

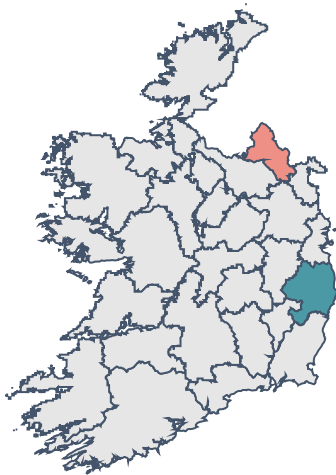
Vehicle Registration Tax (VRT)



€878m

Vehicle Registration Tax (VRT) grew by 16% annually to €878 million in 2023. This is the highest level of VRT collected since 2019, the most recent peak.

$$\text{VRT Rate} = \left(\text{€ Open Market Selling Price} \times \text{Co2 Emissions} \right) + \text{NOx Levy}^{\text{€}}$$



Electric/Hybrid Engines

45% of all new car registrations in 2023



Electric/Hybrid Engines by county

- Highest – Wicklow 55%
- Lowest – Monaghan 28%



Average Open Market Selling Price

New ICE	€35,000
New EV/Hybrid	€46,000
New EV	€51,000

VRT Registrations Overview



New Vehicle Registrations

↑ 17% on 2022



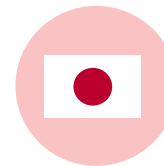
Used Vehicle Registrations

↑ 11% on 2022



Used car imports from UK

↓ 73% on 2019



Used car imports from Japan

↑ 322% on 2019

Key Findings:

Vehicle Registration Tax (VRT) grew by 16 per cent annually to €878 million in 2023. This is the highest level of VRT collected since 2019.

New and used vehicle registrations grew by 17 per cent and 11 per cent respectively in 2023.

Electric/Hybrid engines were 45 per cent of all new car registrations in 2023. Wicklow had the highest share (55 per cent) and Monaghan the lowest (28 per cent).

The average Open Market Selling Price (OMSP) for a new Internal Combustion Engine registration was €35,000 in 2023, while the average OMSP for a new Electric registration was €51,000. However, the average VRT liability associated with an Electric was lower, due to lower CO2 emissions.

Imports from the UK have fallen year on year since 2019 but stabilised in 2023. At the same time, there has been a significant increase in the number of used cars imported from Japan.

Commentary:

VRT grew strongly in 2023, increasing by €122 million (16 per cent) compared to 2022. The largest single driver of growth was the increase in the registration of new electric/hybrid engines. Such engines attract a lower rate of VRT than internal combustion engines, but the volume growth was such that overall tax collected increased. Government policy has encouraged a movement to “greener” engine types. In January 2020 the NOx levy was introduced and the following year the CO2 emission-based rates were overhauled, favouring lower emission vehicles. Internal combustion engine registrations, and in particular diesel registrations, are trending down, while there has been significant growth observed in the registration of new electric and hybrid vehicles. In 2023, electric/hybrid vehicles made up 45 per cent of all new car registrations and 39 per cent of all car registrations.

Report authors:

Conor O’Brien

Donnchadh O’Donovan

Email: statistics@revenue.ie

INDTstatistics@revenue.ie

Further statistical detail on VRT can be found here:

<https://revenue.ie/en/corporate/information-about-revenue/statistics/excise/vrt/index.aspx>

Previous annual reports on VRT can be found here:

<https://revenue.ie/en/corporate/information-about-revenue/research/research-reports/excise-and-vat.aspx>

Date of publication: 25 April 2024

Table of Contents

List of Tables	2
List of Figures	2
1 Introduction	3
2 VRT Overview.....	5
3 Components of VRT.....	9
4 Vehicle Reliefs and Exemptions.....	16
4.1 Reliefs	16
4.2 Exemptions	18
5 Changing Consumer Behaviour.....	19
6 Country of Import and Origin	21
7 Engine Type by Band.....	22
8 Vehicle Values	24
9 Registration Type.....	28
10 Registration by County	29

List of Tables

Table 1: VRT Receipts	3
Table 2: Overall Registrations	6
Table 3: VRT Rates Applicable 2021 and 2022/23	9
Table 4: Pre-2021 VRT Rates	10
Table 5: Gross Registrations by Band - New and Used	10
Table 6: New Registrations by Band and Liability	11
Table 7: Used Registrations by Band and Liability	12
Table 8: Components of Average VRT Rates	13
Table 9: NOx Rates	14
Table 10: NOx by Engine Type	15
Table 11: Reliefs for New Electric/Hybrids	18
Table 12: Number of New Registrations and Qualifying Electric/Hybrids	18
Table 13: Value of VRT Exemptions (€ million)	18
Table 14: Number of Registrations with an Exemption from VRT	18
Table 15: Country of Previous Registration - Used	21
Table 16: Country of Manufacture - New	21
Table 17: Engine Type by Band - New 2023	22
Table 18: Engine Type by Band - Used 2023	23
Table 19: Number of New Vehicles by Value - 2023	24
Table 20: Number of Used Vehicles by Value - 2023	26
Table 21: Monthly New Category A Registrations	28
Table 22: Registration Type - Used Vehicles 2023	28
Table 23: New Vehicles by County 2023	29
Table 24: Used Vehicles by County 2023	30
Table 25: New Vehicles by County by Band 2023	33
Table 26: Used Vehicles by County by Band 2023	34

List of Figures

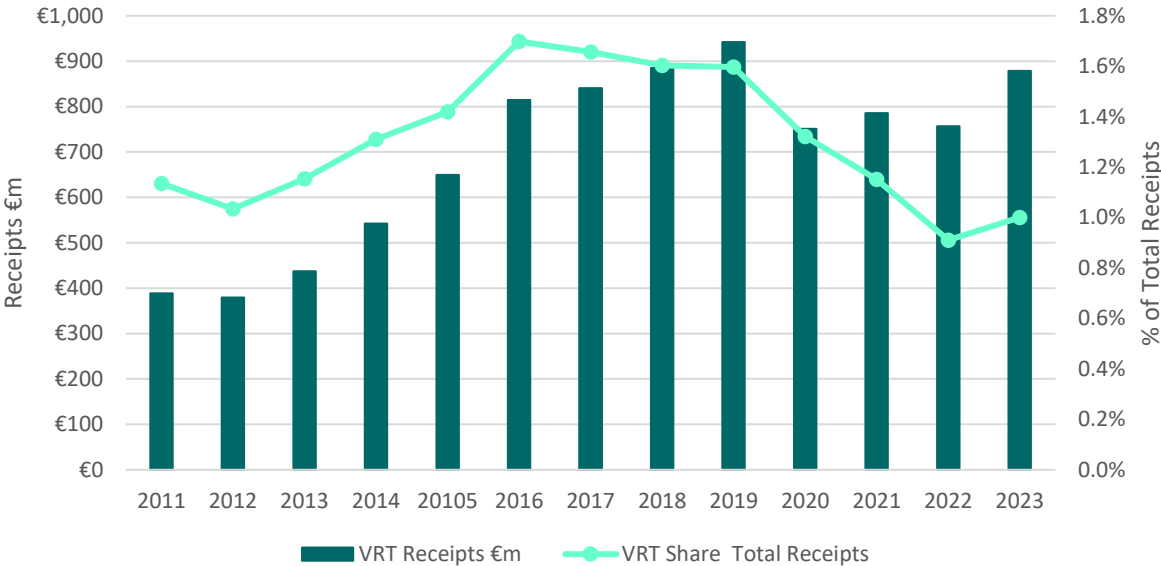
Figure 1: VRT Receipts	3
Figure 2: VRT Seasonality (Net Receipts)	5
Figure 3: Trend in Category A Registrations and VRT Liability	7
Figure 4: Trend in Category B Registrations and VRT Liability	7
Figure 5: Trend in Category C Registrations and VRT Liability	8
Figure 6: Trend in Category M Registrations and VRT Liability	8
Figure 7: Category A Registrations by Band - 2022 V 2023	12
Figure 8: Average VRT Rate	13
Figure 9: NEDC CO2 Emissions & WLTP	14
Figure 10: Category A Registrations by Engine Type	16
Figure 11: Registration of Category A Hybrid and Electric Vehicles	17
Figure 12: Share of Hybrid and Electric Vehicles in Category A New Registrations	17
Figure 13: Average VRT rate relative to Expenditure – New Cat A	19
Figure 14: New CAT A Registrations by Engine type	20
Figure 15: Hybrid and Electrical Vehicle Share of New Registrations in 2023	31
Figure 16: Electrical Vehicle Share of New Registrations in 2023	32

1 Introduction

Vehicle Registration Tax (“VRT”) is a transactional tax that is paid at the time a vehicle is first registered in the State. When a new vehicle is purchased, the motor dealer will register the vehicle at the point of sale and pay the VRT and Value Added Tax (“VAT”) to Revenue. A used vehicle imported into the State must be presented at the National Car Testing Service, registered, and the appropriate tax paid. Only when a vehicle has been successfully registered can it be Motor Taxed and a registration certificate issued.

The VRT rate is calculated based on the Carbon Dioxide (“CO2”) emissions and the Nitrogen Oxide (“NOx”) emissions of the vehicle. VRT receipts in 2023 were €878 million, making up 1 per cent of the overall net tax receipts in 2023. They increased by €122 million or 16 per cent annually, and receipts are now at their highest level since 2019.

Figure 1: VRT Receipts



Source: Revenue analysis

Table 1: VRT Receipts

Year	VRT Receipts €m
2023	878.28
2022	756.54
2021	785.66
2020	751.24
2019	941.98
2018	885.33

Source: Revenue analysis

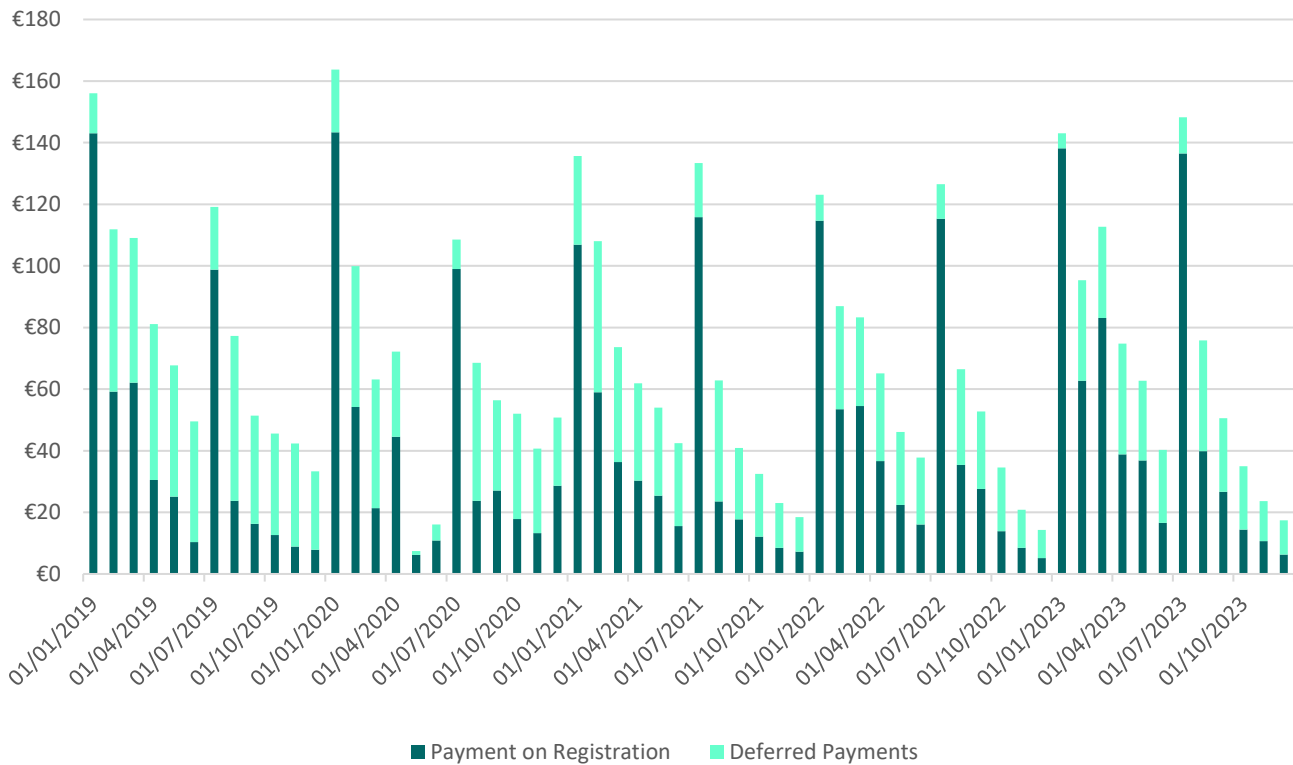
There has been considerable change in the vehicle market in recent years. The UK's departure from the EU, the COVID-19 pandemic, the move towards electric vehicles, and fuel price changes have all impacted on registrations and receipts.

