MAY 2020

MARKET MONITOR

EUROPEAN PASSENGER CAR REGISTRATIONS: JANUARY–APRIL 2020

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

With COVID-19 confinement measures in place, April 2020 new car registrations dropped by 79% across Europe compared to April 2019. The decrease was strongest for Nissan (-88%), FCA-Tesla (-87%), and PSA-Opel (-83%). Although new car sales decreased overall, the share of electric vehicle sales continued to grow, reaching another all-time high market share of 11%. The 2020 year-to-date market share of electric vehicles was 8%, which is more than twice as high as during the same time period in 2019. Volvo so far is the manufacturer with the highest sales share of electric vehicles (22% YTD 2020, all plug-in hybrid electric vehicles). BMW is second, with a share of 13% (mostly plug-in hybrid electric vehicles). If year-to-date CO_2 emission levels are maintained throughout the rest of the year, the majority of manufacturers would meet their respective regulatory fleet targets. Given the low overall volume, new car registrations in April only had a small effect on the YTD CO_2 performance of manufacturers.

Table 1. New passenger car registrations, by manufacturer.

New car registrations				
	Apr 2020	Apr 2019	YTD 2020	YTD 2019
VW Group	81,410	-75%	860,602	-34%
PSA-Opel	37,802	-83%	494,722	-46%
Renault	26,487	-81%	288,449	-48%
BMW	24,104	-71%	234,512	-31%
Toyota-Mazda	18,769	-77%	235,973	-31%
Ford	16,113	-81%	184,639	-48%
Daimler	15,809	-81%	197,473	-41%
FCA-Tesla	13,317	-87%	204,992	-48%
Kia	10,262	-76%	124,003	-29%
Volvo	8,712	-68%	77,574	-32%
Hyundai	8,592	-81%	115,178	-38%
Nissan	3,944	-88%	90,579	-39%
Other	13,969	-80%	178,444	-42%
ALL	**279,290**	**-79%**	**3,287,140**	**-40%**

Table 2. Share of electric vehicles, by manufacturer.

Share of electric vehicles			
	Apr 2020	YTD 2020	YTD 2019
Volvo	25%	23%	10%
Nissan	23%	11%	9%
FCA-Tesla	22%	12%	6%
Kia	21%	12%	6%
BMW	17%	13%	8%
Hyundai	15%	10%	7%
Daimler	15%	8%	2%
Other	13%	10%	7%
AVERAGE	**11%**	**8%**	**3%**
VW Group	10%	7%	1%
Renault	8%	8%	3%
PSA-Opel	5%	6%	0%
Ford	5%	1%	0%
Toyota-Mazda	0%	0%	0%

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

	New car fleet average CO_2 (in g/km)										
	Target gap	Apr 2020		YTD 2020		Compliance credits			Status 2020	Target 2020	Target gap
		WLTP	NEDC	WLTP	NEDC	PI	EC	SC	NEDC	NEDC	NEDC
PSA-Opel	-7%	124	100	115	93	3.0	0.0	4.4	85	91	-6
Nissan	-6%	110	88	123	99	3.0	0.0	7.5	89	95	-6
Toyota-Mazda	-3%	125	101	116	94	3.0	0.0	0.1	91	94	-3
Volvo	-2%	146	119	142	116	3.0	0.0	7.5	105	108	-3
FCA-Tesla	-2%	130	110	118	100	3.0	0.0	7.5	90	92	-2
BMW	-2%	141	116	136	111	3.0	0.3	7.5	100	102	-2
Renault	-1%	123	104	120	102	3.0	0.0	7.5	91	92	-1
AVERAGE	**2%**	**135**	**111**	**129**	**106**	**3.0**	**0.1**	**5.6**	**98**	**95**	**3**
Kia	3%	122	105	125	108	3.0	0.0	7.5	97	94	3
Hyundai	6%	123	107	126	109	3.0	0.0	7.5	99	93	6
Ford	7%	140	113	132	106	3.0	0.0	0.8	103	96	7
VW Group	8%	142	115	138	112	3.0	0.0	5.8	103	96	7
Daimler	17%	156	134	152	130	3.0	0.5	7.0	120	102	18

*PI = phase-in, EC = eco-innovations, SC = super-credits; all CO_2 values are estimates, see methodology section.

