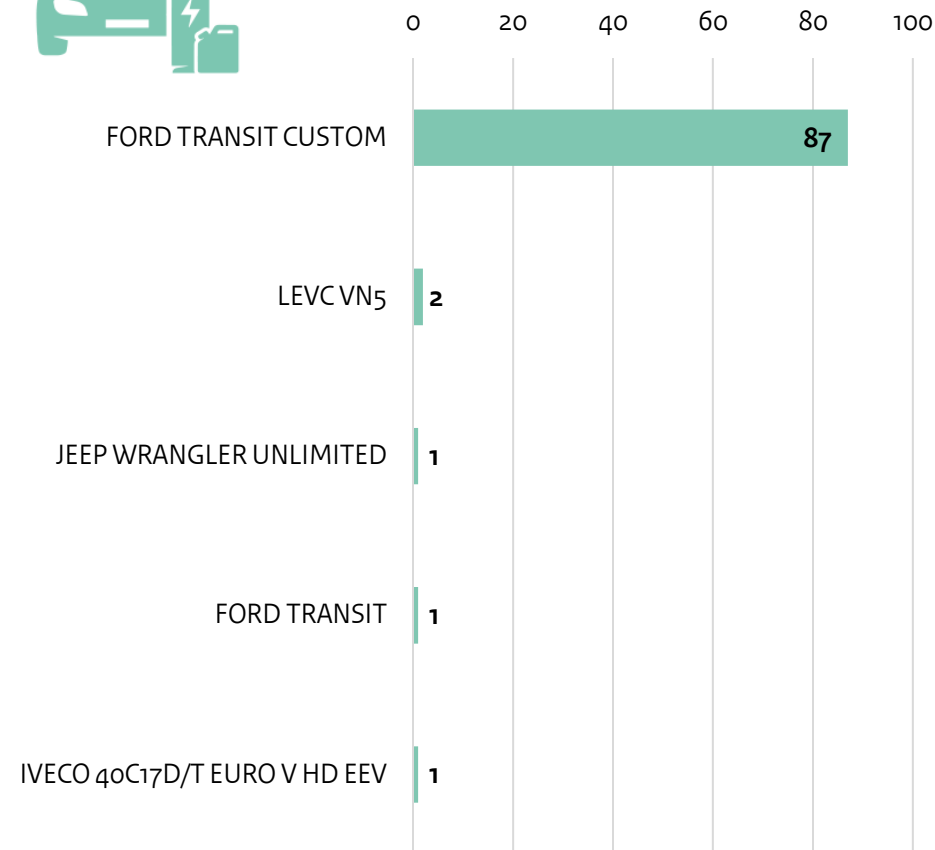
BEV = Battery Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



Number of BEV N1 vehicles in fleet



Number of PHEV N1 vehicles in fleet



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade cars included. The increase is due to new registrations, used import and transfers from stock-in-trade to car owners. Decrease is due to export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).



Fleet: Registered light electric vehicles (LEVs)

The table below shows the amount of registered light electric vehicles (LEVs) in the Netherlands over time.

BEV = Battery Electric Vehicle

| Type of vehicle | Legend | 31-12-2017 | 31-12-2018 | 31-12-2019 | 31-12-2020 | 31-12-2021 | 28-02-2022 |
|-----------------------------------|-------------------------|------------|------------|------------|------------|------------|----------------|
| L1-L5: 2 and 3 wheeled LEVs (BEV) | Amount in fleet | 38,841 | 45,976 | 57,582 | 78,431 | 106,114 | 109,588 |
| Speed Pedelec ≤ 45km/h (BEV) | Amount in fleet | 12,626 | 15,512 | 19,007 | 23,181 | 26,791 | 27,224 |
| | % of vehicle type total | 100% | 100% | 100% | 100% | 99,97% | 99,97% |
| Light moped ≤ 25 km/h (BEV) | Amount in fleet | 21,885 | 24,904 | 30,186 | 42,816 | 58,971 | 59,669 |
| | % of vehicle type total | 3.11% | 3.40% | 4.03% | 5.44% | 7.28% | 7.38% |
| 8 Light moped ≤ 45 km/h (BEV) | Amount in fleet | 3,763 | 4,838 | 7,542 | 11,415 | 19,163 | 21,507 |
| | % of vehicle type total | 0.82% | 1.06% | 1.65% | 2.47% | 4.06% | 4.53% |
| Motorbike (BEV) | Amount in fleet | 417 | 566 | 693 | 895 | 1,063 | 1,063 |
| | % of vehicle type total | 0.06% | 0.08% | 0.10% | 0.12% | 0.14% | 0.14% |
| Trike / Three-wheeler (BEV) | Amount in fleet | 150 | 156 | 154 | 124 | 126 | 125 |
| | % of vehicle type total | 1.54% | 1.45% | 1.29% | 0.93% | 0.86% | 0.84% |
| L6-L7: 4 wheeled LEVs (BEV) | Amount in fleet | 1,210 | 1,392 | 1,839 | 2,833 | 3,379 | 3,509 |
| Quadricycle (BEV) | Amount in fleet | 922 | 1,051 | 1,202 | 1,277 | 1,350 | 1,365 |
| | % of vehicle type total | 5.54% | 6.22% | 7.06% | 7.37% | 7.68% | 7.75% |
| Microcar ≤ 45 km/h (BEV) | Amount in fleet | 288 | 341 | 637 | 1,556 | 2,029 | 2,144 |
| | % of vehicle type total | 1.37% | 1.67% | 3.13% | 7.42% | 9.38% | 9.87% |

Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The numbers represent the **vehicle fleet**, the cumulative registrations on balance. Stock-in-trade vehicles included. The increase is due to new registrations, used import and transfers from stock-in-trade to vehicle owners. Decrease is due to export, demolition, theft, et cetera.

