FACT SHEET EUROPE

NOVEMBER 2020

MARKET MONITOR

EUROPEAN PASSENGER CAR REGISTRATIONS: JANUARY–OCTOBER 2020

THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

European new car registrations were 8% lower in October 2020 than one year ago. Year-to-date (YTD) registration numbers for 2020 are catching up but are still about 28% lower than in 2019. The market-wide share of electric vehicles increased to 13% in October and remained at 9% YTD. The electric vehicle share for Daimler has recently shown a strong increase, going from 10% in May to 29% in October 2020. Two-thirds of the electric vehicles sold by Daimler in October were plug-in hybrid electric vehicles, and one-third were full battery electric vehicles, the latter mostly sold under the 'smart' brand of Daimler. The VW Group also saw a strong growth in its electric vehicle share, doubling from 7% in June to 14% in October. In the case of VW group, about half the electric vehicles sold were fully battery electric. For the FCA-Tesla-Honda pool, the electric vehicle share has fluctuated, most recently dropping from 19% in September to 5% in October as a result of reduced registration numbers for Tesla in October. The YTD fleet average CO_2 emissions for all manufacturers decreased to an estimated level of 100 g/km by October. Most manufacturers are now in close reach of meeting their respective EU target value for 2020. Daimler, being the furthest away, reduced its target gap to 10 g/km by October. The Ford-Volvo, PSA-Opel, and most notably Toyota-Mazda pools can still be awarded super-credits to help further lower their regulatory fleet average CO_2 values by deploying more electric vehicles. All other manufacturer pools have already reached the maximum amount of allowed super-credits (7.5 g/km).

Table 1. New passenger car registrations, by manufacturer.

	New car registrations			
	Oct 2020	Oct 2019	YTD 2020	YTD 2019
VW Group	276,765	-7%	2,397,853	-25%
PSA-Opel	170,293	-6%	1,409,595	-34%
Renault	114,175	-2%	964,661	-29%
Ford-Volvo	86,660	-18%	777,525	-30%
Daimler	76,487	-9%	602,067	-27%
FCA-Tesla-Honda	76,340	1%	680,451	-30%
Toyota-Mazda	75,386	-14%	671,180	-22%
BMW	74,328	-13%	658,104	-22%
Kia	39,196	-5%	353,343	-17%
Hyundai	37,717	-16%	339,068	-27%
Nissan	23,237	-15%	231,694	-29%
Other	44,176	-7%	410,585	-32%
ALL	**1,094,760**	**-8%**	**9,496,126**	**-28%**

Table 2. Share of electric vehicles, by manufacturer.

	Share of electric vehicles		
	Oct 2020	YTD 2020	YTD 2019
Daimler	29%	15%	3%
Kia	21%	16%	6%
BMW	20%	15%	8%
Hyundai	17%	13%	6%
VW Group	14%	9%	2%
Other	13%	11%	8%
AVERAGE	**13%**	**9%**	**3%**
Renault	12%	8%	3%
Ford-Volvo	12%	11%	2%
Nissan	10%	10%	9%
PSA-Opel	8%	6%	0%
FCA-Tesla-Honda	5%	10%	8%
Toyota-Mazda	4%	1%	0%

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

	Target gap	New car fleet average CO_2 (in g/km)									
		Oct 2020		YTD 2020		Compliance credits			Status 2020	Target 2020	Target gap
		WLTP	NEDC	WLTP	NEDC	PI	EC	SC	NEDC	NEDC	NEDC
PSA-Opel	-1%	120	96	123	99	3.0	0.1	4.9	91	92	-1
Renault	1%	117	99	123	104	3.0	0.2	7.5	93	92	1
BMW	1%	129	107	140	115	3.0	0.9	7.5	104	103	1
Kia	1%	114	100	122	106	3.0	0.0	7.5	96	94	2
Nissan	2%	131	105	135	108	3.0	0.1	7.5	97	95	2
Hyundai	2%	113	99	122	107	3.0	0.0	7.5	96	94	2
Toyota-Mazda	3%	116	94	124	101	3.0	0.1	0.9	97	95	2
AVERAGE	**4%**	**125**	**104**	**133**	**110**	**3.0**	**0.2**	**6.5**	**100**	**96**	**4**
Ford-Volvo	4%	133	112	136	114	3.0	0.1	5.8	105	101	4
VW Group	7%	131	108	140	115	3.0	0.0	7.5	105	97	8
FCA-Tesla-Honda	8%	134	113	134	113	3.0	0.1	7.5	102	94	8
Daimler	10%	126	107	146	123	3.0	0.7	7.5	112	102	10

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

The YTD share of electric vehicles was the highest in Norway (72%), with two-thirds of those being battery electric vehicles. Iceland (43%), Sweden (29%), Finland (17%), the Netherlands (17%), Denmark (13%), Portugal (11%), Germany (11%), and France (10%) also currently have electric vehicle registration shares above the European average of 9%. In Germany, the monthly market share of electric vehicles reached another all-time high in October, with 18% of all new cars being electric.

