

ALLCOSTS

Revealing the real-life cost of running electric and ICE vehicles for business fleets

Issue 3



Welcome to the latest **AllCosts** report from **Allstar**.

Looking at the real-life price of electric, petrol and diesel.

Analysing how this affects the cost of running your company vehicles.

This report covers the spring and summer months of 2024, based on data extracted from millions of charges and fill-ups, and the news is good: the cost of charging a car or van at home has dropped by an average of nearly 15% over the period, due in part to electricity prices hitting their lowest level since before the cost-of-living crisis.

Public charging on the Allstar network has dropped too, while fuel costs have been on a downward curve for some time now as well. Across the board, prices are now lower than they were this time last year.

There has been a lot of uncertainty around running costs and decarbonisation, with deadlines for electrification changing, residual values fluctuating as well as inflation. But the fact that at Allstar we see electricity and fuel prices trending downwards means that businesses running cars and vans are receiving some breathing space financially. ►

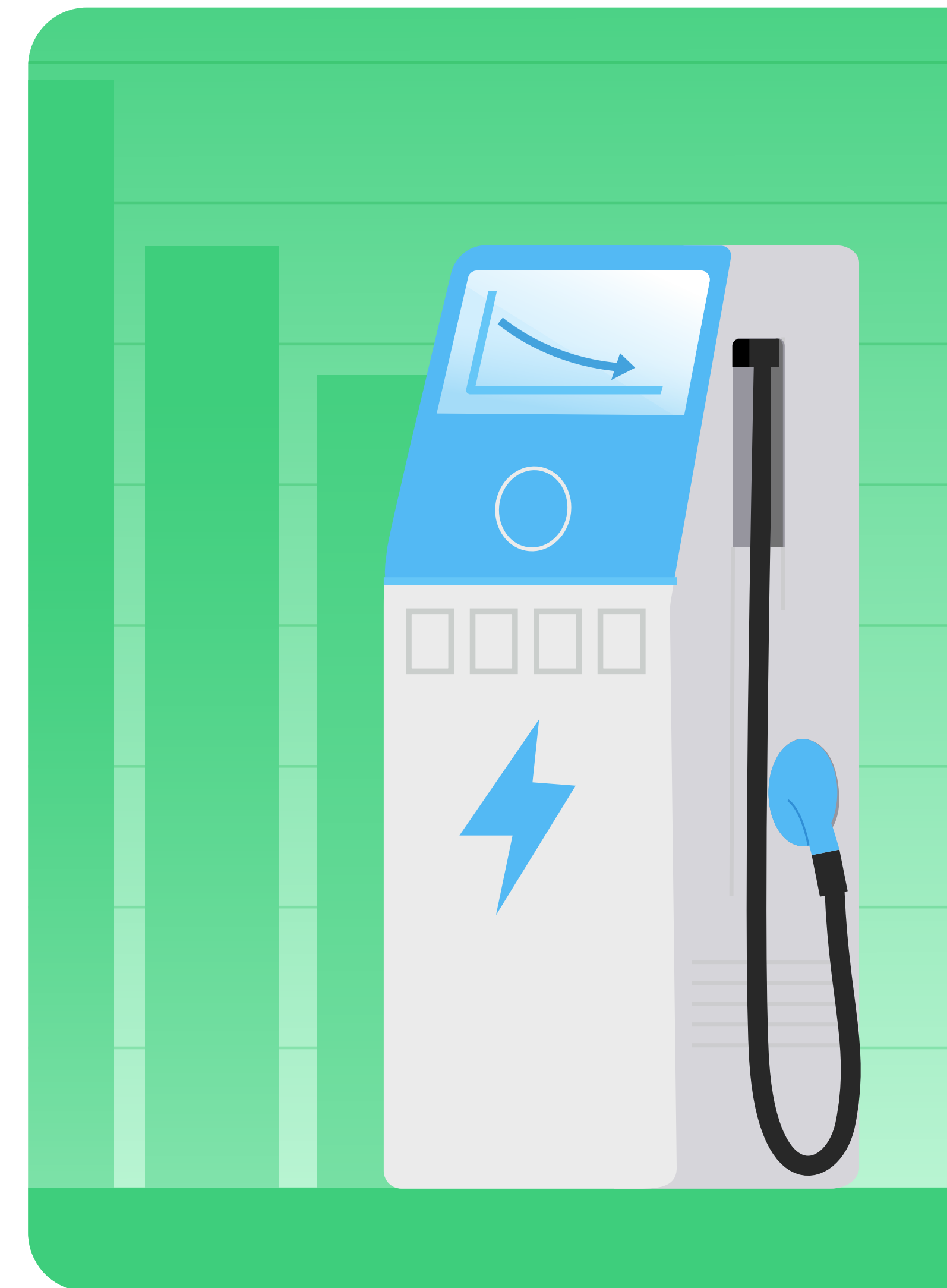
► But what of the future? As has been the case for the last few years geopolitical events continue to cast a shadow, making it hard to predict where prices might go over the winter months. Looking into 2025, and with a change of UK Government and policy approach, we've asked industry bodies, such as the British Vehicle Rental and Leasing Association and the Association of Fleet Professionals, to reveal their hopes, fears and plans for next year.

One thing is for certain: the transition to electric will not be stopped.

One thing is for certain: the transition to electric will not be stopped. While it might have faced some headwinds, it's clear the industry is hard at work investing in infrastructure, with more than 59,000 charge points now on the Allstar network and ChargeUK claiming a new connector goes online every 25 minutes.

With the move to electric, many drivers are opting for plug-in hybrid electric vehicles (PHEVs). But this has brought its own challenges for businesses to ensure that the maximum savings are made by using the battery-power over the petrol or diesel engine.

At Allstar, our Chargepass card allows drivers to purchase all types of fuel or energy, while Allstar Online gives decision-makers visibility over spend. In this feature we'll look at the benefits of running PHEVs on electric and how Allstar can help. ■



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Glossary

AER

The Advisory Electric Rate is the pence-per-mile amount, determined by HMRC, that employees can reclaim energy costs for electric vehicle business mileage back from their employer.

kWh

Kilowatt Hour (kWh) is the measure of battery capacity.

kW

The speed of charging is measured in kilowatts (kW).

mi/kWh

Miles per Kilowatt Hour (mi/kWh) is the figure showing how many miles a vehicle can go on 1 kWh.

P per kWh

Pence per Kilowatt Hour (kWh) is the cost for every 1 kWh.

PHEV

A plug-in hybrid vehicle has both a battery that can be charged from mains power and electric motor, alongside either a petrol or diesel engine.

PPM

Pence-per-mile is the calculation of the pence per kWh divided by mi/kWh to show how much each mile costs.

Real life efficiency

In this report we have created baskets of cars in each sector, collated their official lab-tested WLTP fuel economy or energy efficiency figures, and applied a 20% 'real life' deduction to them, to replicate their performance more closely in everyday driving.

ULEZ

The Ultra Low Emission Zone, now encompassing most of Greater London, in which drivers of non-qualifying vehicles must pay a charge to enter.

