

MARKET MONITOR

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



In July 2021, there were about 0.8 million passenger cars newly registered in Europe. This is nearly a quarter less than in July 2020, which was an unusually strong month in terms of new registrations. During the first seven months of 2021, about 6.3 million new passenger cars were registered, about 15% more than during the same time period in 2020. New vehicle registrations of the Tesla brand continue to fluctuate strongly between months. Following about 25,000 European-wide registrations in June, in the month of July there were less than 1,000 Tesla cars newly registered. As a result, the share of battery electric vehicles of the Tesla-Honda manufacturer pool dropped from 84% in June to 20% in July. For the first seven months of 2021, however, the pool's battery vehicle share remains at 71% on average. With Hyundai's new Ioniq 5 model, the company's battery electric vehicle market share keeps increasing, to a level of 12% in July. Estimates regarding the CO₂ performance by manufacturer remain largely unchanged compared to the previous month. On average, vehicle manufacturers are expected to already be aligned with their 2021 CO₂ targets. The outlier is FCA, which is currently about 13 g/km away from the group's 2021 WLTP CO₂ target.

Table 1. New passenger car registrations, by manufacturer.

New car registrations				
	Jul 2021	Jul 2020	YTD 2021	YTD 2020
VW Group	229,426	-21%	1,666,805	17%
PSA-Opel	117,652	-27%	995,365	17%
Renault-Mitsubishi	94,013	-40%	748,426	-5%
Toyota-Mazda	67,914	-4%	477,201	30%
BMW	56,636	-23%	423,895	20%
FCA	51,753	-23%	429,949	25%
Ford-Volvo	50,289	-40%	439,269	7%
Daimler	46,606	-34%	350,040	7%
Hyundai	42,218	2%	247,107	28%
Kia	38,725	-2%	237,267	23%
Tesla-Honda	3,875	-40%	73,765	39%
Other	26,287	-3%	190,089	30%
ALL	825,394	-24%	6,279,178	15%

Table 2. Share of plug-in hybrid and battery electric passenger cars, by manufacturer.

Share of plug-in hybrid and battery electric cars						
	Jul 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Tesla-Honda	20%	0%	71%	0%	60%	0%
Hyundai	12%	8%	11%	5%	14%	1%
Daimler	11%	22%	10%	22%	6%	16%
Kia	10%	11%	9%	11%	9%	9%
VW Group	9%	9%	8%	8%	7%	5%
Ford-Volvo	9%	20%	5%	19%	2%	13%
BMW	8%	16%	7%	18%	5%	13%
AVERAGE	8%	9%	7%	9%	6%	5%
Renault-Mitsubishi	7%	4%	8%	4%	8%	3%
PSA-Opel	7%	5%	6%	5%	4%	3%
FCA	6%	6%	5%	4%	1%	1%
Other	1%	6%	2%	6%	2%	3%
Toyota-Mazda	1%	2%	1%	3%	1%	1%

Table 3. New passenger car fleet average CO₂ emission level, by manufacturer.

	Target gap	New car fleet average CO ₂ (in g/km)								
		Jul 2021		YTD 2021		Compliance credits		Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC	EC	SC	WLTP	WLTP	WLTP
Tesla-Honda	-71%	108	88	37	30	0.2	0.0	37	126	-89
Ford-Volvo	-5%	113	92	118	96	0.2	0.0	118	124	-6
PSA-Opel	-4%	117	91	118	92	0.0	3.3	115	120	-5
BMW	-3%	120	103	120	103	0.2	0.0	120	124	-4
Toyota-Mazda	-3%	117	93	117	93	0.0	2.5	115	119	-4
Daimler	-1%	121	108	121	108	0.0	0.0	121	122	-1
Kia	0%	110	95	110	95	0.0	0.0	110	110	0
AVERAGE	0%	118	98	119	98	0.0	1.2	118	118	0
Hyundai	2%	107	92	112	96	0.0	0.0	112	110	2
VW Group	3%	122	101	124	103	0.0	0.0	124	120	4
Renault-Mitsubishi	5%	116	99	116	98	0.0	0.0	116	111	5
FCA	11%	127	104	131	107	0.0	6.7	124	111	13

Notes: EC = eco-innovations, SC = super-credits; all CO₂ values are estimates, see methodology section.