This report uses the VRT data available to Revenue to profile current trends in the market. It provides an overview of new and used registrations across the various VRT categories. It focuses on the most common category, Category A registrations, and provides statistics on the impact of recent changes to VRT rates, electric and hybrid reliefs, engine type, vehicle values, country of import and the distribution of registrations across the country.

2 VRT Overview

VRT is submitted into Revenue either on the registration of a vehicle or on a deferred basis. Deferred payments typically relate to liabilities that arose in the previous accounting period. Figure 2 shows the composition of these payments over the last four years. VRT is a highly seasonal tax; January and July are the peak periods for new car registrations and payments.

Figure 2: VRT Seasonality (Net Receipts)



Source: Revenue analysis

The VRT calculation or charge depends on what type of vehicle is being registered. Each vehicle must be put into a VRT category before a determination of the amount of tax payable can be made. Table 2 shows the total number of registrations in each category over the past six years, together with the total VRT liability and the number of registrations with an exemption. There are five categories, VRT category A, B, C, D and M, which are explained further below.

Overall, the share of new vehicle registrations continued to grow in 2023, now standing at 69 per cent of all vehicle registrations.

Table 2: Overall Registrations¹

All Vehicle Registrations							
Category	Year	2018	2019	2020	2021	2022	2023
All Vehicles	VRT Liability €m	914.77	958.60	771.96	776.16	760.00	886.29
	Gross Registrations	285,406	293,079	221,729	230,001	203,544	233,743
	Registrations with Exemption	9,097	9,277	7,829	9,179	8,788	9,165

New Vehicle Registrations							
Category	Year	2018	2019	2020	2021	2022	2023
A	VRT Liability €m	587.32	597.00	459.64	536.04	584.11	679.14
	Gross Registrations	125,626	117,514	88,935	105,254	106,106	123,070
	Registrations with Exemption	5,187	5,143	4,661	4,793	4,816	5,429
B	VRT Liability €m	29.78	16.62	16.56	23.53	18.62	1.08
	Gross Registrations	5,486	3,783	3,276	4,523	3,574	5,203
	Registrations with Exemption	28	27	20	32	25	40
C	VRT Liability €m	5.09	5.35	4.59	6.10	5.08	5.99
	Gross Registrations	25,437	26,782	22,996	30,444	25,441	29,917
	Registrations with Exemption	6	12	15	23	18	17
D	VRT Liability €m	--	--	--	--	--	--
	Gross Registrations	124	79	95	143	121	97
	Registrations with Exemption	--	--	--	--	--	--
M	VRT Liability €m	1.26	1.55	1.47	2.01	2.46	2.63
	Gross Registrations	1,581	1,937	1,781	2,470	2,924	3,002
	Registrations with Exemption	0	0	0	1	2	0
All New Vehicles	VRT Liability €m	623.45	620.52	482.26	567.68	610.27	718.84
	Gross Registrations	158,254	150,095	117,083	142,834	138,166	161,289
	Registrations with Exemption	5,221	5,182	4,696	4,849	4,861	5,486

Used Vehicle Registrations							
Category	Year	2018	2019	2020	2021	2022	2023
A	VRT Liability €m	275.37	321.24	274.16	193.36	136.63	151.48
	Gross Registrations	101,730	115,724	81,444	65,606	48,117	52,449
	Registrations with Exemption	3,623	3,862	2,945	3,964	3,582	3,372
B	VRT Liability €m	11.52	12.01	11.44	11.55	10.30	12.68
	Gross Registrations	4,298	4,485	4,129	3,953	3,187	3,578
	Registrations with Exemption	85	84	72	133	131	115
C	VRT Liability €m	3.43	3.64	3.00	2.66	2.06	2.52
	Gross Registrations	17,221	18,246	14,998	13,368	10,394	12,693
	Registrations with Exemption	51	39	21	85	83	69
D	VRT Liability €m	--	--	--	--	--	--
	Gross Registrations	59	32	50	35	41	34
	Registrations with Exemption	--	--	--	--	--	--
M	VRT Liability €m	1.00	1.19	1.10	0.91	0.74	0.77
	Gross Registrations	3,844	4,497	4,025	4,205	3,639	3,700
	Registrations with Exemption	117	110	95	148	131	123
All Used Vehicles	VRT Liability €m	291.32	338.08	289.70	208.48	149.73	167.45
	Gross Registrations	127,152	142,984	104,646	87,167	65,378	72,454
	Registrations with Exemption	3,876	4,095	3,133	4,330	3,927	3,679

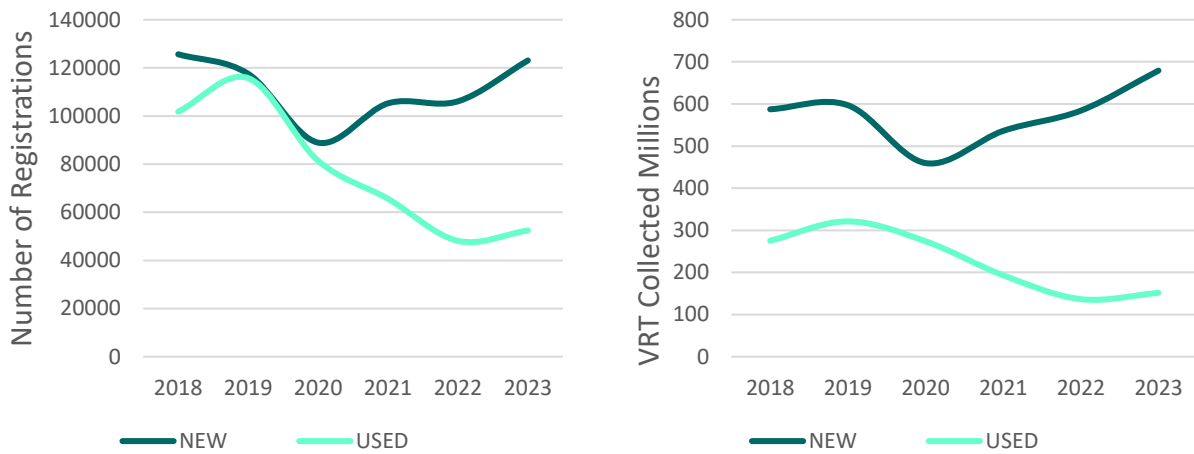
Source: Revenue analysis

Note: The VRT liability will differ from the receipts collected in a calendar year due primarily to factors such as deferred payments, repayments and adjustments to taxpayer returns.

¹ Reserved Number Plates: 2018, 198; 2019, 195; 2020, 193; 2021, 311; 2022, 418; 2023, 344.

VRT Category A is for passenger vehicles including cars and minibuses. This Category typically accounts for more than 90 per cent of VRT liabilities. The VRT rate is calculated based on the Carbon Dioxide (“CO2”) emissions plus the Nitrogen Oxide (“NOx”) emissions. The CO2 component is calculated by multiplying the applicable rate by the Open Market Selling Price (“OMSP”). The NOx levy is calculated separately and then added to the CO2 value to produce the VRT due. Both the CO2 component and the NOx levy are discussed further below.

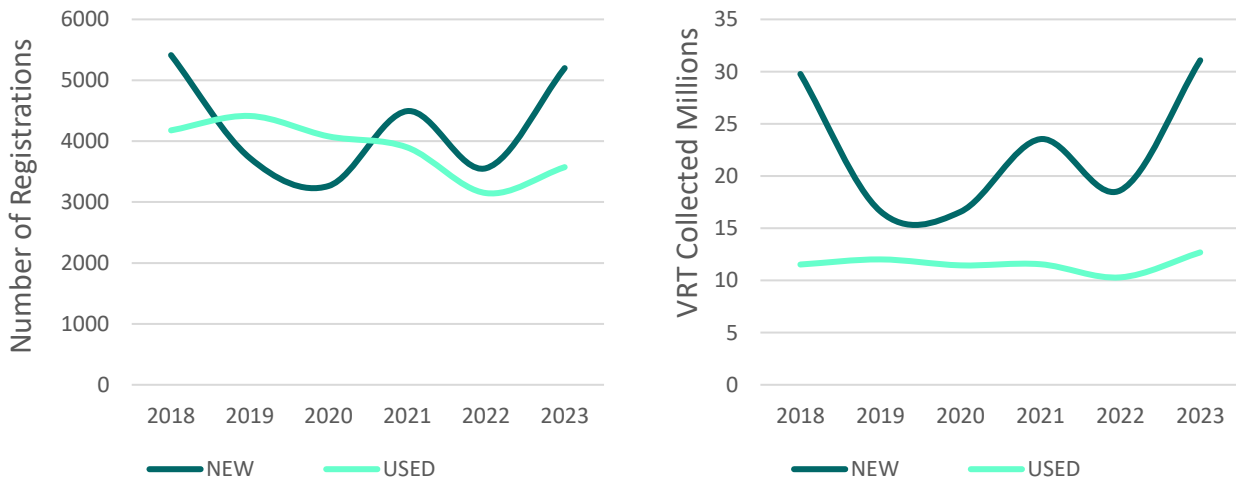
Figure 3: Trend in Category A Registrations and VRT Liability



Source: Revenue analysis

VRT Category B includes commercial vehicles, designed and constructed for the carriage of goods and not exceeding 3.5 tonnes. Category B also includes motor caravans. The VRT is generally 13.3% of the OMSP and the minimum due is €125. Some Category B vans are assigned a VRT charge of €200 if they have less than four seats and laden mass greater than 130% of the mass in service.

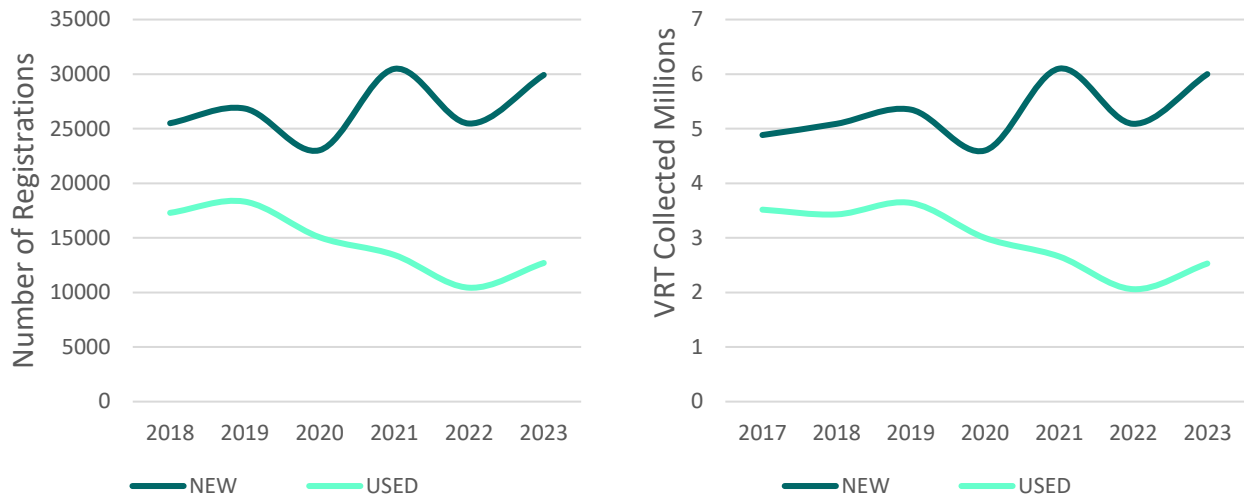
Figure 4: Trend in Category B Registrations and VRT Liability



Source: Revenue analysis

VRT Category C vehicles include larger commercial vehicles, agricultural tractors and buses. Category C vehicles incur a fixed VRT charge of €200.