Supply: Available BEV passenger car models below €45,000



Provided is an overview of the available* battery electric vehicles (BEV) models below €45,000, the maximum price of a new car eligible for the Dutch BEV subsidy. Older models or variants that are no longer in production are excluded from this list and may be available as a used car. Visit [EV database](#) for the full list.

Segment legend: **A (mini):** city cars | **B (small):** supermini cars | **C (medium):** small family cars

| Segment | BEV model | Real Range | Price from |
|---------|----------------------------------|--------------|------------|
| A | Dacia Spring Electric | 140 - 195 km | € 17,890 |
| A | Renault Twingo Electric | 110 - 155 km | € 20,690 |
| A | Smart EQ fortwo coupe | 85 - 115 km | € 23,995 |
| B | Fiat 500e Berlina 24 kWh | 115 - 160 km | € 24,900 |
| A | Volkswagen e-Up! | 175 - 240 km | € 25,850 |
| A | Smart EQ fortwo cabrio | 80 - 110 km | € 26,995 |
| B | Fiat 500e Berlina 42 kWh | 195 - 270 km | € 28,600 |
| C | Sono Sion | 220 - 300 km | € 29,000 |
| B | Peugeot e-208 | 240 - 330 km | € 29,850 |
| B | Opel Corsa-e | 240 - 330 km | € 30,599 |
| B | Fiat 500e 3+1 | 195 - 270 km | € 30,600 |
| B | Fiat 500e Cabrio | 190 - 265 km | € 31,600 |
| B | MG ZS EV Standard Range | 220 - 300 km | € 31,985 |
| B | JAC iEV7s | 190 - 260 km | € 32,210 |
| C | Volkswagen ID.3 Pure Performance | 230 - 315 km | € 33,490 |
| B | Kia e-Soul 39 kWh | 195 - 265 km | € 33,495 |
| B | Renault Zoe ZE50 R110 | 265 - 365 km | € 33,990 |
| C | Mazda MX-30 | 145 - 195 km | € 33,990 |
| C | Citroen e-C4 | 225 - 305 km | € 33,990 |
| B | Hyundai Kona Electric 39 kWh | 210 - 290 km | € 33,995 |
| B | Opel Mokka-e | 215 - 290 km | € 34,399 |
| B | Peugeot e-2008 SUV | 215 - 290 km | € 34,730 |
| C | Nissan Leaf | 190 - 260 km | € 34,990 |
| B | Renault Zoe ZE50 R135 | 260 - 355 km | € 35,590 |
| B | Honda e | 140 - 195 km | € 35,820 |
| B | MG ZS EV Long Range | 315 - 425 km | € 35,985 |
| C | Kia e-Niro 39 kWh | 200 - 270 km | € 35,995 |
| B | Mini Electric | 155 - 215 km | € 36,200 |

| Segment | BEV model | Real Range | Price from |
|---------|-------------------------------------|--------------|------------|
| C | Volkswagen ID.3 Pro | 295 - 405 km | € 36,240 |
| B | Kia e-Soul 64 kWh | 310 - 420 km | € 36,495 |
| C | Hyundai IONIQ Electric | 205 - 290 km | € 37,015 |
| C | Volkswagen ID.3 Pro Performance | 295 - 400 km | € 37,740 |
| C | CUPRA Born 150 kW - 58 kWh | 295 - 400 km | € 37,990 |
| C | Seres 3 | 230 - 305 km | € 37,995 |
| B | Hyundai Kona Electric 64 kWh | 335 - 460 km | € 37,995 |
| B | DS 3 Crossback E-Tense | 220 - 295 km | € 38,290 |
| C | Citroen e-Berlingo Standaard 50 kWh | 175 - 225 km | € 38,670 |
| C | Renault Kangoo Maxi ZE 33 | 140 - 185 km | € 38,801 |
| C | Kia e-Niro 64 kWh | 310 - 425 km | € 38,995 |
| B | Honda e Advance | 140 - 195 km | € 39,080 |
| C | Opel Combo-e Life L1 50 kWh | 175 - 225 km | € 39,434 |
| C | Peugeot e-Rifter 50 kWh | 170 - 225 km | € 39,620 |
| C | Aiways U5 | 280 - 375 km | € 39,950 |
| C | Lexus UX 300e Electric | 200 - 270 km | € 39,990 |
| C | Renault Megane E-Tech EV60 220pk | 300 - 410 km | € 39,990 |
| B | BMW i3 120 Ah | 200 - 275 km | € 39,995 |
| C | Volkswagen ID.4 Pure | 240 - 325 km | € 40,690 |
| C | Renault Megane E-Tech EV60 130hp | 305 - 420 km | € 40,990 |
| C | Nissan Leaf e+ | 275 - 375 km | € 41,940 |
| C | Volkswagen ID.3 Pro S | 380 - 520 km | € 41,990 |
| C | Volkswagen ID.4 Pure Performance | 240 - 325 km | € 42,190 |
| C | Skoda Enyaq iV 60 | 275 - 375 km | € 43,290 |
| C | Hyundai IONIQ 5 Standard Range 2WD | 265 - 355 km | € 43,500 |
| B | BMW i3s 120 Ah | 195 - 265 km | € 43,690 |
| C | Kia EV6 Standard Range 2WD | 270 - 365 km | € 44,595 |
| C | Citroen e-Berlingo XL 50 kWh | 170 - 220 km | € 44,820 |
| C | Volvo XC40 Recharge Pure Electric | 270 - 360 km | € 44,995 |

*availability includes models available for pre-order. Source: [EV Database](#). **Real Range minimum** indicates the range in winter during combined highway and city driving. **Real Range maximum** indicates the range in summer during combined highway and city driving. More information about the Real Range method can be found on [this EV Database page](#).