VAT

Value Added Tax (VAT) is applied to domestic electricity at 5%, electricity used in public charging at 20%, as well as petrol and diesel at 20%.

WLTP

The Worldwide Harmonised Light Vehicle Test Procedure (WLTP) laboratory test measures fuel consumption and CO2 emissions from passenger cars, as well as their pollutant emissions, providing official figures for use by manufacturers, governments and other regulatory authorities.

ALLEV

Allstar's data shows both home and public charging prices have dropped this summer.

Drivers of electric cars and vans are now seeing cheaper prices for charging.

Don't forget VAT!

Our AllCost figures include VAT (5% domestic, 20% public, 20% fuel) some of which could be reclaimed by a VAT registered company.

Charging at home

(Average cost, p per kWh)



24p

Down 4p
Winter Q1 2024
28p ↓

Highest recorded cost
Winter Q1 2024 • 50p

50p

Lowest recorded cost
Winter Q1 2024 • 4p

1p

The average cost of charging an electric vehicle at home has dropped around **15%** over the spring and summer, to **24p per kWh**, the lowest it has been since before the cost-of-living crisis which began in 2021.

The average cost at home tends to match the unit price figure set by OFGEM in the energy price cap, which is perhaps not a surprise, but be aware that the **cap rose by 10%** on October 1st, which may impact future prices.

It's worth noting again that the average price for domestic charging could be even lower; some energy providers offer 'free energy' or prices as low as **1p per kWh** for short periods of time.

Charging in public

(Average cost, p per kWh)



78p

Down 4p
Winter Q1 2024
82p ↓

Highest recorded cost
Winter Q1 2024 • £1.06

£1.10

Lowest recorded cost
Winter Q1 2024 • 54p

25p

On the face of it, electricity prices on the public network have **dropped in line with domestic pricing**, which may be in part due to drivers using Allstar now able to access **Tesla Superchargers, even if they don't drive a Tesla**.

These chargers can be nearly **30p per kWh cheaper** than some others.

However, while a **4p average drop** to 78p is the same amount as the reduction in home charging, there is less saving for the fleet as on-road energy has 20% VAT applied, compared to 5% on domestic energy. In real terms then, there is a **3.3p overall fall in public charging costs**, compared to 3.8p for plugging in at home.

ALLFUEL

We've calculated the average costs for petrol and diesel over the spring-summer period (April-September '24), based on millions of Allstar fuel card transactions throughout the UK. The results show trends in fuel pricing compared to previous quarters, and even points to future costs.

Don't forget VAT!
Our AllCost figures include VAT (5% domestic, 20% public, 20% fuel) some of which could be reclaimed by a VAT registered company.

Petrol

(Average pence per litre)



144.89p

Up 1.55p
Winter Q1 2024
143.34p ↑

Highest recorded cost

161.66p

Lowest recorded cost

124.27p

Over the summer the **average cost of petrol has remained at a similar level** to the price in early 2024.

But the average cost masks some large price fluctuations over the period. In spring, **average prices peaked at 149p** with some forecourts charging **up to 161p**.

Yet by September, the **average had dropped to 136p** with **124p being the lowest**; theoretically a vehicle with a 60-litre tank could have cost up to £97 to fill in April, but only £75 in September.

It proves that **shopping around** and having a **planned fleet management** strategy is still very important if fleets want to minimise costs.

Diesel

(Average pence per litre)



150.85p

Down 1.55p
Winter Q1 2024
152.4p ↓

Highest recorded cost

166.82p

Lowest recorded cost

129.75p

Unlike the spike in petrol prices in spring, the **cost of a litre of diesel** has been on a **smooth downward trajectory** all summer.

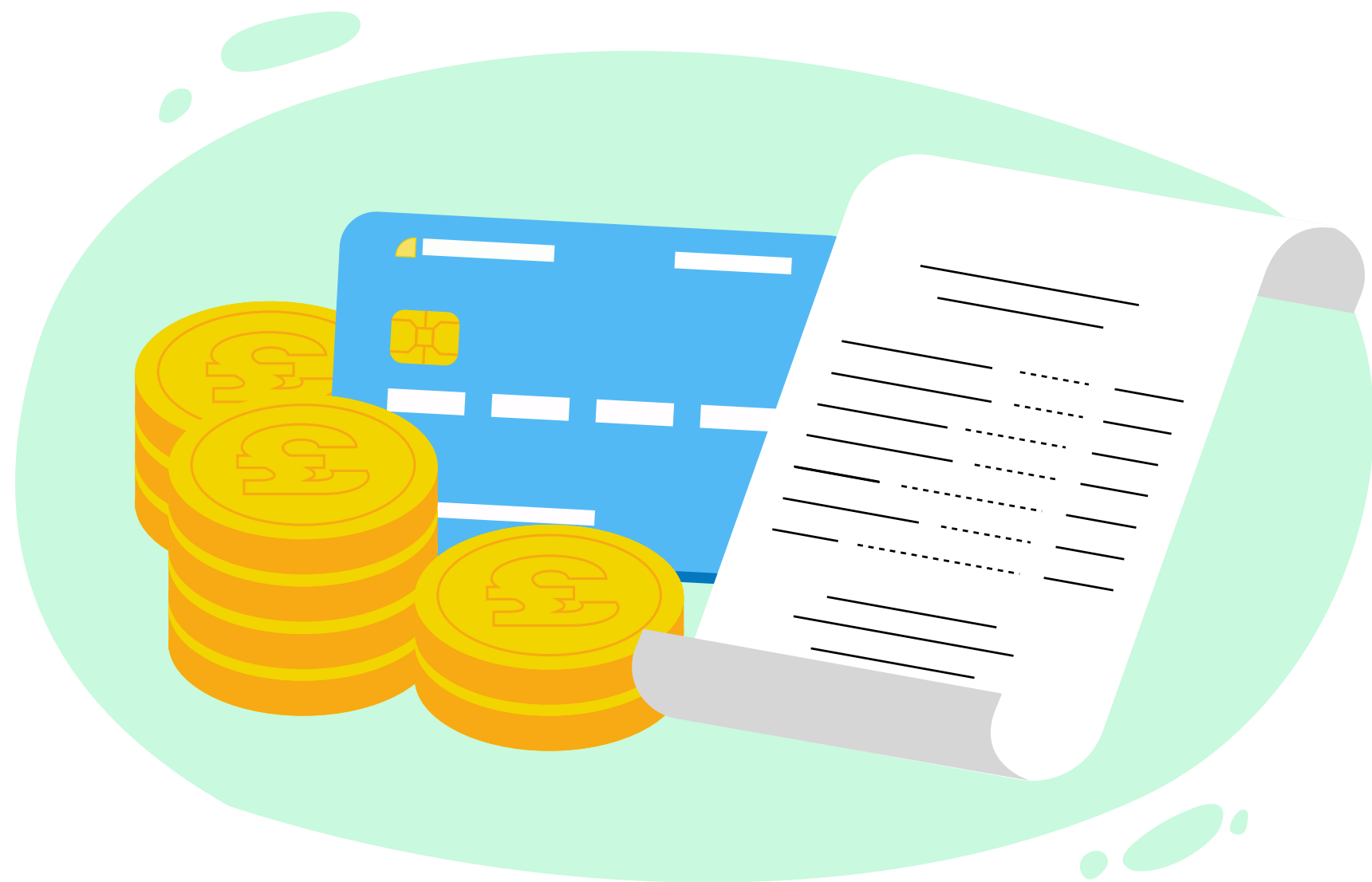
In April, the average was 157p, dropping to 151p by July, and 142p by September — **one of the lowest averages in some time**.