Figure 5: Trend in Category C Registrations and VRT Liability

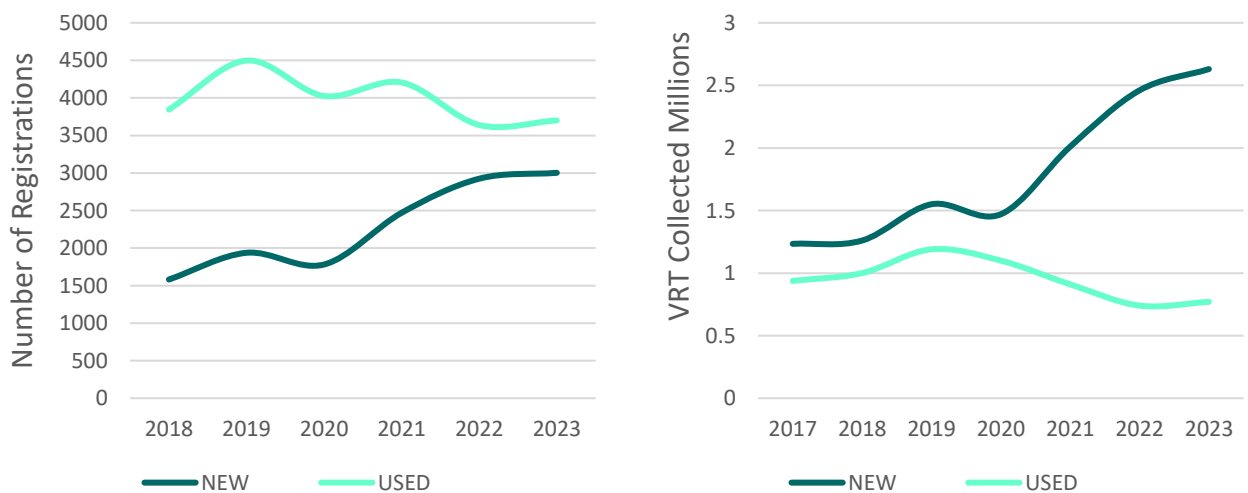


Source: Revenue analysis

VRT Category D vehicles do not have to pay VRT and include ambulances, refuse carts, sweeping machines and fire engines amongst others.

VRT Category M includes motorcycles. The VRT charge is based on the cubic capacity (cc) of the engine. The rates are €2 per cc up to 350cc and €1 for each cc thereafter, with the tax amount reduced for used motorcycles according to age.

Figure 6: Trend in Category M Registrations and VRT Liability



Source: Revenue analysis

3 Components of VRT

As outlined in Section 2, there are two components to the calculation of the total VRT charge in Category A vehicles: the CO₂ component and the NO_x levy or charge.

For the CO₂ component, the higher the CO₂ emissions, the more VRT that is payable. From 1 January 2021, the CO₂ emissions level of a vehicle is determined by the emissions value assigned by the World Light Vehicle Test Procedure (“WLTP”). Prior to this CO₂ emissions had been determined by reference to the New European Drive Cycle (“NEDC”) test.²

Table 3 and Table 4 set out the current VRT rates, together with the VRT rates in place prior to 2021.

Table 3: VRT Rates Applicable 2021 and 2022/23

Band	CO ₂ Emissions (CO ₂ g/km)	VRT Rate 2021	VRT Rate 2022/23
1	0g/km up to and including 50g/km	7%	7%
2	More than 50g/km up to and including 80g/km	9%	9%
3	More than 80g/km up to and including 85g/km	9.75%	9.75%
4	More than 85g/km up to and including 90g/km	10.50%	10.50%
5	More than 90g/km up to and including 95g/km	11.25%	11.25%
6	More than 95g/km up to and including 100g/km	12%	12%
7	More than 100g/km up to and including 105g/km	12.75%	12.75%
8	More than 105g/km up to and including 110g/km	13.50%	13.50%
9	More than 110g/km up to and including 115g/km	14.25%	15.25%
10	More than 115g/km up to and including 120g/km	15%	16%
11	More than 120g/km up to and including 125g/km	15.75%	16.75%
12	More than 125g/km up to and including 130g/km	16.50%	17.50%
13	More than 130g/km up to and including 135g/km	17.25%	19.25%
14	More than 135g/km up to and including 140g/km	18%	20%
15	More than 140g/km up to and including 145g/km	19.50%	21.50%
16	More than 145g/km up to and including 150g/km	21%	25%
17	More than 150g/km up to and including 155g/km	23.50%	27.50%
18	More than 155g/km up to and including 170g/km	26%	30%
19	More than 170g/km up to and including 190g/km	31%	35%
20	More than 190g/km	37%	41%

² The NEDC testing regime for CO₂ emissions was shown to be less representative of typical operations than WLTP testing and as such WLTP testing provides a more robust measure of a vehicle’s typical operational CO₂ emissions. New vehicles registered in 2021 and onwards are required to be tested using WLTP emission profiles.

Table 4: Pre-2021 VRT Rates

Band	CO2 Emissions (CO2 g/km)	VRT Rate
1	0 – 80g	14%
2	81 – 100g	15%
3	101 – 110g	16%
4	111 – 120g	17%
5	121 – 130g	18%
6	131 – 140g	19%
7	141 - 155g	23%
8	156 - 170g	27%
9	171 - 190g	30%
10	191 - 225g	34%
11	226g and over	36%

Table 5 shows the distribution of vehicles (new and used) across each of the relevant VRT bands from 2018 to 2023. For the second year in a row, Band 1 is the most common band for Category A vehicles. Registrations in this Band grew by over 50 per cent in 2023 to reach 38,423.

Table 5: Gross Registrations by Band - New and Used

Category Type	Band	2018	2019	2020	2021	2022	2023
A	1	6,923	13,549	16,383	16,913	25,307	38,423
	2	35,437	29,947	25,562	4,454	2,447	2,462
	3	54,710	45,483	38,802	269	198	213
	4	58,609	58,549	37,049	2,078	2,068	2,377
	5	32,187	40,016	26,615	1,697	2,051	2,020
	6	20,504	22,669	11,456	1,733	2,181	3,290
	7	10,689	11,700	6,502	4,251	5,601	5,957
	8	3,607	5,249	3,227	2,158	2,583	3,706
	9	1,878	2,071	1,384	9,189	8,694	8,732
	10	899	1,428	1,156	10,345	9,293	11,930
	11	871	1,084	786	19,500	16,622	16,072
	12				19,278	16,425	18,244
	13				14,979	11,696	14,627
	14				17,295	17,687	15,197
	15				12,860	9,034	10,320
	16				12,418	7,240	7,268
	17				5,017	3,077	2,936
	18				7,895	5,232	5,418
	19				3,081	2,231	1,883
	20				3,481	3,042	2,796
B	Fixed Charge	1034	1,492	1,457	1,969	1,513	1,574
	Commercial	9,702	8,184	7,314	8,348	6,669	8,764
C	Fixed Charge	90	85	91	128	93	91
	Fixed Charge	42,658	45,028	37,994	43,812	35,835	42,610
D		183	111	145	178	162	131
M		5,425	6,434	5,806	6,675	6,563	6,702
Total		285,406	293,079	221,729	230,001	203,544	233,743

Source: Revenue analysis

The following tables breakdown the number of new and used Category A vehicle registrations by year and VRT Band. As well as providing the associated VRT liability for each band, the average vehicle value for VRT within each band is also given. The largest single driver of growth in VRT liabilities in 2023 was the increase in the registration of new vehicles in Band 1 i.e., new Electric/Hybrid engines.

Table 6: New Registrations by Band and Liability

VRT Band	2022			2023		
	Registrations*	Value for VRT €	VRT Liability €m	Registrations*	Value for VRT €	VRT Liability €m
Band 01	23,388	52,860	69.39	33,590	55,081	107.64
Band 02	473	90,236	3.90	375	98,350	3.36
Band 03	52	105,749	0.54	<10	254000	0.02
Band 04	1,362	23,124	3.37	1,784	24,463	4.67
Band 05	245	24,112	0.68	305	25,448	0.89
Band 06	111	25,574	0.35	1,269	30,841	4.72
Band 07	4,447	26,755	15.27	4,640	30,313	18.11
Band 08	2,224	25,656	7.91	3,141	28,712	12.42
Band 09	7,426	29,429	33.71	7,206	32,113	35.60
Band 10	7,106	23,751	27.98	9,407	26,656	41.08
Band 11	11,560	27,522	54.66	11936	30077	61.41
Band 12	13,076	33,789	78.46	14,532	34,076	87.88
Band 13	7,412	33,863	49.25	9,789	36,036	69.12
Band 14	11,140	35,430	80.18	8,401	39,385	67.11
Band 15	4,393	40,266	38.68	4,490	42,772	42.21
Band 16	3,277	46,706	38.90	3,335	50,299	42.73
Band 17	1,099	51,730	15.77	1,052	54,804	16.25
Band 18	1,171	56,564	20.48	1,340	56,805	23.35
Band 19	430	86,665	13.63	195	83,913	6.02
Band 20	896	83,031	31.00	779	103,244	33.85

Source: Revenue analysis
*Excludes exempt registrations

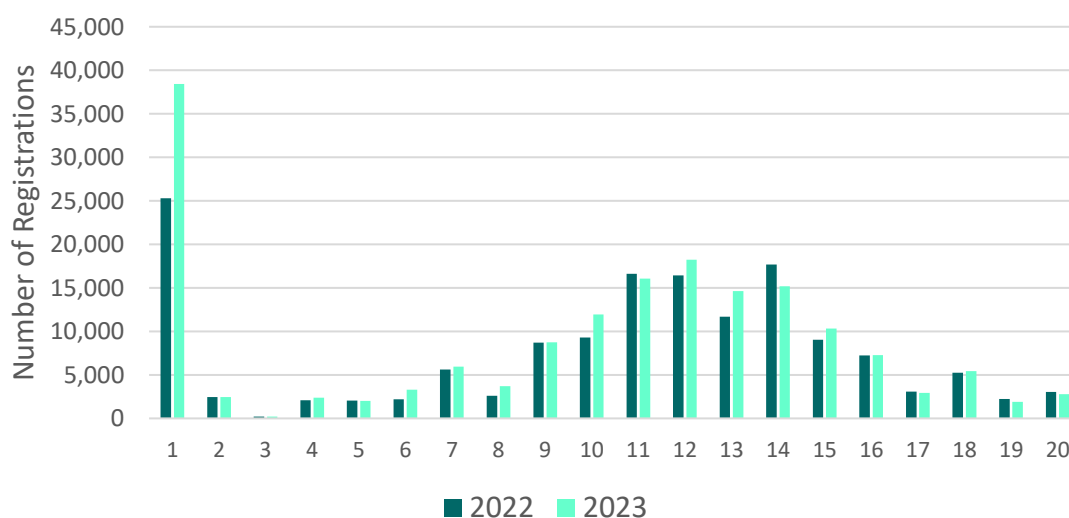
Table 7: Used Registrations by Band and Liability

VRT Band	2022			2023		
	Registrations*	Value for VRT €	VRT Liability €m	Registrations*	Value for VRT €	VRT Liability €m
Band 01	1,368	51,718	4.51	4,116	49,954	11.87
Band 02	1,938	31,166	5.50	2,048	41,552	7.75
Band 03	142	69,845	0.99	208	68,595	1.42
Band 04	677	13,764	1.02	536	15,347	0.89
Band 05	1,789	10,849	2.28	1,703	12,092	2.42
Band 06	2,061	12,077	3.11	1,969	13,782	3.38
Band 07	976	9,710	1.26	1,106	11,009	1.61
Band 08	299	20,058	0.85	464	17,727	1.15
Band 09	875	9,934	1.47	1,148	10,720	2.03
Band 10	1,994	9,411	3.32	2,271	9,453	3.76
Band 11	4,459	11,027	9.24	3503	11,020	7.24
Band 12	2,522	11,870	5.65	2,664	14,802	7.25
Band 13	3,587	11,375	8.54	4,030	11,043	9.09
Band 14	5,453	13,524	15.82	5,882	14,422	17.94
Band 15	3,936	14,143	12.59	5,109	13,228	15.19
Band 16	3,306	15,884	13.98	3,262	15,070	12.98
Band 17	1,619	15,969	7.18	1,534	15,136	6.65
Band 18	3,345	14,617	15.36	3,431	14,087	15.05
Band 19	1,274	17,223	8.17	1221	16,748	7.62
Band 20	1,437	27,655	15.51	1,334	29,089	15.90

Source: Revenue analysis
*Excludes exempt registrations

Figure 7 compares Category A registrations by band for the years 2022 and 2023. Almost two thirds of the increase in total Category A registrations in 2023 (21,165) is explained by the increase in Band 1 registrations (13,116). This is illustrative of increasing electric and hybrid vehicle registrations (which are discussed further in Section 4).

