



**POLITICAL  
INTELLIGENCE**

# Driving Change: The Road Ahead for Electric Vehicles in the UK

By Michael Thorogood, Dr Joshua Wells  
& Helen Hill



## Contents

- [Introduction](#)
- [Timeline](#)
- [Direction of travel](#)
- [Key challenges](#)
- [Who's who in EV policymaking](#)
- [About the authors](#)

## Introduction

The UK's electric vehicle (EV) revolution is accelerating rapidly as a ban on the sale of new petrol and diesel cars from 2030 looms. [New car registrations](#) of battery electric vehicles jumped more than 40 percent in 2022 and notched up their largest monthly market share in December. Battery and hybrid EVs now comprise more than half of new cars rolling onto UK roads as manufacturers launch new models with greater ranges and more accessible prices.

However, while the direction of travel looks set, various policy challenges could affect the speed of the UK's transition to EVs. Industry groups say the rollout of public charging points is failing to keep up with the market, while some consumers continue to worry about the range, convenience, and price of EVs, especially during a cost-of-living crisis. Despite industry calls for more action in the face of huge initiatives in the US and EU, the government has scrapped its long-running plug-in car grant and announced that EVs will no longer be exempt from road tax from 2025 as it shifts its focus to supporting growth of the UK's charging infrastructure.

This Dods Political Intelligence report provides an update on the UK's transition to EVs, including a timeline of key developments, overview of policy direction and progress, and examination of some of the key challenges. The report concludes with a list of policymakers who could influence the EV sector.

## Timeline

**1997** – Toyota Prius becomes the world's first mass-produced hybrid EV.

**2008** – Tesla Roadster becomes first mass produced car using lithium-ion batteries.

**July 2021** – Transport Decarbonisation Plan published.

**September 2021** – Ofgem publishes report on enabling the transition to EVs.

**March 2022** – UK Electric Vehicle Infrastructure Strategy published.

**June 2022** – Electric Vehicles (Smart Charge Points) Regulations 2021 enter force.

**June 2022** – Government closes plug-in grant to new orders and refocuses funding.

**January 2023** – Electric Vehicle Smart Charging Action Plan published.

**January 2023** – EV battery start-up Britishvolt enters administration.

**March 2023** – Government publishes “Powering up Britain” policy paper setting out how it plans to deliver on its net zero commitments.

**2023** – Government to provide customers with improved smart charging information.

**2024** – Government to introduce targets for sales of clean vehicles.

**2024** – Voluntary EV energy consumer service code of best practice to be introduced.

**2025** – EVs no longer exempt from Vehicle Excise Duty.

**2025** – Government aims for smart charging to be the norm at home and work.

**2030** – Ban on sale of new petrol and diesel cars enters force.

**2030** – Government expects there to be at least 300,000 public chargers in the UK.

**2035** – Government aims for all new cars and vans to be fully zero emission at the tailpipe.

**2040** – Target for all new road vehicles in the UK, including HGVs, to be zero emission.



## Direction of travel

The UK government's regular drumbeat of policy announcements to help decarbonise the economy, driven in part by its leadership role as host of the COP26 United Nations Climate Change Conference, has helped pave the way for solid growth in the UK's electric vehicle market in recent years. In 2019 the UK staked its claim to become one of the first major nations to pass laws to bring greenhouse gas emissions to net zero by 2050. In November the following year, it [committed to end the sale of new petrol and diesel cars by 2030](#), and that all new cars and vans would be required to be fully zero emission at the tailpipe by 2035. A few months after that it published the [Transport Decarbonisation Plan](#) (TDP), followed by the landmark [Net Zero Strategy](#). The Department for Transport (DfT) also published a [2035 Delivery Plan](#), setting out milestones towards phase out dates for petrol and diesel cars and vans, which paved the way for the launch of the Local EV Infrastructure (LEVI) Fund, further consultation on the CO2 regulatory regime, and the creation of an EV Homecharge Scheme to focus on renters, leaseholders and those living in flats. Most recently, in late March 2023, the government published the "[Powering up Britain](#)" policy paper setting out how it plans to deliver on its net zero commitments, including that it was announcing more than £350m investment in EV charging infrastructure.

