



*MINORITY STAKE

IS THE EVOLVING MOBILITY AGENDA
SUPPORTING BUSINESSES TODAY?



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ADAPTING FOR THE SEA- CHANGE IN URBAN MOBILITY

There is no question that the UK is on the brink of big change in urban mobility. The Department for Transport recently published its latest strategy paper on the issue - Future of Mobility: Urban Strategy* - setting out the challenges and goals for creating an environment that is conducive to an effective social infrastructure. This provides some very clear signals to the business marketplace – and its supply chain – in terms of how services are to be shaped for the future. The paper identified the key principles that will underpin the government's approach to facilitating innovation in urban mobility:

- New modes of transport and new mobility services must be safe and secure by design
- The benefits of innovation in mobility must be available to all parts of the UK and all segments of society
- Walking, cycling and active travel must remain the best options for short urban journeys
- Mass transit must remain fundamental to an efficient transport system
- New mobility services must lead the transition to zero emissions
- Mobility innovation must help to reduce congestion through more efficient use of limited road space, such as through sharing rides, increasing occupancy, etc.
- The marketplace for mobility must be open to stimulate innovation
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users
- Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system

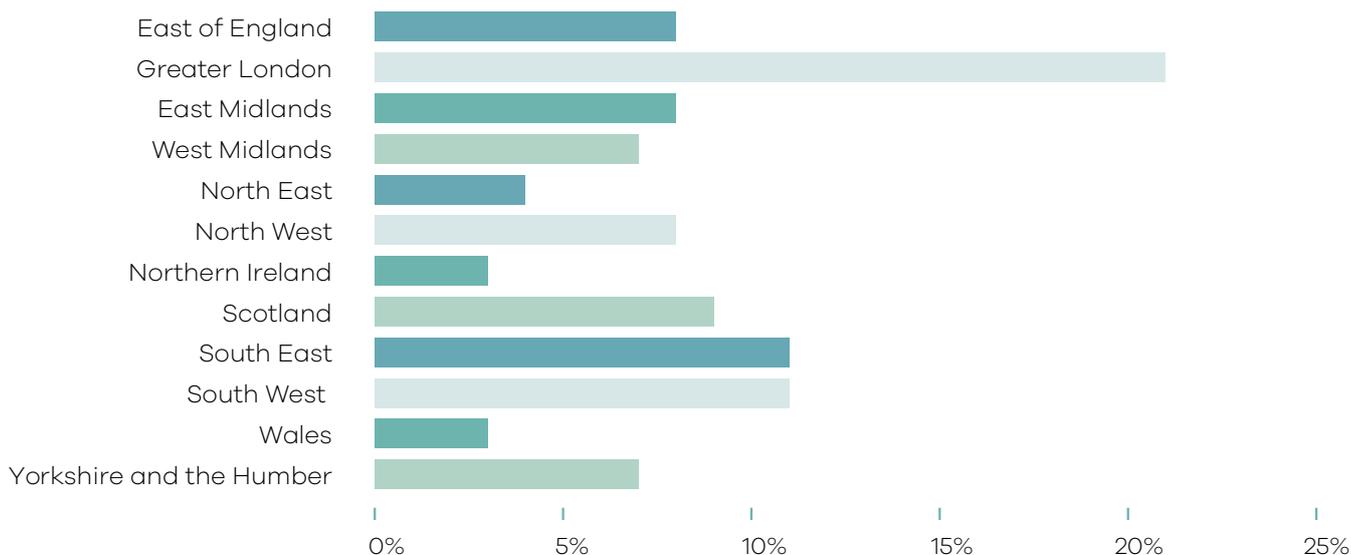
The supply chains supporting businesses must step up to the mark. In particular, suppliers to fleet managers – and the growing community of mobility managers - need to demonstrate an understanding of how their services can be effectively equipped to support the new mobility innovations that are undoubtedly coming down the road.

*Future of Mobility: Urban Strategy – published March 2019. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/786654/future-of-mobility-strategy.pdf

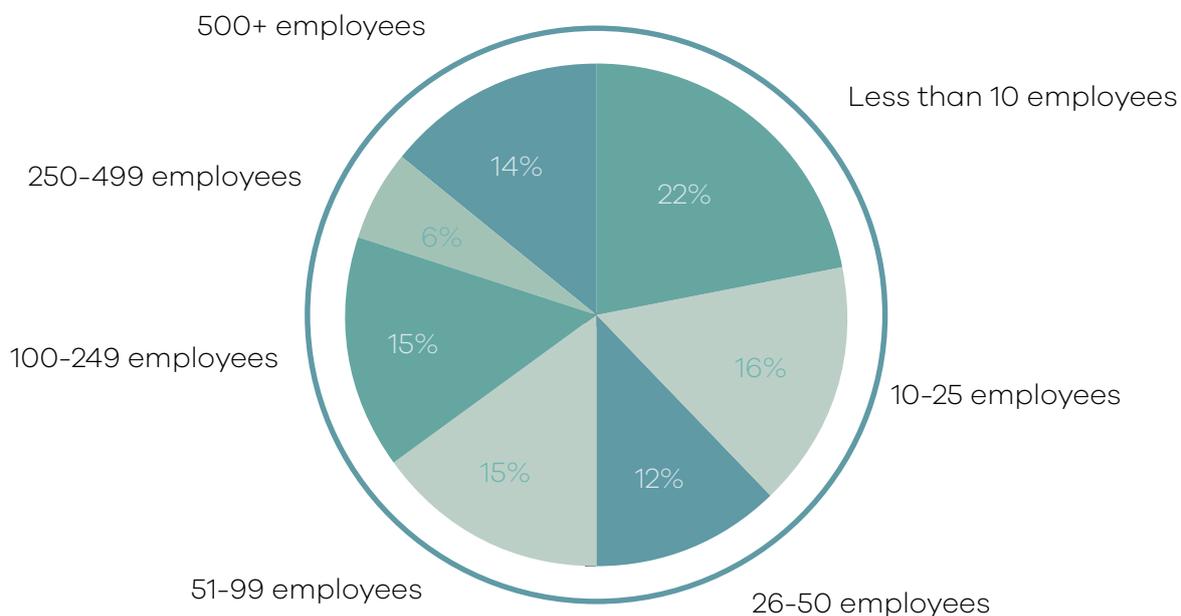
THE RESEARCH BASE

Over 300 businesses that rely on some form of transport for their operations took part in the survey*, which looked at all areas of England, Wales, Scotland and Northern Ireland.