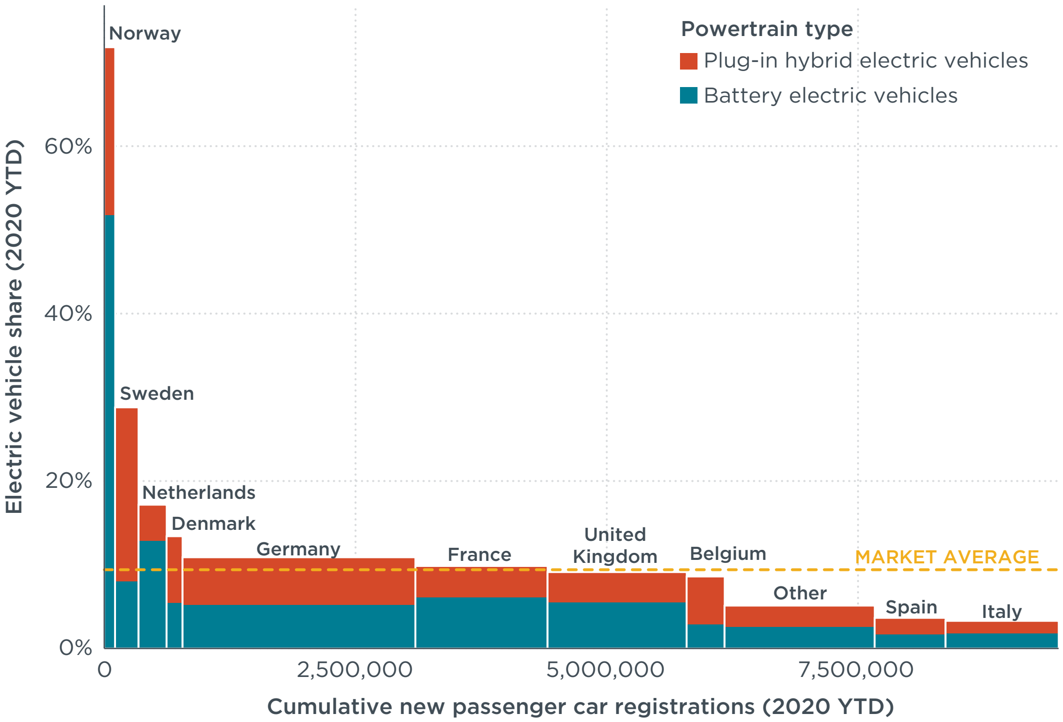

Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

	New car registrations			
	Oct 2020	Oct 2019	YTD 2020	YTD 2019
Germany	274,303	-4%	2,316,134	-23%
France	170,663	-10%	1,315,756	-28%
Italy	157,015	0%	1,125,575	-31%
United Kingdom	140,945	-2%	1,384,601	-31%
Spain	78,514	-21%	704,612	-37%
Poland	40,072	-15%	335,235	-27%
Belgium	39,084	-9%	377,373	-22%
Netherlands	31,988	-5%	280,213	-23%
Sweden	28,145	-5%	232,215	-17%
Austria	24,546	-3%	207,495	-27%
Other	109,485	-22%	1,216,917	-25%
ALL	**1,094,760**	**-8%**	**9,496,126**	**-28%**

Table 5. Share of electric vehicles by country.

	Share of electric vehicles		
	Oct 2020	YTD 2020	YTD 2019
Sweden	36%	29%	11%
Netherlands	28%	17%	10%
Germany	18%	11%	3%
Other	16%	13%	6%
Belgium	14%	9%	3%
AVERAGE	**13%**	**9%**	**3%**
United Kingdom	12%	9%	3%
France	12%	10%	3%
Austria	11%	8%	3%
Spain	6%	4%	1%
Italy	4%	3%	1%
Poland	3%	2%	0%

In Austria, a COVID-19 recovery program of the government increased purchase incentives for battery electric vehicles from €3,000 to €5,000 and from €1,500 to €2,500 for plug-in hybrid electric vehicles. The revised purchase incentives were introduced in July and will remain in place until end of 2020. Especially in September and October, the electric vehicle market share in Austria increased notably, going from about 7% in mid-2020 to 11% most recently.

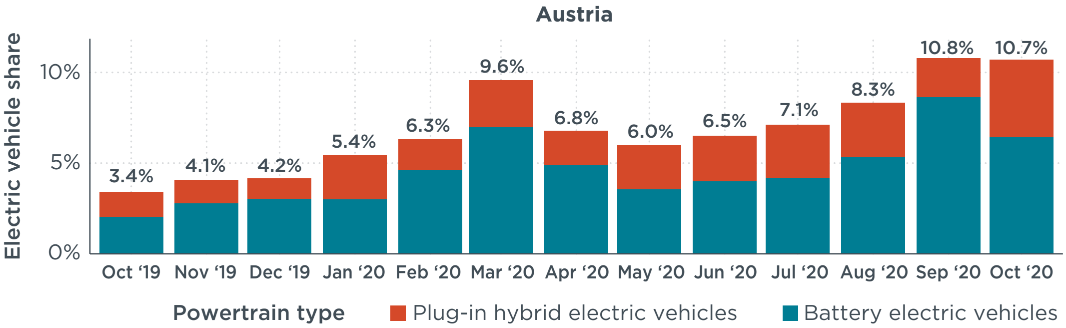

Figure 2. Share of electric vehicles in Austria (spotlight of the month).

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 30 October 2020 applies (main brands listed here): VW Group (Audi, MG, Porsche, SEAT, Škoda, VW), PSA-Opel (Citroën, DS Automobiles, Opel, Peugeot, Vauxhall), Renault (Dacia, Renault), FCA-Tesla-Honda (Alfa Romeo, Fiat, Honda, Jeep, Lancia, Tesla), BMW (BMW, Mini), Toyota-Mazda (Lexus, Mazda, Toyota), Daimler (Mercedes-Benz, Smart), Ford-Volvo (Ford, Volvo), Hyundai (Hyundai), and Kia (Kia). In addition, one manufacturer not forming a pool (Nissan) is 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 Hungary, Lithuania, Poland (until April 2020), 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 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) 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 2-5 g/km, on average 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 2019 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 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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