In the past 12 months the government has published another two key EV policy papers: the [UK Electric Vehicle Infrastructure Strategy](#), which set out the ambition to build at least 300,000 public charge points by 2030; and the [Electric Vehicle Smart Charging Action Plan](#), which expanded on how the government intends to reach this target. The strategy identified two main variables to plan for: variation in power demand through the day with peaks

experienced in the early evening, and variation in weather affecting the supply from renewable generation sources. While the DfT and Climate Change Committee (CCC) agree these represent a strong basis for progress in the EV market, they differ in their levels of ambition. The CCC has [recommended](#) a quicker transition that would see EVs making up nearly half of car sales by 2025 and nearly all sales by 2030.

Despite the policy advances, manufacturers have warned that the UK's ability to compete in the global EV production market is at risk unless the government responds to fierce international competition, such as the US \$370bn Inflation Reduction Act and EU Green Deal Industrial Plan. The Society of Motor Manufacturers and Traders' (SMMT) plan, "[Race to zero: Powering up Britain's EV supply chain](#)", published in mid-March 2023, proposes a strategy ranging from competitive energy costs, less red tape and partnerships with mineral-rich nations. While the UK already produces almost every component required to manufacture zero emission vehicles in some capacity, including batteries and power electronics, "we must scale up and do so rapidly," Mike Hawes, the chief executive of the industry body said. That means creating the conditions to attract and retain investment, capture greater UK-based value in battery production, drive rapid growth of the electrified supply chain and secure trade agreements that guarantee the supply of key minerals and openness of markets, he said. "This requires a government-led strategy and action delivered at pace."

There are also signs the growth in public EV charging infrastructure is failing to keep up with the market. Against that backdrop, the government announced in June 2022 that it was [pulling its plug-in car grant scheme](#), which had provided over £1.4bn and supported the purchase of nearly half a million clean vehicles, to focus instead on expansion of the public charging network

and encourage other vehicles to “go green”. Transport Minister Trudy Harrison said at the time that for the success of the EV transition to continue, “government funding must always be invested where it has the highest impact.” While the government maintained £300m in grant funding to support sales of electric vans, taxis and motorcycles, the market took another knock in November when Chancellor of the Exchequer Jeremy Hunt announced in the Autumn Statement that EVs would no longer be exempt from vehicle excise duty from 2025. The collapse of Britishvolt, the UK battery start-up that planned to build a gigafactory near Blyth in Northumberland and was celebrated as a flagship of levelling up, has also raised questions about the capacity of the UK to grow a domestic EV manufacturing base.

Hopes that the Covid crisis could trigger a renewed push for greener transport

options have been quashed as traffic levels bounced back along with pre-pandemic levels of pollution. However, there is further policy in the pipeline that could help strengthen the case for EVs. In London, the planned expansion of the [Ultra Low Emission Zone](#), or ULEZ, on August 29 could convince owners of older, more polluting vehicles to switch to an EV or hybrid to avoid the daily £12.50 charge. It also remains to be seen whether the DfT’s Future of Transport: Rural Transport Strategy, expected in 2023, provides further details on how rural areas could be supported in the transition to EVs. The government’s response to the [Union Connectivity Review](#), Sir Peter Hendy’s report which makes recommendations on how to improve transport connectivity in the UK, may also present an opportunity to provide further detail on the role of EVs.

## Key Challenges

Despite the powerful expansion of UK EV sales in recent years the market faces a range of challenges that threaten to slow the transition from petrol and diesel vehicles.

### Is UK infrastructure EV-ready?

Despite [boasting](#) more rapid chargers for every 100 miles of road than any other country in Europe, there are signs the UK's public network is lagging behind EV sales. Some experts have also raised questions about the ability of the electricity grid to cope with additional demand for charging vehicles.

Data from [Zap-Map](#), a leading EV charging point app, shows there were 37,851 EV charging points across the UK in January across 22,355 locations, a 31 percent increase from January 2022 but still far short of the government's 2030 target. Although some blame could be attributed to the pandemic, the current pace of rollout remains a concern, with fewer than 10,000 points [installed](#) in the past 12 months. While this represented a new record, the current pace would see the government [miss its 300,000 target](#) by 20 years. The quality of the charging points is also raising concern, with less than 7,000 classed as rapid. Slow chargers (2.4kw-6kw), can take more than 12 hours, while fast chargers (7kw-22kw) take between one and five hours, while rapid chargers (50kw+) can charge compatible batteries to 80 percent capacity in 30 minutes or less and tend to be located at motorway service stations. However, Zap-Map estimates there are some 400,000 additional charge points installed at workplaces and homes, some of which are available for public use under certain conditions. This is notable given that a [2022 study](#) by Transport & Environment, Europe's leading NGO for cleaner transport, found that more than a third of car and van

miles in the UK were for commuting and business purposes.

The government said it was announcing more than £350m investment in EV charging facilities in its March 2023 "Powering up Britain" policy paper, but it has also acknowledged there will be a crucial role for the private sector in delivering new infrastructure. Ubitricity, which is owned by Shell Group, operates one of the largest public charging networks in the UK. It aims to install 50,000 on street charge points by the end of 2025. Chargeplace Scotland, run by the Scottish devolved government, aims to provide charge points across Scotland, while Pod Point, which also provides domestic charge points, has more than 8,000 public charge points at a range of major UK retailers including Tesco and Sainsbury's. BP Pulse is another big player, offering a range of charge points at BP forecourts, and plans to invest £1bn in charging infrastructure over the next decade. A recent [article](#) by Car Magazine rated Instavolt, one of the largest owner operators of rapid DC charging points, and Tesla chargers—which are reportedly becoming more widely accessible—as the best EV charging networks, for their ease of use and availability. There is an important role for local authorities too. The government has announced a £450m Local Electric Vehicle Infrastructure fund that will see local authorities bid for funding to boost local projects such as EV hubs and innovative on-street charging.

The motoring industry will also have to adapt to service the EV revolution. Particular concerns exist around the ability for EVs to be repaired by the roadside owing to their electronic complexity, but experts say that these are unfounded. [National Grid says that](#) EVs break down less than combustion vehicles owing to them having fewer moving parts and the president of the AA, Edmund King, has said that there is a "massive misconception" with the primary reason for

roadside call-outs for EVs being “exactly the same as conventional cars.”

Some stakeholders have questioned whether the UK’s power grid will be capable of handling the EV requirements, which some have speculated could lead to much larger spikes in demand. [National Grid](#) has long [said](#) it is confident it can cope with the demands of EVs. The company has said uptake of EVs is also occurring gradually enough for renewable energy to come on board and the grid to adapt accordingly. It has argued that concerns about EV electricity demand surpassing supply are unfounded. This is partly because electricity demand has dropped 16 percent since its peak in 2002, supported by improved energy efficiency. National Grid says that if all vehicles switched to being EVs overnight, electricity demand would rise by around 10 percent but would still be below 2002 levels. The 2030 petrol and diesel ban is also expected to free up electricity capacity that is currently used to refine oil. Nevertheless, to ensure careful management of the electricity network it published the Smart Charge Points Regulations, that allow local electricity distribution networks to control when charging takes place to manage demand, followed by the Electric Vehicle Smart Charging Action Plan in January 2023. Recent trends suggest this will be supported by changing driving behaviour, with DfT data showing that the average distance each car travels in the UK per year is gradually dropping.

### Is the UK falling behind technologically?

The global EV market was [estimated](#) to be worth almost £170bn in 2022 and could reach £900bn by 2030. However, experts have warned that the UK is not ready to capitalise on this massive economic opportunity, despite its proud automotive history. Those fears were compounded when EV battery start-up Britishvolt [collapsed in January](#) 2023 after it failed to

source private investment needed to secure government backing. The firm, which ministers hailed as a flagship of levelling up, was meant to build a gigafactory to manufacture EV batteries in Blyth and create around 3,000 skilled jobs. The UK currently has only one small-scale battery plant, which is Chinese-owned and located in the north east, [compared to](#) 35 operational or planned plants across Europe and more than 100 operational gigafactories in China alone.

Industry experts have [calculated](#) that by 2030, when the ban on the sale of new petrol and diesel cars takes effect, the UK automotive industry will require several gigafactories and at least 60GW hours of locally sourced batteries to support the annual assembly of one million new cars, which itself is below today’s capacity of 1.3m cars. It will also have to establish a new supply chain and reskill workers from combustion to electric manufacturing roles if the UK is to stand up to global competition. While investment is [pouring into](#) EV manufacturing worldwide, the industry is [dominated](#) by Asian companies based in China, South Korea and Japan. BMW is planning to initially move the production of its electric Mini to China and while Jaguar Land Rover has been engaged in talks over a potential gigafactory investment in the UK, this remains uncertain. The Labour Party said in early March that it would “turbocharge” British electric vehicle manufacturing with £2bn to part-finance eight new gigafactories in the West Midlands, the North East, the North West, and the South West, and accelerate the roll out of public charging points with binding targets.