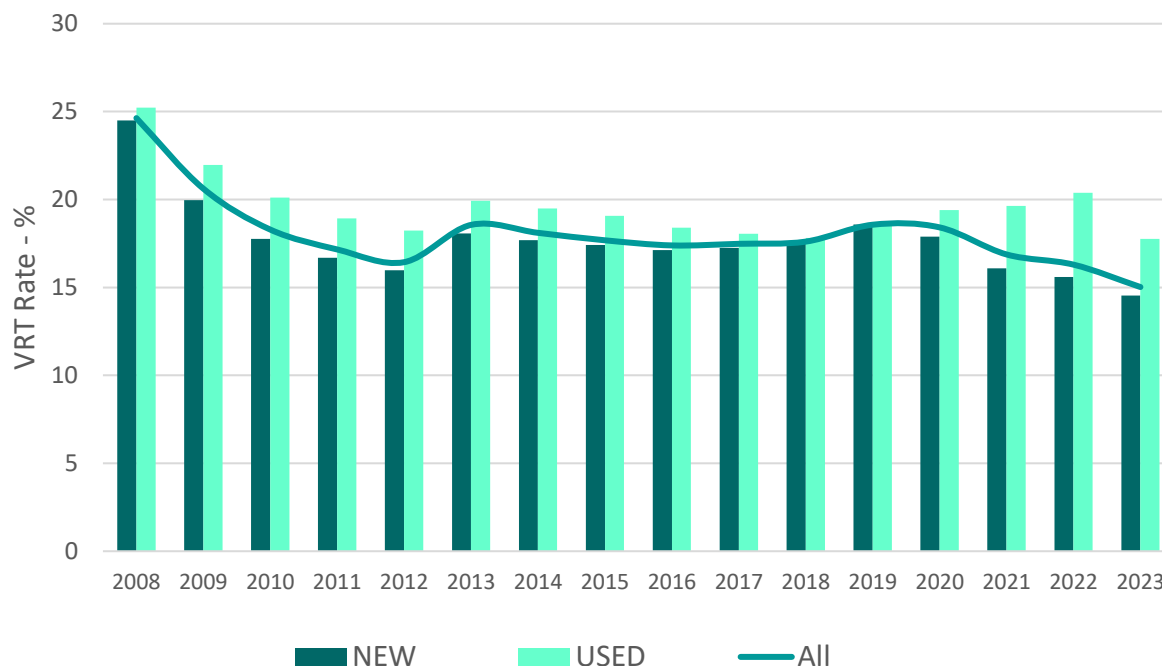
Figure 7: Category A Registrations by Band - 2022 V 2023



Source: Revenue analysis

The introduction of the series of new bands in 2021 provided the opportunity for a reduced VRT rate on low CO2 emitting vehicles, with higher rates applying on vehicles emitting elevated levels of CO2. Consequently, the average VRT rate applied to vehicles has fallen since 2021 as more purchasers availed of the reduced VRT rate and more environmentally friendly vehicles (Figure 8).

Figure 8: Average VRT Rate



Source: Revenue analysis

Table 8 shows the average NOX rates, the overall average VRT rates and the contribution of new and used Category A registrations to the VRT average rates for the past five years. Since its introduction in 2020, the average NOX rate shows a downward trend. The overall average VRT rate has also decreased. The principal contributor to this has been the introduction in 2021 of reduced VRT rates on low CO2 emitting vehicles. In 2023 the average VRT rate for both new and used cars fell relative to 2022. This has driven the overall rate down to 15% in 2023 from 16.3% in 2022, with new cars contributing 69 per cent of the overall VRT rate.

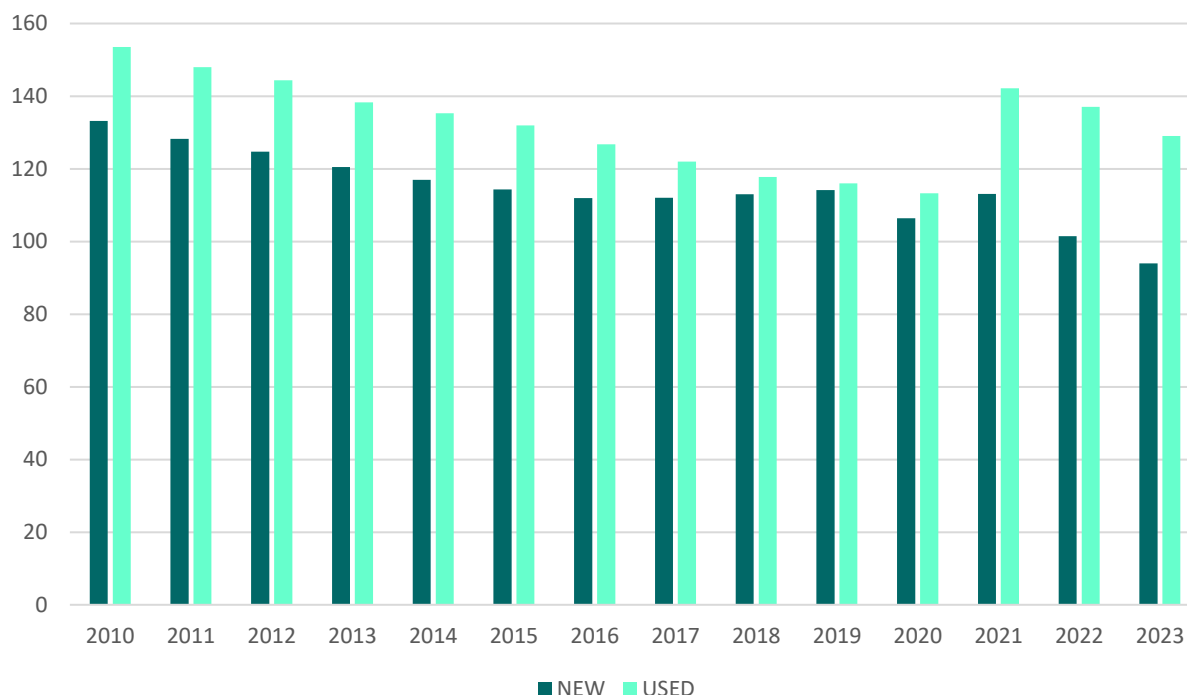
Table 8: Components of Average VRT Rates

Year	NOX New	NOX Used	NOX All	VRT New	VRT Used	VRT All	New Share	Used Share
2019	-	-	-	18.6%	18.6%	18.6%	50.5%	49.6%
2020	0.4%	1.4%	0.8%	17.9%	19.4%	18.4%	51.7%	47.3%
2021	0.4%	1.5%	0.6%	16.1%	19.6%	16.9%	60.8%	36.1%
2022	0.2%	1.2%	0.4%	15.6%	20.4%	16.3%	67.2%	28.6%
2023	0.2%	0.8%	0.3%	14.6%	17.8%	15.0%	69.2%	28.0%

Source: Revenue analysis

Figure 9 outlines the trend in NEDC CO2 emissions from 2009 to 2020, and from 2021 on the WLTP value. In both 2022 and 2023, emissions for both new and used vehicles declined according to the WLTP classification.

Figure 9: NEDC CO2 Emissions & WLTP



Source: Revenue analysis

From the beginning of 2020, the NOx component was added to the calculation of VRT for Category A vehicles. The NOx charge is combined with the CO2 rates to form the total VRT that is payable. The NOx levy is chargeable on all Category A vehicles, excluding electrics but including hybrids. The NOx charge is based on milligrams per kilometre as recorded on the vehicle's Certificate of Conformity. Table 9 outlines the calculation of the levy. Where emissions cannot be provided, a maximum charge of €4,850 applies to diesel vehicles and €600 to all other vehicles.

Table 9: NOx Rates

NOx Emissions (NOx mg/km or mg/kWh)	Amount Payable per mg/km or mg/kWh
The first 0-40 mg/km or mg/kWh	€5
The next 40 mg/km or mg/kWh up to 80 mg/km or mg/kWh	€15
The remainder above 80 mg/km or mg/kWh	€25

Table 10 shows the total NOx levy per engine type and the value of the NOx levy collected (less exempted NOx levy) for Category A vehicles. Diesel propelled vehicles typically emit higher levels of NOx than other fuel types. Older diesel vehicles typically emit the highest levels of NOx, with a significant amount of the NOx levy collected on used diesel imports.

Table 10: NOx by Engine Type

Year	New/Used	Engine type	NOx Total €m	NOx less Exempt €m
2020	New	Diesel	8.3	7.7
2020	New	Hybrid-Electric	0.4	0.4
2020	New	Petrol	4.0	3.8
2020	New	Plugin-Hybrid	0.1	0.1
2020	Used	Diesel	20.0	17.6
2020	Used	Hybrid-Electric	0.3	0.3
2020	Used	Petrol	2.5	2.4
2020	Used	Plugin-Hybrid	0.2	0.2
2021	New	Diesel	7.2	6.7
2021	New	Hybrid-Electric	1.2	1.1
2021	New	Petrol	4.5	4.4
2021	New	Plugin-Hybrid	0.4	0.4
2021	Used	Diesel	15.5	11.9
2021	Used	Hybrid-Electric	0.3	0.3
2021	Used	Petrol	2.5	2.2
2021	Used	Plugin-Hybrid	0.2	0.2
2022	New	Diesel	4.6	4.3
2022	New	Hybrid-Electric	0.9	0.9
2022	New	Petrol	4.2	4.0
2022	New	Plugin-Hybrid	0.4	0.4
2022	Used	Diesel	8.4	5.5
2022	Used	Hybrid-Electric	0.4	0.4
2022	Used	Petrol	2.0	1.7
2022	Used	Plugin-Hybrid	0.2	0.2
2023	New	Diesel	4.8	4.4
2023	New	Hybrid-Electric	1.0	0.9
2023	New	Petrol	4.7	4.5
2023	New	Plugin-Hybrid	0.5	0.5
2023	Used	Diesel	7.4	4.7
2023	Used	Hybrid-Electric	0.4	0.4
2023	Used	Petrol	2.1	1.8
2023	Used	Plugin-Hybrid	0.4	0.4

Source: Revenue analysis

4 Vehicle Reliefs and Exemptions

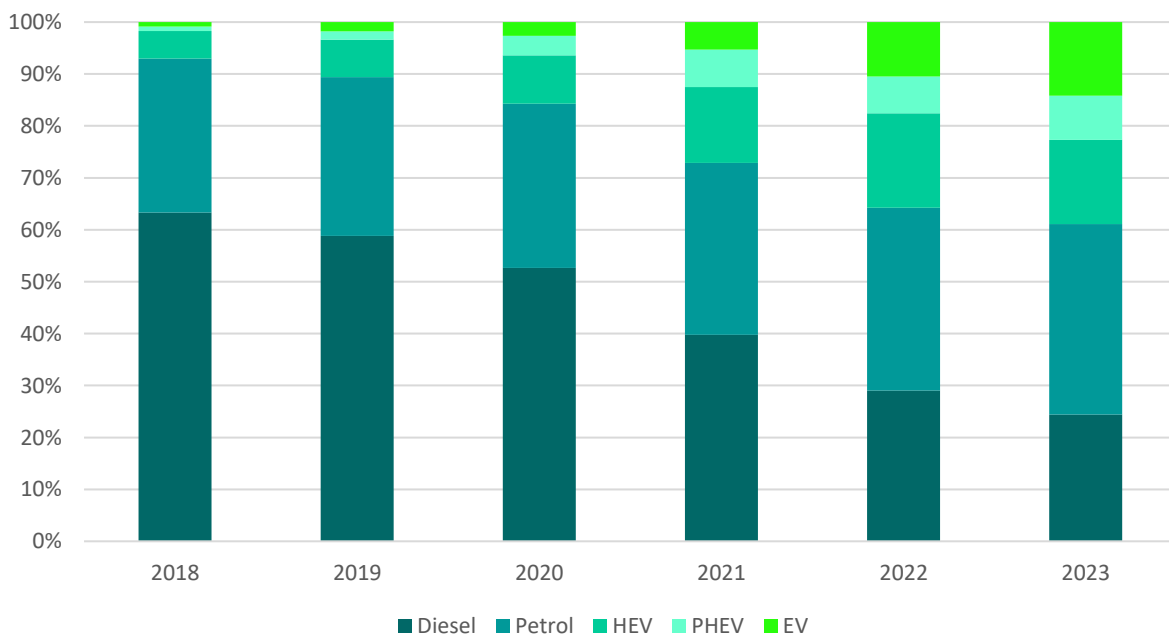
4.1 Reliefs

Category A cars and Category B commercial vehicles that are powered by an electric motor are eligible for relief from VRT up to a maximum amount of €5,000. Vehicles with an OMSP of up to €40,000 will be granted a relief of up to €5,000. Vehicles with an OMSP of greater than €40,000 but less than €50,000 will receive a reduced level of relief. Reliefs have been removed for any electric vehicles valued at more than €50,000. Category M electric motorcycles are fully exempt from VRT. Relief from VRT in respect of hybrid and plug-in hybrid vehicles expired at the end of December 2020. The following analysis concentrates on Category A registrations.

