

Driving abroad?

Key things you need to know before
and during your trip

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If you are planning on taking your car abroad, you'll need to comply with the rules and regulations applicable to the country you are travelling to or through; some of which can only be arranged before you travel.

1 **Passport requirements**

As a general rule, your passport will need to have been issued less than ten years before the date you wish to travel and must expire at least three months after the date you wish to leave. Depending on when you last renewed, extra months may have been added to its expiry, so remember to check both dates.

2 **Health issues and COVID-19**

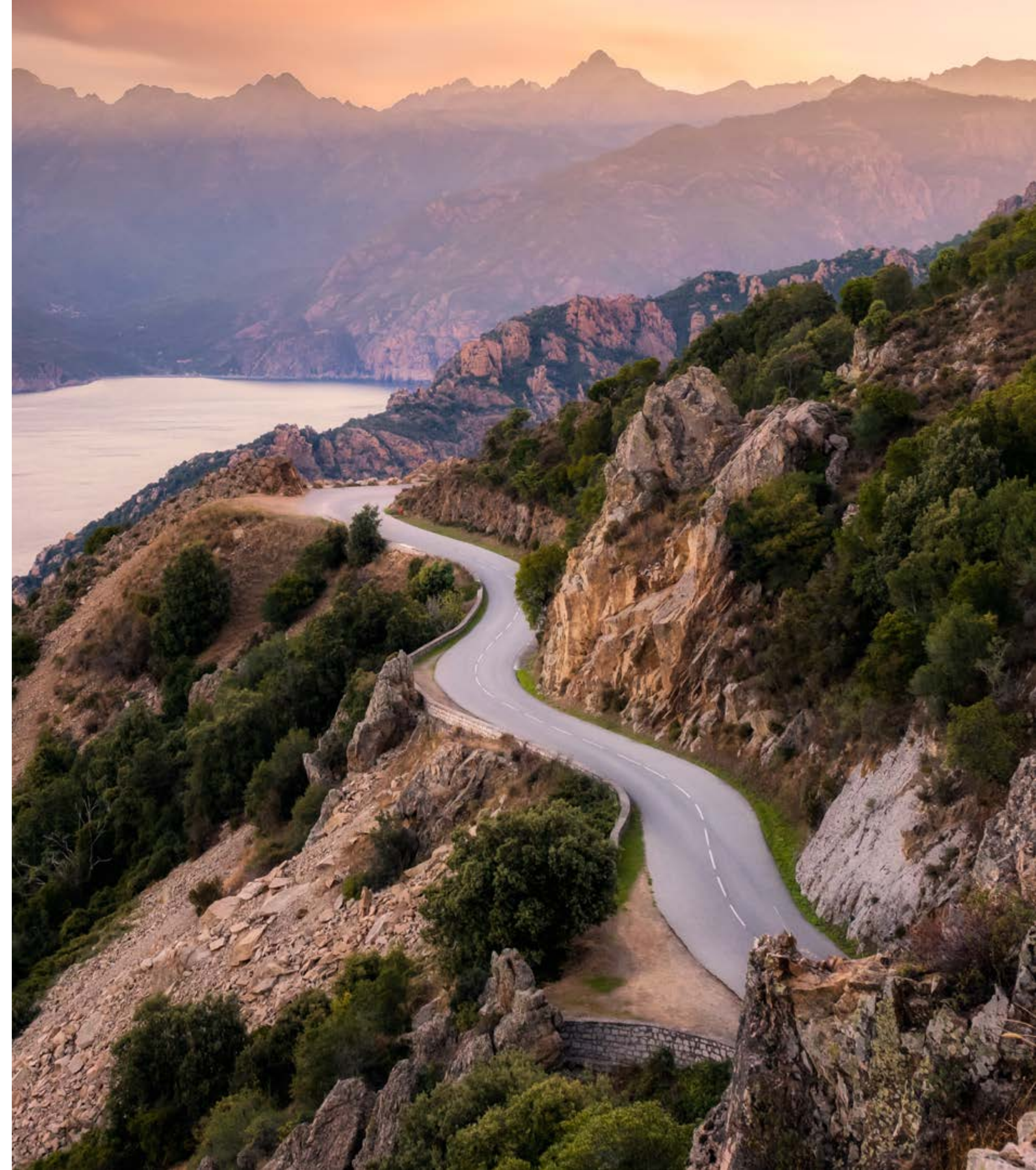
The European Council of the European Union recommends that member states should not impose any travel restrictions on health grounds. However, it is still advisable to check the latest information at [gov.uk/foreign-travel-advice](https://www.gov.uk/foreign-travel-advice) before booking your travel.

