

# Manifesto 2026



## Executive Summary

The AFP advocates for coordinated government action to support fleets through a complex and rapidly evolving technological landscape. The AFP Manifesto 2026 is a comprehensive set of proposals designed to:

- Accelerate fleet decarbonisation
- Simplify fleet related taxation and regulation
- Improve national vehicle charging infrastructure
- Enhance fleet safety and mobility
- Strengthen workforce capability

It serves as the foundation for AFP's lobbying strategy and long-term engagement with government departments, regulators, and industry partners.

## Introduction

The Association of Fleet Professionals (AFP) is the UK's leading industry body for Fleet Operators and Service Providers with over 1900 members who manage over 250,000 vehicles.

This Manifesto sets out the fleet industry's key issues and sets goals and ambitions to resolve these over the coming years with clarity and precision. This document details actionable proposals, encompassing both incremental improvements and transformative strategic initiatives. This manifesto focuses on areas where policy change or clarification is required to enable businesses to advance their fleet and mobility strategies efficiently and with greater agility.

We have made significant progress since the inaugural edition five years ago, and this updated version for 2026 and beyond acknowledges and builds upon these achievements.

Noteworthy additions to this Manifesto include the Government proposed introduction of a new tax (eVED) for electric cars from 2028, regulation relating to electric HGV mandates and a new Road Safety Strategy, reflecting the evolving landscape of fleet management and regulation.

The objective of the Manifesto is to foster constructive dialogue between the fleet sector, key Government Departments and their policymakers, and should serve as the cornerstone of The AFP's advocacy efforts. Whilst certain recommendations may be implemented promptly, others such as considerations surrounding a comprehensive road tolling strategy are inherently strategic and indicative of longer-term policy development. Accordingly, although designated as 2026, this Manifesto and its proposals and initiatives are anticipated to extend beyond this timeframe.

Through our collective voice of national fleet operators, we strive to improve market conditions for everyone involved in running a corporate fleet in the UK. How we are going to achieve this is detailed in the sections below.

Much of the change we want to see, requires us to lobby the government, either directly or through other fleet bodies such as the British Vehicle Rental and Leasing Association (BVRLA), Charge UK, or the Electric Vehicle Association (EVA).

## FLEET DECARBONISATION

### 1 More support for electric vans

Although the transition to electric company cars has been largely successful, electrifying vans has posed greater challenges.

Fleet operators are keen to facilitate this shift but face difficulties relating to infrastructure, regulatory hurdles, and the cost and availability of suitable vehicles. These factors are impeding further progress.

In response, the AFP will continue collaborating with leading commercial vehicle trade associations, electric van specialists, and decarbonisation experts, collectively campaigning to simplify the electrification of commercial vehicles through the “Zero Emission Van Plan”.

This campaign outlines three essential government actions to boost zero emission van uptake across the UK:

- Increased fiscal support: Grants are needed to make both new and used electric vans affordable.
- Improved charging: Regulatory and fiscal backing for accessible, affordable, and effective chargepoints.
- Removal of regulatory barriers: Achieving full alignment between 4.25 tonne zero emission vans and equivalent petrol and diesel vans.

Positive progress has been made in this area and by the end of 2025 the government committed to legislating for easier fleet operation of zero-emission vans between 3.5 and 4.25 tonnes. Following our continued lobbying both alone and with the BVRLA we have now seen further legislative changes that came into force on June 1<sup>st</sup>, 2026, which now ensures complete parity between Internal Combustion Engine (ICE) vehicles and Electric Vehicles in the 3.5-4.25t category.

The AFP will continue to press OEMs and Government on issues such as operating ranges and 12v battery rundown challenges, as these hamper the daily operation of fleets and are costly as remedies such as roof-mounted solar panels are paid for by fleets and not the OEMs.

## 2 Improved labelling for electric vehicles

An enhanced labelling system for electric vehicles is increasingly crucial for successful adoption. AFP members report that electric vans often achieve only half their WLTP range in cold conditions with full loads. Inaccurate official data has led fleets to purchase vehicles unsuitable for their operational needs, resulting in costly mistakes. A more reliable labelling system is required.

For vans, WLTP labelling should encompass various payloads and weather conditions, ideally providing a grid showing performance with no, medium, and full loads in warm, normal, and cold situations, as well as towing capacity. This is a fundamental requirement given current technology, as real-world performance data is essential for adoption.

WLTP issues also affect electric cars, with many drivers unable to achieve the stated range. The WLTP standard needs revision, which we accept is challenging due to it having United Nations-level agreement. We believe the UK should consider its own labelling system and review all the viable alternatives.