Among the ten largest markets, new car registrations in April decreased the most in Italy (-98%), the UK (-97%), and Spain (-96%), compared to the same period last year. Sales were less impacted in Sweden (-38%) and the Netherlands (-53%). The year-to-date share of electric vehicles was the highest in Norway (70%), with two thirds of those being battery-electric vehicles. Iceland (49%), Sweden (27%), Finland (16%), the Netherlands (12%), and France (10%) are currently the other leading electric vehicle markets in Europe.

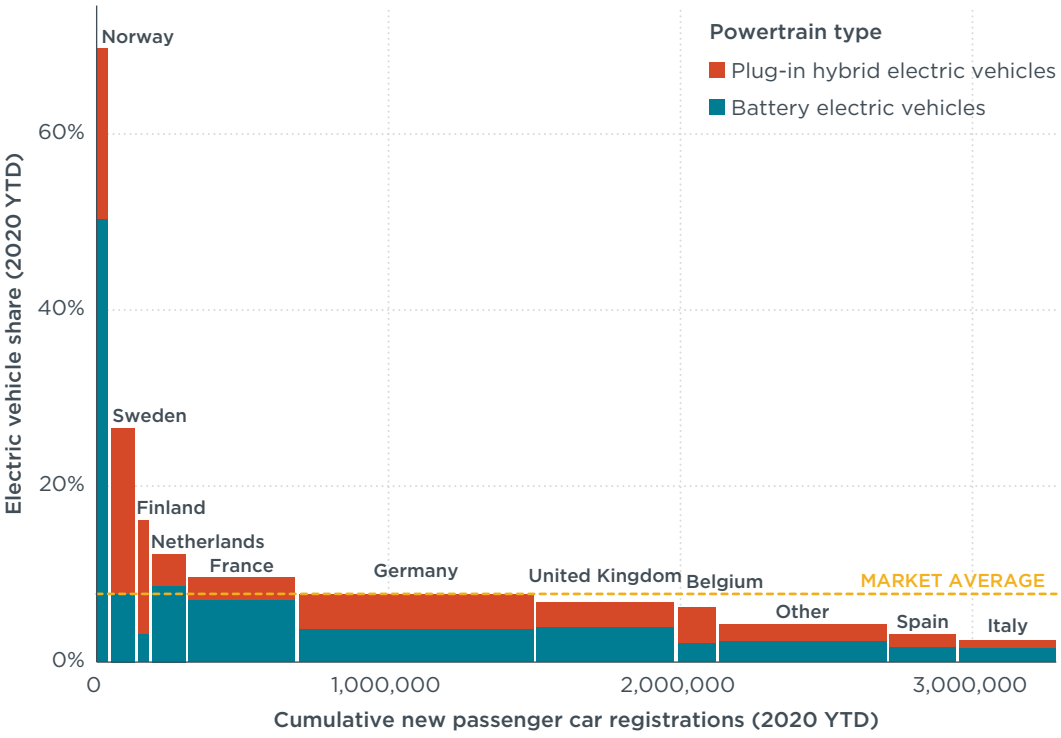

Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	Apr 2020	Apr 2019	YTD 2020	YTD 2019
Germany	120,840	-61%	822,202	-31%
France	20,638	-89%	383,273	-48%
Sweden	18,926	-38%	85,834	-18%
Netherlands	15,373	-53%	118,458	-20%
Poland	15,241	-67%	122,903	-34%
Austria	11,373	-65%	66,320	-42%
Belgium	5,418	-90%	134,008	-37%
Spain	4,576	-96%	234,137	-49%
Italy	4,415	-98%	352,539	-56%
United Kingdom	4,321	-97%	487,878	-43%
Other	58,169	-65%	479,588	-28%
ALL	**279,290**	**-79%**	**3,287,140**	**-40%**

Table 5. Share of electric vehicles, by country.