Electric vehicles ("EV"), hybrids ("HEV") and plugin-hybrids ("PHEV") represent a growing portion of overall registrations. Over each of the last number of years the electric growth rate has almost doubled year on year. It is also notable that the number of diesel registrations has declined considerably over the past five years.

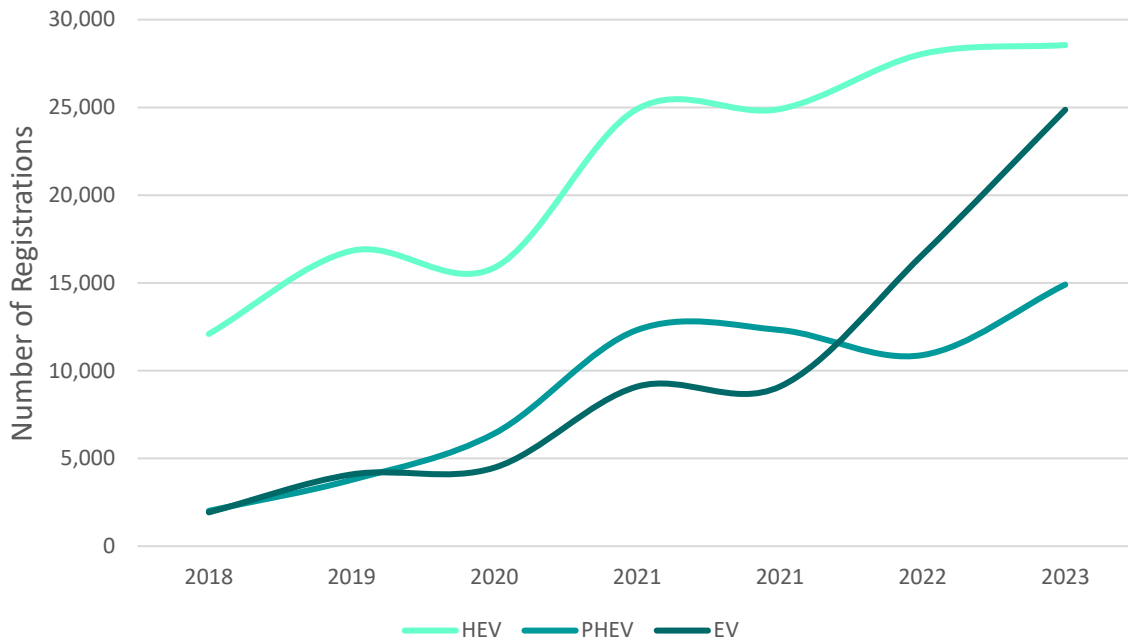
Figure 10 sets out the share of Category A registrations (new and used) across the various engine types, while Figure 11 illustrates the growth in hybrid and EV registrations over the same time period. In 2023, 39% of all Category A vehicle registrations were Hybrids or EVs. In contrast, this figure was just 7% in 2018. Figure 12 shows the trend in new hybrid and electric car registrations as percentage of total new car registrations. In 2023, they accounted for 45% of new registrations.

Figure 10: Category A Registrations by Engine Type



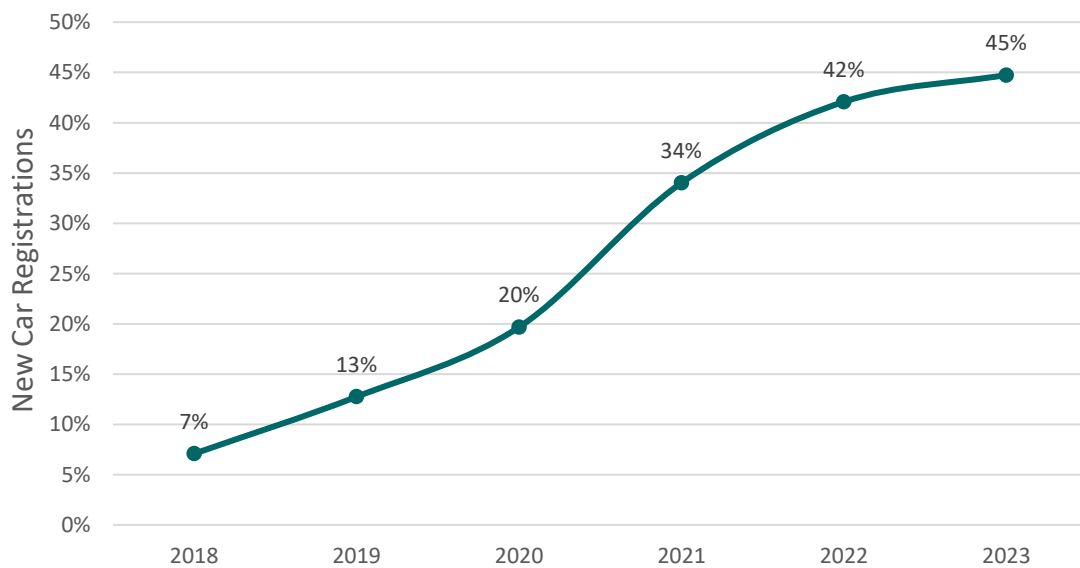
Source: Revenue analysis

Figure 11: Registration of Category A Hybrid and Electric Vehicles



Source: Revenue analysis

Figure 12: Share of Hybrid and Electric Vehicles in Category A New Registrations



Source: Revenue analysis

Table 11 sets out the value of reliefs that have been granted in respect of new electric and hybrid vehicles since 2018. Table 12 compares the total number of new registrations (excluding those exempted prior to the application any relief) for each engine type and the actual number of vehicles qualifying for relief. It is clear that, notwithstanding the changes to Category A EV relief introduced in 2021, while the total value of the relief has dropped the number of new EV registrations has continued to rise sharply. Although, this should be qualified by the fact that new

car registrations are up significantly in 2023, with the percentage of EV registrations at 19% in 2023 compared to 15% in 2022.

Table 11: Reliefs for New Electric/Hybrids

Eng Type	2018		2019		2020		2021		2022		2023	
	Total Relief Cm	Average Relief €	Total Relief Cm	Average Relief €	Total Relief Cm	Average Relief €	Total Relief Cm	Average Relief €	Total Relief Cm	Average Relief €	Total Relief Cm	Average Relief €
EV	-6.06	-4,914	-17.12	-4,983	-19.94	-4,993	-16.75	-2,545	-18.11	-2,340	-22.38	-2,212
HEV	-9.98	-1,501	-14.52	-1,500	-3.43	-1,500	0.00	0	0.00	0	0.00	0
PHEV	-1.82	-2,500	-3.29	-2,500	-5.65	-2,500	0.00	0	0.00	0	0.00	0

Source: Revenue analysis

Table 12: Number of New Registrations and Qualifying Electric/Hybrids

Engine Type	2018		2019		2020		2021		2022		2023	
	Regs	Qual	Regs	Qual	Regs	Qual	Regs	Qual	Regs	Qual	Regs	Qual
EV	1,233	1,233	3,437	3,437	3,994	3,994	8,610	6,582	15,552	7,740	22,604	10,116
HEV	6,649	6,649	9,674	9,674	10,344	2,290	18,154	0	19,937	0	20,410	0
PHEV	729	729	1,315	1,315	2,412	2,260	7,644	0	7,482	0	10,049	0
Total	8,611	8,611	14,426	14,426	16,750	8,544	34,408	6,759	42,971	7,740	53,063	10,116

Source: Revenue analysis

4.2 Exemptions

There are various exemptions from VRT other than reliefs relating to electric vehicles. The most prominent of these include Disabled Passenger and Driver reliefs, Transfer of Residence and Business reliefs, and relief for diplomatic use. Table 13 and Table 14 set out, for Category A new and used vehicles, the value of the reliefs and the number of registrations that qualify for a full or partial exemption.

Table 13: Value of VRT Exemptions (€ million)

Exemption	2018	2019	2020	2021	2022	2023
Disabled Passenger and Driver	31.42	34.45	31.26	34.86	37.1	43.75
Transfer of Residence / Business	8.75	9.26	10.02	18.04	19.46	16.97
Diplomatic Use	0.97	0.98	0.64	0.86	0.98	1.2
Other	0.08	0.08	0.04	0.13	0.26	0.33
Total VRT Exempted	41.22	44.76	41.96	53.89	57.8	62.3

Source: Revenue analysis

Table 14: Number of Registrations with an Exemption from VRT

Exemption	2018	2019	2020	2021	2022	2023
Disabled Passenger and Driver	5,704	5,730	5,113	5,220	5,156	5,775
Transfer of Residence / Business	2,953	3,115	2,379	3,421	3,081	2,842
Diplomatic Use	96	117	72	89	120	122
Other	33	23	19	26	38	61
Total Registrations	8,786	8,985	7,583	8,756	8,395	8,800

Source: Revenue analysis

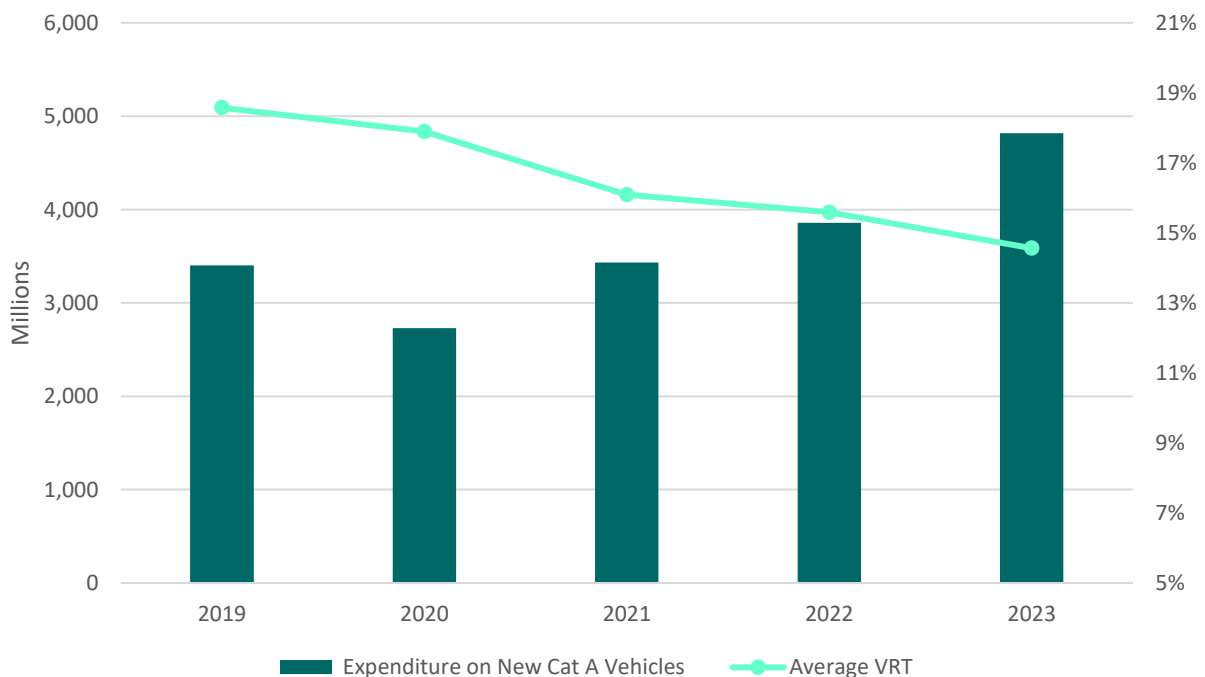
5 Changing Consumer Behaviour

In 2020 registrations and receipts declined sharply, due primarily to the Covid-19 pandemic. While 2021 and 2022 saw an increase in registrations and declared liabilities, it is only in 2023 that these have come back to 2019 levels.