3 **Documentation**

You will need to have a VE103 vehicle on hire certificate to show that you are permitted to use a lease vehicle outside the UK (if it's your own vehicle then it will be your V5C logbook). To make sure the documentation comes through in time, please request this at least 10 working days in advance.

Request your VE103 vehicle on hire certificate at:
<https://ve103.mynovunavehicle.co.uk>

If you are travelling to Liechtenstein, you will also need to carry an International Certificate for Motor Vehicles (ICMV) with you. This can be arranged by calling the number above.





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4 Driving licence

You need to carry a valid GB or Northern Ireland driving licence with you at all times. If you have a paper driving licence, or if your licence was issued in Gibraltar, Guernsey, Jersey, or the Isle of Man then some European countries, including Norway, also require you to carry an International Driving Permit (IDP). You may also need an IDP if you are travelling outside Europe. An IDP can be purchased at the Post Office.

5 Insurance

There's no need to carry an insurance green card in order to drive in most European countries, but you will need a valid insurance certificate or other proof of insurance. That said, you may need a green card to drive in Albania, Azerbaijan, Belarus, Moldova, Russia, Turkey, and Ukraine.

6 UK stickers and number plates

If your number plate has numbers and letters only (with no flag or identifier), a GB identifier with the Union Jack, a European Union flag, or a national flag of England, Scotland, or Wales then a UK sticker is required. If your number plate already has the UK identifier with the Union Jack then no sticker is required. If you are driving in Spain, Cyprus or Malta, you must display a UK sticker no matter what is on your number plate.

7 Trailers

If your car has a trailer, you may need to register it before using it abroad. To find out more visit: [gov.uk/guidance/trailer-registration](https://www.gov.uk/guidance/trailer-registration)

8 Additional items

Rules regarding alcohol, mobiles, and items you must carry with you vary between countries. For up to date regulations visit: [gov.uk/drive-abroad](https://www.gov.uk/drive-abroad) and for more tips on driving at home or abroad this summer, go to: [novunavehiclesolutions.co.uk/news-and-insights/driving-tips/summer-driving-tips](https://www.novunavehiclesolutions.co.uk/news-and-insights/driving-tips/summer-driving-tips)

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Charging your EV in Europe

If you are planning on taking your electric car to Europe this summer, it's best to plan ahead and check out the chargepoint providers with the best coverage in the areas you plan to visit.

The good news is that in order to comply with the EU's Alternative Fuels Infrastructure Directive, recharging points should be equipped for the standard Type 2 connectors used in the UK, as well as CCS/Combo 2 for high-power DC charging. However, whilst the faster DC chargers will generally have a tethered charging cable, this isn't necessarily true of all chargepoints and so it's worth taking some cables with you.

To help with planning your journey, [ABetterRoutePlanner.com](https://www.abetterrouteplanner.com) and its associated app is handy tool that helps you find convenient places to charge along the route.

The most common way to pay is to use some form of RFID (Radio Frequency Identification) card from providers such as Chargemap, Shell Recharge, or Plugsurfing; who have more than 500,000 chargepoints across Europe. Taking a bit of time to check out country specific operators, apps, and charge cards may increase your options or enable you to charge at a better rate.

For those wanting charge speeds of up to 350kW then IONITY has just under 2,500 chargers across Europe and of course, for those with a Tesla, their European Tesla Supercharging network has over 14,000 individual connectors in 30 countries.

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France

Drivers are required to display a windscreen sticker which denotes their vehicle's level of emissions. Entry to controlled areas depends on meeting the specified standard and displaying the right sticker.

There are six categories of sticker, known as Crit'Air vignettes, which also offer preferential parking for the least polluting vehicles.