Usually, diesel prices rise in the winter months as heating oil demand increases, so it remains to be seen if this ongoing trend continues as cooler weather returns.

ALLCOST - CARS & VANS

Pence per mile figures for cars and vans, based on our real life electric and fuel costs.

We've created baskets of cars in each sector, collated their official lab-tested WLTP fuel economy or energy efficiency figures, and then applied a 20% 'real life' deduction to them, to replicate their efficiency more closely in everyday life. That way, businesses and fleets can see our estimated indicative costs of what various car and van models may cost, however they choose to power them.



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Q AllCost Insight

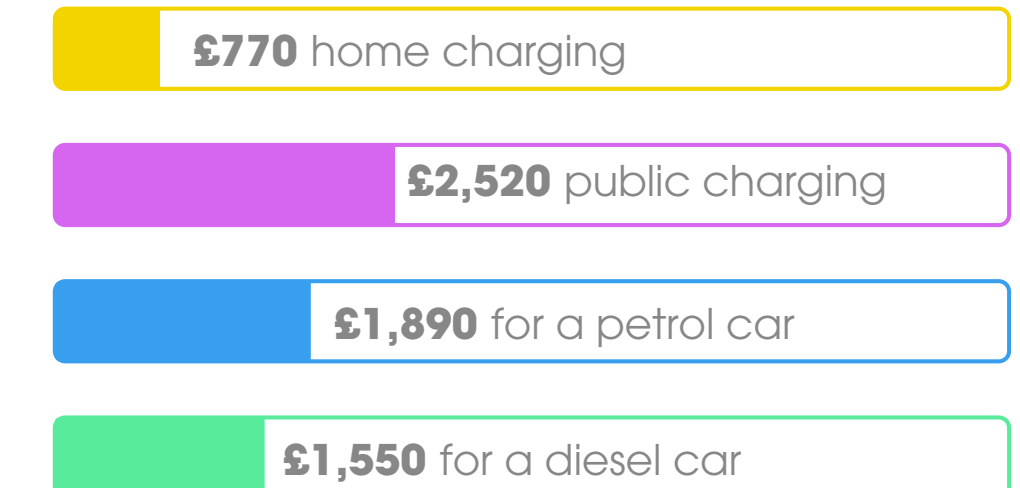
This summer has seen a significant shift in the cost of powering cars and vans, across all vehicle sectors, from one particular source of power.

There's not much difference if you have a petrol or diesel vehicle, as the spring spike in petrol was evened out by a subsequent fall, while diesel prices dropped steadily, but not enough to cause a major change in the pence-per-mile costs, as these figures show.

The 4p drop in public charging hasn't resulted in pence-per-mile figures for electric cars and vans changing a great deal either.

But there has been a big shift on the home front. It is now even more cost-effective to use domestic energy for business mileage: most vehicle sectors have seen around 1.5p per mile wiped off their running costs.

What does that mean in overall terms? As an example, drive 10,000 miles in an executive car now, and it will cost:



As noted before, this is the average cost of home energy. If a driver can potentially access the lowest domestic energy prices, that some suppliers provide but few drivers may have the opportunity of taking advantage of, at only 1-2p per kWh, then that bill could, in some cases, plummet still further.

ALLCOST - CARS & VANS

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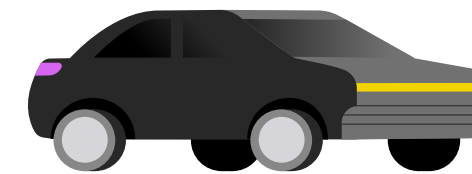
Supermini

Real Life Efficiency	Electric	3.1mi/kWh
	Petrol	43.1mpg
	Diesel	48.5mpg
Cost per mile	EV Home	7.7ppm (9.0ppm)
	EV Public	25.2ppm (26.5ppm)
	Petrol	15.3ppm (15.1ppm)
	Diesel	14.1ppm (14.3ppm)



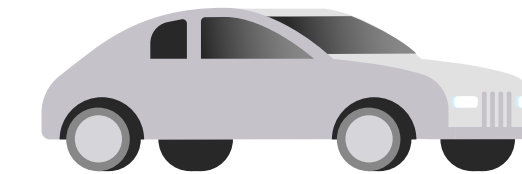
Family

Real Life Efficiency	Electric	2.9mi/kWh
	Petrol	43.4mpg
	Diesel	48.1mpg
Cost per mile	EV Home	8.3ppm (9.7ppm)
	EV Public	26.9ppm (28.3ppm)
	Petrol	15.2ppm (15.0ppm)
	Diesel	14.3ppm (14.4ppm)



Executive

Real Life Efficiency	Electric	3.1mi/kWh
	Petrol	34.9mpg
	Diesel	44.2mpg
Cost per mile	EV Home	7.7ppm (9.0ppm)
	EV Public	25.2ppm (26.5ppm)
	Petrol	18.9ppm (18.7ppm)
	Diesel	15.5ppm (15.7ppm)



Luxury

Real Life Efficiency	Electric	2.5mi/kWh
	Petrol	25.7mpg
	Diesel	33.5mpg
Cost per mile	EV Home	9.6ppm (11.2ppm)
	EV Public	31.2ppm (32.8ppm)
	Petrol	25.6ppm (25.4ppm)
	Diesel	20.5ppm (20.7ppm)



Crossover

Real Life Efficiency	Electric	2.8mi/kWh
	Petrol	38.3mpg
	Diesel	39.2mpg
Cost per mile	EV Home	8.6ppm (10.0ppm)
	EV Public	27.9ppm (29.3ppm)
	Petrol	17.2ppm (17.0ppm)
	Diesel	17.5ppm (17.7ppm)



SUV

Real Life Efficiency	Electric	2.7mi/kWh
	Petrol	31.5mpg
	Diesel	34.6mpg
Cost per mile	EV Home	8.9ppm (10.4ppm)
	EV Public	28.9ppm (30.4ppm)
	Petrol	20.9ppm (20.7ppm)
	Diesel	19.8ppm (20.0ppm)



Compact Van

Real Life Efficiency	Electric	2.3mi/kWh
	Petrol	33.9mpg
	Diesel	40.9mpg
Cost per mile	EV Home	10.4ppm (12.2ppm)
	EV Public	33.4ppm (35.7ppm)
	Petrol	19.4ppm (19.2ppm)
	Diesel	16.8ppm (16.9ppm)



Panel Van

Real Life Efficiency	Electric	1.8mi/kWh
	////	////
	Diesel	30.4mpg
Cost per mile	EV Home	13.3ppm (15.6ppm)
	EV Public	43.3ppm (45.6ppm)
	////	////
	Diesel	22.6ppm (22.8ppm)

Winter Q1 2024 figures in brackets.