As outlined above, Government policy has encouraged a movement to “greener” engine types. In January 2020 the NOx levy was introduced and the following year the CO2 emission-based rates were overhauled, favouring lower emission vehicles. Both changes to VRT apply to Category A vehicles (cars) only. Within Category A, new internal combustion engine (ICE) registrations, and in particular diesel registrations, are now trending down, while there have been significant growth rates observed in the registration of new electric (EV) and hybrid vehicles.

This change in consumer behaviour has led to a shift in the makeup of VRT receipts, particularly receipts from new car registrations. The following graph shows the total expenditure on new Category A vehicles and the change in the weighted average VRT rate over the period 2019 to 2023. Expenditure on these vehicles has increased by some 42 per cent over this period, but the weighted average VRT rate has dropped from 18.6% in 2019 to 14.6% in 2023, a decline of 22 per cent. The impact on VRT receipts is that while new car registrations in 2023 have reached 2019 levels and liabilities have surpassed those in 2019, up 11 per cent, the lower weighted average rate of VRT has offset the significant increase in expenditure on new cars.

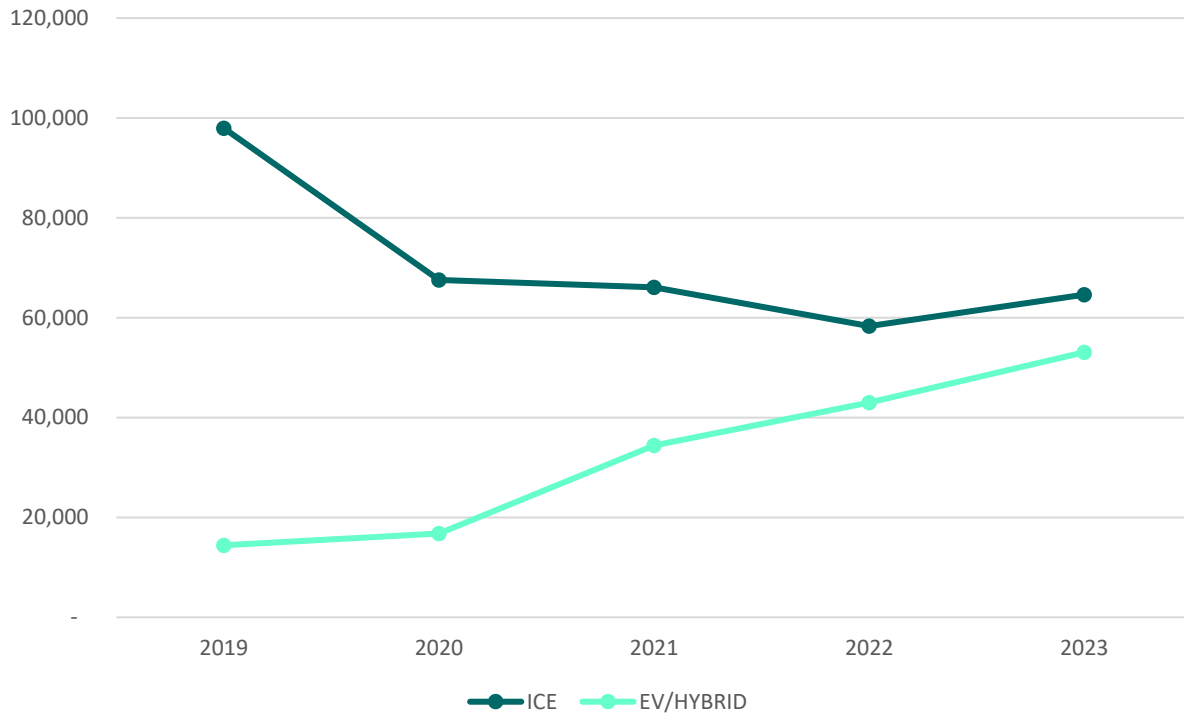
Figure 13: Average VRT rate relative to Expenditure – New Cat A



Source: Revenue analysis

The increase in expenditure can be attributed to the rise in the average open market selling price (OMSP). Since 2019 the average OMSP on a new vehicle has risen €10,000 to just over €40,000. The increase in the average OMSP reflects the shift towards electric and hybrid vehicles. VRT data shows that the average price of an electric vehicle is significantly higher than that of an ICE vehicle. The trend in ICE versus electric and hybrid vehicle registrations since 2019 is shown in the following graph.

Figure 14: New CAT A Registrations by Engine type



Source: Revenue analysis

It should be noted that electric vehicles and low emission hybrids attract much reduced VRT rates, 7% in the case of electric vehicles and some additional reliefs for EV below €50,000. In this regard, the shift to “greener” engine types may begin to have an impact on receipts. If the current trend in the uptake of lower emission vehicles continues, VRT receipts could start to fall in the near to medium term. For new ICE vehicles in 2023 the average OMSP is about €35,000 with an average VRT rate of 20%: an average VRT potential of €7,000. In contrast, the average OMSP of a new electric vehicle is €51,000 with a VRT rate of 7%: an average VRT potential of €3,570 (excluding reliefs of up to €3,000 on EVs priced below €50,000). Although the price is almost 50% higher the VRT potential is almost 50% lower for electric vehicles.

6 Country of Import and Origin

Table 15 outlines the country of previous registration in respect of used cars imported since 2018, while Table 16 provides the country of manufacture for all new car registrations. It is noticeable that overall registrations of used car imports have fallen sharply in recent years albeit they increased somewhat in 2023. Imports from the UK have fallen year on year since 2019 but stabilised in 2023. At the same time, there has been a significant increase in the number of used cars imported from Japan. This is likely attributable to the UK's departure from the EU and the associated additional costs of importing a used vehicle from a third country. The price differential between the UK and Japan has narrowed considerably in recent years, suggesting some displacement from used UK to used Japanese vehicles.

Table 15: Country of Previous Registration - Used

Country of Import	2018	2019	2020	2021	2022	2023
United Kingdom	97,516	109,950	76,424	54,925	28,287	29,424
Japan	3,658	5,199	4,557	9,890	18,735	21,956
Australia	81	96	91	102	180	141
Germany	49	70	43	105	121	130
Other	426	409	329	584	794	798
Total	101,730	115,722	81,444	65,606	48,117	52,449

Source: Revenue analysis

Table 16: Country of Manufacture - New

Country of Manufacture	2018	2019	2020	2021	2022	2023
Germany	43,452	39,935	29,207	34,572	31,597	35,102
France	19,046	19,841	14,614	16,705	16,845	17,061
Czech Republic	15,196	14,408	11,206	15,059	14,642	15,724
Japan	7,267	7,561	5,727	6,217	8,734	11,516
South Korea	6,726	7,255	5,702	6,220	7,714	8,903
Turkey	6,899	6,914	5,551	6,992	7,082	6,408
United Kingdom	10,491	9,122	7,260	7,274	5,912	6,078
China	170	113	128	1,218	1,894	5,685
Slovakia	3,872	3,270	2,762	3,135	4,272	4,513
Spain	4,680	4,216	3,356	4,196	2,306	4,406
Romania	3,493	1,313	669	1,068	1,955	2,960
Other	4,334	3,566	2,753	2,598	3,153	4,714
Total	125,626	117,514	88,935	105,254	106,106	123,070

Source: Revenue analysis

7 Engine Type by Band

Table 17 and Table 18 show the distribution of registrations for new and used vehicles in 2023 across the various engine types and by the applicable VRT band and category. The majority of new car registrations in bands 1 to 7 are comprised of electrics, plug-in hybrids and hybrids.

Table 17: Engine Type by Band - New 2023

Category	Band	Diesel	Electric	Hybrid	Petrol	Plugin Hybrid
A	1	10	22,859	876	491	9,996
A	2	0	0	<10	0	375
A	3	0	0	0	0	<10
A	4	0	0	1,741	94	<10
A	5	0	0	301	12	0
A	6	0	0	1304	10	0
A	7	0	0	4,532	312	0
A	8	815	0	807	1605	0
A	9	1,157	0	3,401	2,979	0
A	10	904	0	1167	7,540	<10
A	11	2,202	0	1778	8,392	0
A	12	5,353	0	3,883	6,229	0
A	13	2,723	0	1639	6,020	0
A	14	5,680	0	184	3,140	0
A	15	3,086	0	40	1,862	0
A	16	3,028	0	81	614	<10
A	17	774	0	<10	389	0
A	18	1,215	0	63	229	0
A	19	123	0	16	80	0
A	20	740	0	<10	122	0
A	Fixed Charge	-	-	-	-	-
Total Cars*		27,812	22,859	21,824	40,192	10,383
B	Commercial	4,655	282	47	203	15
B	Fixed Charge	<10	0	0	0	0
C	Fixed Charge	28,959	737	<10	214	<10
D	Fixed Charge	97	0	0	0	0
M	Motorcycles	<10	86	0	2,915	0
Total All Vehicles		61,525	23,964	21,878	43,524	10,398

Source: Revenue analysis

Table 18: Engine Type by Band - Used 2023

Category	Band	Diesel	Electric	Hybrid	Petrol	Plugin Hybrid
A	1	23	2,001	62	<10	2,102
A	2	64	0	48	19	1,955
A	3	<10	0	12	<10	195
A	4	19	<10	456	<10	53
A	5	52	0	1,624	<10	22
A	6	12	<10	1,649	178	136
A	7	27	0	1,002	68	17
A	8	105	0	283	67	24
A	9	326	0	327	541	<10
A	10	694	0	410	1,209	<10
A	11	1,690	0	234	1,775	<10
A	12	1,285	0	102	1,392	0
A	13	1,351	0	101	2,790	<10
A	14	2,715	<10	34	3,443	0
A	15	1,588	0	56	3,687	<10
A	16	1,663	0	30	1,847	<10
A	17	666	0	26	1,073	<10
A	18	1,247	0	70	2,592	<10
A	19	605	0	198	860	<10
A	20	784	0	<10	1,140	<10
A	Fixed Charge	170	0	0	1,404	0
Total Cars		15,087	2,004	6,729	24,107	4,522
B	Commercial	3,412	<10	<10	60	<10
B	Fixed Charge	42	0	0	48	0
C	Fixed Charge	12,562	12	<10	115	<10
D	Fixed Charge	34	0	0	0	0
M	Motorcycles	<10	10	0	3,685	0
Total All Vehicles		31,142	2,030	6,739	28,015	4,528

Source: Revenue analysis

8 Vehicle Values

Table 19 and Table 20 provide an overview of the value of vehicles by both band and engine type for new and used Category A vehicles in 2023. Lower emission vehicles tend to have the highest number of high-priced vehicles according to their OMSP. The most common vehicle type in 2023 was a new electric vehicle with OMSP of between €50,001 and €80,000 (11,261 registrations).

