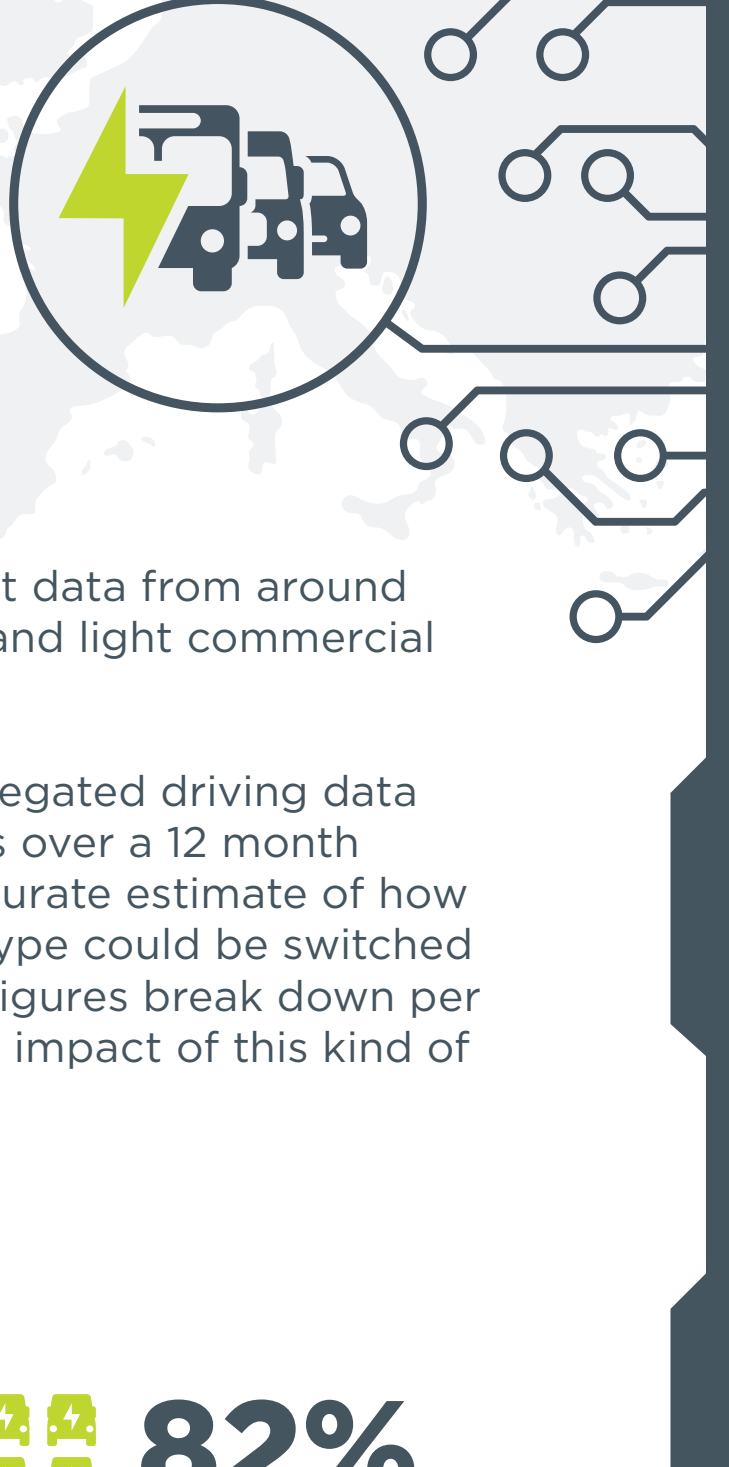
webfleet solutions
a Bridgestone company

How ready are European fleets to electrify?



Webfleet Solutions looked into fleet data from around 100,000 connected business cars and light commercial vehicles (LCVs) across Europe.

By analysing anonymised and aggregated driving data from this large selection of vehicles over a 12 month period, it's possible to make an accurate estimate of how many commercial vehicles of this type could be switched with an electric model, how these figures break down per region and what the environmental impact of this kind of mass fleet electrification could be.

Here are the key findings.

61%
of business cars and vans in Europe could be replaced with EVs

82%
of fleets could replace at least ONE of their vehicles with an EV

57%
of fleets could replace at least HALF of their vehicles with EVs

34%
of fleets could replace ALL vehicles with EVs

ENVIRONMENTAL IMPACT

If all the fleets that were estimated to be able to make the switch to electric vehicles did so...

