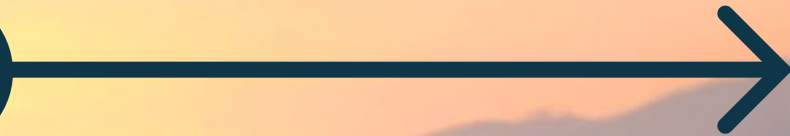


Market, tax and regulatory timetable

2025 – 2035

key milestones



Second year of ZEV mandate

Second year of ZEV mandate starts, OEMs face 28% zero-emission vehicle (battery or fuel cell electric) targets for new cars, 16% for LCVs with per-vehicle penalties for non-compliance.

2025

01.01.25



UK

EU

01.01.25



EU

2025

EU CO₂ regulations

EU CO₂ regulations come into force, setting a 93.6g/km target for new cars with a 25% ZLEV (0-50g/km CO₂) share of registrations, based on tougher WLTP test. LCV targets are 153.9g/km CO₂ with 17% ZLEV share.

Euro 6e-bis pollutant limits

Euro 6e-bis pollutant limits introduced for new vehicle types, reducing advantages for PHEVs' electric range and likely to drive up CO₂ emissions. Those changes will be reflected in UK model ranges and apply to all registrations 12 months later.

2025

01.01.25



UK

EU

01.04.25



UK

2025

Vehicle Excise Duty

Vehicle Excise Duty changes will affect all cars since April 2017, equalising annual renewals at £195, plus £425 Expensive Car Supplement for new registrations priced at £40,000 or more. First-year rates for EVs are set at £10, vehicles emitting 1-75g/km CO₂ will increase by £100, while all others will double. Electric van VED will also be equalised with ICEVs, at £345.

Double-cab pickup trucks

Double-cab pickup trucks will be treated as cars (instead of LCVs) for the purposes of corporation tax. This will effectively reduce capital allowances for purchased vehicles from 100% (under the Annual Investment Allowance) to 6% for almost all of these vehicles.

2025

01.04.25



UK

06.04.25



UK

2025

Company car tax rates

Company car tax rates will increase by 1% point for all vehicles under 75g/km CO₂. Double-cab pickup trucks registered after this date will also be taxed as cars, not LCVs, with a taxable value based on their CO₂ emissions instead of the van benefit charge.

Benefit charges

Benefit charges will increase in line with Consumer Price Index (CPI) inflation. New rates are £4,020 for vans, £789 for van fuel, £28,200 for car fuel.