Table 19: Number of New Vehicles by Value - 2023

Band	Engine Type	<€10,000	€10,001-€20,000	€20,001-€40,000	€40,001-€50,000	€50,001-€80,000	€80,001-€100,000	>€100,000
1	DIESEL	0	0	<10	<10	<10	0	0
1	EV	0	0	2490	7725	11621	502	521
1	HEV	0	0	19	221	516	102	18
1	PETROL	0	0	0	477	14	0	0
1	PHEV	0	0	821	3347	3791	1237	800
2	HEV	0	0	0	0	0	0	<10
2	PHEV	0	0	0	0	30	179	166
3	PHEV	0	0	0	0	0	0	<10
4	HEV	0	0	1741	0	0	0	0
4	PETROL	0	0	94	0	0	0	0
4	PHEV	0	0	0	0	0	0	<10
5	HEV	0	0	301	0	0	0	0
5	PETROL	0	0	12	0	0	0	0
6	HEV	0	0	1303	0	0	0	<10
6	PETROL	0	0	10	0	0	0	0
7	HEV	0	0	4532	0	0	0	0
7	PETROL	0	66	23	223	0	0	0
8	DIESEL	0	0	815	0	0	0	0
8	HEV	0	20	785	<10	0	0	
8	PETROL	0	862	692	47	<10	0	<10
9	DIESEL	0	0	1156	<10	0	0	0
9	HEV	0	21	3229	151	0	0	0
9	PETROL	0	785	2194	0	0	0	0
10	DIESEL	0	0	776	128	0	0	0
10	HEV	0	0	552	380	235	0	0
10	PETROL	0	1651	5629	259	<10	0	0
10	PHEV	0	0	0	<10	0	0	0
11	DIESEL	0	0	1951	232	19	0	0
11	HEV	0	0	1441	290	47	0	0
11	PETROL	0	579	7078	733	<10	0	0
12	DIESEL	0	0	3404	1381	568	0	0
12	HEV	0	0	1304	2479	86	14	0
12	PETROL	0	575	5453	200	<10	0	0
13	DIESEL	0	0	661	1602	460	0	0
13	HEV	0	0	1376	221	40	<10	0
13	PETROL	0	0	5609	396	15	0	0
14	DIESEL	0	0	3851	1104	724	<10	0

Vehicle Registration Tax in 2023

Band	Engine Type	<€10,000	€10,001-€20,000	€20,001-€40,000	€40,001-€50,000	€50,001-€80,000	€80,001-€100,000	>€100,000
14	HEV	0	0	<10	<10	164	12	0
14	PETROL	0	0	2402	568	170	0	0
15	DIESEL	0	0	631	1620	834	<10	0
15	HEV	0	0	<10	<10	30	<10	0
15	PETROL	0	0	1628	215	19	0	0
16	DIESEL	0	0	41	1369	1600	18	0
16	HEV	0	0	<10	31	49	0	0
16	PETROL	0	0	200	313	101	0	0
16	PHEV	0	0	<10	0	<10	0	<10
17	DIESEL	0	0	42	34	682	16	0
17	HEV	0	0	0	0	<10	<10	0
17	PETROL	0	0	88	223	78	0	0
18	DIESEL	0	0	87	48	1048	32	0
18	HEV	0	0	0	0	41	20	<10
18	PETROL	0	0	11	54	164	0	
19	DIESEL	<10	0	<10	0	62	<10	55
19	HEV	0	0	0	0	0	<10	14
19	PETROL	0	0	<10	<10	66	10	
20	DIESEL	20	0	0	0	312	187	219
20	HEV	0	0	0	0	0	0	<10
20	PETROL	0	0	0	0	11	10	101

Source: Revenue analysis

Table 20: Number of Used Vehicles by Value - 2023

Band	Engine Type	<€10,000	€10,001-€20,000	€20,001-€40,000	€40,001-€50,000	€50,001-€80,000	€80,001-€100,000	>€100,000
1	DIESEL	0	<10	11	<10	<10	<10	<10
1	EV	12	63	1147	141	511	93	34
1	HEV	0	<10	36	<10	10	0	<10
1	PETROL	0	<10	<10	0	<10	0	0
1	PHEV	0	<10	631	320	824	181	144
2	DIESEL	<10	37	21	<10	<10	0	0
2	HEV	<10	<10	22	<10	<10	<10	<10
2	PETROL	<10	<10	<10	0	0	0	0
2	PHEV	11	142	1147	110	339	123	83
3	DIESEL	<10	<10	0	0	0	0	0
3	HEV	<10	<10	<10	0	0	<10	<10
3	PETROL	0	<10	0	0	0	0	0
3	PHEV	<10	11	11	<10	90	42	27
4	DIESEL	<10	10	<10	<10	0	0	0
4	EV	0	0	0	<10	0	0	0
4	HEV	254	159	42	<10	0	0	0
4	PETROL	<10	<10	<10	0	<10	0	<10
4	PHEV	<10	<10	13	<10	19	10	<10
5	DIESEL	<10	38	11	0	0	0	0
5	HEV	919	599	105	0	0	<10	0
5	PETROL	<10	<10	0	0	0	0	0
5	PHEV	0	<10	0	0	<10	14	0
6	DIESEL	0	<10	<10	<10	<10	0	0
6	EV	0	0	<10	0	0	0	0
6	HEV	981	634	34	0	0	0	0
6	PETROL	164	11	<10	0	0	0	0
6	PHEV	0	0	0	0	112	22	<10
7	DIESEL	<10	<10	13	0	<10	<10	0
7	HEV	548	383	70	0	0	<10	0
7	PETROL	64	<10	0	0	0	0	0
7	PHEV	<10	0	<10	<10	<10	<10	<10
8	DIESEL	55	19	26	<10	<10	0	0
8	HEV	37	100	145	<10	0	0	0
8	PETROL	44	22	<10	0	0	0	0
8	PHEV	0	0	17	<10	0	0	0
9	DIESEL	109	163	51	<10	<10	0	0
9	HEV	93	176	58	0	0	0	0
9	PETROL	439	87	15	0	0	0	0
9	PHEV	0	0	<10	0	0	0	0
10	DIESEL	165	470	52	<10	<10	0	0
10	HEV	171	208	32	0	0	0	0
10	PETROL	1096	97	16	0	0	0	0
10	PHEV	0	0	<10	0	0	0	0
11	DIESEL	414	1053	199	18	<10	0	0
11	HEV	52	101	64	15	<10	0	0

Vehicle Registration Tax in 2023

Band	Engine Type	<€10,000	€10,001-€20,000	€20,001-€40,000	€40,001-€50,000	€50,001-€80,000	€80,001-€100,000	>€100,000
11	PETROL	1542	201	31	<10	0	0	0
11	PHEV	0	<10	0	0	0	0	0
12	DIESEL	107	668	329	113	67	<10	0
12	HEV	16	13	68	<10	0	0	0
12	PETROL	1155	163	74	0	0	0	0
13	DIESEL	109	765	417	47	13	0	0
13	HEV	51	15	30	<10	<10	0	0
13	PETROL	2464	280	46	0	0	0	0
13	PHEV	0	0	<10	0	0	0	0
14	DIESEL	145	1460	810	181	119	0	0
14	EV	0	<10	0	0	0	0	0
14	HEV	<10	12	15	<10	<10	0	0
14	PETROL	2591	771	75	<10	<10	0	0
15	DIESEL	107	725	651	57	48	0	0
15	HEV	<10	27	25	<10	<10	0	0
15	PETROL	2300	1273	114	0	0	0	0
15	PHEV	0	0	<10	0	0	0	0
16	DIESEL	133	799	643	53	34	0	0
16	HEV	0	12	13	<10	<10	0	0
16	PETROL	1181	575	86	<10	<10	0	0
16	PHEV	0	0	<10	0	0	0	<10
17	DIESEL	41	256	271	45	49	<10	0
17	HEV	0	12	10	0	<10	0	0
17	PETROL	758	239	70	<10	0	0	0
17	PHEV	0	<10	0	<10	0	0	0
18	DIESEL	162	442	525	59	53	<10	0
18	HEV	20	10	30	<10	<10	<10	0
18	PETROL	1538	896	132	18	<10	0	0
18	PHEV	0	0	<10	0	0	0	0
19	DIESEL	133	125	257	36	31	18	<10
19	HEV	149	45	<10	0	<10	<10	0
19	PETROL	456	279	102	<10	13	<10	<10
19	PHEV	0	0	0	0	<10	0	0
20	DIESEL	157	104	225	96	143	35	24
20	HEV	0	<10	0	0	<10	<10	0
20	PETROL	651	176	154	26	47	22	64
20	PHEV	0	0	<10	0	0	0	0

Source: Revenue analysis

9 Registration Type

Table 21 highlights the seasonality of Category A new vehicle registrations. January and July are the most popular months.

Table 21: Monthly New Category A Registrations

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Registrations	27,436	13,178	17,758	8,979	7,624	3,013	27,450	8,310	5,779	2,244	947	352

Source: Revenue analysis

Table 22 provides information on the entity registering a used Category A type vehicle across each month of 2023. In the case of new cars, 99% of registrations are by a dealer/distributor.

Table 22: Registration Type - Used Vehicles 2023

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Dealer /Distributor	2,748	2,752	3,229	2,715	3,292	2,997	3,168	3,218	3,031	2,882	3,307	2,409
Private	1,127	1,380	1,635	1,269	1,371	1,382	1,391	1,494	1,474	1,381	1,693	1,104
Total	3,875	4,132	4,864	3,984	4,663	4,379	4,559	4,712	4,505	4,263	5,000	3,512

Source: Revenue analysis

10 Registration by County

As shown below, Dublin vehicle registrations account for the largest number of new passenger vehicles, on average over 40 per cent of all new registrations.

Table 23: New Vehicles by County 2023

County	2018	2019	2020	2021	2022	2023
Dublin	52,748	52,379	34,452	43,889	42,137	54,278
Cork	15,273	14,051	11,186	12,390	13,094	13,975
Kildare	5,314	4,479	3,912	4,507	4,695	5,220
Galway	4,781	4,322	3,672	4,141	4,533	4,851
Meath	3,710	3,309	2,841	3,416	3,702	4,195
Limerick	4,325	3,914	3,240	3,493	3,584	3,820
Tipperary	3,313	2,973	2,522	2,713	2,741	2,940
Wexford	3,135	2,709	2,232	2,576	2,895	2,861
Wicklow	2,727	2,357	2,069	2,381	2,609	2,806
Waterford	3,195	3,000	2,112	2,704	2,635	2,773
Louth	2,800	2,659	2,128	2,370	2,488	2,660
Donegal	2,611	2,340	2,121	2,413	2,553	2,587
Kerry	2,667	2,340	1,966	2,234	2,298	2,465
Clare	2,679	2,250	1,998	2,128	2,127	2,428
Mayo	2,172	1,959	1,649	1,855	1,946	2,068
Kilkenny	2,309	2,031	1,787	1,876	1,948	2,056
Westmeath	1,791	1,591	1,309	1,571	1,538	1,664
Laois	1,508	1,349	1,191	1,238	1,239	1,366
Offaly	1,543	1,266	1,118	1,169	1,217	1,333
Cavan	1,254	1,177	1,004	1,144	1,093	1,265
Carlow	1,545	1,266	1,039	1,182	1,196	1,264
Roscommon	1,052	932	841	999	1,007	1,143
Sligo	1,090	1,069	934	1,070	1,047	1,127
Monaghan	998	886	784	885	833	936
Longford	598	513	430	519	518	539
Leitrim	488	393	398	391	433	450
Total Registrations	125,626	117,514	88,930	105,254	106,106	123,070