Share of electric vehicles			
	Apr 2020	YTD 2020	YTD 2019
United Kingdom	34%	7%	2%
Sweden	23%	27%	12%
Other	14%	11%	7%
Netherlands	14%	12%	9%
Italy	12%	3%	1%
AVERAGE	**11%**	**8%**	**3%**
Germany	9%	8%	3%
Belgium	8%	6%	3%
France	8%	10%	3%
Austria	7%	7%	3%
Spain	3%	3%	1%
Poland	2%	1%	1%

In Sweden, the share of electric vehicles hovered around 10% throughout 2019, then strongly increased to 31% in January 2020 and has since then remained above 20%. The Swedish government introduced a bonus-malus vehicle taxation system in 2018, providing purchase incentives of up to 5,700 Euros for electric vehicles and counter-financing these incentives with a higher charge for CO_2-intensive combustion engine vehicles. From January 2020 onwards, the Swedish bonus-malus system is based on CO_2 emission levels as measured under the new WLTP. Because CO_2 emission levels for combustion engine vehicles are about 20% higher than what was measured by the previous type-approval test, the increasing tax levels for combustion engine vehicles further incentivize the uptake of electric vehicles.

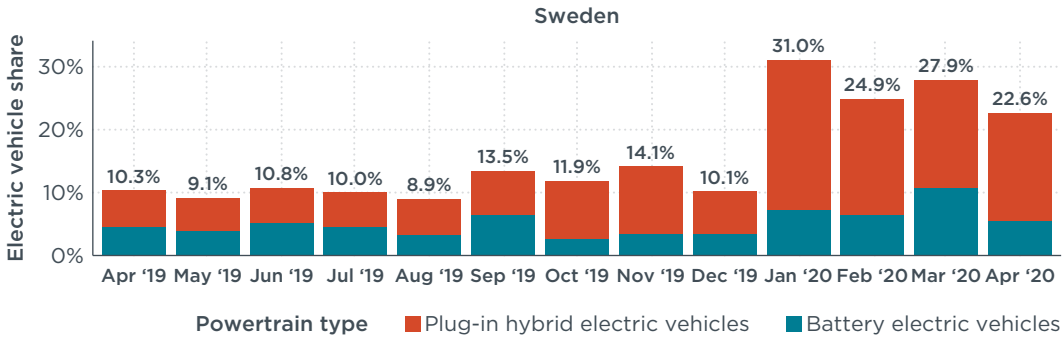

Figure 2. Share of electric vehicles, spotlight of the month (Sweden).

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 3 April 2020 applies (main brands listed here): VW Group (Audi, Porsche, SEAT, Škoda, VW), PSA-Opel (Citroën, DS Automobiles, Opel, Peugeot, Vauxhall), Renault (Dacia, Renault), FCA-Tesla (Alfa Romeo, Fiat, Jeep, Lancia, Tesla), BMW (BMW, Mini), Toyota-Mazda (Lexus, Mazda, Toyota), Daimler (Mercedes-Benz, Smart), Ford (Ford), Hyundai (Hyundai), Kia (Kia). In addition, two manufacturers not forming pools (Nissan, Volvo) are included for this factsheet.

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

Technical scope: This factsheet focuses on new **passenger car** registrations of category M1. Light commercial vehicles are not included. **Electric vehicles** here include battery electric, plug-in hybrid electric, 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 Croatia, Denmark, Hungary, Lithuania, Poland, Portugal, and Romania (together less than 10% of the total market).

Data sources: AAA DATA (France), SMMT (UK), 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. YTD 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 2018 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) For 2020, the top 5% of new car registrations with the highest CO_2 emission level will be omitted from the calculation of a manufacturer's average CO_2 emissions (**phase-in** provision). We estimate this to lower each manufacturer's 2020 CO_2 level by approximately 3 g/km, (2) 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 2018 level of eco-innovation CO_2 emission reductions per manufacturer[2], (3) New registrations of vehicles with less than 50 g/km CO_2/km (NEDC) in 2020 are counted twice (**super-credit** multiplier of 2.0). 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 **2020 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 2018.[3]

1 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 Based on the methodology detailed 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 the European Union: Car manufacturers' performance in 2018*, (ICCT: Washington, DC, 2019), https://theicct.org/publications/CO2-emissions-PVs-Europe-2018.

Contact: Peter Mock, +49 30 847129-102, peter@theicct.org

www.theicct.org

communications@theicct.org

twitter @theicct

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION