

MARKET MONITOR EUROPEAN PASSENGER CAR REGISTRATIONS: JANUARY-MARCH 2020



Due to the economic impact of the COVID-19 crisis, in March 2020 new car registrations dropped by 52% across Europe, compared to March 2019. The decrease was strongest for PSA-Opel (-66%), Renault (-66%), and FCA-Tesla (-65%). Although new car sales decreased overall, sales of electric vehicles continued to grow, and in March reached an all-time high market share of 10% for the average of all manufacturers. Year-to-date, the 2020 market share of electric vehicles was 7%, more than twice as high as during the same time period in 2019. FCA-Tesla was the manufacturer pool with the highest share of electric vehicles (39%). This is the result of a strong uptake of Tesla battery-electric vehicle sales, with a tenfold increase in deliveries in markets such as the UK, while at the same time sales of the Fiat brand combustion engine vehicles were cut in half compared to the previous month. Volvo was second, selling 22% plug-in hybrid electric vehicles in March 2020. If maintaining year-to-date CO₂ emission levels throughout the entire year 2020, the majority of manufacturers would already meet their respective regulatory fleet targets. Toyota-Mazda complies with its target despite selling hardly any electric vehicles to date. Daimler currently is furthest away from its 2020 fleet target and still needs to make up about 17 gCO₂/km before the end of the year.

Table 1. New passenger car registrations, by manufacturer.

	New car registrations			
	Mar 2020	Mar 2019	YTD 2020	YTD 2019
VW Group	229,749	-44%	789,546	-21%
PSA-Opel	98,577	-66%	466,041	-34%
BMW	71,620	-40%	212,513	-18%
Toyota-Mazda	64,140	-43%	221,536	-18%
Renault	61,520	-66%	264,043	-37%
Daimler	57,577	-46%	184,380	-27%
Ford	46,304	-61%	170,883	-38%
FCA-Tesla	44,410	-65%	193,042	-35%
Kia	36,462	-34%	115,591	-14%
Nissan	29,194	-48%	88,514	-27%
Hyundai	28,487	-51%	108,233	-23%
Volvo	23,985	-35%	70,224	-20%
Other	60,209	-46%	166,898	-32%
ALL	852,234	-52%	3,051,444	-27%

Table 2. Share of electric vehicles, by manufacturer.

	Share of electric vehicles		
	Mar 2020	YTD 2020	YTD 2019
FCA-Tesla	39%	12%	7%
Volvo	22%	22%	11%
BMW	14%	13%	8%
Other	12%	10%	7%
Kia	12%	12%	7%
Nissan	11%	10%	9%
Hyundai	11%	9%	7%
AVERAGE	10%	7%	3%
Daimler	10%	7%	2%
VW Group	8%	6%	1%
Renault	7%	8%	3%
PSA-Opel	5%	6%	0%
Ford	2%	1%	0%
Toyota-Mazda	0%	0%	0%

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

New car fleet average CO ₂ (in g/km)											
	Target gap	Mar 2020		YTD 2020		Compliance credits			Status 2020	Target 2020	Target gap
		WLTP	NEDC	WLTP	NEDC	PI	EC	SC	NEDC	NEDC	NEDC
PSA-Opel	-7%	117	94	114	92	3.0	0.0	4.5	85	91	-7
Nissan	-6%	125	101	124	100	3.0	0.0	7.5	89	95	-5
Toyota-Mazda	-4%	117	95	115	94	3.0	0.0	0.1	91	94	-3
FCA-Tesla	-3%	89	75	118	100	3.0	0.0	7.5	89	92	-2
Volvo	-3%	143	117	142	115	3.0	0.0	7.5	105	108	-3
BMW	-2%	134	110	135	111	3.0	0.3	7.5	100	102	-2
Renault	-1%	123	104	120	101	3.0	0.0	7.5	91	92	-1
AVERAGE	2%	129	106	128	106	3.0	0.1	5.4	97	95	2
Kia	3%	128	110	125	108	3.0	0.0	7.5	97	94	3
Ford	6%	130	105	131	106	3.0	0.0	0.6	102	96	6
Hyundai	6%	125	109	126	109	3.0	0.0	7.5	99	93	6
VW Group	8%	138	113	138	112	3.0	0.0	5.5	103	96	7
Daimler	17%	149	127	152	130	3.0	0.5	6.5	120	102	17

*PI = phase-in, EC = eco-innovations, SC = super-credits; all CO₂ values are estimates, see methodology section.