Respondents by Region



Respondents by Business Size



*Research conducted by Censuswide, May 2019

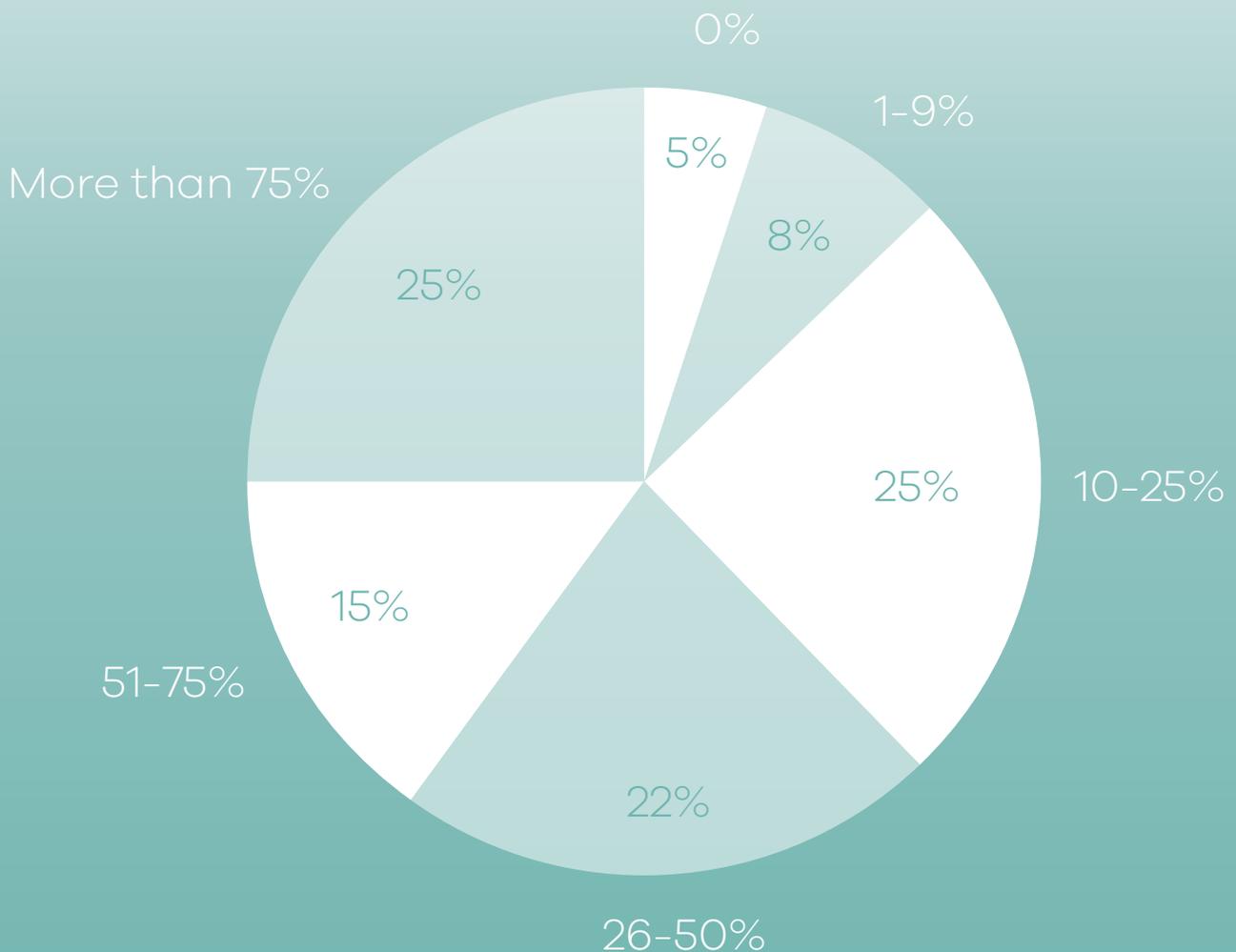
TURNING THE WHEELS OF THE UK ECONOMY

A quarter rely on transport for 10-25% of their business operations with a further 22% of respondents needing transport for up to half (26-50%) of their workforce.

Unsurprisingly, mobility remains fundamental for many UK businesses, with 25% of firms saying they need some form of transport for a significant majority (75%) of their workforce to get their job done.

