MAY 2021

MARKET MONITOR

EUROPEAN PASSENGER CAR AND LIGHT-COMMERCIAL VEHICLE REGISTRATIONS: JANUARY–MARCH 2021

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

In March 2021, European new passenger car registrations were more than 60% higher than one year ago. With Europe in the middle of the first COVID-19 wave in March 2020, this of course is no surprise. But, in March 2021, new registration numbers were also about 60% higher than in February 2021. Thanks to the strong uptake in March, year-to-date (YTD) total registrations in Q1/2021 were almost the same as in Q1/2020.

The average share of battery-electric vehicles increased to 8% and the average share of plug-in hybrid electric vehicles reached 9%. The FCA-Tesla-Honda pool had the highest share of battery-electric vehicles (25%) among all manufacturers in March. Daimler was focused particularly strongly on plug-in hybrid electric vehicles, reaching a share of 22%. The CO_2 emission levels of most manufacturer pools decreased slightly and are now estimated to be, on average, about 4 g/km away from the regulatory 2021 target. VW Group currently is the furthest away from its respective CO_2 target, at about 10 g/km.

Table 1. New passenger car registrations, by manufacturer.

New car registrations				
	Mar 2021	Mar 2020	YTD 2021	YTD 2020
VW Group	335,866	46%	759,036	-3%
PSA-Opel	212,998	120%	485,529	6%
Renault-Mitsubishi	151,662	51%	346,845	-9%
Ford-Volvo	111,924	61%	251,320	6%
FCA-Tesla-Honda	109,721	114%	227,341	6%
BMW	100,537	41%	220,441	5%
Toyota-Mazda	99,112	57%	225,909	4%
Daimler	87,792	55%	186,171	2%
Hyundai	48,737	71%	104,929	-2%
Kia	47,545	31%	108,169	-5%
Other	56,716	46%	111,062	7%
ALL	1,362,610	62%	3,026,752	1%

Table 2. Share of electric passenger cars, by manufacturer.

Share of electric cars						
	Mar 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
FCA-Tesla-Honda	25%	3%	17%	3%	12%	1%
Hyundai	14%	1%	12%	1%	14%	1%
Kia	10%	13%	11%	11%	9%	8%
Daimler	8%	22%	8%	21%	6%	15%
Renault-Mitsubishi	8%	5%	7%	4%	9%	3%
AVERAGE	8%	9%	7%	8%	6%	5%
VW Group	7%	8%	6%	7%	7%	4%
BMW	6%	18%	5%	20%	5%	12%
PSA-Opel	5%	5%	5%	5%	4%	3%
Other	4%	8%	5%	7%	6%	4%
Ford-Volvo	1%	17%	1%	17%	1%	11%
Toyota-Mazda	1%	3%	1%	2%	1%	1%

Table 3. New passenger car fleet average CO_2 emission level, by manufacturer.

	Target gap	New car fleet average CO_2 (in g/km)								
		Mar 2021		YTD 2021		Compliance credits		Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC	EC	SC	NEDC	NEDC	NEDC
BMW	-3%	123	102	122	100	0.9	0.0	100	103	-3
Toyota-Mazda	-1%	118	96	117	95	0.1	1.8	94	95	-1
FCA-Tesla-Honda	-1%	102	85	112	94	0.1	0.0	94	94	0
Kia	1%	110	96	109	95	0.0	0.0	95	94	1
PSA-Opel	1%	119	95	119	95	0.1	2.0	93	92	1
Daimler	3%	123	104	125	106	0.7	0.0	106	102	4
Ford-Volvo	4%	125	105	125	105	0.1	0.0	105	101	4
AVERAGE	**4%**	**121**	**100**	**122**	**101**	**0.2**	**0.5**	**100**	**96**	**4**
Hyundai	6%	112	98	114	100	0.0	0.0	100	94	6
Renault-Mitsubishi	8%	117	99	118	100	0.1	0.0	100	93	7
VW Group	10%	129	106	131	107	0.0	0.0	107	97	10

Notes: EC = eco-innovations, SC = super-credits; all CO_2 values are estimates, see methodology section.

The registration share of electric vehicles in Q1/2021 was the highest in Norway (82%), with two-thirds being battery electric vehicles. Iceland (55%), Sweden (36%), Finland (26%), Germany (22%), Denmark (24%), Luxembourg (18%), and Portugal (17%) also currently have electric vehicle registration shares at or above the European average of 17%.