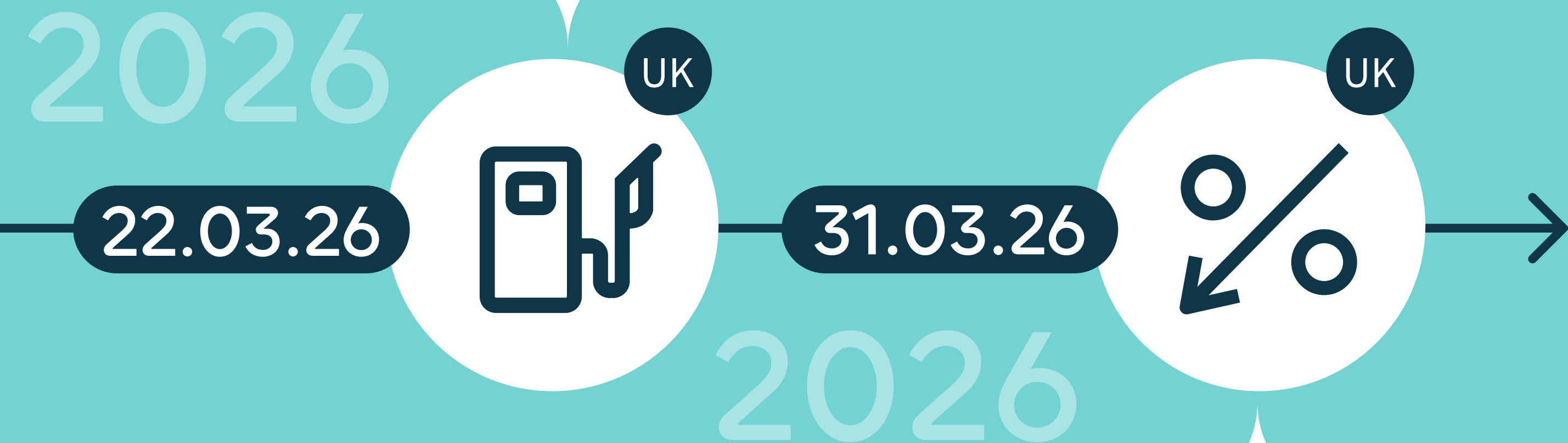


Euro NCAP safety scores

Euro NCAP safety scores will be updated, focused on better detection of drowsiness, alcohol and drug use and whether controls such as touchscreens are designed to avoid distraction.

Fuel duty

Fuel duty will cease to be frozen, and the 5p per litre cut is expected to be removed.



100% first-year allowances

100% first-year allowances will end for zero-emission cars and EV chargepoints, while the Plug-in Car Grant is also set to be withdrawn.

Benefit reporting through payroll

Benefit reporting through payroll will become mandatory, replacing annual P11d reporting forms for company car and salary sacrifice fleets.

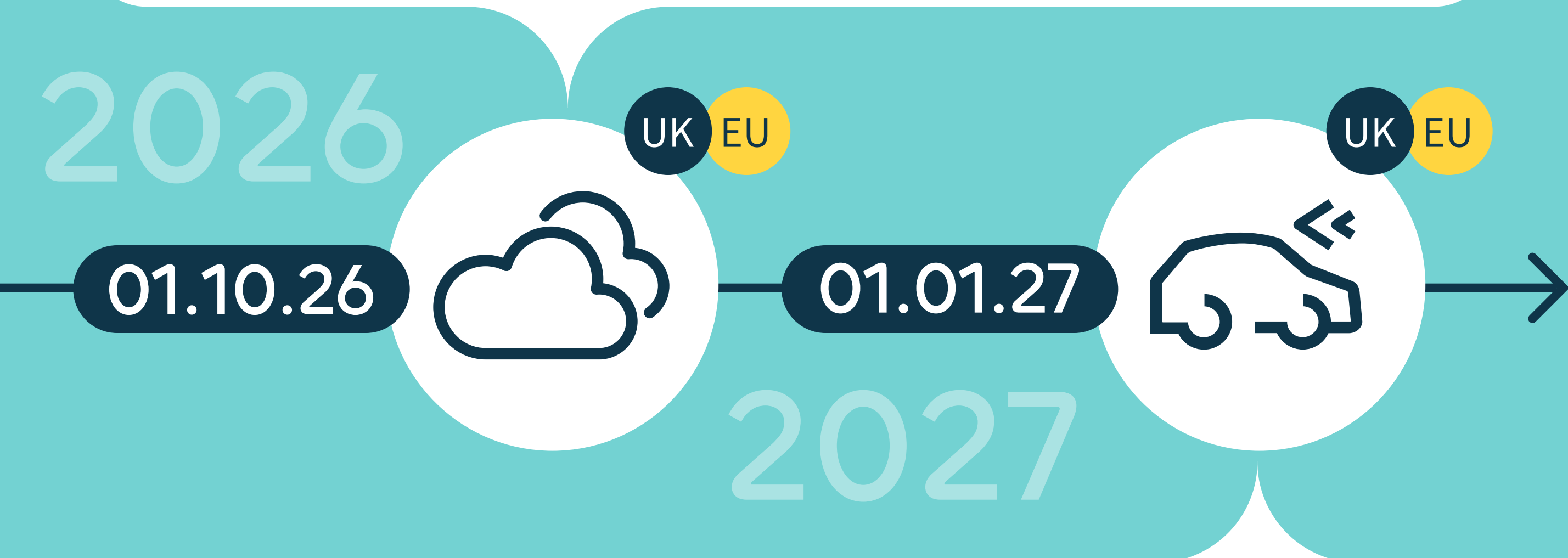


General Safety Regulation 2

General Safety Regulation 2 in force for all new vehicle types, requiring Advanced Driver Distraction Warning systems - which track drivers' eye gaze and/or head movements.