Inflow and outflow of EV passenger cars

The table below shows the total inflow and outflow of electric passenger cars during the month of **February 2022**. Inflow includes sales to stock-in-trade.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle

| Legend | M1: Passenger cars (EV) | M1: Passenger cars (BEV) | M1: Passenger cars (FCEV) | M1: Passenger cars (PHEV) |
|---------------------------------|-------------------------|--------------------------|---------------------------|---------------------------|
| Total inflow this month | 8,840 | 4,801 | 4 | 4,035 |
| Inflow: new sales | 6,230 | 3,557 | 3 | 2,670 |
| Inflow: used import (≤90 days) | 157 | 113 | 0 | 44 |
| Inflow: used import (>90 days) | 2,453 | 1,131 | 1 | 1,321 |
| | | | | |
| Total outflow this month | 819 | 360 | 0 | 459 |
| Outflow: export | 798 | 351 | 0 | 447 |
| Outflow: other | 21 | 9 | 0 | 12 |
| | | | | |
| Net inflow this month | 8,021 | 4,441 | 4 | 3,576 |

Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). The **inflow** and **outflow** statistics include sales to stock-in-trade. The Other category of outflow is the sum of elimination by demolition, theft, a change of license plate, etc. PHEV excludes hybrid electric vehicles (HEV). EV includes the sum of BEV, FCEV and PHEV.



Inflow: New sales of EV passenger cars

The table below shows the amount of newly sold electric passenger cars (M1) in the Netherlands over time. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle

| Type of vehicle | Legend | 2017 | 2018 | 2019 | 2020 | 2021 | YtD 2022 |
|--|----------------|---------|---------|---------|---------|---------|---------------|
| M1: Passenger cars (all drivetrains / fuels) | Total sales | 405,209 | 437,714 | 438,827 | 347,298 | 308,111 | 52,343 |
| | Total share | 100% | 100% | 100% | 100% | 100% | 100% |
| M1: Passenger cars (EV) | Units sold | 9,054 | 27,516 | 65,854 | 86,449 | 91,682 | 12,875 |
| | Share of total | 2.23% | 6.29% | 15.01% | 24.89% | 29.76% | 24.60% |
| M1: Passenger cars (BEV) | Units sold | 7,988 | 23,955 | 60,522 | 71,422 | 60,957 | 6,159 |
| | Share of total | 1.97% | 5.47% | 13.79% | 20.57% | 19.78% | 11.77% |
| M1: Passenger cars (FCEV) | Units sold | 5 | 13 | 154 | 143 | 110 | 11 |
| | Share of total | 0.00% | 0.00% | 0.04% | 0.04% | 0.04% | 0.02% |
| M1: Passenger cars (PHEV) | Units sold | 1,061 | 3,548 | 5,178 | 14,884 | 30,615 | 6,705 |
| | Share of total | 0.26% | 0.81% | 1.18% | 4.29% | 9.94% | 12.81% |