- **Green** 100% electric and hydrogen vehicles
- **Purple** Crit'Air 1 (All gas and plug-in hybrids, Euro 5, 6 petrol vehicles)
- **Yellow** Crit'Air 2 (Euro 4 petrol vehicles, Euro 5, 6 diesel vehicles)
- **Orange** Crit'Air 3 (Euro 2, 3 petrol vehicles, Euro 4 diesel vehicles)
- **Burgundy** Crit'Air 4 (Euro 3 diesel vehicles)
- **Dark Grey** Crit'Air 5 (Euro 2 diesel vehicles)

The cost of a Crit'Air vignette is €3.11 plus €1.65 postage and they can be purchased from the French government's website at certificat-air.gouv.fr

The penalty for failing to display the appropriate sticker varies between regions, but it is often between €68 and €135. However, it can be much more and the fine may also increase if payment is not made within the specified timeframe.

Taking your EV to France?

A Fulli card, which is available for just under €10 plus €0.70 per recharge (plus energy costs), will enable you to access 85,000 public charging stations across France.

In a similar vein, the €4.99 Freshmile Pass, or a IZIVIA Pass at €15, will enable you to access a large network across France and 300,000 - 450,000 chargepoints Europe-wide.



100,000+
Chargepoints

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Germany

Many of Germany's major cities require drivers to display an emissions sticker (Umweltplakette) in their vehicle when entering a controlled zone, with road signs at the main entry points showing which vehicles are allowed.

There were originally three stickers available, each indicating a different level of pollution control. However, most cities with low-emission zones will now only allow vehicles with a green sticker. To qualify, your vehicle will either need to be electric, Euro 4 or higher diesel, Euro 1 or higher petrol. Diesels with a particulate filter can generally qualify for a sticker if they are one Euro standard below the requirement. For example, a green sticker that is normally applicable to Euro 4 diesels, also applies to Euro 3 diesels with a particulate filter.

You can buy stickers from a number of places but the most reliable, and generally cheapest, is to use the official website for the region you are travelling to (such as [berlin.de](https://www.berlin.de)). Stickers can take a few weeks to arrive and so it is best to order one well in advance of your intended travel date. Failing to display a sticker in a controlled zone can result in a fine of €100 and you may be restricted from continuing your journey.

Taking your EV to Germany?