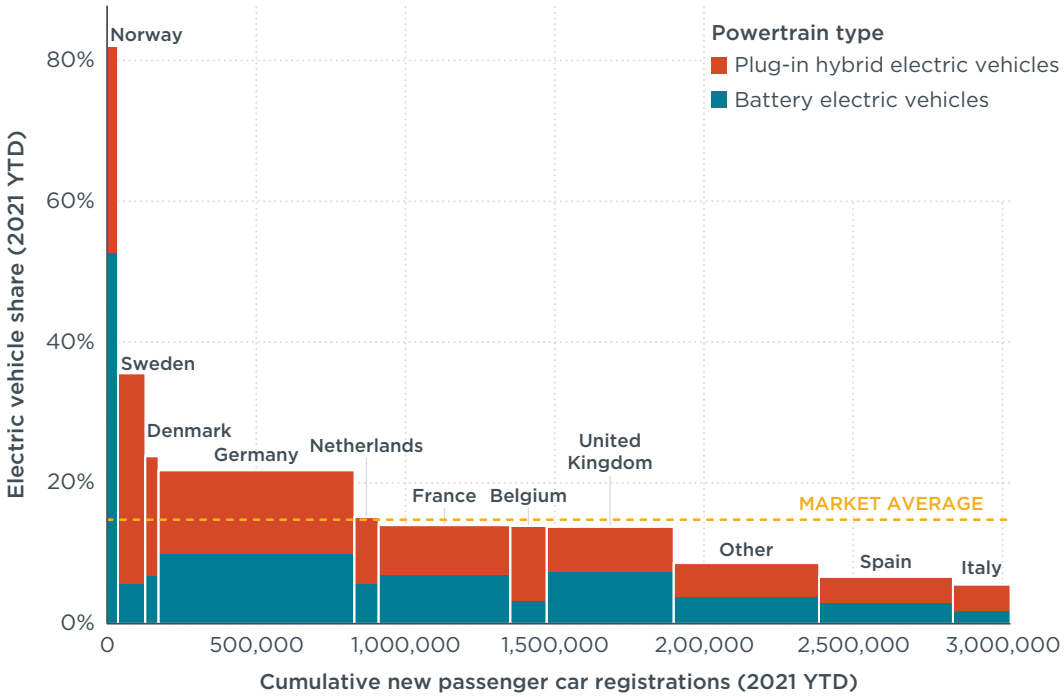

Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	Mar 2021	Mar 2020	YTD 2021	YTD 2020
Germany	292,349	36%	656,452	-6%
United Kingdom	283,964	11%	425,525	-12%
France	182,774	192%	441,791	21%
Italy	170,059	493%	448,025	29%
Spain	89,266	127%	193,042	-16%
Sweden	47,747	72%	91,674	37%
Poland	47,572	60%	117,594	9%
Belgium	45,834	57%	121,355	-6%
Austria	29,969	178%	64,427	17%
Netherlands	24,186	-18%	80,885	-22%
Other	148,890	28%	385,982	-8%
ALL	**1,362,610**	**62%**	**3,026,752**	**1%**

Table 5. Share of electric passenger cars, by country.

Share of electric cars						
	Mar 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Austria	11%	6%	10%	6%	6%	3%
Germany	10%	12%	10%	12%	7%	7%
Other	10%	11%	9%	9%	8%	6%
Netherlands	9%	11%	6%	10%	20%	4%
France	9%	8%	7%	7%	7%	5%
United Kingdom	8%	6%	7%	6%	7%	4%
AVERAGE	**8%**	**9%**	**7%**	**8%**	**6%**	**5%**
Sweden	5%	31%	6%	30%	10%	23%
Italy	4%	5%	3%	4%	2%	2%
Belgium	4%	12%	3%	11%	3%	7%
Spain	2%	4%	2%	4%	2%	3%
Poland	1%	2%	1%	2%	1%	1%

For light-commercial vehicles (vans), new registrations in March 2021 were about 50% higher than in February 2021 and about twice as high as in March 2020. On average, 2% of new vans were electric, with all of them being battery-electric vehicles. Renault-Year-to-date, Mitsubishi currently is the manufacturer pool with the highest share of electric vans (6%), and Germany is the country with the highest share (4%). Van manufacturer pools currently are well on track for complying with their 2021 average CO_2 target, with an estimated over-compliance of 1 g/km.

Table 6. New vans registrations, by manufacturer.