The AFP would also like to see efficiency ratings (e.g. kWh per mile) provided for all electric vehicles, which would aid the setting of proportionate Advisory Electricity Rates (AER) and future tax regimes. This would then follow a similar approach to the previously required average MPG figures for OEMs.

Additionally, all EVs should display both AC and DC charging speeds in a prominent place (charging flap) to educate users about available charging speeds from charge points. This could be implemented under existing fuel labelling legislation, providing immediate benefits for EV drivers.

### 3 Government support for used EV sector

Government support is needed to encourage second and third hand buyers to look at EVs - both cars and vans - more favourably, at least until the market reaches a point of greater maturity. Part of the immediate problem is that many of the first wave of EVs adopted by fleets were luxury car models or models with low ranges, and do not have appeal as everyday family transport for used buyers. More attention needs to be paid to the EVs that are being bought as company cars, although this is starting to redress itself.

Another key concern in the used sector is the need for a standardised battery health check to give the used buyer a high degree of reassurance, largely to offset reports of cars requiring replacement batteries at high costs that exceed the vehicle value. Work on this is currently underway at an international level and we would emphasise this as well as programmes aimed at educating used car buyers.

### 4 Review and clarification of the AER

In 2025, a designated electric rate was established for business mileage charging reimbursement, resulting in distinct rates for home and public charging. This development has generated significant enquiries among AFP members regarding the application and administration of these new rates, and official clarification from the Government is still pending.

Comprehensive guidance from the Government is required to enable fleet managers to implement the revised rate with confidence, specifically regarding the necessary supporting documentation to qualify for the higher public charging rate.

### 5 Actual Cost Definition for EV Charging Reimbursements

Many fleets currently reimburse electric vehicle drivers based on the actual electricity costs incurred during business mileage, as the two Advisory Electric Rate (AER) figures remain insufficient, and validating public charging AER involves similar effort to processing actual cost reimbursements. As highlighted previously, HMRC has yet to provide definitive guidance regarding the use of these rates or the criteria for determining acceptable methods of actual cost calculation; therefore, fleets must rely on their own discretion.

Calculating actual costs is complex, given that drivers utilize various charging locations, including home, office, kerbside, and public charge points. Clear direction from HMRC on what constitutes acceptable practice would offer valuable clarity and assurance to fleets that have adopted actual cost reimbursement models.

## 6 Clear signposting of EV initiatives

We continue to press the government to provide fleets with greater certainty regarding future EV operating costs, as well as allowing sufficient time for strategic planning and adaptation to forthcoming changes to take place.

At times, amendments have been announced without comprehensive details, prompting fleets to consider operational implications; however, early awareness of upcoming changes enables proactive preparation even if specific information remains unavailable.

## LEGISLATION & TAXATION ISSUES

### 7 Changes to regulation to bring 4.25 tonne electric vans in line with 3.5 tonne vans

Over the past year, significant progress has been made to align the operational requirements of 4.25-tonne electric vans with those of 3.5-tonne diesel/petrol vans.

Amendments to driving licence eligibility for zero-emission vehicles were introduced in June 2025, facilitating a smoother transition to electric vans.

Following a further consultation held earlier this year further legislative changes came into force on June 1<sup>st</sup> 2026.

These changes include MOT testing only taking place after the first 3 years following initial registration. The changes will also see these vehicles operating under GB drivers' hours rules, thereby enhancing simplicity, flexibility, and consistency with comparable internal combustion engine vans, which is anticipated to encourage broader adoption. It should be noted that these changes are not applicable in Northern Ireland.

Following this implementation a review will assess the effectiveness of the new legislation and determine if any negative impacts have arisen and whether subsequent legislative adjustments or repeal are warranted.

Moving forward, similar considerations will need to apply to 7.5-tonne and HGV categories with each licensing and weight classification update. When addressing the situation for 4.25-tonne electric vans, stakeholders must develop a long-term strategy, thoroughly review existing derogations for trials, and ensure a consistent approach aligned with European standards where regulatory advancements are progressing swiftly.

## 8 Electric Vehicle Excise Duty (eVED)

In 2025, the government announced the forthcoming electric Vehicle Excise Duty (eVED) which is set for implementation in 2028.

We acknowledge that the Chancellor of the Exchequer must address the issue of reduced petrol and diesel fuel duty revenues as more fleets and individual motorists transition to electric vehicles (EVs). However, the timing of this new tax and the process of collecting it is not fit for purpose and merits further careful consideration. Although EV adoption within fleet and retail sectors is increasing, the introduction of additional costs prior to widespread uptake, especially through a new taxation mechanism, could pose significant risks to further EV adoption.