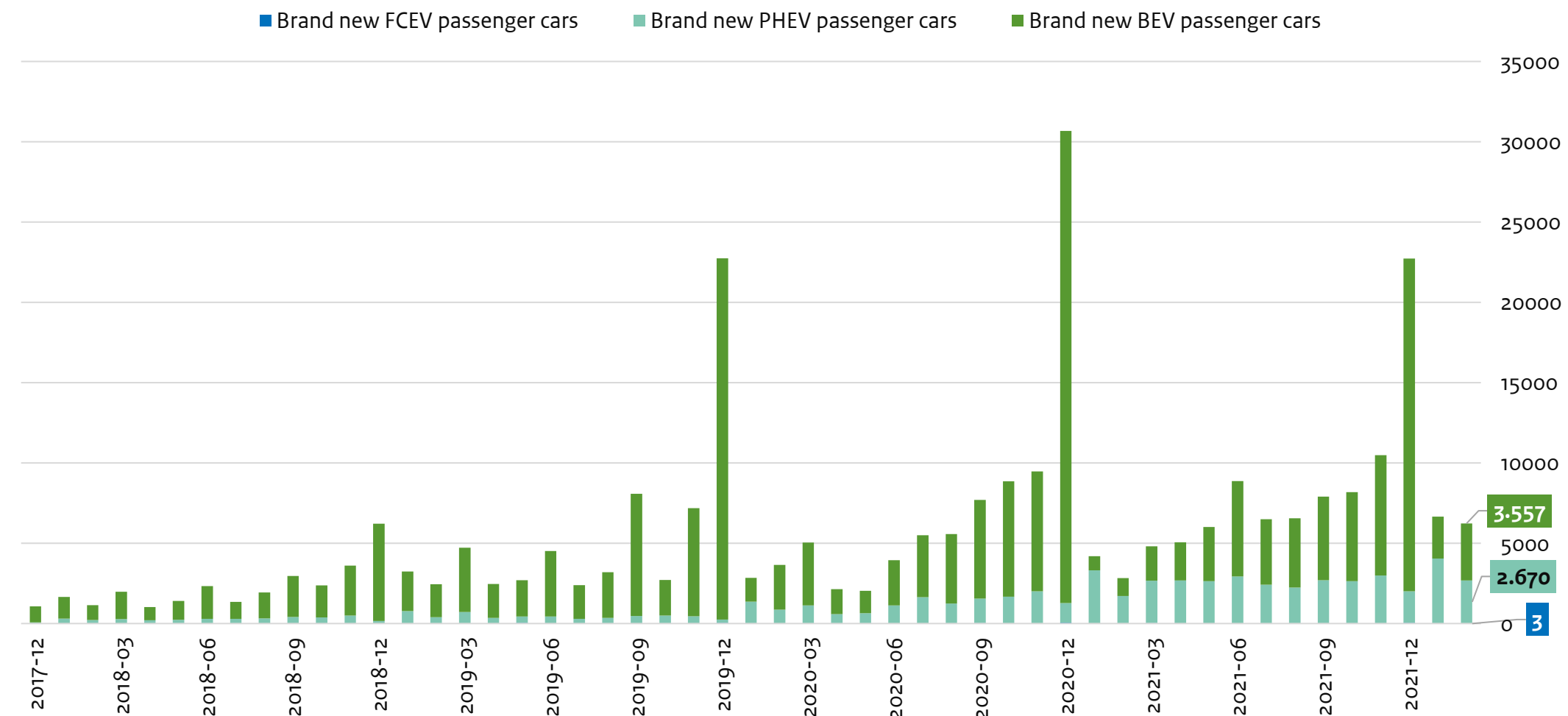
Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). This table shows the number of **new sales**: used imports is excluded, sales to stock-in-trade is included. These numbers are not on balance / not corrected for elimination by export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV). EV includes the sum of BEV, FCEV and PHEV.



Inflow: New sales of EV passenger cars

The graph below visualizes the amount of newly sold electric passenger cars (M1) in the Netherlands per month. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



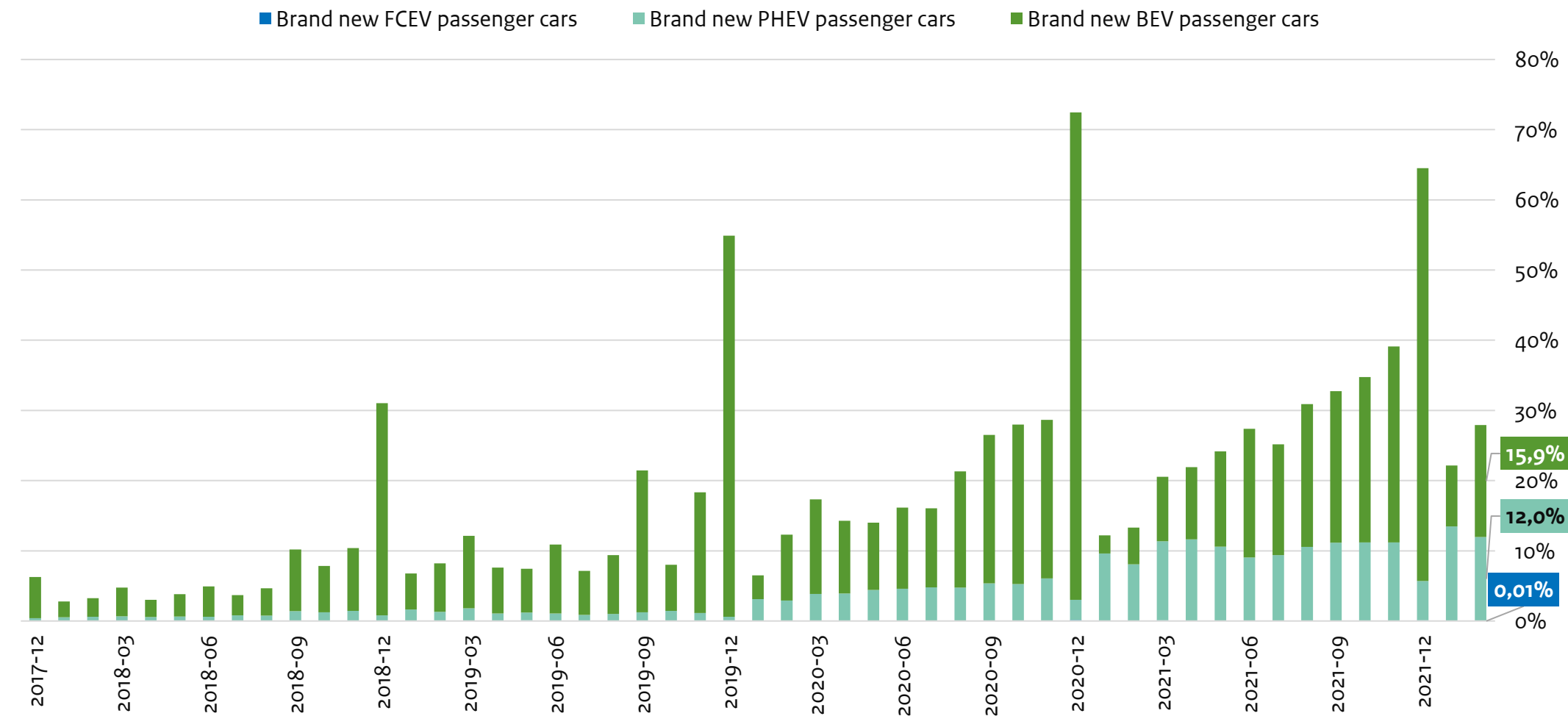
Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). This graph shows the number of **new sales**: used imports is excluded, sales to stock-in-trade is included. These numbers are not on balance / not corrected for elimination by export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).