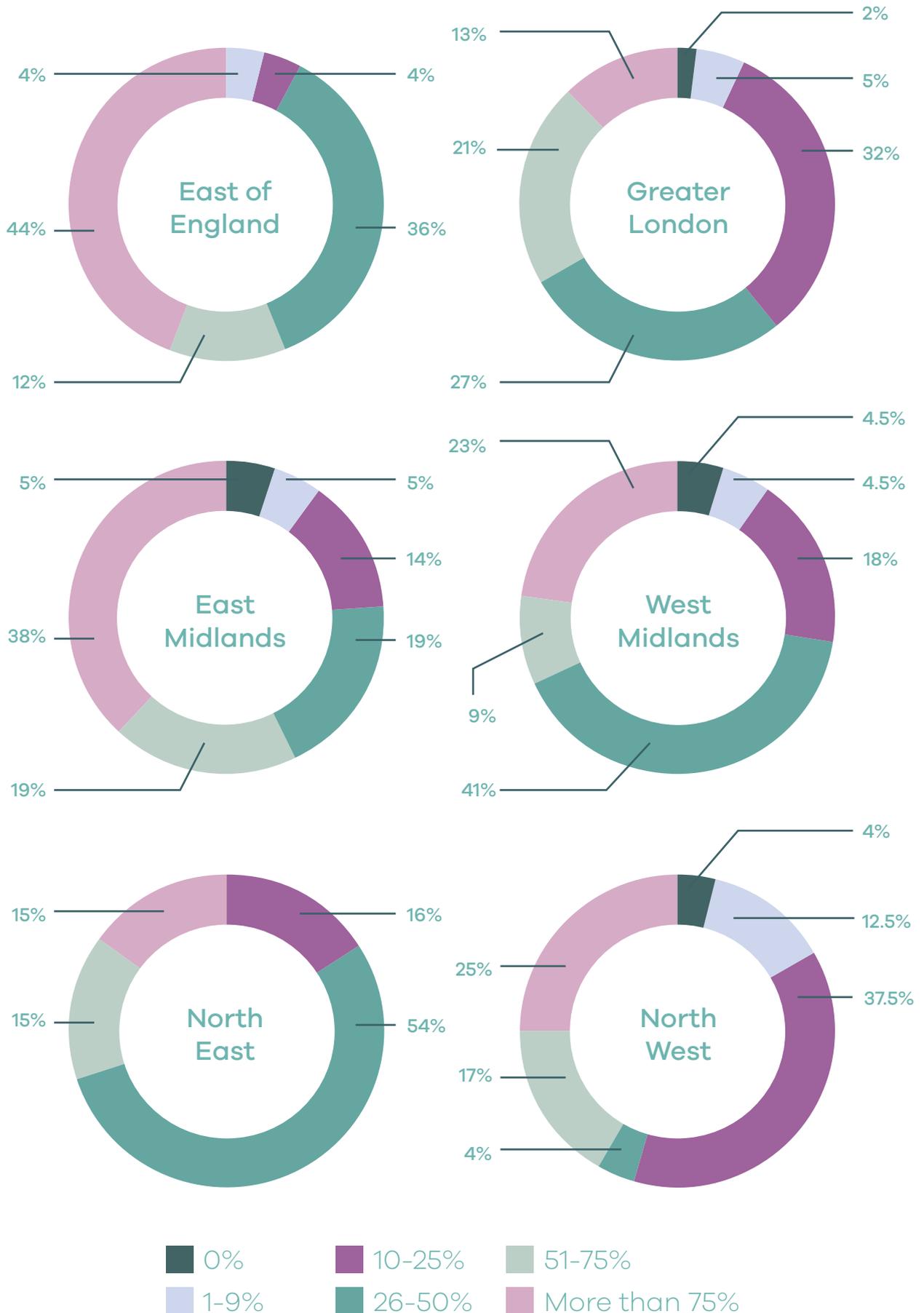
This all underlines the significance of solving today's mobility challenges.

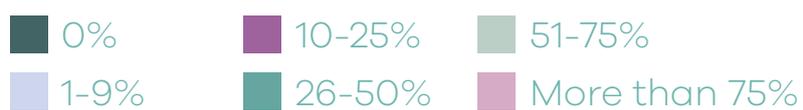
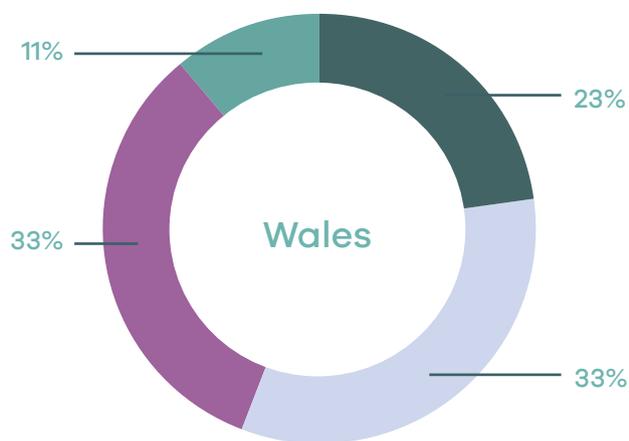
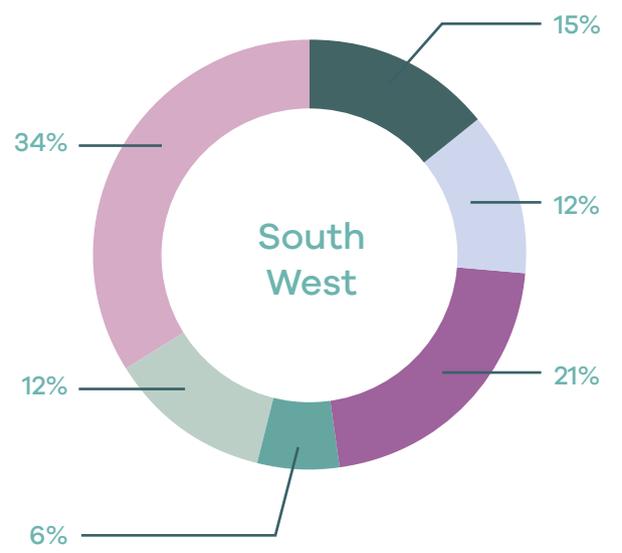
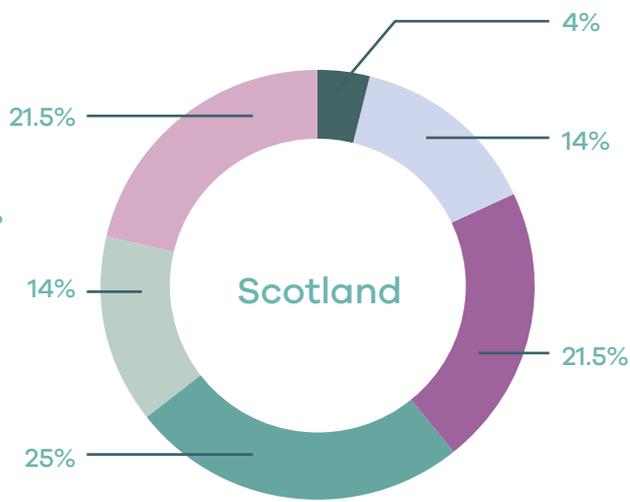
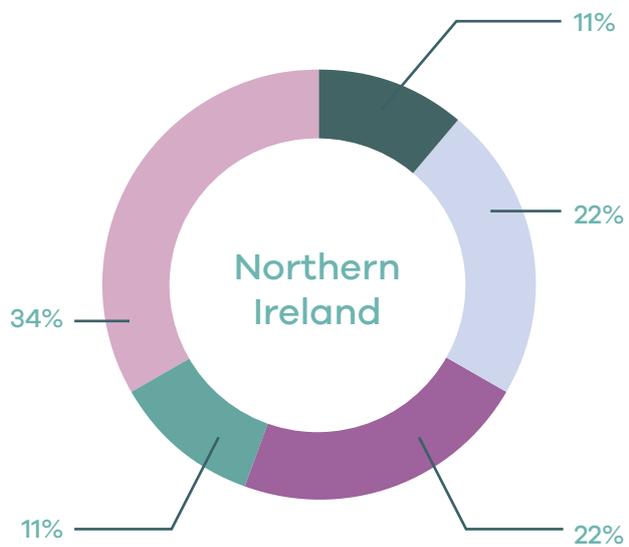
What proportion of your company's workforce relies on some form of transport to get their job done (excluding commuting)?