During the first half of 2021, the registration share of plug-in hybrid and battery electric vehicles was the highest in Norway (83%), with two-thirds being battery electric vehicles. Iceland (47%), Sweden (47%), Sweden (39%), Denmark (27%), Finland (28%), Germany (23%), the Netherlands (20%), Luxembourg (18%), Austria (17%), and Portugal (16%) also currently have electric vehicle registration shares above the European average of 16%.

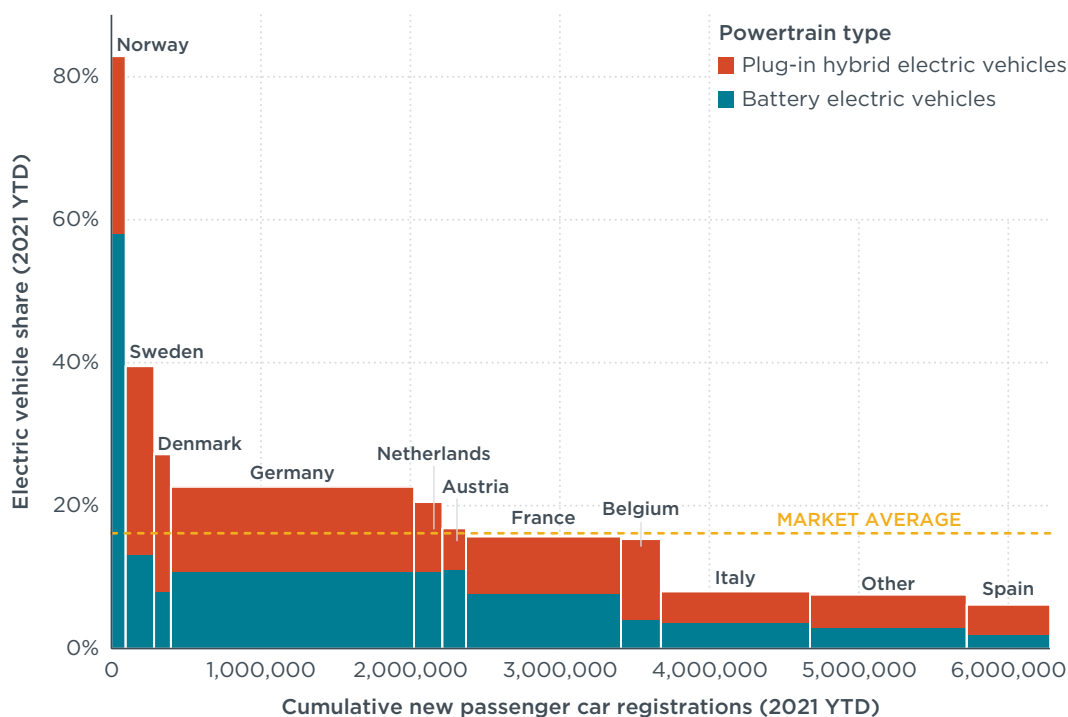


Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	Jul 2021	Jul 2020	YTD 2021	YTD 2020
Germany	236,393	-25%	1,627,282	7%
France	115,713	-35%	1,038,478	16%
Italy	110,579	-19%	998,311	38%
Spain	86,497	-30%	558,097	16%
Poland	38,836	-8%	280,709	26%
Belgium	28,333	-38%	265,307	0%
Netherlands	26,883	-22%	189,692	-2%
Austria	20,399	-19%	157,423	13%
Czechia	18,405	-7%	131,210	14%
Sweden	17,019	-25%	191,620	28%
Other	126,337	-11%	841,049	14%
ALL	825,394	-24%	6,279,178	15%

Table 5. Share of plug-in hybrid and battery electric passenger cars, by country.