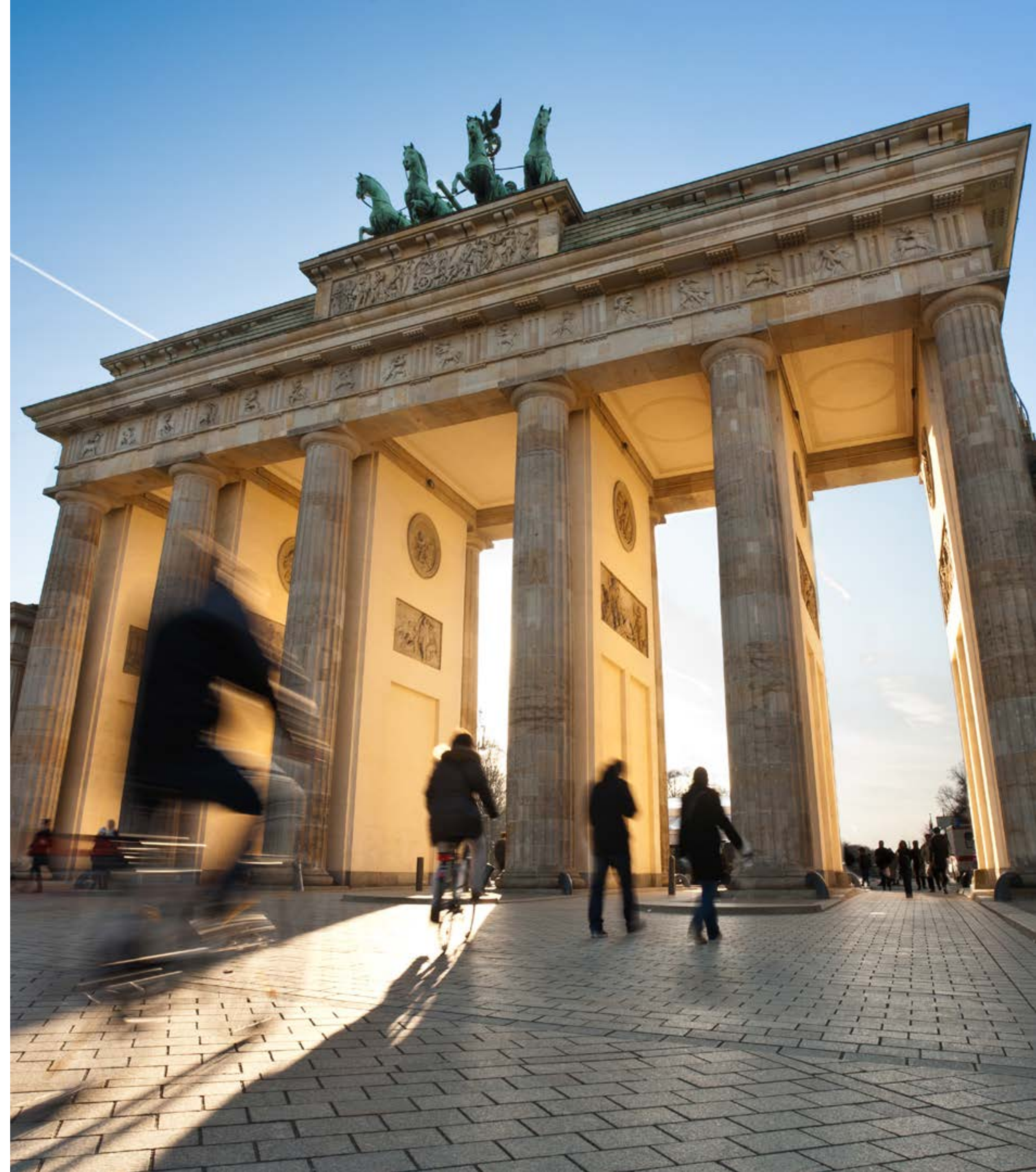
Germany has a strong public charging infrastructure, with one the biggest providers, MAINGAU, offering easy access to over 100,000 charge points with no contract term, no monthly fee, and kWh-based billing.

You'll also find chargepoints in all the usual places, including supermarket giants Lidl and Aldi.



110,000+
Chargepoints

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Italy

Italy has a growing number of low emission zones, each with their own standards and restrictions for entry. Many of these are in northern Italy, but there are also schemes in other areas, including Sicily, some of which are combined with road tolls.

Regions often contain multiple zones, with differing regulations and requirements. Some of these can be quite complex to understand, such as only applying on certain days in the week or at different times of the day. The regulations can also vary between summer and winter.

Many of the schemes are less restrictive than other countries but more stringent controls are gradually being put in place. For example, the Fascia Verde (Green Belt) covering the entire city of Rome currently sets the minimum standard for petrol cars at Euro 3 and Euro 4 for diesels, but this will change to Euro 4 for both fuel types from 1 November 2024.

There are also 'Ecological Sundays' in Rome, when vehicles with a combustion engine are excluded from 07:30 to 12:30 and again from 16:30 to 20:30.

The schemes are generally accompanied by road signage but, as fines can be as much as €450 or more, it is best to check the local government website, or a reputable source of travel advice, before driving in Italy.

Taking your EV to Italy?

Italy has a growing public charging infrastructure with Be Charge and Enel X Way among the names to look out for.

There is also the high-power charging station network, IONITY, which has 246 charge points offering up to 350 kilowatts (kW) in 36 locations across the country.



50,000+
Chargepoints

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Spain

Spain's Climate Change Bill states that municipalities with more than 50,000 inhabitants must operate a low emission zone. This equates to around 70% of Spanish cities.

The zones are generically known as Zonas de Bajas Emisiones (ZBE) but local schemes can also have their own name.

The penalty for failing to comply with the appropriate regulations can be steep, with fines of €200 or higher, depending on the region and type of vehicle.

UK registered vehicles are not generally required to display one of the four emissions stickers but some cities, including Barcelona, require you to register your vehicle before entering a low emission zone in order to be granted a single, multi-day, or long-term permit. Others limit the entry of certain vehicle types to 2 hours each day.