THE REGIONAL PICTURE

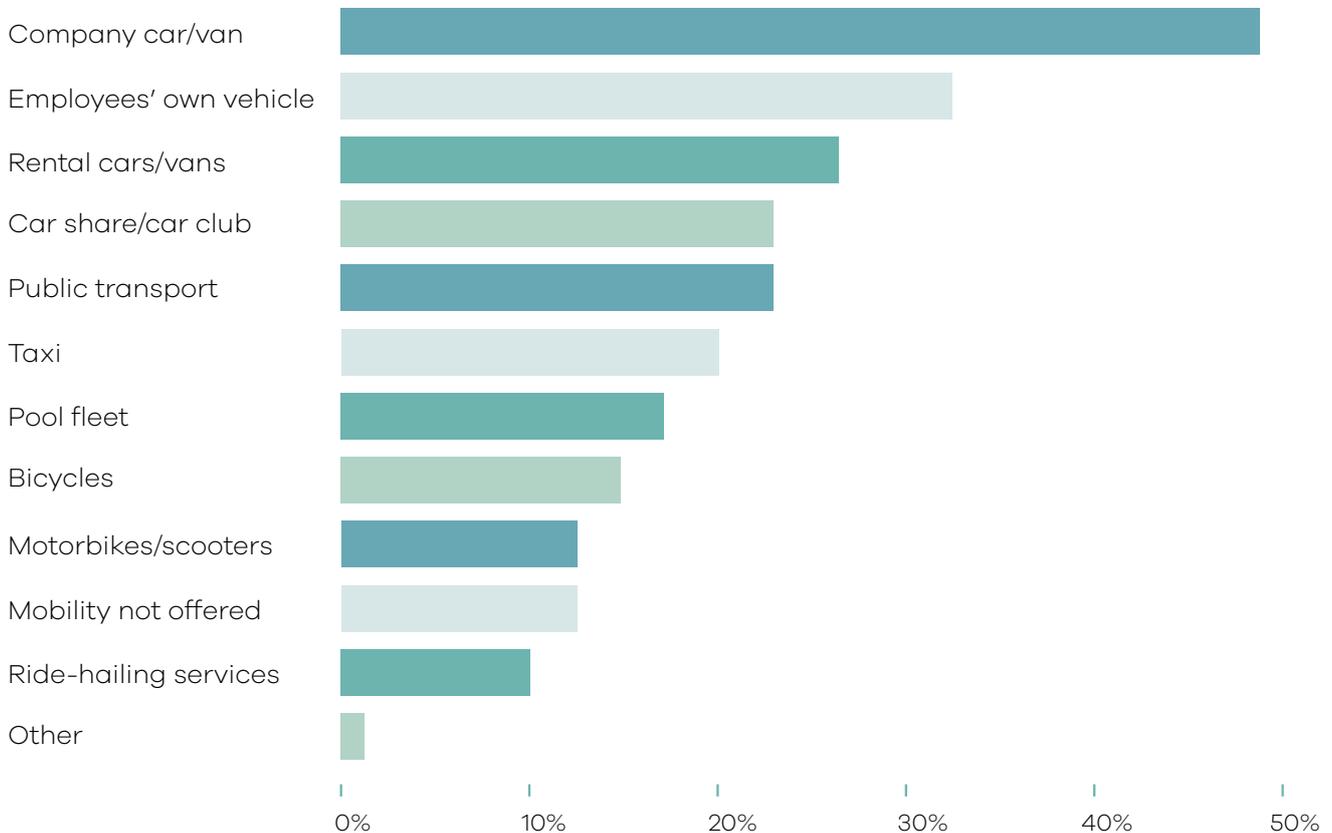
What proportion of your company's workforce relies on some form of transport to get their job done (excluding commuting)?





KEEPING BUSINESS ON THE ROAD TODAY

What types of mobility are offered to employees for business travel today?



THE COMPANY CAR – ESSENTIAL OR A BENEFIT?

Although transport remains important for many employees to be able to do their job, providing a company vehicle isn't necessarily the solution for all workers. Nearly a third of firms (31%) provide between a quarter and half of staff with a company vehicle.

Almost a third of employers (29%) only provide a company vehicle for up to a quarter of employees, with just over 1 in 10 (14%) supplying a company vehicle for over 75% of staff.

Of smaller companies with 10-25 employees, nearly a quarter (22%) don't provide any employees with company vehicles, compared to only 2% of companies with over 500 employees saying the same.

In contrast, 45% of businesses with 26-50 employees provide up to a quarter of staff with a company vehicle; 43% of companies with 100-249 employees do the same.

THE IMPACT OF CASH-FOR-CAR ON CONTROL OF EMPLOYEE MOBILITY

The research suggests that the changing rules surrounding Benefit-in-Kind tax are impacting the control employers have over the mobility solutions their employees use.

Nearly a third (29%) of respondents said that up to 25% of staff have opted for cash-for-car with 26-50% of the workforce choosing this option for nearly a quarter of companies (23%).

This trend probably explains why almost half (49%) of companies said that up to 30% of employees use their own vehicle for business journeys. And nearly 20% of firms said that between 31% and 50% of employees use their own vehicle for work travel.

In nearly a third (29%) of companies of 10-25 employees, up to a quarter of staff chose cash-for-car, with 39% of firms with over 500 employees saying the same. And a significant 41% of businesses with 51-99 employees saw between 26% and 50% of staff opt for cash instead of a company car.