To develop the domestic EV manufacturing capability the UK will also require a secure access to raw materials and critical minerals key to battery manufacturing. Not only is China a dominant player in the EV market, it [also controls](#) a significant proportion of the

world's critical minerals, leaving countries such as the UK increasingly dependent on its supplies, and from other countries with questionable environmental and human rights records such as the Democratic Republic of Congo. According to the UK Government's [Critical Minerals Strategy](#) in 2022, global demand for key EV battery minerals is projected to increase by between six and 13 times by 2040, which exceeds the rate that new primary and secondary sources are being developed.

### Are EVs sustainable?

It also remains to be seen how policymaking will address the question of how sustainable EVs are themselves, both to run and to produce and recycle. Given they run on electricity, the answer is contingent on how the energy is generated and stored. [If an EV is charged](#) on the national grid, it is currently projected to produce 66 percent lower emissions than a petrol car and 60 percent lower than a diesel vehicle. This percentage difference should grow as the national grid increases the proportion of supply that comes from renewables.

There are also methods of charging an EV that are more sustainable than others. For example, if you charge an EV via solar panels on your roof, you can achieve the holy grail of running a car with zero carbon emissions. While all EV chargers are compatible with solar panels, their effectiveness is contingent on whether the panels prioritise charging the house first or not. [Figures](#) from the Energy Savings Trust in October 2022 show that someone who is home all day can save an average of £610.

Another key consideration is whether the materials used to produce EVs are sustainable. A leading concern is the environmental impacts associated with the production of lithium-ion batteries, which are the most used battery in EVs. [Volvo has estimated](#) that the overall emissions

resulting from producing an EV can be up to 70 percent higher than their equivalent petrol models and would take nine years of average annual mileage to offset. However, innovations are already underway to consider alternatives to lithium-ion batteries, such as [solid state batteries](#), nickel-metal hydride batteries or lead-acid batteries. While each have environmental impacts, there is optimism that such innovations can be done in ways to improve the sustainability credentials of EVs. For example the carbon footprint of a solid state battery can reduce the carbon footprint of a car by [25-39 percent](#) compared to lithium-ion batteries, depending on how the materials are sourced.

There are also important considerations regarding what happens to EVs when they are no longer roadworthy. Recycling the raw materials of an EV is challenging. At present, recycling lithium-ion batteries is expensive and time consuming but there are [innovations](#) happening to bring the costs down. Yet the sustainability of the lifecycle of an EV cannot not solely judged on whether the raw materials can be recycled; where materials cannot currently be recycled, there are sometimes alternative ways they can be used. Moreover, given how young electric car technology is, we can expect a period of innovation in their production.

A key reason why EVs are no longer used is due to their battery life diminishing despite the battery itself still functioning. There is consequently a move to use batteries for tasks that do not require such high battery life, such as to store excess energy generated by wind or solar farms. Such reuse options provide a way of fitting EVs to a circular model of the economy that is not contingent on the ability to recycle their components.

## Can the EV revolution be a just transition?

While EVs promise clean and affordable transport for those who can afford the initially high purchasing costs, their rollout also risks exacerbating inequalities if not delivered in an equitable manner. The EV Infrastructure [Strategy says](#) charging an EV “should be easier, cheaper and more convenient than refuelling a petrol or diesel car, wherever you live.” In reality, the availability of charging points varies greatly. A [2022 study](#) by the Transport & Environment NGO found that while London surges ahead, Northern Ireland has the fewest chargers and slowest rollout in the UK, with 8 percent growth in 2021 compared to London’s 49 percent. The Competition and Markets Authority has warned of a postcode lottery in charging points, which is “reducing people’s confidence and trust.”

Such variations risk leaving some communities behind, especially as legislation increasingly punishes users of combustion engine vehicles through higher taxes, bans or localised charges such as London’s Ultra Low Emission Zone. Even EV owners in the same city can have very different experiences. About 75 percent of EV owners [charge their vehicle](#) at home and 78 percent [have access](#) to off-street parking, but not all households have that advantage. In London, less than half of vehicle owners have off-street parking, compared to the UK average of 72 percent. This means that some communities face the higher costs and often longer wait times of on-street charging.