Inflow: New sales, market share EV passenger cars

The graph below visualizes the monthly market share of electric passenger cars (M1) as a percentage of all new sales of passenger cars (M1) in the Netherlands. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

BEV = Battery Electric Vehicle, **FCEV** = Fuel Cell Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). This graph shows the number of **new sales**: used imports is excluded, sales to stock-in-trade is included. These numbers are not on balance / not corrected for elimination by export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).

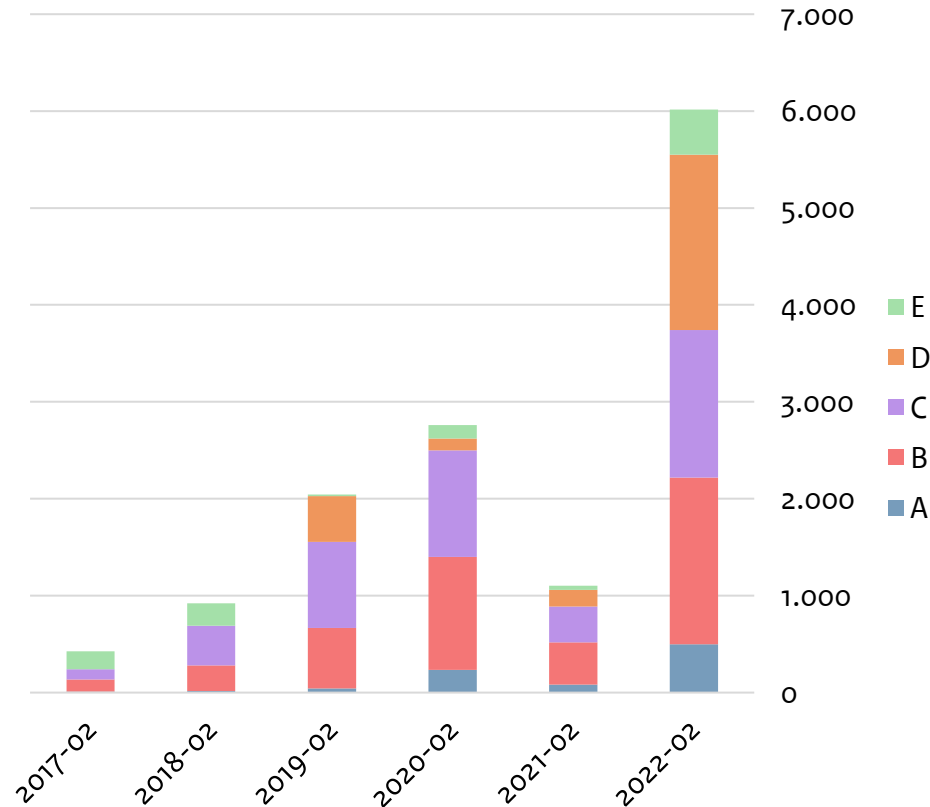


Inflow: New sales, segments of BEV and PHEV passenger cars

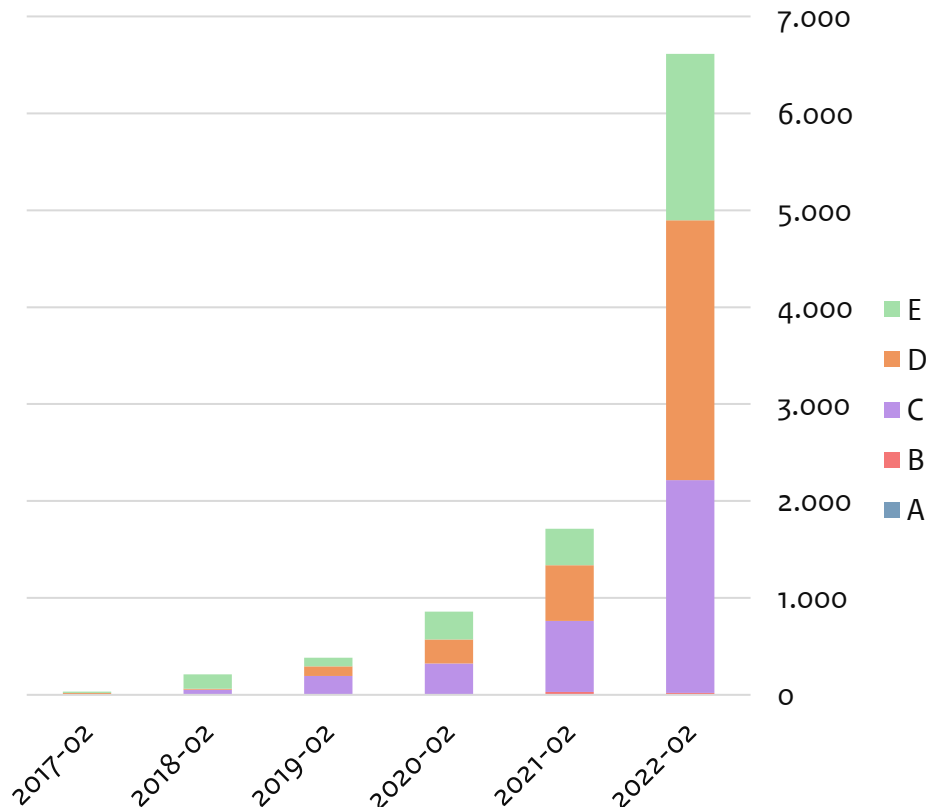
The graphs below visualizes the segments of newly sold electric passenger cars (M1) in the Netherlands over time. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