Increasing risk

When businesses allow staff to use their own vehicles, employers are unable to control how well maintained that vehicle is, increasing the risk of downtime from breakdowns. They may also struggle to monitor the safety of those vehicles, as well as giving up control of vehicle usage and losing a grip on the effectiveness of their employees. Organisations may also fail to have the relevant checks in place to ensure employees' vehicles are fully insured whilst in use for business purposes. Ultimately, it is the employer's responsibility for the vehicle being used and not the employee's, so they must treat this responsibility seriously.

Of businesses with 26-50 employees, 46% believe 11-30% of the company's business journeys are made using an employee's own vehicle. A further 41% of businesses with 51-99 employees and 39% of larger companies with over 500 staff said the same.

What proportion of employees have taken cash instead of a 'company car'?

| | Total | Company size across all UK sites | | | | | | |
|--------|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| 0% | 39% | 87% | 47% | 29% | 20% | 15% | 22% | 19% |
| 1-25% | 29.5% | 7% | 29% | 31% | 30.5% | 46% | 28% | 40% |
| 26-50% | 22.5% | 4.5% | 13% | 34% | 41% | 28% | 28% | 23% |
| 51-75% | 8% | - | 4% | 6% | 6.5% | 11% | 22% | 16% |
| >75% | 2% | 1.5% | 7% | - | 2% | - | - | 2% |

Undermining government emissions targets

Besides the lack of control that comes with a growing dependence on grey fleet – prompted by the rise in people opting for cash-for-car – there is another, perhaps even more serious, consequence. By encouraging people to use their own vehicles, which are generally likely to

What proportion of the company's business journeys do you believe make use of employees' own vehicles?

| | Total | Company size across all UK sites | | | | | | |
|--------|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| 0% | 19% | 54% | 24% | 8.5% | 2% | 2% | 17% | 5% |
| 1-10% | 20% | 12% | 27% | 17% | 26% | 22% | 17% | 23% |
| 11-30% | 29% | 9% | 16% | 46% | 42% | 37% | 33% | 40% |
| 31-50% | 19% | 3% | 20% | 20% | 26% | 26% | 22% | 23% |
| 51-75% | 7% | 3% | 11% | 8.5% | 2% | 11% | 11% | 4.5% |
| >75% | 6% | 19% | 2% | - | 2% | 2% | - | 4.5% |

be older and therefore less advanced when it comes to emissions, there is a direct conflict with government emissions targets as well as firms' own sustainability agendas.

Grey fleet vehicles could be contributing to the bulk of road transport CO2 emissions in an organisation. The average grey fleet vehicle is 8.2 years old and emits 152g/km of CO2. And in the UK, employees travel over 12 billion miles in grey fleet vehicles per year, emitting 3.5 million tonnes of CO2.

Where's the control?

The high usage of grey fleet vehicles, underlines the importance of monitoring employee travel. Yet worryingly, nearly 1 in 5 (18%) respondents to the research said they don't monitor employee travel at all.

Only 45% of businesses monitor fuel expenses and this only rises to 56% for businesses with over 500 employees, making them the most likely to use this method to track employee travel activity.

Just over a third (34%) use GPS tracking, which proves the most popular with businesses between 250 and 499 employees (61%).

The next most popular method (32%) is driver self-reporting - a much less accurate way of monitoring travel. This is the preferred method for nearly a third (31%) of businesses with 10-25 and 26-50 employees. Even larger firms with the resources to implement telematics admitted to using self-reporting.

Just under a quarter (24%) opt for in-car telematics, offering the most detailed driving information. A whopping 61% of firms with 250-499 employees use telematics, compared to just 17% of firms with 10-25 or 26-50 employees. Is this, perhaps, a reflection of those firms most likely to have regularly updated business fleets? Or is it simply economics - the bigger firms tend to have more funds available?

A lack of focus on duty of care

But the real concern is that 58% of companies with less than 10 employees don't monitor employee travel at all. Combined with firms using less than accurate methods, such as self-reporting, this means employers could be failing on their duty of care to drivers.

Without accurate data, best collected through telematics, businesses can't monitor fuel usage, as costs continue to rise. But most importantly, in the event of an accident, employers could find themselves facing prosecution, if found failing in their duty of care to their drivers.

Companies need to have visibility of how many business miles an employee is doing on a daily, weekly and monthly basis.

MANAGING EMPLOYEE WELLBEING

Clearly, travel is now a key component of many businesses' operations and has a direct impact on employee wellbeing. Yet nearly a quarter (23%) do not apply any policies to manage employee wellbeing for travel. And for the smallest firms, employing less than 10 staff, this increases to 70%.

The good news, however, is that for more than three quarters of firms that do aim to manage employee wellbeing for travel, they are covering a wide range of issues.

Time of travel and driver training are the top policies applied to manage employee wellbeing with 34% of businesses doing each of these. This drops to just 10% for the smallest companies with fewer than 10 employees. Over half (56%) of businesses with 250-499 employees look at these aspects of staff wellbeing.

A third of businesses limit driving hours to improve wellbeing, with half of larger firms with 250-499 employees (50%) and over 500 employees (56%) doing this.

Under a third (29%) apply eyesight tests, with just 3% of companies with fewer than 10 employees doing this, compared to 48% of those with 100-249 employees.

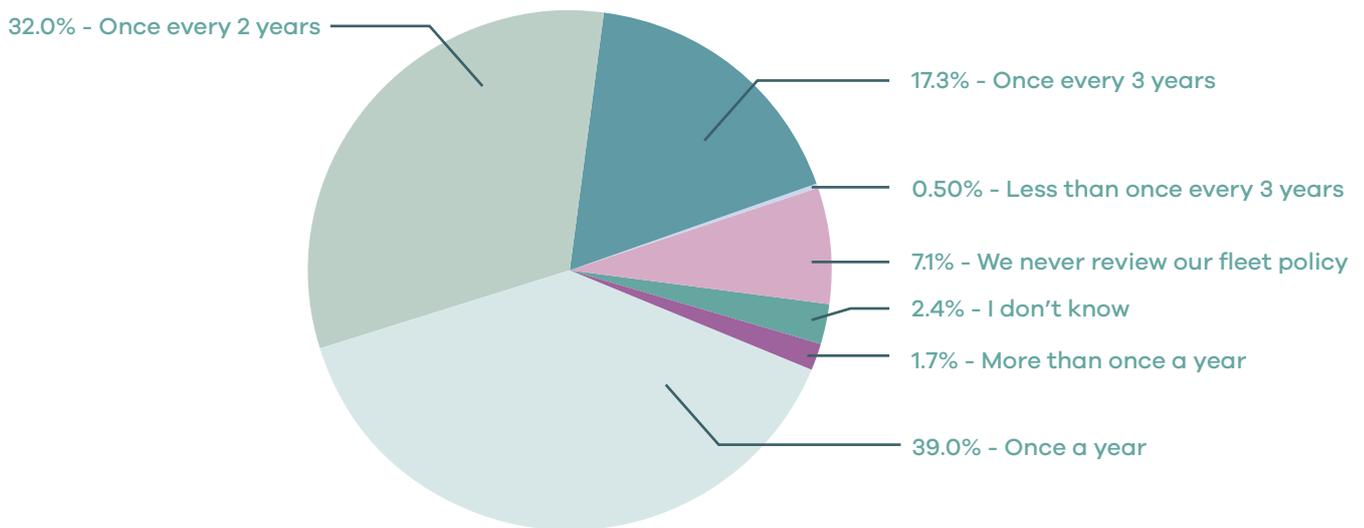
Journey optimisation to identify the best mobility services for each journey is understandably more popular with larger firms. Nearly half (44%) of firms with 250-499 and 500+ employees use journey optimisation. But only 20% of those with a workforce of 10-25 and just 4% of the smallest businesses of under 10 staff do the same.

It seems that in the world of business mobility, small isn't necessarily beautiful. The challenge is to help small businesses who do not have the time or resources to apply complex processes to manage employee mobility.

THE RIGHT POLICY

Giving employees clear direction on travel policies is vital. However Europcar Mobility Group UK research conducted in 2018* found that only 39% of all businesses surveyed said they review it once a year, taking into account the size and type of vehicles the company owns or long-term leases. 32% review their policy every two years. Worryingly, nearly 1 in 10 said they never review their fleet policy or they don't know when it's reviewed.

How often does your company review its fleet policy?



A carrot or a stick?

The 2019 research found that where travel policy has been changed in the last 12 months, reducing emissions was one of the biggest reasons at 23%.

For 22% of businesses new travel policies were designed to cut costs, whilst 21% see it as a way of increasing staff retention.

The tax changes have had an impact, with 19% of firms stating this as a reason for changing their fleet policy in the last year.

Reducing emissions is the top reason for businesses to change their travel policy, and it is most popular among businesses with a workforce of 250-499 employees (61%).

For 21% of respondents, employee satisfaction and retention was a key reason to change their fleet policy, underlining the importance of mobility in supporting their staff. For businesses with over 500 staff (44%), increasing employee satisfaction and retention was the top reason for any policy changes, followed closely by reducing emissions (39%).

The introduction of the ultra-low emission zones has prompted 18% of businesses to implement changes. This rises to 39% for businesses with 250-499 staff, as firms try to avoid charges for city trips.

Delivering a better service to customers was a key motivator for 17% of respondents, with only 16% changing their travel policy to adopt new forms of transport.

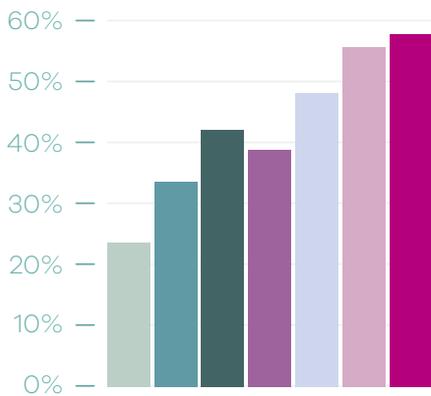
*Censuswide research of 500 businesses, conducted June 2018

LOOKING TO THE FUTURE

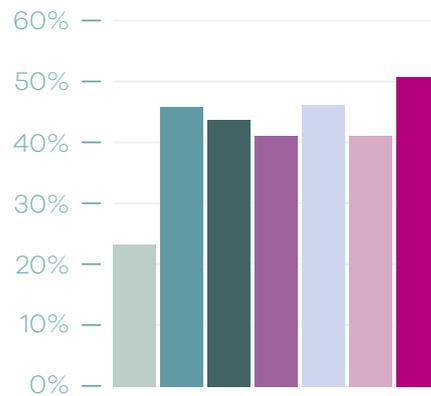
In the 2018 research, the top three goals that senior decision makers considered the most important for their fleet policy were sustainability (43%), control of fleet usage and fuel costs (43%) and control of fleet ownership costs (38%).

The larger the business, the more sustainability matters. Companies with over 500 employees put sustainability top (58%), followed by 250 to 499 employees (56%) and 100 to 249 employees (49%). This compares to under a quarter (24%) of the smallest companies saying the same. Companies with over 500 employees (51%) also put control of fleet usage and fuel costs as a prime fleet policy goal.

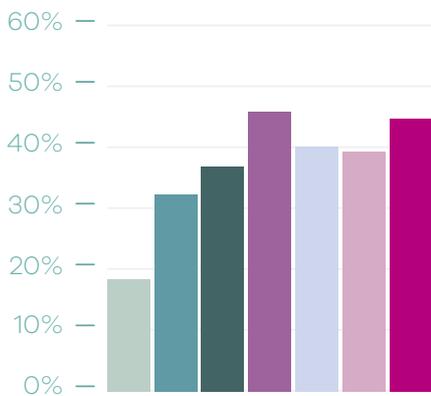
What are the most important goals of your fleet policy?