ALLCHANGE

EV or ICE? How choosing pump or plug can affect running costs. What a difference a year makes.

Over the past year in each of the AllCosts reports, we've looked at business drivers in different situations, and how they may, or may not, save money by making the switch to electric. How have they fared?

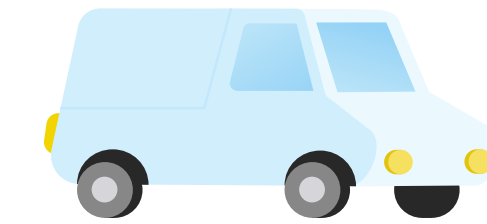
Annabel Small Business Owner



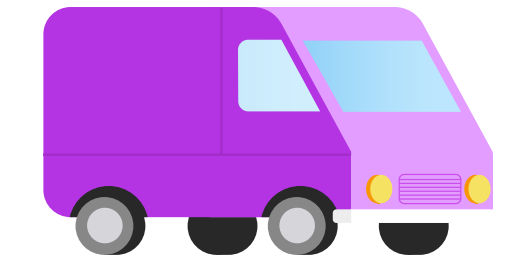
Running a single van mostly on local jobs and taking it home at the end of each day, our business owner would have the opportunity to plug in overnight, which means the vast majority of electric mileage could be powered that way.

Last year, Annabel was running a small diesel van over 12,000 miles a year at a cost of 17.6ppm. A year later the cost of fuel had fallen slightly, resulting in a 0.8ppm drop, which would have saved Annabel £96 over the year.

However, Annabel chose to go electric, and has made a small saving as a result. The savings would have been greater if she had been able to charge entirely at home. The 10% of charging from public points cost her 28% of the overall spend.



Small diesel van



Small electric panel van

	Small diesel van	Small electric panel van
Miles a year	12,000	12,000
Efficiency	40.9mpg	2.3mi/kWh
2023 Cost per mile	17.6ppm	90% Home @ 12.2ppm
		10% Public @ 30.4ppm
2023 Total cost	£2,112	£1,683
2024 Cost per mile	16.8ppm	90% Home @ 10.4ppm
		10% Public @ 35.7ppm
2024 Total cost	£2,016	£1,551

Don't forget VAT!

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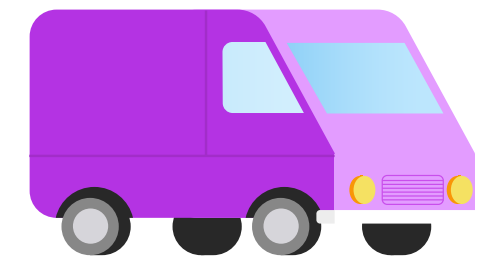
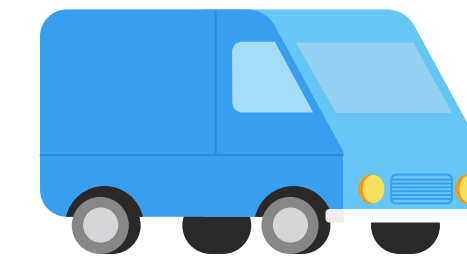
Chris Delivery Driver



Constantly on the road, Chris makes multiple stops on all sorts of roads, from motorways to country lanes, often while heavily laden too.

He doesn't have the ability to charge at home, so it would have all needed to be done on the public network or by charging at work.

As a result, he stayed in a diesel van, and with prices at the pump falling through the year, while public charging costs rose, Chris and his fleet manager made the right decision. His van cost the business nearly half as much as if he had gone electric.



Large diesel van

Electric van

Miles a year	12,000	12,000
Efficiency	Diesel 30.4mpg	1.8mi/kWh
2023 Cost per mile	23.7ppm	38.8ppm
2023 Total cost	£2,844	£4,656
2024 Cost per mile	22.6ppm	43.3ppm
2024 Total cost	£2,712	£5,196

(The cost per kW is at the average public charging rate)

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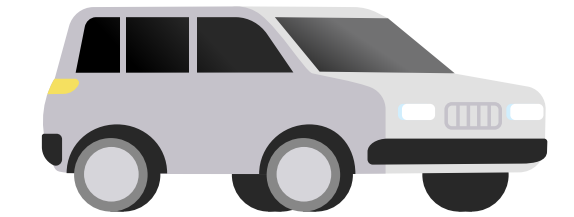
Rachel
Sales Director



Driving an executive petrol SUV, this sales director does a couple of longer trips to see clients each week, but otherwise stays close to home.

She decided to stay in her petrol SUV, mainly as she was put off by the thought of longer trips in the electric SUV, despite having the possibility of installing a charger at her home.

Perhaps Rachel made the wrong decision. With the public charging network expanding, the occasional plug-in at a public charge point shouldn't have been a problem, and even with the cost of fuel falling slightly, her business was still more than £1,000 worse off.



Large petrol SUV

Large electric SUV

	Large petrol SUV	Large electric SUV
Miles a year	15,000	15,000
Efficiency	31.5mpg	2.7 mi/kWh
2023 Cost per mile	21.7ppm	80% Home @ 10.4ppm
		20% Public @ 25.9ppm
2023 Total cost	£3,255	£2,025
2024 Cost per mile	20.9ppm	80% Home @ 8.9ppm
		20% Public @ 28.9ppm
2024 Total cost	£3,135	£1,935

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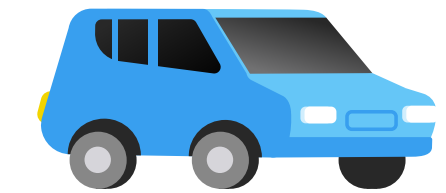
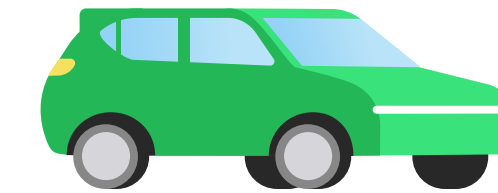
**Darren
Engineer**



Darren's business has an ambitious Net Zero strategy, which means that it wanted all employees to switch to electric wherever possible.

While petrol prices stayed broadly similar, in his new electric hatchback Darren has to charge in public a lot, which might have meant running costs increasing as public charging rose too. But, because he manages to do nearly 11,000 home-charged miles a year, Darren came out about level.

His company has been vindicated as well: its costs may not have dropped, but with dozens of zero emission vehicles now on the road, it is well on track to hit its Net Zero targets, which in turn is helping it win business as a preferred sustainable supplier. And with some of Darren's trips into London, the business is saving on ULEZ charges too.



	Petrol family hatchback	Electric family hatchback
Miles a year	18,000	18,000
Efficiency	43.4mpg	2.9 mi/kWh
2023 Cost per mile	15.8ppm	60% Home @ 9.7ppm
		40% Public @ 24.1ppm
2023 Total cost	£2,844	£2,783
2024 Cost per mile	15.2ppm	60% Home @ 8.3ppm
		40% Public @ 26.9ppm
2024 Total cost	£2,736	£2,833

SOLVING THE PLUG-IN HYBRID PUZZLE

Driving PHEVs could result in cost savings so long as drivers use the right powertrain, at the right time. Here's how you can do it.

It was reported in August 2024, sales of plug-in hybrids have increased by nearly a third compared to 2023, with fleet buyers increasingly opting for these models.

There may be many different reasons for this.

Some company car drivers might not be convinced that they're ready to go fully electric, and think that the short battery range of a PHEV will be acceptable for most miles, with the back-up of petrol or diesel when they need it on longer trips.

Others may be coming out of ICE company cars and see a tax saving from a PHEV, as the Benefit-in-Kind rate for plug in hybrids is lower than that of petrol or diesel and set to last until 2028.

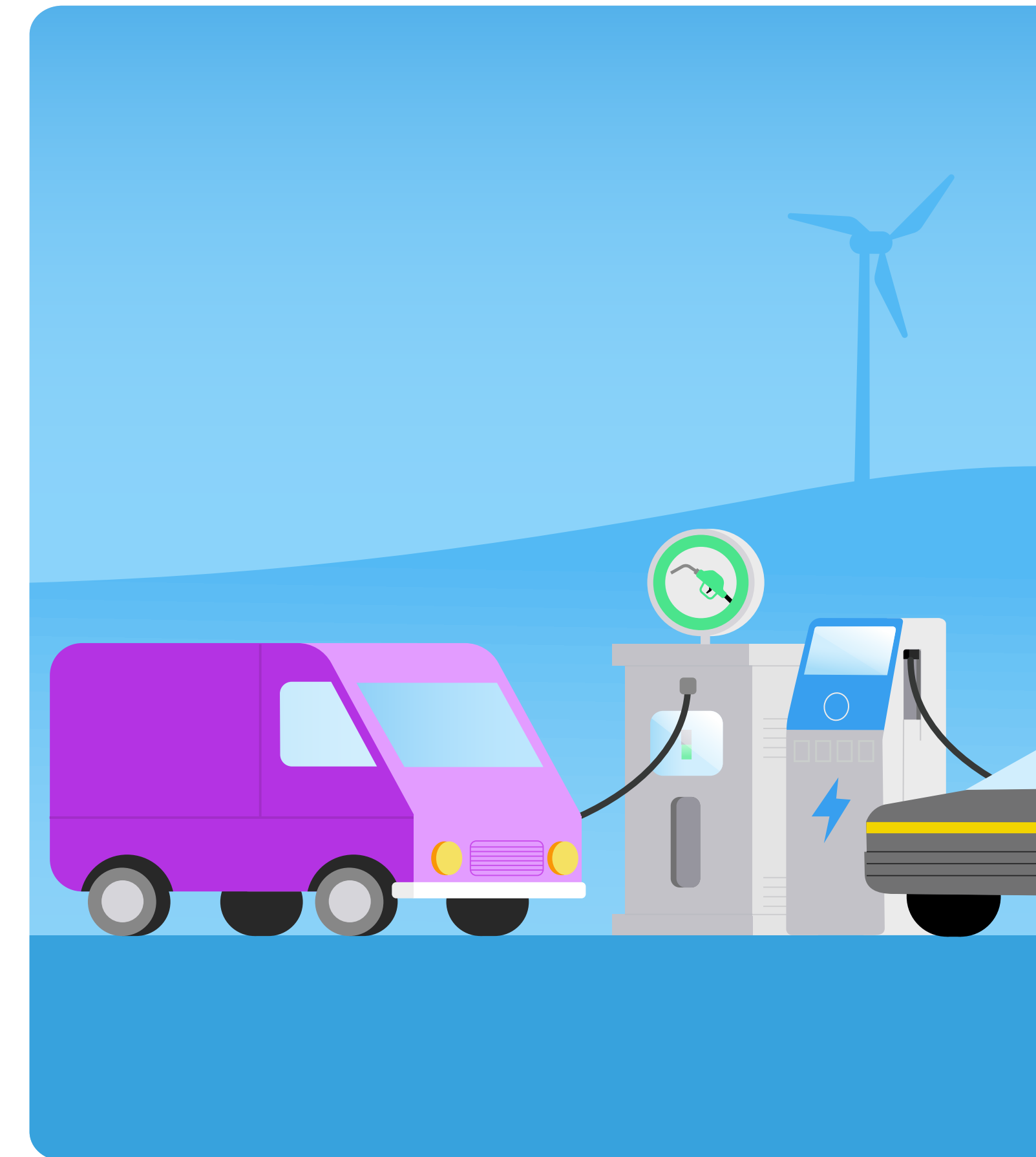
As technology has improved, the battery range of PHEVs has increased too, with some models claiming to deliver around 70 miles before the petrol or diesel engine is needed. Not long ago, getting 30 electric miles from a PHEV would have been an achievement.

So for the right driver, PHEVs could work.

However, some fleet management companies have found that many drivers, once they accessed the lower company car tax rates, don't actually use the electric drivetrain at all.

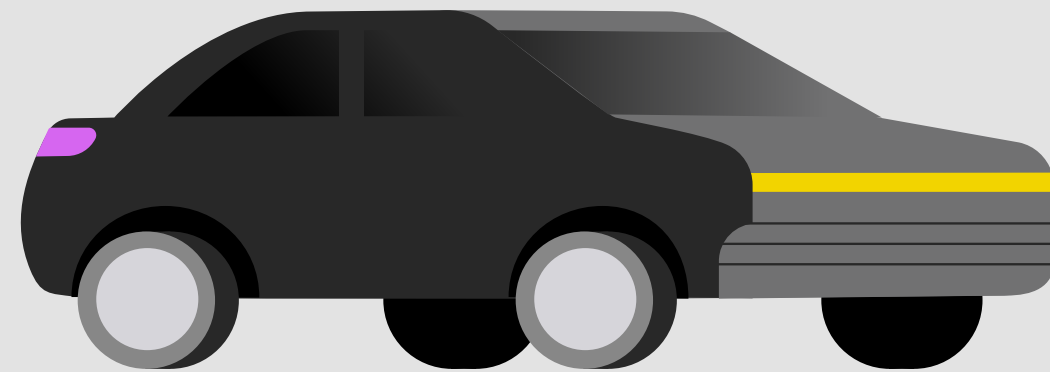
So fleets need to be aware of this in order to get the most from them, and to ensure they are not paying more than they should or could be.

We've looked at some scenarios, based on our real-life costs, to show how using PHEVs in the right way could save a business money.



SOLVING THE PLUG-IN HYBRID PUZZLE

Executive Saloon PHEV



P11D	£59,550
WLTP electric range	61 miles (19.4kWh)
Real world electric range	49 miles
Turbo petrol engine (2l)	144.89p per litre (41.3mpg)
Average miles per day	55
Average miles per year	12,375

Scenario 1

Charges at home and uses electric every day

If this driver charges at home every night, at 24p per kWh, 49 of their 55 miles would cost them **£4.66**.

The other six miles, using the petrol engine at an average of 41.3 mpg would cost **95p**, for a total of £5.61. Driving this way, over a year (5 days a week, 45 weeks a year) their cost for business mileage would be **£1,262**.

Scenario 2

Charge in public and uses electric every day

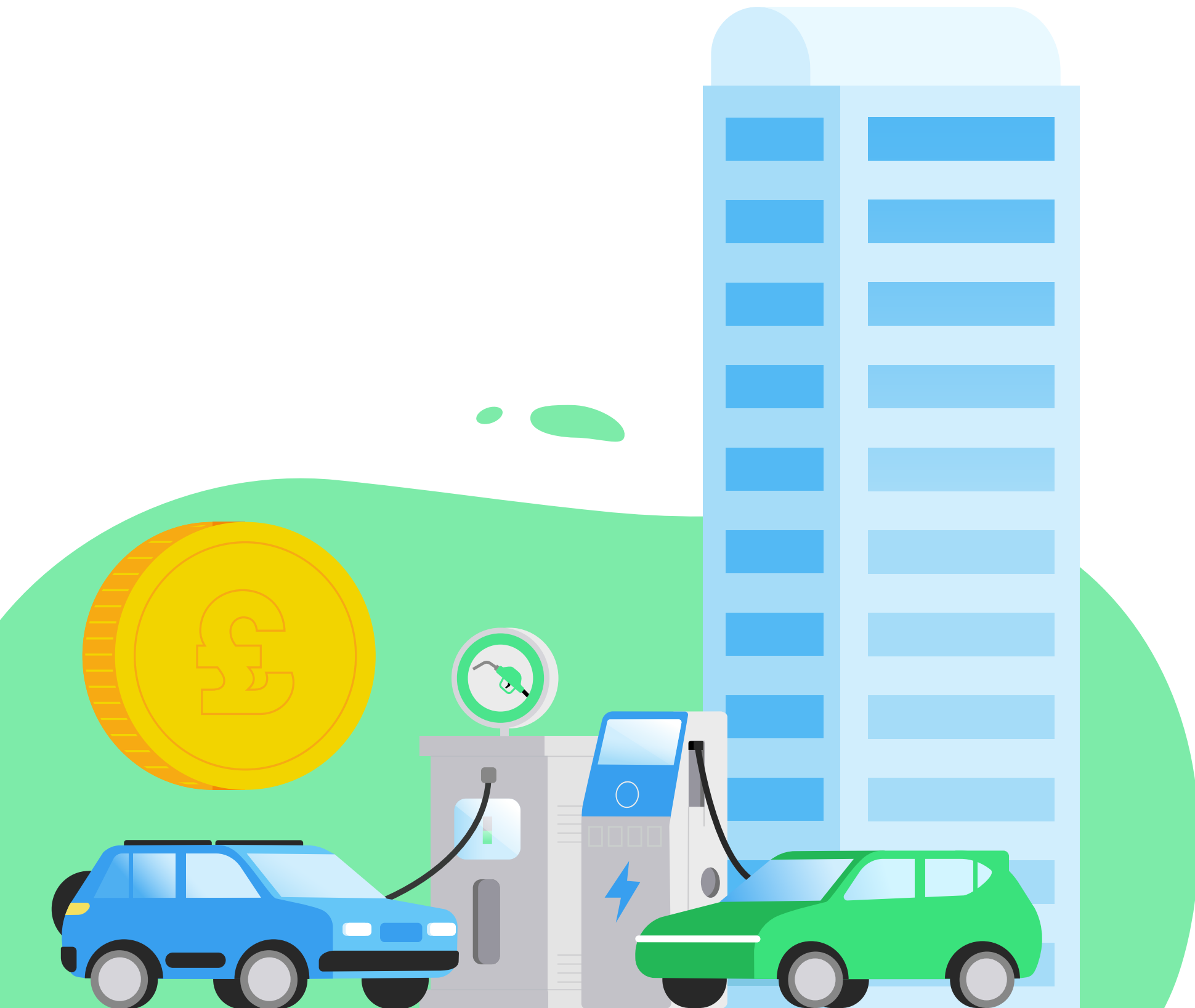
If this driver doesn't have a home charger and uses high speed public units at 78p per kWh, the cost of filling the battery each time would cost **£15.91**, and with the extra petrol-powered mileage ends up at **£16.86** a day, costing **£3,794** per year.

Scenario 3

Never uses electric - only petrol engine

If a PHEV driver never uses the electric powertrain, and just runs on the petrol engine alone, the cost of those 55 miles at 41.3mpg would be **£8.77** a day. Over the entire year, that's **£1,973** in total – costing the business over **£700** more in mileage expenses than if they had taken advantage of charging at home.

SOLVING THE PLUG-IN HYBRID PUZZLE



How Allstar can help

These figures show that from a cost perspective, it's really important to maximise every electric mile you can in a PHEV, and charge in the right way, otherwise bills can spiral.

With Allstar Online, you can see what a driver with an Allstar Chargepass card is paying for – whether it be petrol, diesel or electric – which means you can identify those not taking advantage of potentially cheaper electric charging costs, if available to them, and demonstrate to them the savings that could be made.

For business drivers who do have the option to charge at home but don't currently, Allstar Homecharge makes expenses easier and helps save costs through the most economical way to pay for business electric charging.

Allstar Homecharge makes expenses easier and helps save costs.

We can also supply a driver survey to the business to help identify those employees who are suitable for Homecharge.

Using the Allstar Co-Pilot app, drivers can also search for cheaper fuel and electricity on the road too, so they can maximise the efficiency of their PHEV, whichever powertrain they are running.

ALL FOR 2025

What needs to happen for businesses running vehicles to have a successful, sustainable 2025? We ask industry experts to look ahead.



The fleet and company-provided car sectors have led the adoption of cleaner, greener vehicles from day one. We now need to see more steps taken to help others join that journey. The growth of electric vehicle adoption seen in recent years is welcome. It will remain unstable and unsustainable unless we see greater government support to stimulate new and used BEV demand and better charging infrastructure.

Toby Poston

Director of Corporate Affairs • BVRLA



Growing overall demand for new vans is encouraging as the sector, a barometer of the UK economy's health, continues to recover post Covid. But while manufacturers have invested huge sums delivering zero emission technology and incentivising its sale, consistently low demand is constraining the industry from meeting Britain's ambitious zero emission vehicle sales mandates.

For van fleets to go green at pace they need the immediate encouragement – and long-term certainty – of fiscal incentives and van-specific charging infrastructure. Without these, UK decarbonisation ambitions cannot be achieved at the world-leading speed demanded by regulation.