It is best to check the local regulations before travelling. Useful resources include Madrid City Council (www.madrid.es) or Barcelona City Council (<https://ajuntament.barcelona.cat/qualitataire/en>).

Taking your EV to Spain?

Spain may not have the largest network but major cities, such as Barcelona, Madrid, and Valencia, have reasonable coverage and there's a growing network running along the coastline.

Key providers include Iberdrola who, in partnership with bp, aim to deliver 11,700 fast or ultra-fast charge points across Spain and Portugal by 2030 and Enel X Way's JuicePass gives you access to charging stations in handy places such as McDonalds. There's also Repsol, who operate charging stations along the main roads of the Iberian Peninsula.



30,000+
Chargepoints





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Netherlands

There is a national network of low emission zones across the Netherlands including Amsterdam, Arnhem, The Hague, Maastricht, and Utrecht, where diesel cars must reach the Euro 4 standard or higher. Eindhoven will be added to the list in 2025 and some of the existing rules will become stricter over time.

The zones are generally signposted using a passenger car and van, with the number 4 in a green circle. There is no need to order stickers in advance but fines for failing to comply with low emission regulations are between €65 and €250.


Plans are in place to expand the number of zones, with around 30 expected to be operational within the next few years.

Taking your EV to The Netherlands?

The Netherlands is home to the largest charging network in Europe and has one of the lowest number of vehicles to chargepoint ratios in the world.

The Fastned high-speed charging network supports vehicles equipped with an AC, CCS or CHAdeMO connector and offers drivers a pay-as-you-go tariff starting from €0.69 per kWh for speeds of 43kW to 350kW.

Alternatively, Vattenfall have chargepoints in 320,000 locations across the Netherlands and the rest of Europe, which are accessible using their InCharge card or app.



140,000+
Chargepoints

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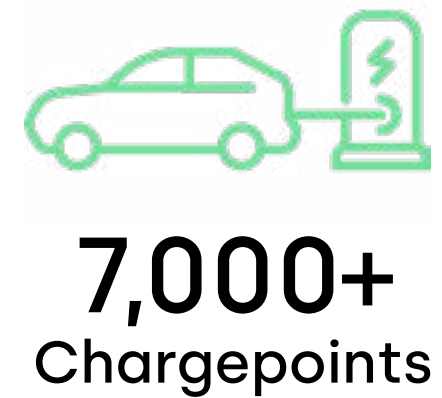
Portugal

Lisbon is the only city in Portugal which operates a low emission zone. Known as Zona de Emissões Reduzidas (ZER) it is divided into two areas, each with different limitations. However, the rules are far less restrictive than many other countries, with Zone 1 setting the minimum entry requirement at Euro 3 and Zone 2 at Euro 2. This means that, unless your car was manufactured before 2001, you are unlikely to be affected.

Taking your EV to Portugal?

Over 25% of Portugal's evolving EV charging infrastructure is in Lisbon and Porto. However, all service stations managed by Repsol and bp along the main Brisa motorways have EDP fast and ultra-fast charging capabilities. This includes chargepoints on the A1, A2, A4, A6 or A9 motorways.

Miio is one of the leading payment providers, with automatic top-up payments or pay-as-you-go options. One of the biggest networks is the Mobi.E network, which has more than 5,000 charging stations nationwide, over 1,800 of which feature fast or ultra-fast charging.





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Ireland

Currently, there are no low emission zones affecting passenger cars operating on the island of Ireland.

Taking your EV to Ireland?

EasyGo is Ireland's first private, totally EV dedicated, charging company and they currently provide access to the vast majority of Ireland's public chargepoints. This includes more than 1,000 of their own chargers, plus 1,350+ ESB chargers and around 20 Circle K chargers.

Although there are no mandatory subscription costs, you do have the option to purchase an EasyGo access fob for €6 when registering, or you can pay-as-you-go using the EasyGo app.



2,500+
Chargepoints

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Any questions?

For more handy tips and advice on all aspects of personal or business motoring, take a look at our blog
NovunaVehicleSolutions.co.uk/news-and-insights

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