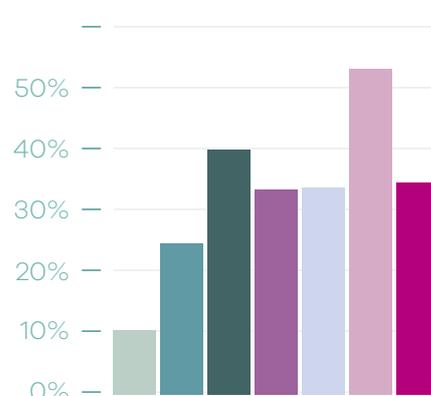
Sustainability



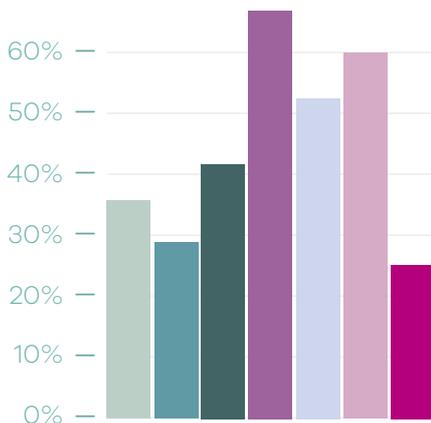
Control of fleet usage/fuel costs



Control of fleet ownership costs



Control of employee mobility costs



Off balance sheet funding



The changing mobility landscape

The 2019 research found that there is a belief amongst transport decision makers that the changing mobility landscape in the last 12 months is having a business benefit.

The top benefit, according to 35% of businesses is a reduction in travel-related costs. This rises to over half (56%) for firms with a workforce of 250-499 and 52% for those with 100-249 employees.

Nearly a third (31%) of respondents say the changing landscape is reducing the environmental impact of travel. This is the case for over a quarter (27%) of businesses with 10-25 employees, rising to 56% among those with staff of 250-499.

The largest companies are most likely to report improved employee satisfaction with their travel options, with 44% of those with 250-299 and 500+ staff saying the same. Nearly a quarter of smaller businesses (10-25 employees) also see a boost in staff satisfaction.

Worryingly, 76% of the smallest businesses (fewer than 10 employees) say the changing mobility landscape hasn't benefitted their businesses in the past 12 months. This could highlight a need for the smallest firms to embrace new technology and mobility solutions; and for the supply chain to make services accessible to the smallest firms on the business landscape.

However, over a quarter (27%) of businesses say they now benefit from more data on how staff travel, helping them stay in control of their fleet budget.

IS THE UK READY FOR A NEW MOBILITY LANDSCAPE?

Unfortunately, whilst firms have an expectation of improving employee mobility, there is less confidence in the infrastructure required to underpin it.

Investment needed in the charging infrastructure

Over half (51%) of the largest businesses (500+ staff) don't think the electric charging infrastructure is adequate; 28% of the smallest businesses (under 10 employees) expressed the same sentiment.

Plus, nearly a third (30%) of respondents don't feel that their company is ready to adopt electric vehicles, currently. A quarter of businesses of fewer than 10 employees don't feel ready and a further 35% of the largest firms (500+) say the same. This suggests the same level of trepidation across all sizes of business.

A better public transport system

But it's not just down to emerging automotive technologies. Over a third (36%) of businesses don't think public transport in the UK is adequate to make business travel efficient. Again, the biggest firms with over 500 people agree (51%); 40% of businesses with 26-50 employees also feel let down by public transport for business travel.

Too many cars?

The UK roads are a source of frustration, with nearly a third (30%) of businesses feeling they aren't adequate for efficient employee mobility. Half of businesses with 250-499 employees feel the same, followed by 44% of those with 500 plus employees. And a quarter of firms said they don't have adequate off-street parking for staff, with firms of 250-499 employees (39%) most likely to say this, compared to just 13% of those with 51-99 employees.

All of these barriers to embracing a more sustainable mobility strategy are also frustrated by a lack of control over grey fleet usage which is currently being incentivised by the cash-for-car scheme.

Which of the following statements do you agree with in relation to employee mobility?

| | Total | Company size across all UK sites | | | | | | |
|---|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| The current electric vehicle charging infrastructure is not adequate to allow wide-spread adoption of electric vehicles | 38% | 28% | 38% | 31% | 35% | 44% | 44% | 51% |
| The current UK public transport infrastructure does not facilitate efficient business travel | 36% | 27% | 33% | 40% | 39% | 37% | 28% | 51% |
| My organisation in its current state is not ready to adopt electric vehicles | 30% | 25% | 33% | 26% | 33% | 30% | 28% | 35% |
| The UK road network is not adequate for efficient employee mobility | 30% | 19% | 22% | 26% | 33% | 30% | 50% | 44% |
| There is inadequate on and off-street parking for employees | 25% | 19% | 22% | 23% | 13% | 35% | 39% | 35% |
| The current Benefit in Kind tax framework is not aligned with government's goal to reduce CO2 emissions | 22% | 6% | 13% | 26% | 24% | 33% | 56% | 26% |

NO INCENTIVE TO CHANGE

Over 1 in 5 (22%) of businesses believe the current Benefit-in-Kind tax framework doesn't align with the government goal to reduce CO2 emissions, with over half (56%) of businesses with 250-299 employees agreeing with this sentiment. It seems, therefore, that there is frustration with infrastructure and government policy when it comes to the support that businesses need to adopt new technologies and reduce their emissions.

And this lack of confidence is probably reflected in the proportion of alternative fuelled vehicles currently used by UK businesses, and their expectations for the future. Despite all the initiatives by government – and the manufacturers – less than half (39%) of those surveyed currently operate hybrid vehicles. And whilst a staggering 78% of firms with 250-499 employees and 61% of those with 100-249 employees said hybrid vehicles were an integral part of their fleet, among smaller companies there appears to be less willingness to adopt the latest technology.

A third of businesses currently operate electric vehicles, which are the most popular option for firms with fewer than 10 employees (10%), compared to just 3% operating hybrid vehicles.

Electric is also popular with half of firms with 250-499 staff (50%) and with 51% of those with over 500 staff.

Unsurprisingly, the smallest firms are the least likely to embrace new technologies, which can come at a premium. Among those with fewer than 10 staff, 81% don't run any alternative fuelled vehicles, with 38% of those with 10-25 employees saying the same.

Which of the following alternative fuelled vehicles does your company currently operate?

| | Total | Company size across all UK sites | | | | | | |
|-------------------|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| Hybrid | 39% | 3% | 24% | 34% | 59% | 61% | 78% | 51% |
| None of the above | 34% | 81% | 38% | 14% | 15% | 20% | 6% | 19% |
| Electric | 33% | 10% | 22% | 34% | 50% | 37% | 50% | 51% |
| Hydrogen | 16% | 2% | 13% | 23% | 22% | 17% | 22% | 23% |
| Don't know | 5% | 6% | 11% | 11% | - | 2% | 6% | 2% |

AN ELECTRIC FUTURE?