Their collective CO_2 emissions would be reduced
31%

Their collective fuel usage would be reduced
42%

Their collective diesel usage would be reduced
30%

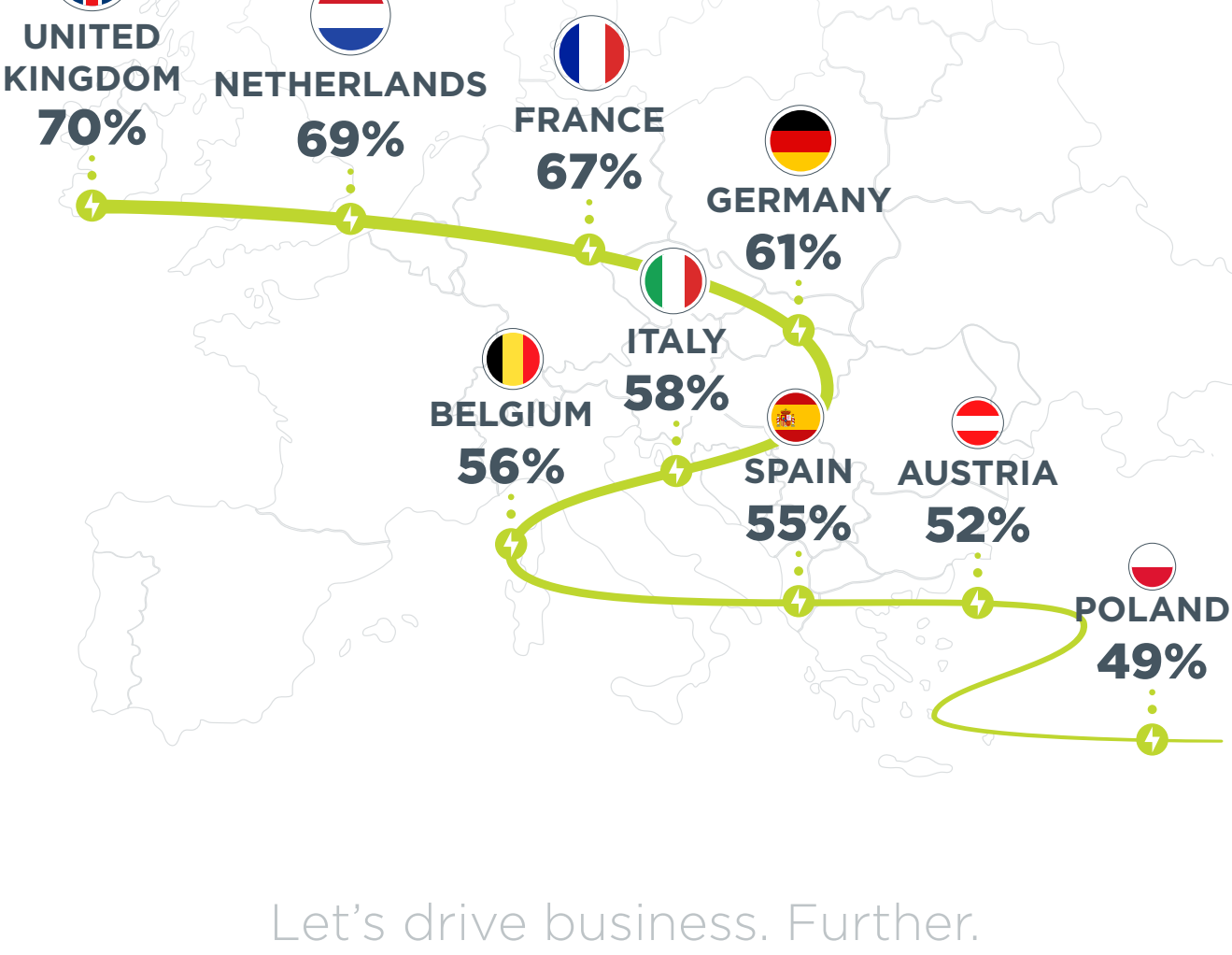
COMPARISON BY BUSINESS SECTOR

% OF ELECTRIFICABLE VEHICLES PER SECTOR

	CARS	LCVs
PASSENGER TRANSPORT	38%	39%
FOOD AND BEVERAGE	42%	45%
TECHNICAL INSTALLATION AND REPAIRS	52%	69%
PROFESSIONAL SERVICES	67%	61%

COMPARISON BY COUNTRY

% OF ELECTRIFICABLE VEHICLES BY COUNTRY



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RESEARCH METHODOLOGY

To conduct this research, Webfleet Solutions analysed anonymised and aggregated data from 100,000 connected vehicles over a time period of 12 months from over 5,000 of its fleet customers across Europe. The fleet customers were located in Austria, Belgium, France, Germany, UK, Italy, the Netherlands, Spain and Poland. All data is anonymised and aggregated so no conclusions can be drawn regarding individual customers.

This sample only included fleets that use cars and light commercial vehicles (LCVs).

The recommendations made in this analysis are based on daily driving distance. We concluded that if a vehicle drove less than 300km per day on 98% of the days in the 12 month period, those trips could have been taken by an EV and so this vehicle could potentially be replaced with an electric model.

The 300km maximum daily driving distance was chosen to reflect the average range value of the most common electric car and LCV models at this moment. The recommendations do not take into account other potential factors such as availability of charging infrastructure, the impact of outside temperature or the size of payloads.

The sector we classify as 'professional services' includes such activities as service and maintenance, repair services and field services. The passenger transport fleets included in the research are made up only of cars and LCVs, and so exclude buses and coaches.