Among the ten largest markets, new car registrations in March decreased the strongest in Italy (-87%), France (-73%) and Spain (-70%). Sales remained fairly strong in Sweden (-8%). Year-to-date, the share of electric vehicles was the highest in Norway (70%), with two thirds of those being battery-electric vehicles. Iceland (48%), Sweden (28%), Finland (16%), the Netherlands (12%) and France (10%) are the other leading electric vehicle markets in Europe. Poland was among the markets with the lowest share of electric vehicles (1%).

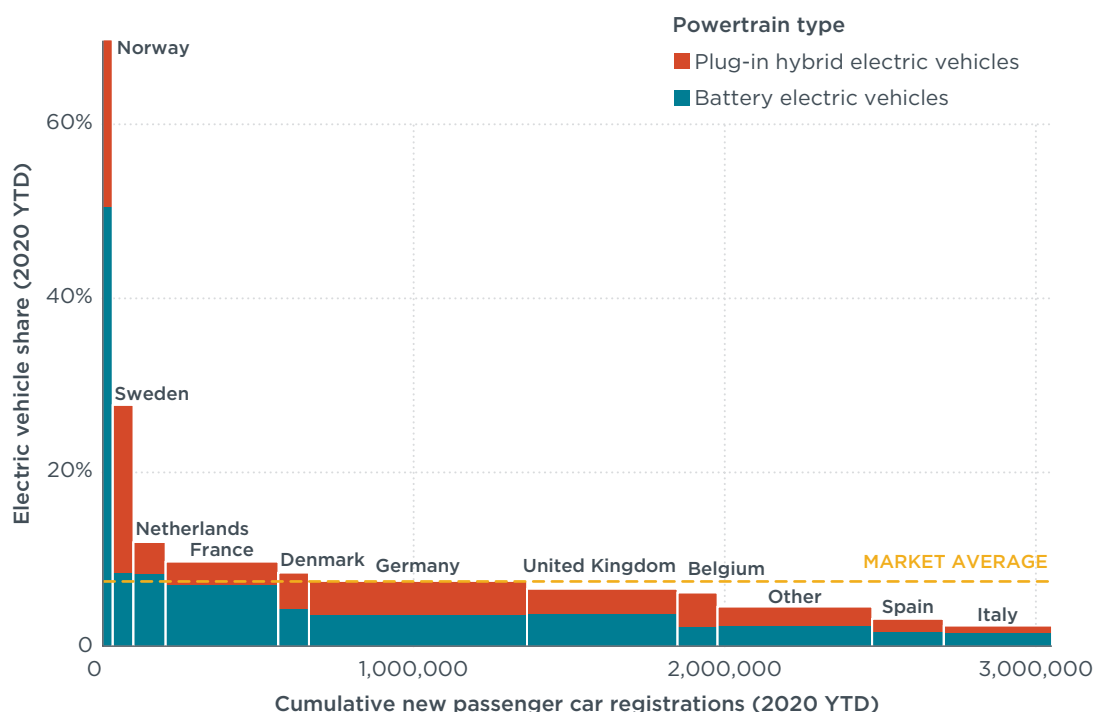


Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	Mar 2020	Mar 2019	YTD 2020	YTD 2019
United Kingdom	254,684	-44%	483,557	-31%
Germany	215,119	-38%	701,362	-20%
France	61,778	-73%	362,635	-34%
Spain	39,262	-70%	229,561	-31%
Poland	29,664	-41%	107,662	-23%
Netherlands	29,496	-23%	103,203	-11%
Belgium	29,196	-47%	128,590	-18%
Italy	28,521	-87%	347,922	-42%
Sweden	27,720	-8%	66,908	-10%
Austria	10,763	-66%	54,947	-32%
Other	126,031	-40%	465,097	-18%
ALL	852,234	-52%	3,051,444	-27%

Table 5. Share of electric vehicles, by country.