Mike Hawes

Chief Executive • SMMT



2025 will see more charge points going in the ground and getting switched on than in any other year to date. ChargeUK members added a new charge point to the network every 25 minutes on average in 2024 and the industry is growing exponentially, providing infrastructure ahead of demand.

In their first full year in office we need the government to deliver a supportive policy environment to ensure we can deliver the right charging solutions in the right place.

Vicky Read

CEO • ChargeUK



What needs to happen for businesses running vehicles to have a successful, sustainable 2025? We ask industry experts to look ahead.



There remain infrastructure issues for some fleets and we're working directly to provide new options that should make accessibility to power easier by helping businesses to share their charging facilities.

In 2025, we plan to launch an online matchmaking service and a specialist platform that will link fleets with spare charging capacity at their premises with others who need charging in those areas.

If we can make these solutions work, it'll be a boost for fleet EV charging, providing a useful further option for fleets beyond home charging, their own workplace charging, and pay-on-use public chargers.

Paul Hollick
Chair of the Association of Fleet Professionals (AFP)



There is no doubt that the move to electric is happening, but there is also another movement in the fleet sector that needs to be supported in 2025: the decarbonisation of existing petrol and diesel vehicles.

While electric will take over one day, at present many businesses still have a majority of their commercial fleet running on petrol and diesel. But that doesn't mean they are ignoring the need to run more sustainable operations, and reduce emissions. They need support to drive more efficiently, buy fuel more effectively, plan better routes and streamline operations, and we're committed to help them with this.

Paul Holland
Managing Director • UK/ANZ Fleet •
Corpay • Allstar



With a new Government now bedded in, what we need in the electric vehicle sector is stability so that every stakeholder, from car and van manufacturers and charge point operators, to SMBs and corporate fleets, can put longer term strategies in place.

We now have a network in the UK that can support zero emission business travel. We now have electric vehicles that can often do the mileage necessary. What we need this year is more certainty around running costs, taxes and delivery of infrastructure. With these in place, our customers can plan the successful transition to electric with confidence.

Ashley Tate
Managing Director
Allstar Chargepass UK



ALLEVERYWHERE

Award winning Allstar Chargepass®* does it all... and so much more

Whether you're running a fuel fleet, or if you've already started the journey to electric but require an additional way to charge to the public EV charging network, simply pick and choose the Allstar Chargepass features that you need today, then change them as your business grows.

The UK's largest and fastest charging and refuelling payment network

We are experts at keeping businesses on the move and that doesn't stop as businesses transition to EV – thanks to Allstar Chargepass, your drivers can pay for charging at the UK's largest and fastest electric charging payment network for business.

With over 80% of the UK's rapid and ultra-rapid chargers on the network and 86% of the Allstar network made up of fast, rapid and ultra-rapid chargers, drivers can reduce downtime and get back on the road in no time.

*Winner of Innovation in EV Technology Award at the Great British Fleet Awards 2024

** Savings on diesel can be made at participating Discount Diesel sites on our network when the card is swiped.

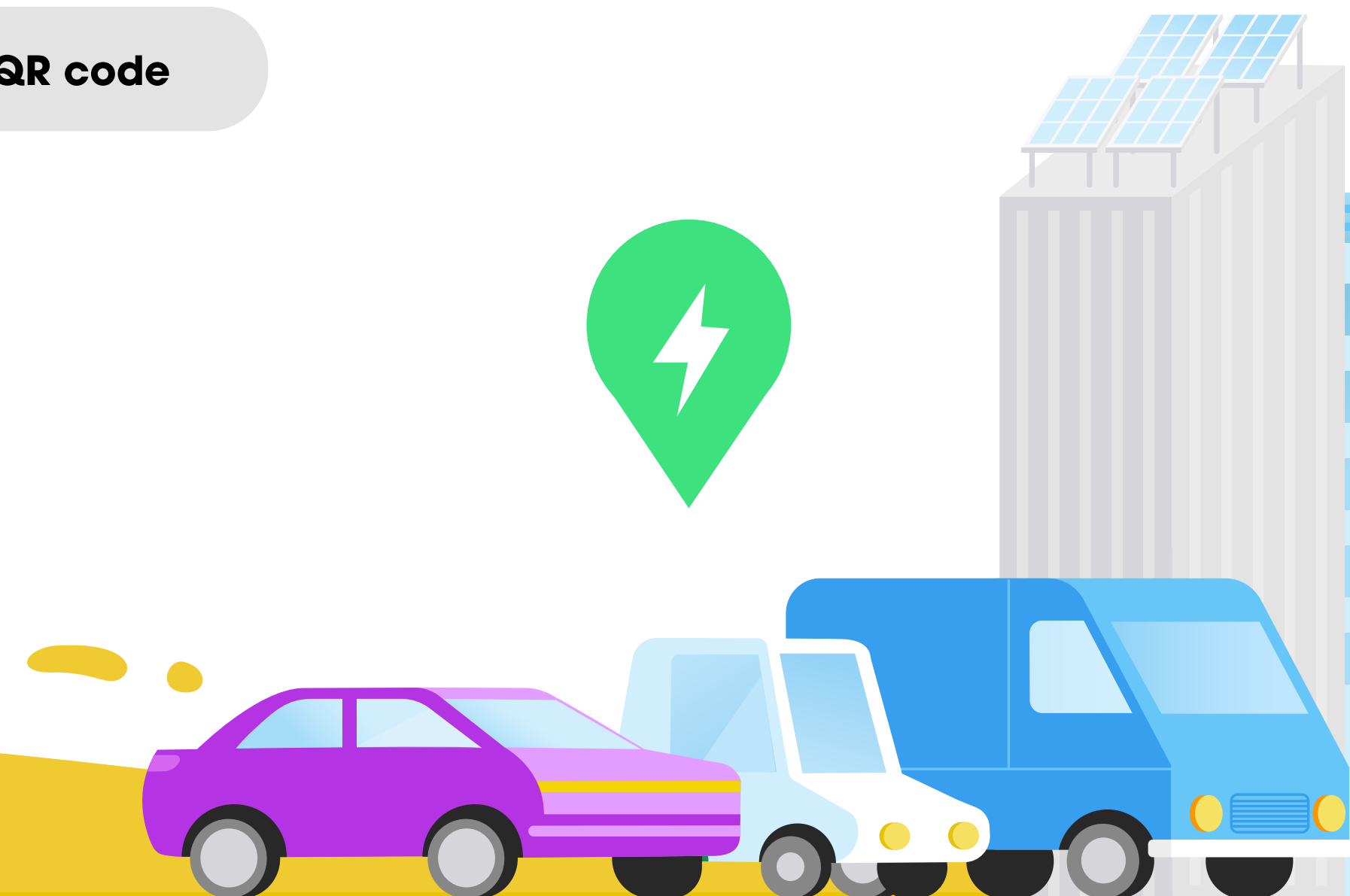
The UK's largest fuel network

Thanks to Allstar, drivers also get access to the UK's largest fuel network which includes up to 8p discount per litre of diesel**, access to low cost supermarket sites and all major fuel brands including Shell, BP and Esso.