When it comes to the future vision for businesses and their employee mobility, electric vehicles rise in popularity with 45% of businesses planning to adopt electric vehicles by 2022.

The largest (500+) lead the way at 67% looking to add electric vehicles to their fleet. In addition, 21% of those with fewer than 10 employees also intend to make the switch.

Hybrid vehicles are part of plans for 37% of those surveyed, but come joint top with electric among firms with 250-499 employees (50%).

Hydrogen is the least popular alternative fuel, with only 22% of businesses aiming to have them on fleet by 2022. Just 3% of businesses of fewer than 10 staff chose hydrogen fuel for the future, along with just 16% of those with 10-25 staff. Once again, firms with 250-499 employees are the most enthusiastic (39%).

Although the future does look brighter overall for alternative fuels by 2022, there is still major resistance from the smallest firms with 42% of those with fewer than 10 staff not committing to having any alternative fueled vehicles by 2022.

Which of the following alternative fueled vehicles does your company plan to adopt by 2022?

| | Total | Company size across all UK sites | | | | | | |
|-------------------|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| Electric | 45% | 21% | 42% | 29% | 63% | 54% | 50% | 67% |
| Hybrid | 37% | 9% | 40% | 49% | 48% | 46% | 50% | 42% |
| Hydrogen | 22% | 3% | 16% | 17% | 33% | 28% | 39% | 35% |
| None of the above | 15% | 42% | 13% | 9% | 4% | 6% | - | 5% |
| Don't know | 13% | 28% | 11% | 11% | 4% | 13% | 11% | 5% |

A VISION FOR THE FUTURE

Expectations of business decision makers change in relation to their mobility needs in 2022.

Although company cars or vans still dominate, with 45% seeing them as part of the landscape, a further 19% expect autonomous vehicles to play a key role. Ride hailing services are also expected to increase from 10% today to 16% in 2022.

Dependence on grey fleet remains, but shared services are expected to increase, as car share/car clubs are expected to account for 27% of employee mobility. In addition, rental is favoured by 28% of respondents with 23% expecting pool fleet to be part of the business travel landscape in 2022.

The smallest companies (below 10 employees) favour company cars and vans (29%) with 16% relying on grey fleet vehicles in 2022. In contrast, 43% of firms with 100-249 employees see themselves still relying on staff using their own vehicles.

Larger firms favour car sharing options the most – 250-499 (39%) and 100-249 (46%). But just 12% of those with nine staff or less see car sharing as part of the future.

For the larger firms (250 to 499 employees) public transport at 21% is less likely to be part of their mobility offering in 2022 than pool fleets at 39%. Interestingly, bicycles (19%) rate higher than both scooters (18%) and taxis (16%) in the vision of future business travel, showing the value of sustainable transport options.

Who's driving?

Over a third (34%) of respondents think autonomous vehicles will be the norm in 3-5 years, with 29% thinking it'll take another 6-10 years before they are widespread in the UK.

Nearly half (49%) of firms with 26-50 employees think autonomous vehicles will be widespread in 3-5 years with 46% of businesses of 51-99 employees saying the same.

Over 1 in 10 (13%) don't think autonomous vehicles will ever take off, but 18% expect it to take more than 10 years, rising to 28% among the smallest firms (fewer than 10 employees) so there is still a fair amount of scepticism, when it comes to self-driving vehicles.

Only 6% of businesses surveyed expect autonomous vehicles to be mainstream in the next 2 years with firms of 250-499 being the most optimistic - 11% think it could happen that soon.

How far away do you believe the widespread use of autonomous vehicles in the UK is?

| | Total | Company size across all UK sites | | | | | | |
|--|-------|----------------------------------|-----------------|-----------------|-----------------|-------------------|-------------------|----------------|
| | | < 10 employees | 10-25 employees | 26-50 employees | 51-99 employees | 100-249 employees | 250-499 employees | 500+ employees |
| 0-2 years | 6% | 6% | 9% | 6% | 4% | 6.5% | 11% | 5% |
| 3-5 years | 34% | 12% | 36% | 49% | 46% | 39% | 33% | 39% |
| 6-10 years | 29% | 22.5% | 31% | 31% | 22% | 30.5% | 39% | 35% |
| More than 10 years | 18% | 28.5% | 11% | 3% | 22% | 17.5% | 11% | 19% |
| I don't believe there will ever be widespread use of autonomous vehicles in the UK | 13% | 31% | 13% | 11% | 6% | 6.5% | 6% | 2% |

TAKING THE MOBILITY JOURNEY

Europcar Mobility Group UK is charting a path through the challenges to give today's fleet managers – tomorrow's mobility managers – a platform that not only provides streamlined booking for a variety of mobility options, but also delivers the insight to plan mobility strategies for the long-term.

One point of access ... one information portal

Europcar One provides fleet and corporate customers with a single point of access – and management – of the Europcar Mobility Group services. With journey optimisation at its heart, Europcar One provides access to a wide choice of mobility options through a single log-in.

By understanding the mobility options available for a complete journey – door to door – fleet managers can select the services that will deliver the best experience – both for the traveller and for the business as a whole. Crucially, Europcar One also provides a 360 degree view of the entire journey for each mobility solution, giving businesses the insight they need to be able to track, monitor and maintain all their journeys efficiently.

Insight for future strategy

Fleet managers need to be able to understand and analyse how the use of different mobility solutions is impacting financial and environmental targets. Europcar One delivers this insight through consolidated reporting and invoicing. And the depth of intelligence delivered by Europcar One means fleet and travel managers can better understand, and therefore control, their spend on mobility services. In addition, and most importantly, using that knowledge to inform future travel policies, ensures that they are giving users the services they need when and where they need them, whilst managing the overall costs.

The right partner to mitigate the challenges

Businesses are facing more diverse challenges than ever when it comes to managing their mobility needs. Mitigating these challenges alone is not easy. However, with the right mobility provider, these challenges can be overcome.

Europcar Mobility Group UK is helping business access innovative and flexible mobility solutions, supported by intelligent insight to increase efficiency while reducing unnecessary admin and management costs. And the right mobility solutions – including access to alternative fuel vehicles – are making the difference in reducing carbon footprint.



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