

Why do so few people buy electric cars?



<https://johnredwoodsdiary.com/>

The government's enthusiasm for electric cars is well known. The whole EU has embarked on a huge top down reform of the motor industry, seeking to transform it from a range of vehicles based on modern low emission diesels and petrol vehicles to one based on new electric cars. So far in most countries including the UK customers have not been impressed by the electric cars on offer, so their market share languishes around 3-4% of the total market, with under 1% of the total stock electric. Meanwhile threats of more bans and taxes to come have put many people off buying a new conventional car at all.

There seem to be several worries that people have about electric vehicles. The first is range. Present electric cars have varied ranges from say 70 miles to perhaps 200. A modern diesel or petrol car has a reliable range of more than 400 miles or up to four times as much as the electric substitute. People are particularly worried about range on an electric car given the issues over the time it takes to charge them and access to charging points.

A petrol or diesel car does not induce range anxiety because there are so many filling stations available. You pass them on most journeys. It takes less than five minutes to fill and pay and regain full range again. In contrast it may take hours to recharge a battery car, with fast partial charges taking maybe 30 minutes once you have access to a fast charge point. If you want to do a 400 mile journey in an electric car it will take considerably longer than in a petrol or diesel which can get there on a single tank of fuel, given the need to stop off more than once to recharge the battery.

People also worry about battery life. There are manufacturers that will guarantee a battery for 60,000 miles or even for 100,000 miles, but doubts linger about the possibility that a large and expensive battery will require replacing well before the engine and vehicle are in need of replacement or major overhaul. A battery deteriorates, making it more difficult to recharge and undermining its power delivery and therefore range of the vehicle before the owner gives in and buys a new one or before the manufacturer agrees the battery needs replacement.

Some worry about the green impact of these machines. How will the state require people to dispose of or recycle the metals used in the manufacture of the battery? How much energy is used in the manufacture of the vehicle and its battery?

Some think governments will turn to taxing the electric car once more are bought, as they will miss the large revenue streams that come from VED and fuel tax on conventional vehicles. People are naturally distrustful of governments offering low tax and subsidy just to get people started.

It is true the electric car will stop all exhaust particulate emissions, which is good news. Increasingly however particulates come from tyre wear and brake pad use, not from exhaust emission given the big work done to clean up the back of a diesel. Electric cars will still generate tyre and brake particles.

How long will it be before there are electric cars that a majority of the car buying public want to buy? What will they look like and how will their specification be different from today?

[An undiplomatic Ambassador](#)

The UK Ambassador to Washington made wrong judgements in his leaked memo. He showed he favours the Democrat criticisms of Mr Trump to the President. He should deliver balanced analysis with temperate language. What is "inept" about a Presidency that has delivered its main promises to electors? Why use the phrase "knife fights" to describe normal arguments over tactics and policy within a government?

By all means report the Democrat critique of the President, but do not make it the official view in the memo. That shows lack of judgement and fails to reflect the political realities in Washington. Of course the memo should have been kept private, but it reveals an attitude of mind which will impede the Ambassador in his dealings with the President and his immediate circle.

[Bohunt School](#)

Congratulations to Bohunt School of Wokingham on its first OFSTED report since its opening in 2016. It received an overall 'good' rating with 'outstanding' ratings for leadership, management, personal development and welfare. The report particularly mentioned the pupils' close engagement with learning, great pride in their school and excellent behaviour in and out of

lessons. It also praised 'the highly aspirational culture' and high morale of both students and staff.

I first visited Bohunt when it opened and again in 2018. I am delighted to see it go from strength to strength.

Well done to Bohunt's headteacher, staff, students and governors for this excellent achievement.

Trade deals are being arranged for our exit, and drugs companies still will be supplying us from the EU

I recently asked Parliamentary Questions regarding the trade deals that will be novated to the UK once we leave the EU. I also enquired about whether any companies based in the EU have indicated a wish to cancel contracts to supply the NHS with medicines in the event of us leaving on WTO terms. I am pleased to see that trade agreements have been signed with 32 countries.

It is also unsurprising to see that no companies within the EU have indicated they no longer wish to supply medicines to the UK in such an event.

Department for International Trade provided the following answer to your written parliamentary question (270691):

Question:

To ask the Secretary of State for International Trade, what estimate he has made of the number of EU free trade agreements which will have novated to the UK when the UK leaves the EU. (270691)

Tabled on: 28 June 2019

Answer:

George Hollingbery:

In the event of the UK leaving the EU with a negotiated agreement, the UK and EU have currently agreed that existing international agreements would apply as they do today for the duration of the implementation period.

Nevertheless, we have been working with our trading partners to have bilateral agreements ready in place for when we need them, whether that is after an Implementation Period or for a potential No Deal.

We are making progress and have signed or agreed in principle agreements with 32 countries. Total trade in 2018 between the UK and these countries accounted for 63% of the UK's trade with all the countries with which the UK

is seeking continuity in the event of a potential No Deal.¹ That has moved from 28% since March. A regularly updated list of agreements signed is available on GOV.UK.

<https://www.gov.uk/guidance/signed-uk-trade-agreements-transitioned-from-the-eu>

¹ The figures quoted above are based on total goods and services trade (imports and exports) with the UK, according to the most recent data (ONS, 2018).[1] They cover 65 countries that are party to 35 agreements. These are the countries covered by existing EU agreements in force in 2018. As above, this excludes Turkey, Andorra, San Marino which are part of customs unions with the EU and Japan, as the Economic Partnership Agreement only came into force on 1st February 2019

The answer was submitted on 04 Jul 2019 at 10:30.

The Department of Health and Social Care has provided the following answer to your written parliamentary question (270230):

Question:

To ask the Secretary of State for Health and Social Care, whether any companies based in the EU have indicated a wish to cancel contracts to supply the NHS with drugs in the event of the UK leaving the EU without a deal. (270230)

Tabled on: 27 June 2019

Answer:

Stephen Hammond:

The Department has been in contact with NHS England's Commercial Medicines Unit (CMU), who puts in place competitively tendered arrangements (Framework Agreements) through which National Health Service hospital trusts can purchase certain medicines.

Neither the Department nor CMU are aware of any contract cancellations related to a 'no deal' European Union exit.

The answer was submitted on 05 Jul 2019 at 10:00.

[Aircraft noise in Wokingham](#)



John Redwood won a free place at Kent College, Canterbury, He graduated from Magdalen College Oxford, has a DPhil and is a fellow of All Souls College. A businessman by background, he has been a director of NM Rothschild merchant bank and chairman of a quoted industrial PLC.

- [Read more about John Redwood](#)