Segment legend: **A (mini):** city cars | **B (small):** supermini cars | **C (medium):** small family cars | **D (large):** large family cars | **E (executive):** executive + luxury cars

New sales of BEV passenger cars per segment



New sales of PHEV passenger cars per segment



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). These graphs show the number of **new sales**: used imports is excluded, sales to stock-in-trade is included. These numbers are not on balance / not corrected for elimination by export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).



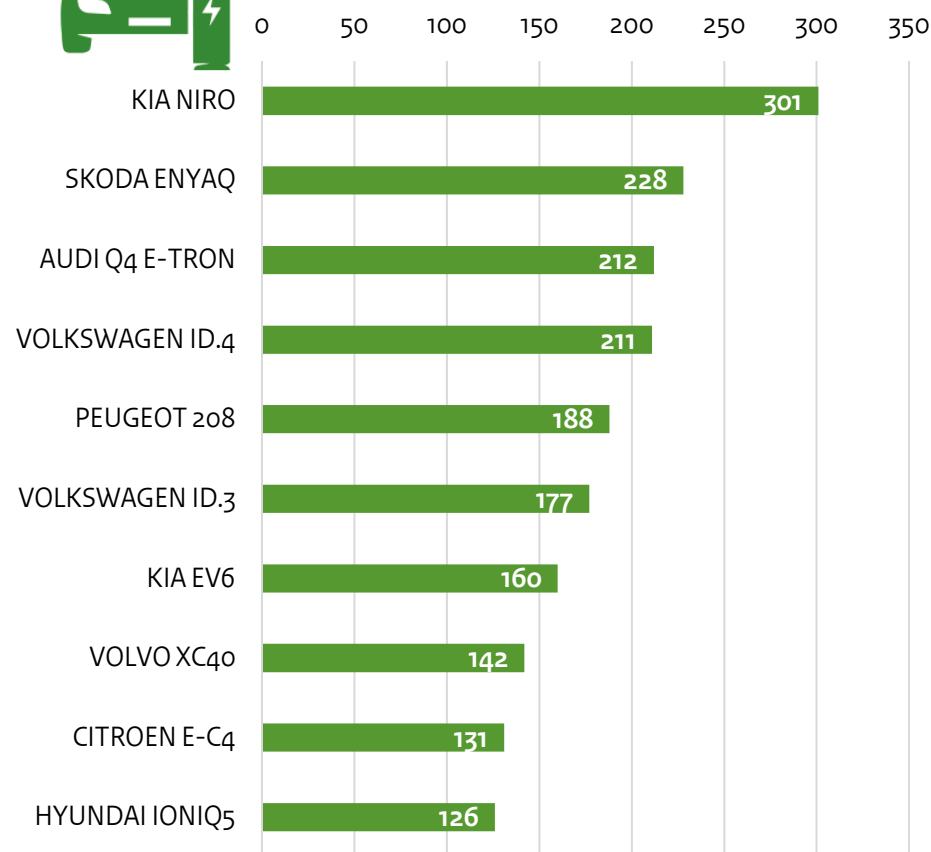
Inflow: New sales, top 10 BEV and PHEV passenger cars

The graphs below visualize the new sales of the top 10 most popular electric passenger cars (M1) in the Netherlands during **February 2022**. New sales only include the sale of brand-new vehicles, used imports are excluded, sales to stock-in-trade are included.

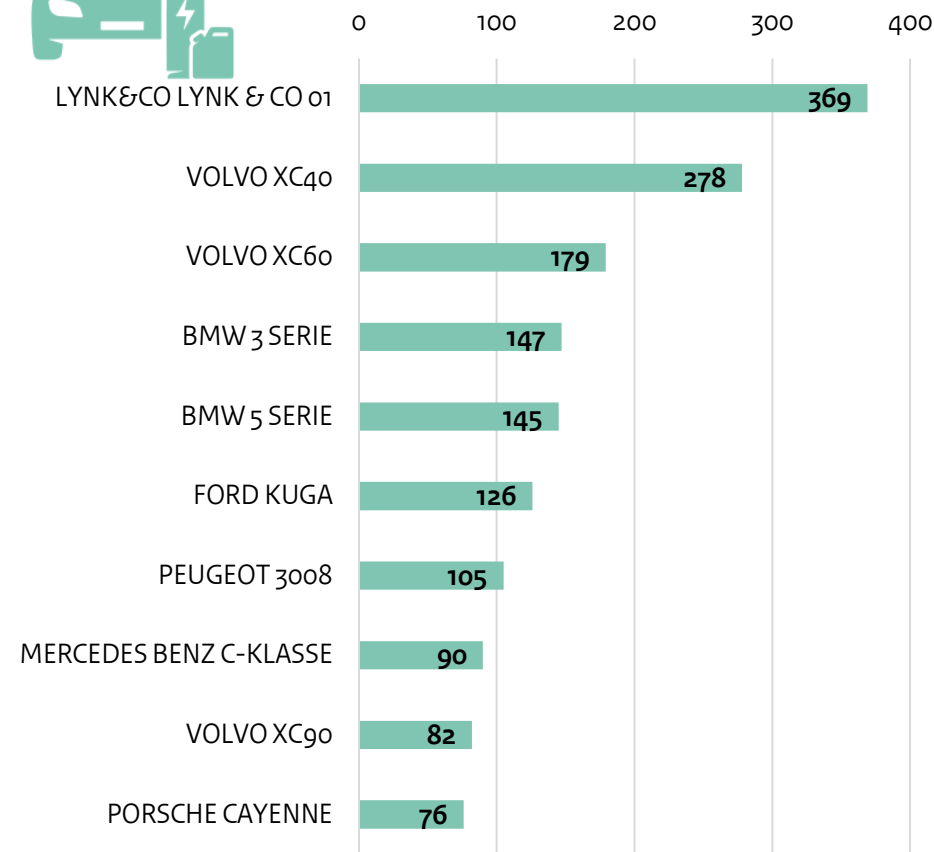
BEV = Battery Electric Vehicle, **PHEV** = Plug-in Hybrid Electric Vehicle



New Sales of BEV passenger cars



New Sales of PHEV passenger cars



Source: Dutch Road Authority (RDW), edited by Netherlands Enterprise Agency (RVO.nl). These graphs show the number of **new sales**: used imports is excluded, sales to stock-in-trade is included. These numbers are not on balance / not corrected for elimination by export, demolition, theft, et cetera. PHEV excludes hybrid electric vehicles (HEV).

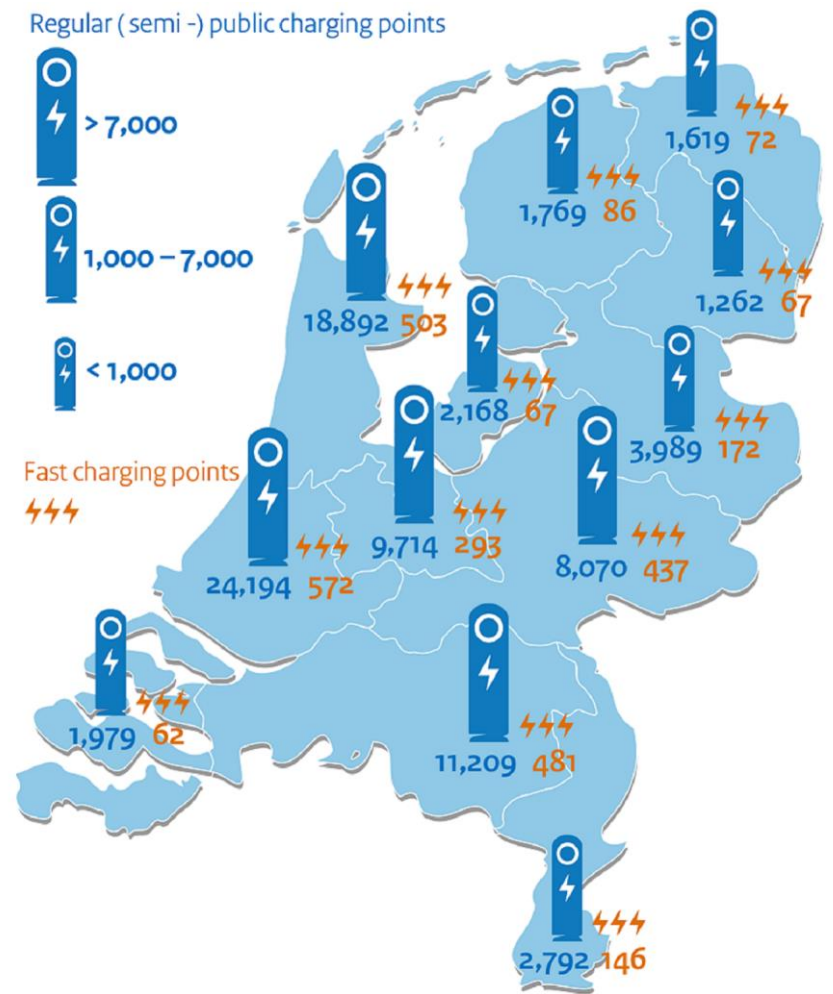
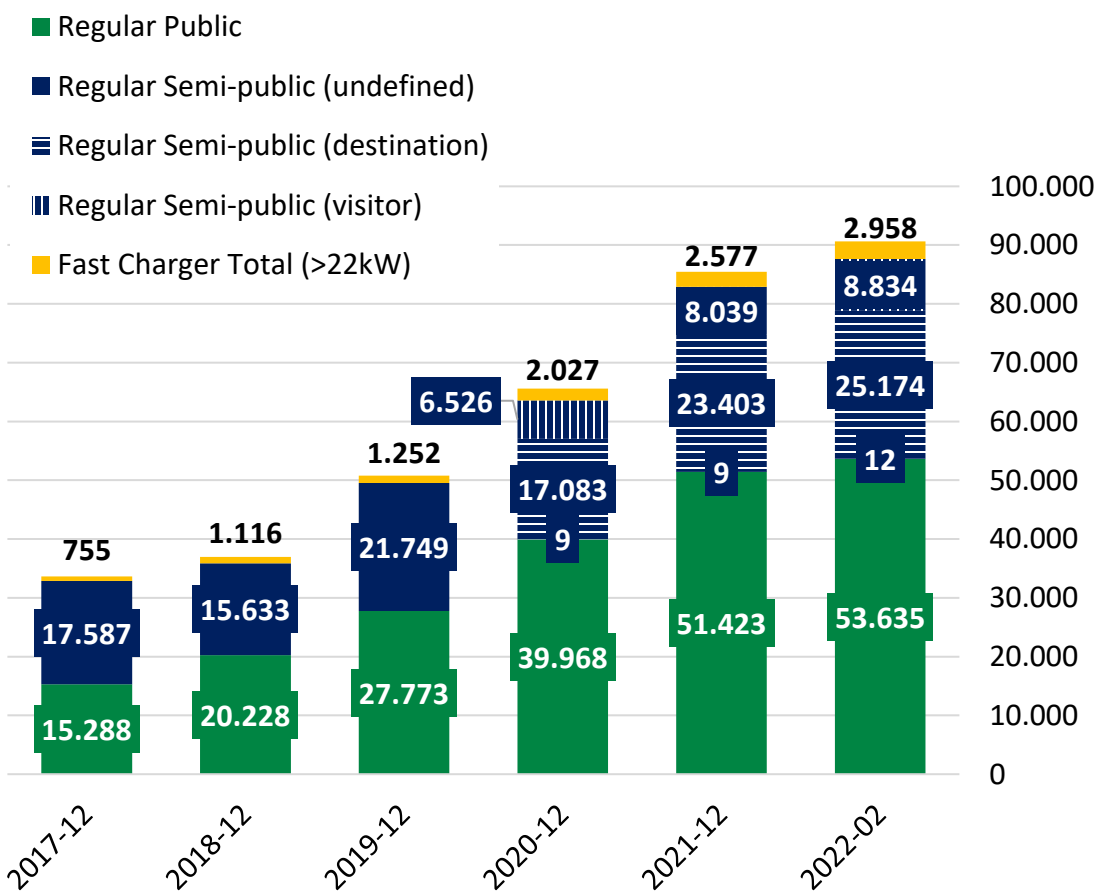