New vans registrations				
	Mar 2021	Mar 2020	YTD 2021	YTD 2020
FCA-PSA	74,354	122%	173,788	28%
Ford-VW	67,085	80%	143,747	24%
Renault-Mitsubishi	40,980	121%	98,109	30%
Daimler	19,961	51%	45,013	12%
Other	23,276	101%	53,014	41%
ALL	**225,656**	**98%**	**513,671**	**27%**

Table 7. Share of electric vans, by manufacturer.

Share of electric vans						
	Mar 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Other	6%	1%	6%	0%	4%	1%
Renault-Mitsubishi	5%	1%	6%	0%	6%	0%
AVERAGE	**2%**	**0%**	**2%**	**0%**	**2%**	**0%**
FCA-PSA	2%	0%	1%	0%	1%	0%
Daimler	1%	0%	1%	0%	2%	0%
Ford-VW	1%	0%	0%	0%	1%	0%

Table 8. New vans fleet average CO_2 emission level, by manufacturer.

		New vans fleet average CO_2 (in g/km)							
		Mar 2021		YTD 2021		Credits	Status 2021	Target 2021	Target gap
	Target gap	WLTP	NEDC	WLTP	NEDC	EC	NEDC	NEDC	NEDC
FCA-PSA	-3%	182	136	182	136	0.0	136	139	-3
Ford-VW	-2%	195	161	199	164	0.0	164	169	-5
AVERAGE	**-1%**	**192**	**152**	**191**	**152**	**0.0**	**152**	**153**	**-1**
Daimler	0%	218	183	218	183	0.0	183	183	0
Renault-Mitsubishi	5%	190	149	185	146	0.0	146	140	6

Table 9. New vans registrations, by country.

New vans registrations				
	Mar 2021	Mar 2020	YTD 2021	YTD 2020
United Kingdom	56,226	85%	97,492	43%
France	47,552	184%	119,330	35%
Germany	28,356	36%	66,749	5%
Italy	16,573	274%	42,688	39%
Spain	14,683	191%	33,862	32%
Other	62,266	70%	153,550	20%
ALL	**225,656**	**98%**	**513,671**	**27%**

Table 10. Share of electric vans by country.

Share of electric vans						
	Mar 2021		2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Germany	3%	0%	4%	0%	3%	0%
United Kingdom	3%	0%	3%	0%	2%	1%
Other	2%	0%	2%	0%	2%	0%
AVERAGE	**2%**	**0%**	**2%**	**0%**	**2%**	**0%**
France	2%	0%	2%	0%	2%	0%
Italy	1%	0%	1%	0%	1%	0%
Spain	1%	0%	1%	0%	1%	0%

The share of electric vehicles in Ireland reached 19.5% in March 2021, the highest value throughout the past year. About half of the vehicles are battery electric, and the other half are plug-in hybrid electric vehicles. Purchasers of a battery electric or plug-in hybrid electric vehicle receive a one-time purchase grant up to €5,000, which will be halved for plug-in hybrid electric vehicles starting July 2021. The one-time registration tax for new vehicle purchases and the regularly payable vehicle ownership tax is based on CO_2 emissions, with purchasers and owners of battery electric and plug-in hybrid electric vehicle paying the lowest rates.

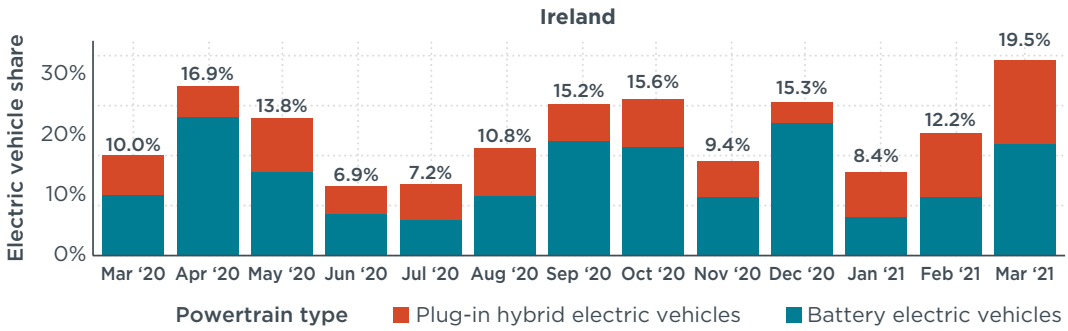

Figure 2. Share of electric vehicles in Ireland (spotlight of the month).