Share of electric vehicles			
	Mar 2020	YTD 2020	YTD 2019
Sweden	28%	28%	13%
Netherlands	17%	12%	9%
Other	15%	10%	7%
France	12%	10%	3%
AVERAGE	10%	7%	3%
Austria	10%	7%	4%
Germany	9%	8%	3%
Belgium	8%	6%	3%
United Kingdom	7%	7%	2%
Italy	4%	2%	0%
Spain	3%	3%	1%
Poland	1%	1%	0%

In Germany, the share of electric vehicles remained below 4% throughout the year 2019, but then increased to 7% in January and February and 9% in March 2020. This strong uptake is likely influenced by a decision taken by the German government in November 2019. As a result, the purchase premium for electric vehicles was increased to a maximum of 6,000 EUR, with half of the amount to be provided by the government and the other half by the car manufacturer. In parallel, the company car tax rate for electric vehicles was reduced from 0.5% to 0.25%. About 50% of the electric vehicles newly registered in Germany are battery electric.

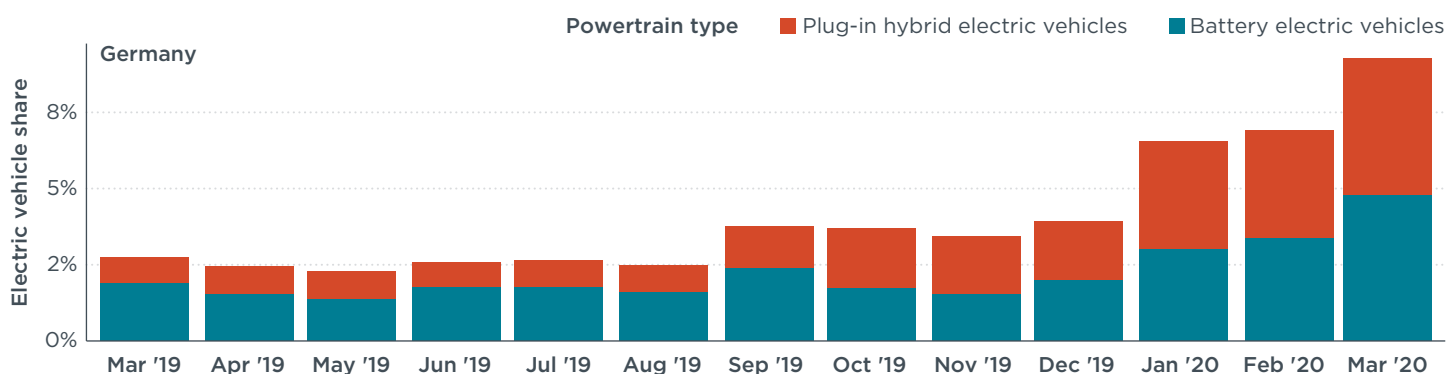


Figure 2. Share of electric vehicles, spotlight of the month (Germany).

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 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: CO₂ = 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 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, 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 CO₂ 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 CO₂ 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 CO₂ 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 (for details, see forthcoming ICCT White Paper).

Flexible compliance mechanisms: To facilitate meeting their CO₂ targets, manufacturers can make use of a number of compliance mechanisms: (1) For 2020, the top 5% of new car registrations with the highest CO₂ emission level will be omitted from the calculation of a manufacturer’s average CO₂ emissions (**phase-in** provision). We estimate this to lower each manufacturer’s 2020 CO₂ level by approximately 3 g/km, (2) Manufacturers can reduce their CO₂ level by up to 7 g/km by deploying **eco-innovation** technologies. As a conservative estimate, we apply the 2018 level of eco-innovation CO₂ emission reductions per manufacturer¹, (3) New registrations of vehicles with less than 50 g/km CO₂/km (NEDC) in 2020 are counted twice (**super-credit** multiplier of 2.0). 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 **2020 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 2018.²

- 1 Based on the methodology detailed 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>.
- 2 Uwe Tietge, Peter Mock, and Jan Dornoff, *CO₂ 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>.

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