The relatively high price of EVs also threatens to create new haves and have nots. Even lower range EVs are [considerably more expensive](#) than their combustion engine-powered counterparts and there is currently a limited second hand market. The [best-selling EV](#) in the UK in 2022 was the

Tesla Model Y, retailing at around £45,000, while a lower range Nissan Leaf starts at around £29,000. However, the retail price of EVs is expected to drop. Tesla cut its prices again in March in an apparent effort to boost demand. Stakeholders also note it is important to consider the whole life costs of an EV. Battery prices are [falling](#) and EVs cost much less to run than petrol or diesel cars, as little as 2p per mile if charged at the right time. EVs are also cheaper to tax and have fewer moving parts, which should make them [cheaper to service](#). [While it is a relatively new market, there are signs](#) EVs could be depreciating less than petrol and combustion engine cars.

## Is electric the only answer?

While EVs are set to account for the lion’s share of new cars rolling onto UK roads in the decades ahead, they are not a panacea, especially for larger vehicles. Some experts argue that hydrogen or biofuels provide viable alternatives to power the automotive revolution. Neither of these alternative fuels have made a significant impact on the UK car market yet, [according to](#) leading motoring magazine AutoExpress. However, it is a different story for HGVs, which cannot rely on traditional battery electric technologies as they do not generate enough power to carry heavy loads over long distances. There are similar questions for farming and construction vehicles.

The government’s 2021 Hydrogen Strategy highlights the potential role for hydrogen in powering HGVs and freight. While hydrogen technology is [advancing rapidly](#) and refuelling has got faster, [the cost of extracting](#), storing and distributing hydrogen, and the lack of infrastructure and fears over its volatility, have held back development. There are very few hydrogen filling stations in the UK and even fewer hydrogen fuel cell cars on the market which tend to be much more expensive than their fossil fuel alternatives.

Some [experts argue](#) that biofuels provide a sustainable alternative to electric power, at least in the short term as the market transitions. Petrol and diesel in the UK already have to be made from partially bio-renewable sources – standard E10 petrol is 10 percent biofuel – and biofuels release less harmful emissions than petrol and diesel. Biofuels also hold less energy per litre than traditional fuels, meaning biofuel-powered cars need to be refilled more often, and there are environmental concerns over growing crops needed for biofuels too. [The RAC says](#) that second generation biofuels are best, as they are produced using sustainable sources, rather than from crops used to produce food. They are nonetheless deemed a medium-term solution while more sustainable technologies are developed.

There is a notable role for sport in developing the sustainable automotive technologies of the future. [Formula 1 is working](#) with partner Aramco and all major fuel manufacturers in F1 to develop a 100 percent sustainable fuel to be introduced with a new engine formula in 2026. With only eight percent of cars on roads worldwide set to be battery electric by 2030, it says that these sustainable fuels will be crucial to decarbonise the automotive sector. Formula E, an all-electric motorsport series, has also been running since 2014. With races taking place in cities around the world, it [aims to demonstrate](#) that electric cars can be just as powerful and travel as far as fossil-fuel powered cars. Three of the teams are UK-based, [including McLaren](#) which also competes in F1 and is pioneering sustainable technologies for its road-car range.

## Who's who in UK EV policymaking?

For contact details and biographical information, get in touch to learn more about our Dods People service.

### Ministers

Mark Harper, Secretary of State for Transport (DfT)

Grant Shapps, Secretary of State for Energy Security and Net Zero (DESNZ)

Jesse Norman, Minister for Decarbonisation and Technology (DfT)

Graham Stuart, Minister for Energy Security and Net Zero (DESNZ)

Richard Holden, Parliamentary Under Secretary for Roads and Transport (DfT)

Amanda Solloway, Parliamentary Under Secretary for Energy Consumers and Affordability (DESNZ)

### Shadow ministers

Louise Haigh, shadow secretary of state for transport

Ed Miliband, shadow secretary of state for climate change and net zero

Gill Furniss, shadow minister for roads

Ed Miliband, shadow minister for energy

Chi Onwurah, shadow minister for science, research and innovation

### Civil servants

Bernadette Kelly, Permanent Secretary (DfT)

Jeremy Pocklington, Permanent Secretary (DESNZ)