DEFINITIONS, DATA SOURCES, METHODOLOGY, AND ASSUMPTIONS

Manufacturer pools: Automakers are allowed to form pools to jointly comply with CO_2 targets. For this factsheet, the definition of pools according to the European Commission, "M1 pooling list", version of 1 January 2021 applies (main brands listed here): BMW (BMW, Mini), Daimler (Mercedes-Benz, Smart), FCA-Tesla-Honda (Alfa Romeo, Fiat, Honda, Jeep, Lancia, Tesla), Ford-Volvo (Ford, Volvo), Hyundai (Hyundai), Kia (Kia), PSA-Opel (Citroën, DS Automobiles, Opel, Peugeot, Vauxhall), Renault-Misubishi (Dacia, Mitsubishi, Nissan, Renault), Toyota-Mazda (Lexus, Mazda, Toyota), and VW Group (Audi, Porsche, SEAT, Škoda, VW). For light commercial vehicles, the "N1 pooling list", version 1 January 2021, applies: Daimler (Mercedes-Benz), FCA-PSA (Citroën, Fiat, Opel, Peugeot, Vauxhall), Ford-VW (Ford, VW), Renault-Mitsubishi (Dacia, Mitsubishi, Nissan, Renault).

Abbreviations: CO_2 = carbon dioxide emissions; **g/km** = grams per kilometer; **YTD** = year to date.

Technical scope: This factsheet focuses on new **passenger car** and **light commercial vehicle** registrations. **Electric vehicles** here include battery electric (BEV), plug-in hybrid electric (PHEV), and fuel cell vehicles.

Geographic scope: The European CO_2 regulation for vehicle manufacturers applies to all countries of the European Economic Area (EEA). This includes the 27 member states of the European Union, plus Iceland, Liechtenstein, Norway, and the United Kingdom (UK). Data for new car registrations and shares of electric vehicles in this factsheet cover all of these countries, with the exception of Bulgaria, Liechtenstein, and Malta. Data for CO_2 emission levels additionally omit Hungary, Lithuania, Poland (until April 2020), Portugal, and Romania (together less than 10% of the total market).

Data sources: AAA DATA (France), Dataforce (all other markets).

Results may change over time: Registrations and/or CO_2 data may be retrospectively updated by some of the national type approval authorities. Historical values are regularly updated to reflect all latest data available.

Test procedures: For the conversion of CO_2 values from the New European Drive Cycle (**NEDC**) to the Worldwide harmonized Light vehicles Test Procedure (**WLTP**), manufacturer-specific factors based on 2019 market data are applied.[1]

Flexible compliance mechanisms: To facilitate meeting their CO_2 targets, manufacturers can make use of a number of compliance mechanisms: (1) Manufacturers can reduce their CO_2 level by up to 7 g/km by deploying **eco-innovation** technologies. As a conservative estimate, we apply the 2019 level of eco-innovation CO_2 emission reductions per manufacturer[2], (2) New passenger cars with less than 50 g/km CO_2/km (NEDC) are counted 1.67 times in 2021 (**super-credit**). The impact of super-credits for complying with the CO_2 targets is capped at 7.5 g/km per manufacturer for the years 2020-2022 together.

Mass-based targets: For each manufacturer pool, a specific **2021 CO_2 target value** applies, depending on the average mass of the new cars registered. For this factsheet, we assume the average mass per manufacturer pool to remain constant with respect to the market situation in 2019.[3]

1 Applying the methodology outlined in: Jan Dornoff, Uwe Tietge, and Peter Mock, *On the way to "real-world" CO_2 values: The European passenger car market in its first year after introducing the WLTP*, (ICCT: Washington, DC, 2020), https://theicct.org/publications/way-real-world-co2-values-european-passenger-car-market-its-first-year-after

2 Applying the methodology outlined in: Uwe Tietge, Peter Mock, and Jan Dornoff, *Overview and evaluation of eco-innovations in European passenger car CO_2 standards*, (ICCT: Washington, DC, 2018), https://theicct.org/publications/eco-innovations-european-passenger-car-co2-standards.

3 Uwe Tietge, Peter Mock, and Jan Dornoff, *CO_2 emissions from new passenger cars in Europe: Car manufacturers' performance in 2019* (ICCT: Washington, DC, 2020), https://theicct.org/publications/co2-new-passenger-cars-europe-aug2020.

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