Share of plug-in hybrid and battery electric cars						
	Jul 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Netherlands	16%	9%	11%	10%	20%	4%
Sweden	15%	22%	13%	26%	10%	23%
Germany	11%	13%	11%	12%	7%	7%
Other	10%	9%	11%	10%	9%	7%
Austria	10%	6%	11%	6%	6%	3%
AVERAGE	8%	9%	7%	9%	6%	5%
France	7%	9%	8%	8%	7%	5%
Belgium	5%	14%	4%	11%	3%	7%
Italy	5%	6%	4%	4%	2%	2%
Spain	2%	5%	2%	4%	2%	3%
Poland	1%	2%	1%	2%	1%	1%
Czechia	1%	1%	1%	2%	2%	1%

For light commercial vehicles (vans), new registrations in July 2021 were about 15% lower than in July 2020. During the first seven months of 2021, approximately 29% more vehicles were newly registered than during the same time period in 2020. On average, 3% of new vans were electric, with all of them being battery electric vehicles. Year-to-date, Daimler currently is the manufacturer pool with the highest share of electric vans (6%), and Germany is one of the countries with the highest share (5%). On average, van manufacturer pools are currently about 8 g/km away from complying with their respective 2021 CO₂ targets.

Table 6. New van registrations, by manufacturer.

New vans registrations				
	Jul 2021	Jul 2020	YTD 2021	YTD 2020
FCA-PSA	39,916	-16%	337,941	32%
Ford-VW	25,175	-23%	220,418	18%
Renault-Mitsubishi	22,736	-14%	202,615	31%
Daimler	12,724	-22%	90,366	15%
Other	16,457	12%	116,966	60%
ALL	117,008	-15%	968,306	29%

Table 7. Share of plug-in hybrid and battery electric vans, by manufacturer.

Share of plug-in hybrid and battery electric vans						
	Jul 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Daimler	6%	0%	2%	0%	2%	0%
Other	5%	0%	7%	0%	5%	0%
Renault-Mitsubishi	4%	0%	4%	0%	5%	0%
AVERAGE	3%	0%	3%	0%	2%	0%
FCA-PSA	2%	0%	2%	0%	1%	0%
Ford-VW	1%	0%	0%	0%	1%	0%

Table 8. New vans fleet average CO₂ emission level, by manufacturer.

	Target gap	New vans fleet average CO ₂ (in g/km)							
		Jul 2021		YTD 2021		Credits	Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC				
FCA-PSA	2%	191	142	185	137	0.0	185	182	3
Daimler	4%	223	184	224	185	0.0	224	215	9
AVERAGE	4%	200	157	195	153	0.0	195	187	8
Ford-VW	5%	200	167	202	168	0.0	202	192	10
Renault-Mitsubishi	6%	203	156	191	147	0.0	191	179	12

Table 9. New van registrations, by country.

New vans registrations				
	Jul 2021	Jul 2020	YTD 2021	YTD 2020
France	32,193	-19%	274,093	28%
Germany	21,387	-13%	161,518	17%
Italy	14,113	-13%	105,117	44%
Spain	11,212	-25%	85,068	41%
Other	38,103	-11%	342,510	29%
ALL	117,008	-15%	968,306	29%

Table 10. Share of plug-in hybrid and battery electric vans by country.