EV charging infrastructure: Number of charging points in NL

The graph below shows the total amount of charging points (EVSEs) for electric vehicles in the Netherlands.
Regular charging points are ≤22kW capacity, while **fast** charging points are >22kW.

The [website of the National Agenda Laadinfrastructuur \(NAL\)](#) has more details, including statistics on provincial and municipality aggregation levels (in Dutch).

Charging Infrastructure in the Netherlands





EV charging infrastructure: Number of charging points in NL

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| Number of charging points at the end of | 2017 | 2018 | 2019 | 2020 | 2021 | February 2022 |
|--|---------------|---------------|---------------|---------------|---------------|------------------|
| Regular public + semi-public | 32,875 | 35,861 | 49,520 | 63,586 | 82,876 | 87,657 |
| Regular public (24/7 publicly accessible) | 15,288 | 20,228 | 27,773 | 39,968 | 51,423 | 53,635 |
| Regular semi-public (limited publicly accessible) | 17,587 | 15,633 | 21,747 | 23,618 | 31,453 | 34,022 |
| - of which Destination chargers (eg located near supermarkets) | | | | 6,528 | 8,039 | 8,834 |
| - of which Work chargers (eg located near offices) | | | | 17,081 | 23,403 | 25,174 |
| Fast charging points, public + semi-public | 755 | 1,116 | 1,262 | 2,027 | 2,577 | 2,958 |
| - of which >100 kW | | | 433 | 897 | 1,307 | 2,130 |
| Fast charging locations | 178 | 197 | 339 | 467 | 629 | 654 |
| All regular + fast charging points | 33,630 | 36,977 | 50,772 | 65,613 | 85,453 | 90,615 |
| Number of plug-in passenger car (BEV + PHEV) per charging point | 3,5 | 3,7 | 3,9 | 4,2 | 4,5 | 4,4 |
| Private charging points ¹ | ~68,000 | ~80,000 | ~114,000 | ~158,000 | ~221,000 | ~232,000 |

Source: Eco-Movement, edited by Netherlands Enterprise Agency (RVO.nl)

¹The number of private charging points is an estimation based on private charging point ownership statistics from the [Nationaal Laadonderzoek 2020](#)



EV charging infrastructure: Public hydrogen stations

The table below shows the hydrogen fueling stations that are publicly accessible in the Netherlands.

The [website of H2 BeNeLux](#) has more details, including information about stations that are in development.

| Location | Company | Capacity (bar) |
|----------------------|----------------------|----------------|
| Amsterdam | OrangeGas | 700 |
| Arnhem | Pitpoint | 350 + 700 |
| Den Haag (The Hague) | Kerkhof & Zn | 350 + 700 |
| Groningen | Holthausen | 350 + 700 |
| Nieuwgein | Hysolar / Greenpoint | 350 + 700 |
| Pesse | Green Planet | 350 + 700 |
| Rhoon | Air Liquide | 350 + 700 |