Emma Ward, Director General for Roads, Places and Environment (DfT)

Lee McDonough, Director General for Net Zero Strategy and International (DESNZ)

Ashley Ibbett, Director General for Energy and Security (DESNZ)

Stephen Fidler / Jessica Matthew, Director for Local Transport (DfT)

Kate Cohen, Director for Roads and Projects Delivery Infrastructure (DfT)

Dave Buttery, Director for Road Strategy (DfT)

Hannah Newell / Claire Wren, Director for Future Transport Systems and Environment (DfT)

Richard Bruce / Caroline Low, Director for Transport Decarbonisation (DfT)

Damitha Adikaari, Director for Science and Innovation (DESNZ)

## MPs

Matt Western (Lab), Chair of the APPG on Electric Vehicles and MP for Warwick and Leamington, home of proposed West Midlands Gigafactory

Iain Stewart (Con), Chair of the Transport Select Committee

Darren Jones (Lab), Chair of the Business, Energy and Industrial Strategy Select Committee

Ian Levy (Con), Member of the APPG on Electric Vehicles and MP for Blyth Valley, home of UK battery start-up Britishvolt

Sharon Hodgson (Lab), Member of the APPG on Electric Vehicles and MP for Washington and Sunderland West, proximate to major gigafactory and second in construction

Bridget Phillipson (Lab), MP for Houghton and Sunderland South, proximate to major gigafactory and second in construction

Julie Elliott (Lab), MP for Sunderland Central, proximate to major gigafactory and second in construction

Stephen Hammond (Con), Opened Westminster Hall debate on Electric Vehicle Charging Infrastructure in March 2023

Steve Brine (Con), Opened Westminster Hall debate on Electric Vehicle Charging Infrastructure in February 2023

Lord Austin of Dudley (NA), Member of the APPG on Electric Vehicles

Clive Betts (Lab), Member of the APPG on Electric Vehicles

Nick Fletcher (Con), Member of the APPG on Electric Vehicles

Mark Logan (Con), Member of the APPG on Electric Vehicles

Gavin Newlands (SNP), Member of the APPG on Electric Vehicles

Alex Sobel (Lab), Member of the APPG on Electric Vehicles

Lord Teverson (LD), Member of the APPG on Electric Vehicles

## Key stakeholders

[National Grid](#), operator of the electricity gas transmission network in Great Britain

[Ofgem](#), regulator for the electricity market in Great Britain with the responsibility to facilitate the emergence of innovative products for EV smart charging

[Society of Motor Manufacturers and Traders \(SMMT\)](#), represents and promotes interests of the UK automotive industry in the UK and overseas

[EVA England](#), membership organisation supporting existing, new and prospective EV drivers in England

[Electric Vehicle Energy Taskforce](#), brings senior stakeholders from energy, infrastructure, automotive and transport together, advising government and industry

[Office for Zero Emission Vehicles \(OZEV\)](#), cross-government team working to support the transition to zero emission vehicles and funding to support charge point infrastructure across the UK

## About the authors:

Michael Thorogood is a senior political consultant at Dods Political Intelligence covering energy, climate and industrial policy [@MJThoro](#)

Dr. Joshua Wells is the Dods Political Consultant for DEFRA. Dr Wells has been monitoring the Windsor Framework on aspects related to agri-food and pets. [@Dr\\_jrwells](#)

Helen Hill was a senior political consultant at Dods Political Intelligence until February 2023 covering transport and infrastructure policy [@TransportHelen](#)

## About Dods Political Intelligence

We provide insight, intelligence and impact through our comprehensive suite of policy tools. Our services comprise of three main elements: *Dods Consultancy* – based in Brussels and London, our industry experts offer real-time analysis and impartial guidance on the latest policy developments and trends. *Dods Monitoring* – our platform offers instant alerts and contextual insight from over 13,000 sources across the UK and the EU. *Dods People* – the original who is who in politics, Dods Parliamentary Companion, was established in 1832. Today, our stakeholder management tools cover the UK and the EU, helping you identify and communicate effectively with key contacts.

## Contact Us

For further information, please visit [dodspoliticalintelligence.com](https://dodspoliticalintelligence.com) or contact us at [customer.service@dodsgroup.com](mailto:customer.service@dodsgroup.com) or UK customer service +44 207 593 5500 or EU customer service +32 274 182 30