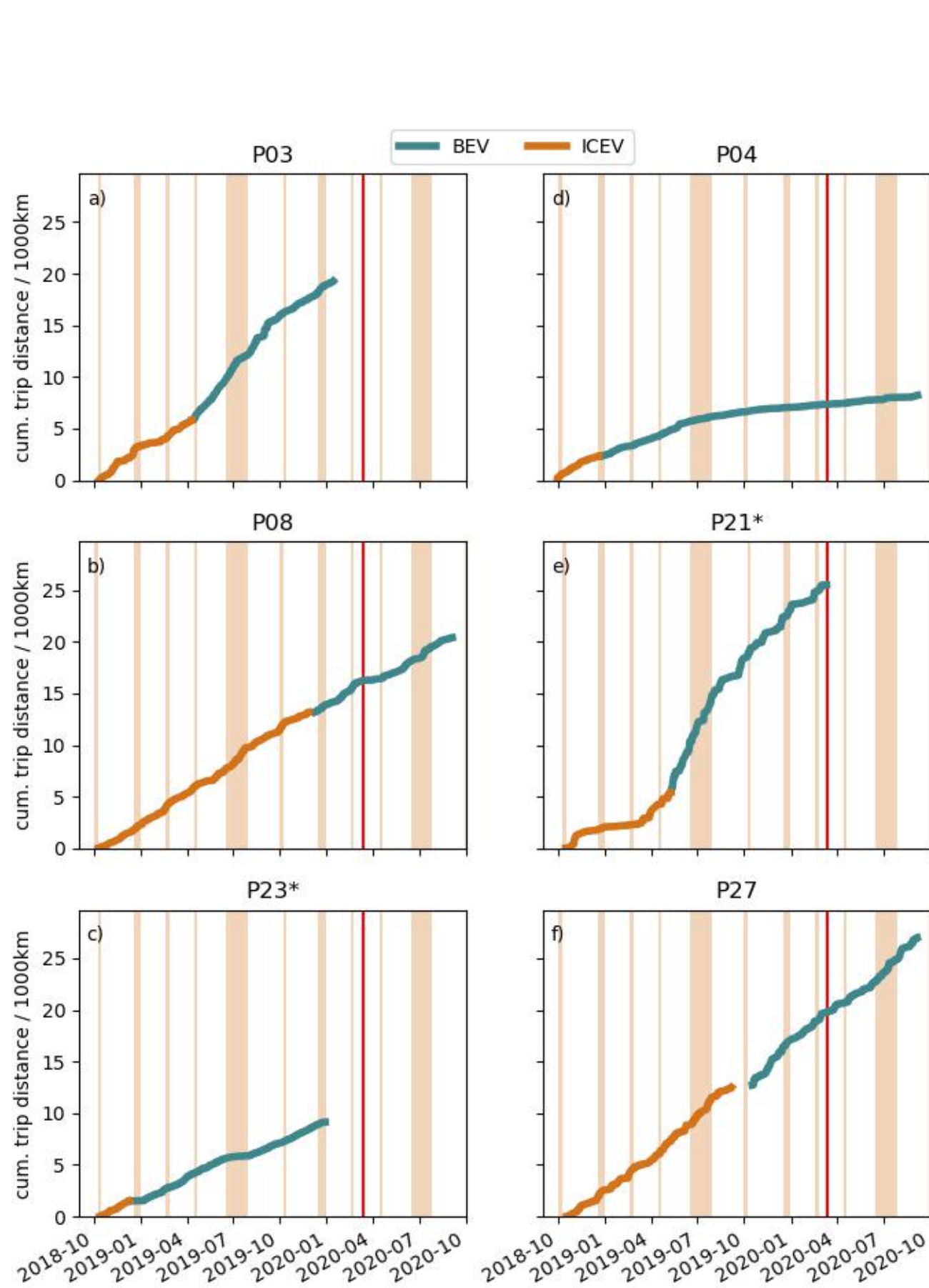
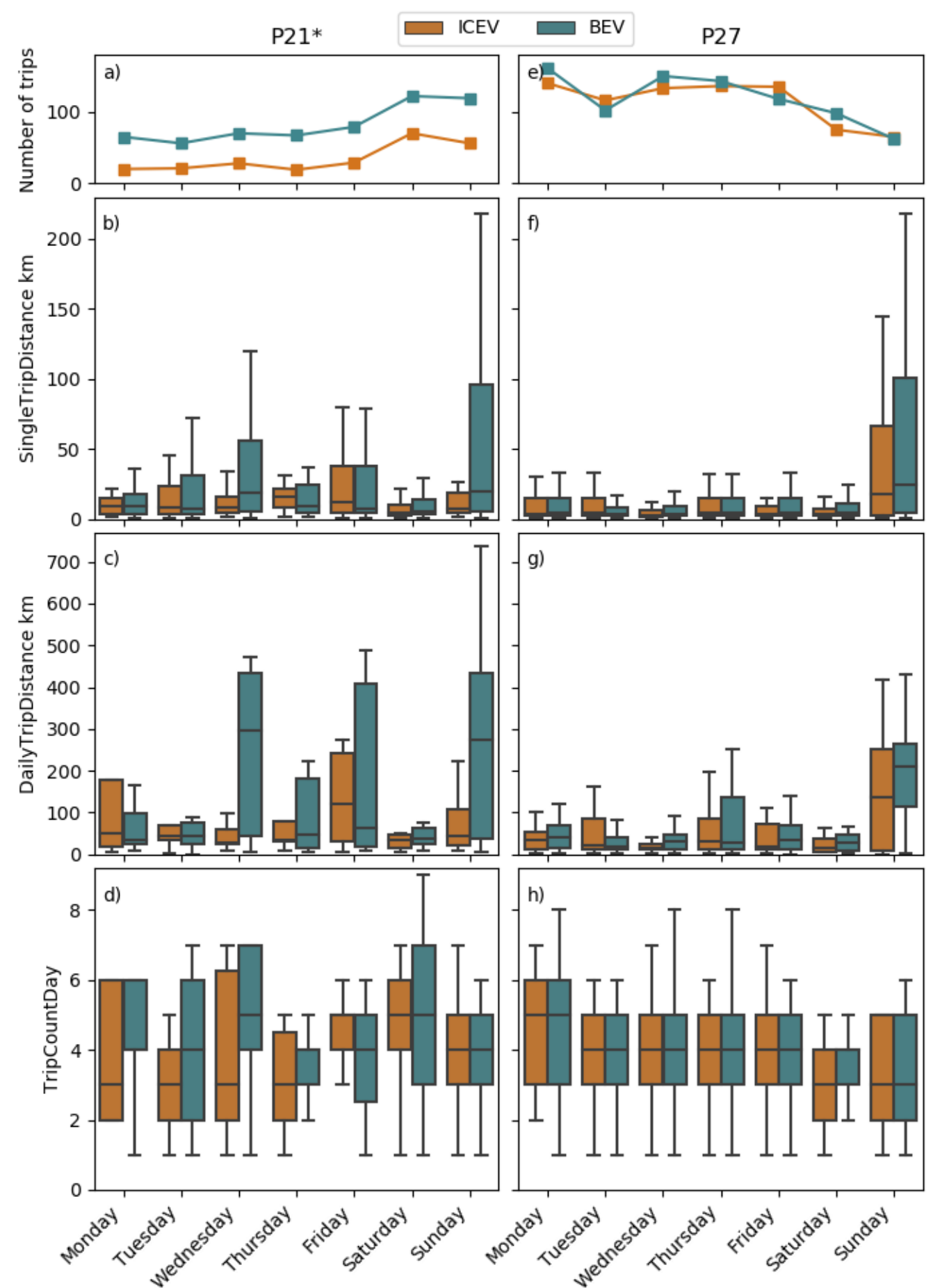


We recruited buyers of electric vehicles before they changed from an ICEV to a BEV. While they waited for their BEV to be delivered, we logged the usage pattern of their existing ICEV with an electronic travel diary. When the drivers switched to the BEV, they moved the logger to the BEV. The participants were expected to sell their ICEV when the BEV had arrived. In addition, 2-vehicle households participated. A survey was sent out to gain information on background data, such as size of the household, income, number of vehicles in the household, access and use of alternative transport.



The cumulative trip distance in 1000 km for each participant during the duration of the experiment. The light red vertical bars indicate public holidays. The red vertical line indicates the date of the lock-down of Norway due to the Covid19-pandemic.

Even though the sample size was smaller than we aimed for, the study created a unique dataset. At first glance, we find both reduced car usage when going from ICEV to BEV, but also increased car use. A third group of participants does not seem to change their car use at all. Disaggregating the results by weekday reveals a general increase in trip distance on Sundays, but weekday driving patterns vary between participants.



Total number of trips per weekday, distribution of single trip distance, daily trip distance and trip count per weekday for participants P27 and P21*. The orange color depicts the ICEV and the green color the BEV.