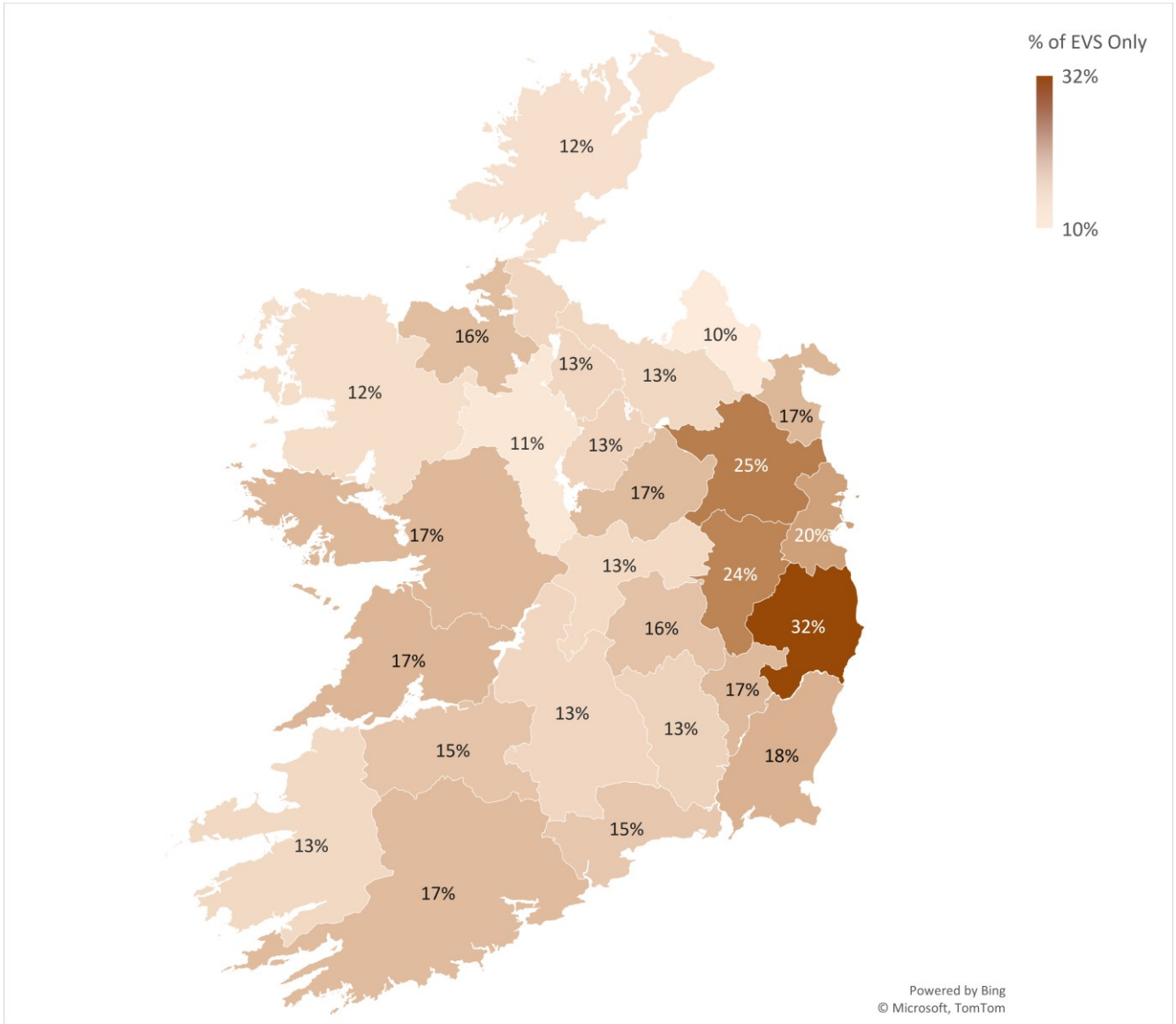
Source: Revenue analysis

Table 24: Used Vehicles by County 2023

County	2018	2019	2020	2021	2022	2023
Dublin	30,255	35,959	28,386	25,001	23,468	24,967
Cork	9,455	10,986	7,379	5,478	2,684	3,227
Galway	6,249	6,605	4,813	3,482	2,417	2,857
Donegal	5,570	6,576	4,099	3,547	2,072	2,517
Meath	4,251	4,812	3,079	2,415	1,709	2,160
Kildare	4,540	4,955	3,422	2,627	1,781	1,875
Louth	3,635	3,951	2,687	2,117	1,578	1,719
Limerick	3,656	4,241	2,658	1,726	1,039	1,128
Clare	2,562	3,016	2,100	1,641	1,054	1,070
Mayo	3,049	3,231	1,966	1,604	906	1,031
Tipperary	3,123	3,313	2,189	1,740	999	983
Wicklow	2,136	2,481	1,606	1,309	785	854
Wexford	2,660	3,116	2,045	1,436	726	801
Waterford	1,927	2,037	1,336	1,205	751	771
Kerry	2,251	2,557	1,694	1,119	738	754
Monaghan	2,184	2,450	1,639	1,174	754	747
Cavan	1,886	2,058	1,412	1,040	622	661
Westmeath	1,763	1,961	1,292	1,019	578	600
Roscommon	1,518	1,537	1,107	848	493	518
Laois	1,433	1,601	1,010	787	422	502
Longford	1,115	1,212	763	609	432	440
Kilkenny	1,579	1,675	1,137	740	410	427
Sligo	1,357	1,447	976	650	310	367
Offaly	1,153	1,180	783	507	286	349
Carlow	945	1,040	652	527	318	291
Leitrim	834	858	553	424	207	239
ZV (vintage)	644	869	661	834	580	595
Total Registrations	101,730	115,724	81,444	65,606	48,117	52,449

Source: Revenue analysis

Figure 16: Electrical Vehicle Share of New Registrations in 2023



Source: Revenue analysis

Vehicle Registration Tax in 2023

Table 25: New Vehicles by County by Band 2023

County	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	B	C	D	M
CARLOW	285	<10	0	14	<10	13	54	51	90	101	127	163	111	112	59	51	<10	13	<10	<10	59	329	0	23
CAVAN	219	0	0	24	<10	11	76	34	100	112	179	166	102	82	69	50	10	15	<10	<10	82	398	0	29
CLARE	575	0	0	27	<10	31	125	48	160	138	326	310	216	189	139	67	17	31	0	20	74	433	<10	61
CORK	3,578	34	0	205	40	129	577	357	896	1,008	1,508	1,886	1,303	1,102	463	416	141	208	21	93	416	2,731	<10	404
DONEGAL	528	<10	0	41	10	22	133	59	194	194	276	320	295	217	123	96	19	47	<10	<10	88	546	0	28
DUBLIN	17,273	276	<10	854	127	599	1,735	1,485	2,951	4,712	4,836	6,592	4,255	3,237	2,071	1,460	578	612	132	464	2,548	13,576	<10	1,202
GALWAY	1,269	<10	0	77	18	66	248	125	321	285	495	571	397	379	245	188	58	65	<10	29	204	1,208	<10	81
KERRY	480	0	0	31	<10	25	104	49	162	195	275	333	244	289	111	80	13	35	<10	26	107	838	<10	70
KILDARE	1,751	13	0	77	15	55	220	124	335	370	458	638	346	399	143	146	45	53	<10	26	223	1,110	11	192
KILKENNY	414	<10	0	30	0	24	83	42	147	172	270	265	208	200	78	72	17	20	<10	<10	90	741	0	32
LAOIS	308	0	0	<10	<10	<10	48	38	71	114	177	187	135	127	57	46	11	28	<10	<10	47	378	<10	30
LEITRIM	82	0	0	<10	0	<10	16	12	24	43	54	69	55	43	21	15	<10	<10	0	<10	33	81	<10	15
LIMERICK	909	11	0	69	<10	40	193	82	250	237	456	527	322	320	159	136	35	45	<10	15	135	901	<10	110
LONGFORD	89	0	0	<10	0	<10	42	15	48	34	44	83	46	61	27	18	<10	<10	0	<10	29	172	<10	10
LOUTH	642	<10	0	37	<10	22	116	71	180	179	274	388	278	213	108	86	19	25	<10	<10	83	539	0	61
MAYO	341	<10	0	37	<10	28	112	52	138	165	270	293	202	170	101	76	22	42	<10	12	89	611	<10	26
MEATH	1,362	11	0	50	10	48	203	94	288	302	340	469	292	311	164	113	30	68	<10	27	178	957	<10	126
MONAGHAN	143	<10	0	11	<10	<10	20	15	51	110	110	100	92	115	69	64	10	11	<10	<10	60	418	0	21
OFFALY	235	0	0	19	<10	19	68	44	89	97	155	194	124	121	85	40	<10	10	<10	18	60	390	47	31
ROSCOMMON	181	0	0	25	<10	25	65	28	101	60	140	158	109	95	72	50	13	11	<10	<10	72	231	0	18
SLIGO	270	<10	0	20	<10	<10	39	37	81	99	127	133	91	83	60	43	15	10	0	<10	40	256	0	15
TIPPERARY	560	<10	0	43	<10	37	140	99	206	195	400	324	286	279	162	112	28	41	<10	19	157	932	<10	78
WATERFORD	584	<10	0	26	<10	23	100	53	156	219	340	400	275	253	164	97	16	26	<10	26	68	453	<10	95
WESTMEATH	355	0	0	31	<10	27	96	44	136	108	163	199	183	160	69	49	<10	19	<10	<10	54	409	0	34
WEXFORD	699	0	0	36	11	22	117	120	194	186	331	395	230	252	97	94	30	32	<10	<10	113	879	0	91
WICKLOW	1,100	<10	0	37	<10	16	114	49	168	179	241	302	185	195	72	61	16	31	<10	16	91	407	<10	119

Source: Revenue analysis

Vehicle Registration Tax in 2023

Table 26: Used Vehicles by County by Band 2023

County	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	ZV	B	C	D	M	
CARLOW	302	163	10	24	54	102	47	31	77	144	230	173	249	339	280	222	109	228	127	230	86	286	992	<10	306	
CAVAN	35	34	0	<10	34	20	<10	<10	28	56	95	71	86	147	102	108	47	87	39	44	24	103	333	0	71	
CLARE	19	<10	0	0	<10	<10	<10	<10	<10	38	85	44	66	88	57	64	20	63	27	32	16	172	369	0	105	
CORK	10	<10	<10	0	<10	<10	<10	<10	<10	<10	26	15	21	39	29	24	10	22	17	16	23	47	299	0	55	
DONEGAL	2,608	1,264	153	375	1,243	1,423	780	230	527	1,159	1,542	1,173	1,978	2,609	2,672	1,363	663	1,763	606	620	215	588	1,680	12	797	
Dublin	74	50	<10	<10	<10	12	10	18	70	133	265	171	217	414	243	234	129	221	76	101	71	229	1,294	<10	130	
GALWAY	191	62	<10	31	86	73	38	29	60	116	206	187	207	402	295	217	129	258	102	102	61	225	772	<10	168	
KERRY	179	97	<10	23	50	37	29	19	29	91	115	86	159	212	185	138	68	141	75	81	53	163	682	<10	168	
KILDARE	24	17	<10	<10	<10	15	<10	<10	<10	17	30	18	33	68	40	37	18	30	26	20	13	69	327	0	65	
KILKENNY	21	14	<10	0	<10	<10	<10	<10	16	20	56	42	68	109	107	59	31	73	34	56	28	84	350	0	75	
LAOIS	70	48	<10	<10	44	57	21	<10	26	43	92	87	83	163	72	62	38	93	37	54	25	90	380	0	133	
LEITRIM	<10	<10	0	<10	<10	<10	<10	<10	10	23	55	31	36	79	36	44	20	35	12	15	15	80	217	0	41	
LIMERICK	101	67	<10	10	30	31	32	13	37	79	128	113	210	224	185	146	71	108	52	56	23	106	366	0	100	
LONGFORD	10	<10	0	<10	0	<10	<10	<10	<10	<10	19	<10	20	33	20	24	13	25	15	16	13	42	134	0	19	
LOUTH	18	20	0	18	12	13	12	<10	10	18	37	27	44	71	48	41	25	30	18	19	15	62	265	0	53	
MAYO	153	62	<10	11	37	73	61	26	61	71	128	118	201	262	271	164	58	204	73	72	49	182	582	<10	176	
MEATH	26	12	0	0	0	<10	<10	<10	20	27	81	68	79	128	68	67	33	55	32	24	18	100	553	0	65	
MONAGHAN	30	15	<10	<10	10	<10	<10	12	34	56	116	66	77	144	92	99	50	71	49	69	28	155	547	<10	94	
OFFALY	12	<10	0	0	<10	<10	<10	<10	<10	15	20	18	27	51	47	33	<10	34	13	22	11	64	299	0	101	
ROSCOMMON	<10	<10	<10	0	<10	0	<10	<10	<10	31	40	32	46	87	48	57	21	46	22	28	21	94	306	0	30	
SLIGO	19	<10	0	0	0	<10	<10	<10	13	<10	29	34	30	46	33	34	18	28	23	20	19	70	182	0	64	
TIPPERARY	41	17	<10	<10	20	21	<10	16	21	53	80	69	80	134	101	75	47	73	40	54	23	150	547	<10	134	
WATERFORD	43	21	<10	<10	<10	<10	12	<10	52	39	67	33	78	91	68	58	43	38	25	38	34	72	151	0	146	
WESTMEATH	21	17	<10	<10	10	12	<10	<10	<10	18	58	33	55	77	71	58	30	53	22	29	14	102	241	0	121	
WEXFORD	113	40	<10	<10	27	19	<10	<10	10	12	40	32	44	79	82	67	34	66	52	56	55	89	231	0	82	
WICKLOW	56	19	<10	<10	13	13	<10	13	42	32	60	32	50	97	79	47	35	65	50	57	27	114	521	<10	141	
ZV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	594	36	80	0	260