Implementing eVED in April 2028 may adversely affect both new and used EV values, elevating operational expenses for businesses and potentially decelerating the UK's momentum toward EV adoption at a critical juncture.

We believe this is the wrong tax at the wrong time and support a postponement until 2030 to help ensure continued growth in EV uptake while granting industry adequate time to adjust systems and processes accordingly.

Should eVED proceed, several practical issues also require resolution. The current structure stipulates upfront payment, with adjustments made twelve months later following mileage verification. This raises questions regarding the recording, reporting, and validation of mileage, as well as the administrative effort required by both Fleet Operators and drivers.

At present, the proposed eVED applies exclusively to electric cars, and the government's stance on electric vans remains unclear. Imposing additional costs on electric van operations could be detrimental to businesses already contending with the challenges of van electrification referenced previously.

Active AFP and fleet participation in the government's ongoing consultation on eVED is crucial to identifying and addressing potential concerns. We will continue to provide feedback and encourage our members to engage with the process, recognising that this consultation may represent the start of an extended period of policy development.

## 9 HMRC 'Available to use' rule

Current HMRC regulations regarding benefit in kind (BIK) taxation for company cars are based on whether a vehicle is "available to use" by an employee for personal purposes. This framework presents two significant challenges considering evolving patterns of vehicle usage. Firstly, even when an employee pays the fair market rate to rent a company vehicle for private use, the transaction remains subject to taxation. This limitation restricts the potential for employers to provide car clubs, which could serve as effective mobility solutions.

Secondly, vehicles that are not used privately for extended periods—such as during the pandemic, when this can be demonstrated—remain taxable under current rules, purely because they remain accessible to employees who possess the keys. Presently, HMRC guidance requires employees to return vehicle keys to their employer to verify absence of private use. However, this approach is problematic; it does not conclusively demonstrate non-use, and frequently leads to key losses, resulting in unnecessary cost and inconvenience.

Given these concerns, there is a clear need to revise the "available to use" criteria. To facilitate the practicality of car clubs, company vehicles should be permitted for private use either at no charge or at marginal cost, defined as a daily rate below fair market value. Furthermore, technological solutions should be implemented to accurately monitor and confirm the absence of personal vehicle use.

## 10 Definition of Occasional Private Use

At present there is no firm definition for the phrase "occasional private use" which is applied by HMRC to company vehicles, and this can lead to both confusion and inconsistency. This definition should be clearly codified, and we believe that less than 1,000 miles per annum would be a fair and effective level of occasional private use for cars.

## 11 Road Tolling

We urge the government to maintain transparency regarding future road tolling initiatives. The e-VED measures outlined in the 2025 Autumn Statement currently pertain solely to electric cars, and there is uncertainty about how these policies will affect electric vans. Significant negative impacts on businesses already adapting to van electrification could result from unclear or unfavourable regulations.

Furthermore, as long-term changes to the operation of diesel, petrol, hydrogen, and other fuel-powered vehicles are anticipated, we strongly advocate for ongoing advance notification and meaningful opportunities for stakeholders to contribute to policy formation and implementation through consultation.

## 12 Vehicle Charging Issues: A National Kerbside Charging Strategy

Currently, we believe that insufficient kerbside charging stands as the primary obstacle to widespread EV adoption in the UK. To address this challenge, we recommend implementing a comprehensive national programme that facilitates the installation of on-street chargers.

The present scheme requires local authorities to provide partial funding, resulting in inconsistent provision across regions and compelling employers to advocate individually for charging infrastructure—a process that has often proven ineffective. Establishing a unified national strategy is vital to overcome these barriers; without it, many drivers will encounter significant difficulties transitioning to electric vehicles.

## 13 Investment in Community Charging Projects

In 2025, the AFP independently launched the shared charging initiative, allowing businesses seeking cost-effective charging solutions to access charge points from other organisations with surplus capacity. Additionally, private sector actors have begun developing community-based charging options to assist drivers lacking convenient access to home charging. Government support for this emerging industry would be beneficial, as it represents a crucial component of the broader EV charging infrastructure.

## 14 Chargepoint Regulator

We propose the establishment of a chargepoint regulator to address the requirements of electric vehicle drivers for ease, reliability, and consistency within the public charging network. Such a regulator could oversee pricing policies, including the consideration of price caps, and streamline payment processes across all public charging networks—enabling contactless credit card payments, corporate billing solutions, and easy access to VAT receipts.