Access EV charging sites at your fingertips - did you know that you can pay for charging at over 90% of sites on our electric charging payment network directly through the Allstar Co-Pilot app?

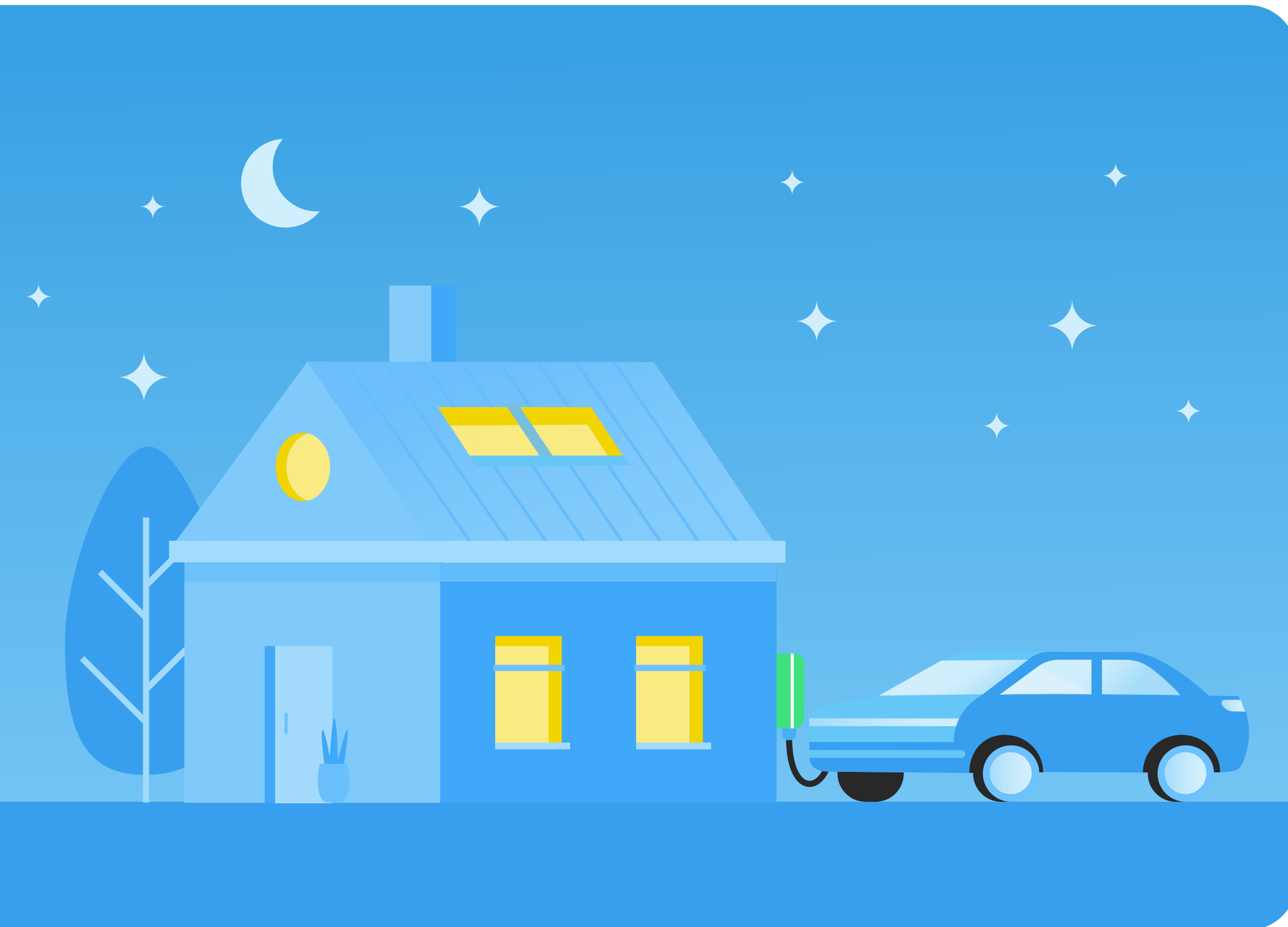
Download your on the road companion today.

To find out more, scan the QR code



ALLEVERYWHERE

Making home charging simple.



Allstar Homecharge simplifies home charging for business drivers by accurately paying all your drivers' home charge costs directly to their energy supplier***.

Why?

- **Because the AER can underpay drivers for home charging**
- **Manual reimbursements are complex and inaccurate**

With Homecharge there are no more out-of-pocket drivers and you reduce complicated expense claims.

***In order to comply with HMRC Vehicle Fuel Benefit, businesses may require a process to identify and reclaim payments for private use.

AWARD WINNING SOLUTIONS

Don't just take our word for it.



GF Awards
2023



E Mobility Awards
2024



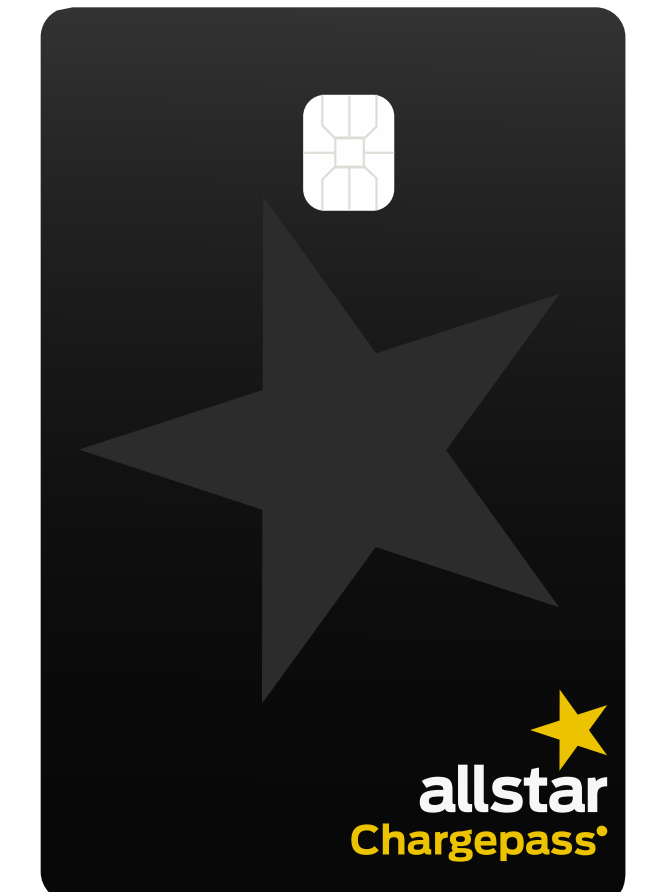
Highly Recommended Trusted Brands
2025



Fleet News Recommended
2024



The Great British Fleet Awards
2024



TAKING THE NEXT STEP...

If you want to find out about Allstar products including Chargepass and how one payment solution could be used for all your fleet's needs, get in touch with our expert team today:

0345 266 5101

Allstarcard.co.uk