Euro 7 emissions limits

Euro 7 emissions limits comes into force for type approvals, including particulates from EV brakes and durability requirements for high-voltage batteries. The rules affect all new cars and vans 12 months later.



Import tariffs of 10%

Import tariffs of 10% will be applied to EVs entering the EU or UK that don't meet new rules of origin requirements. By this date, 55% of the vehicle value, 70% of the battery pack and 65% of the battery cells must come from within the EU or UK.

Company car tax rates

Company car tax rates for PHEVs under 50g/km will be equalised at 18%, removing incentives for longer electric ranges. BEV rates will increase by 2% points, to 7%. The maximum rate (for vehicles emitting 155g/km or more) will increase to 38%, rising 1% point each year.

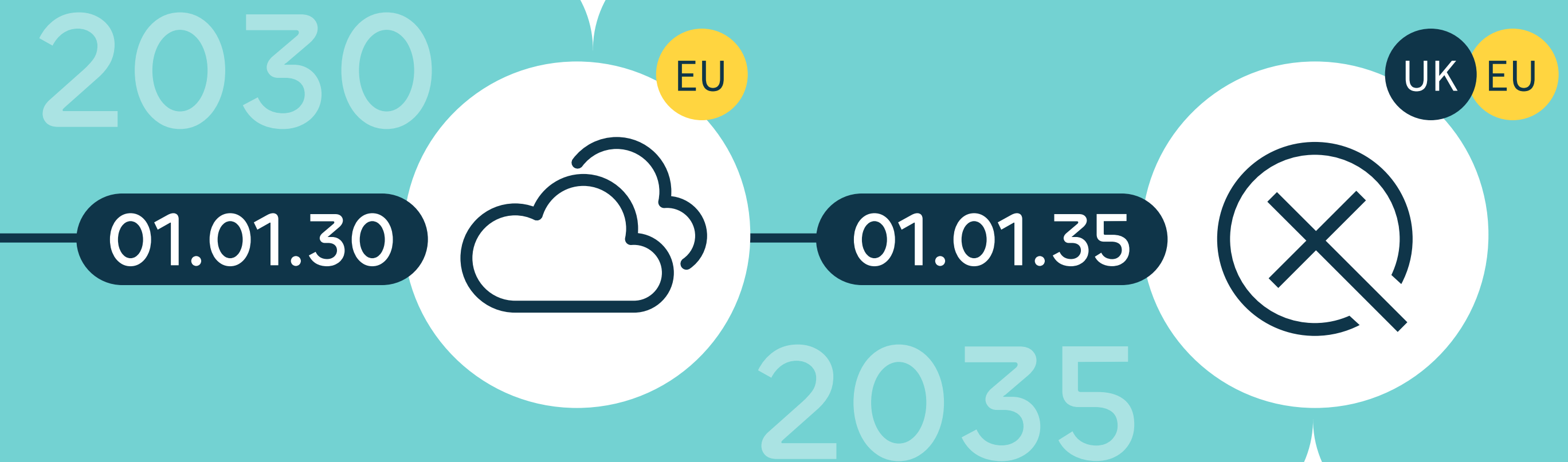


New petrol & diesel car sales will end

New petrol and diesel car sales will end, except for hybrids, while the ZEV mandate requires 80% of new cars and 70% of new vans to be zero-emission by this point. The government is targeting 300,000 public chargers to meet demand.

EU CO₂ targets

EU CO₂ targets will fall to 49.5g/km for cars and 90.6g/km for LCVs.



Sales of new fuel-burning cars and vans will end

Sales of new fuel-burning cars and vans will end in the EU and UK. Only zero-emission vehicles will be available from this point.



Better with every move.