Additionally, a regulator would be positioned to implement quality standards to ensure that the advertised output is consistently delivered, reducing variability between sites. For instance, a 150kW charger should reliably provide close to its stated capacity, or at minimum, communicate the average charge achieved at each location. The regulator could also evaluate and optimize the placement of chargepoints to meet demand most effectively.

Inter-connectivity and seamless data transfer to corporate fleet systems remain critical yet frequently neglected elements. A dedicated regulator would prioritize quality, quantity, labelling, standards, and accessibility—key factors in this rapidly expanding industry sector.

## 15 VAT on Public Charging

The current VAT rate for public charging was established prior to the widespread adoption of electric vehicles, and we believe a comprehensive review is now warranted. We believe that VAT treatment for charging EVs should be standardized, so that the present 20% VAT applied to public charging is lowered to 5%, consistent with home charging. The higher VAT rate for public charging disproportionately affects drivers who are unable to charge at home, resulting in both elevated electricity costs at public charge points and increased tax rates.

## 16 Home Chargepoint Installation

Home charging solutions present a practical and cost-effective option for many fleet operators. Implementing a reduction in VAT for charger installations would further improve financial feasibility and enhance the attractiveness of these systems. Home charging typically offers superior convenience and affordability while reducing safety risks associated with improvised charging practices.

Enacting legislation that addresses landlord restrictions on the installation of chargepoints in residential and leased commercial properties would also be advantageous for Fleet Operators. Such limitations impede the transition to electric vehicles and force drivers in rented or leased premises to depend on the more costly public charging infrastructure.

## 17 Parking Issues and Shared Mobility

High parking fees at UK train stations present significant challenges to the adoption of shared mobility solutions and increased rail usage among employees. This will also impact on the UK ambitions to become net zero and a new approach to parking fees is required to support a zero-emission economy.

The AFP recommends that the government establish national limits on station parking charges and enhance the integration of train and parking ticketing systems, offering seamless payment solutions that will encourage lower carbon travel.

While fleet vehicles will generally avoid city centre parking, well-designed and cost-effective park-and-ride schemes remain essential. It is also important for parking bays to meet the requirements of long wheelbase vans, a feature frequently missing in UK cities. AFP regards the Oxford model as exemplary and advocates for its nationwide implementation via a government-led committee.

## 18 Road Safety Strategy

The government's new Road Safety Strategy represents one of the most comprehensive initiatives in recent years aimed at reducing on-road accidents, with an ambitious goal to decrease fatalities and serious injuries on Britain's roads by 65% by 2035.

We welcome this targeted approach, and feedback from AFP members indicates that these measures are prudent, well-constructed, and likely to yield positive results. Effective strategies for safer driving and the reduction of injuries and deaths are urgently needed; accordingly, we strongly support the prompt implementation of these proposals.

Regarding on-road conduct, stricter drink-driving limits are expected to encourage all fleets to adopt a zero-tolerance policy toward alcohol consumption and driving. Additionally, the introduction of more severe fines and penalties for the most dangerous road users should further enhance safety standards.

The proposed National Work-Related Road Safety Charter will provide valuable support to fleet managers in securing the necessary resources to implement enhanced safety measures. We look forward to actively participating in the pilot phase and contributing to its successful launch.

## Training & Development

The AFP Fleet Academy provides members with comprehensive education and training programmes covering core subjects necessary for attaining professional competence in today's complex fleet operations. We are an approved IMI Centre (Institute of the Motor Industry), with the IMI currently accrediting our Fleet Vehicle Management Strategic and Advanced courses. This accreditation provides our learners with professional recognition from both The AFP and the IMI, along with continuous professional development learning hours.

AFP Fleet Academy training is available to all those in fleet roles, regardless of previous education, recognising experience as the gateway to continued professional development.

Work is currently underway to review all course materials and ensure they meet accessibility guidelines for printed materials and WCAG (web content accessibility guidelines) for online courses. In person courses are designed to be engaging and interactive and appeal to all learning styles.

We are committed to advancing and refining both our online and in-person training offerings, ensuring that our courses evolve alongside the changing fleet industry.

The AFP have recently become a social mobility partner of Futures for All, who aim to provide work experience opportunities to all state school and college students age 14-19. We are working with our members and Futures for All to support those who wish to offer work experience, so both employers and students can benefit from the opportunity that a career in Fleet can provide.

Furthermore, we will continue to support and advocate for the national development of a dedicated fleet Apprenticeship, which represents the first initiative of its kind in the UK.



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