Share of plug-in hybrid and battery electric vans						
	Jul 2021		2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Germany	5%	0%	4%	0%	3%	0%
Spain	3%	0%	2%	0%	1%	0%
AVERAGE	3%	0%	3%	0%	2%	0%
Other	3%	0%	3%	0%	2%	0%
France	2%	0%	2%	0%	2%	0%
Italy	2%	0%	1%	0%	1%	0%

In July, plug-in hybrid and battery electric vehicles accounted for more than 5% of new passenger car registrations in Greece. During the first half of 2021, the average share was 1.7% for battery electric vehicles and 3.6% for plug-in hybrid electric vehicles. The Greek government currently provides purchase incentives of up to €6,000 for electric vehicles.

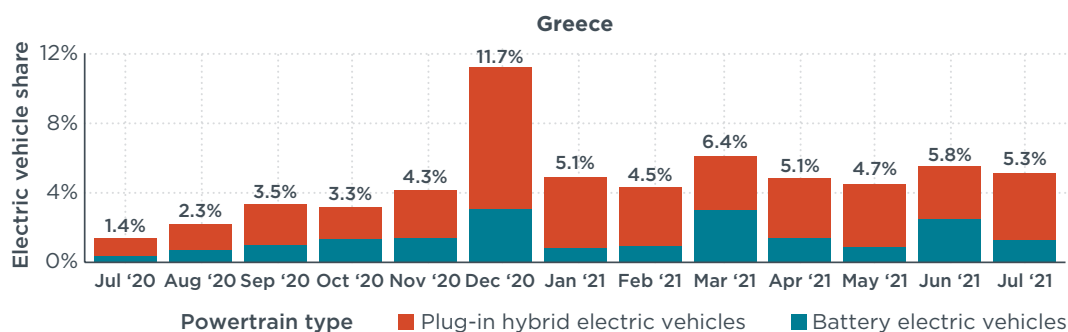


Figure 2. Share of electric vehicles in Greece (spotlight of the month).

DEFINITIONS, DATA SOURCES, METHODOLOGY, AND ASSUMPTIONS

Manufacturer pools: Automakers are allowed to form pools to jointly comply with CO₂ targets. For this factsheet, the definition of pools according to the European Commission, “M1 pooling list”, version of 22 June 2021 applies (main brands listed here): BMW (BMW, Mini), Daimler (Mercedes-Benz, Smart), FCA (Alfa Romeo, Fiat, Jeep, Lancia), Ford-Volvo (Ford, Volvo), Hyundai (Hyundai), Kia (Kia), PSA-Opel (Citroën, DS Automobiles, Opel, Peugeot, Vauxhall), Renault-Mitsubishi (Dacia, Mitsubishi, Nissan, Renault), Tesla-Honda (Honda, Tesla), 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: CO₂ = 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.

Geographic scope: The European CO₂ 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, and Norway. 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 CO₂ 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 CO₂ 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 CO₂ values from the New European Drive Cycle (**NEDC**) to the Worldwide harmonized Light vehicles Test Procedure (**WLTP**), manufacturer-specific factors based on 2020 market data are applied.¹

Flexible compliance mechanisms: To facilitate meeting their CO₂ targets, manufacturers can make use of a number of compliance mechanisms: (1) Manufacturers can reduce their CO₂ level by up to 7 g/km by deploying **eco-innovation** technologies. As a conservative estimate, we apply the 2020 level of eco-innovation CO₂ emission reductions per manufacturer², (2) New passenger cars with less than 50 g/km CO₂/km (NEDC) are counted 1.67 times in 2021 (**super-credit**). The impact of super-credits for complying with the CO₂ 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 CO₂ 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 2020.³

- 1 Applying the methodology outlined in: Jan Dornoff, Uwe Tietge, and Peter Mock, *On the way to “real-world” CO₂ 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 CO₂ standards*, (ICCT: Washington, DC, 2018), <https://theicct.org/publications/eco-innovations-european-passenger-car-co2-standards>.
- 3 Uwe Tietge, Peter Mock, Sonsoles Díaz, and Jan Dornoff, *CO₂ emissions from new passenger cars in Europe: Car manufacturers’ performance in 2020*, (ICCT: Washington, DC, 2021), forthcoming

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