

MARKET MONITOR

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



In May 2021, there were about one million passenger cars newly registered in Europe. This is approximately the same amount as in April, but 72% higher than in May 2020. Compared to the previous month, the average share of battery electric vehicles increased slightly to 8%. The average share of plug-in hybrid electric vehicles remained constant at 8%. The FCA-Tesla-Honda manufacturer pool had the highest share of battery electric vehicles (15%) while Daimler maintained a particularly strong focus on plug-in hybrid electric vehicles (19%), followed by the Ford-Volvo pool (18%). The average CO₂ emission level for all manufacturers remained constant at about 4 g/km away from the regulatory 2021 target.

Table 1. New passenger car registrations, by manufacturer.

New car registrations				
	May 2021	May 2020	YTD 2021	YTD 2020
VW Group	296,859	95%	1,326,830	30%
PSA-Opel	153,076	60%	797,322	34%
Renault-Mitsubishi	110,064	26%	561,065	11%
FCA-Tesla-Honda	82,907	68%	380,270	37%
Toyota-Mazda	79,082	96%	380,070	38%
Ford-Volvo	74,764	57%	402,208	30%
BMW	74,191	93%	367,631	34%
Daimler	54,417	41%	302,620	28%
Kia	42,866	100%	190,909	31%
Hyundai	41,651	102%	181,292	33%
Other	39,699	105%	190,777	44%
ALL	1,049,576	72%	5,080,994	30%

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

Share of electric cars						
	May 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
FCA-Tesla-Honda	15%	3%	15%	3%	12%	1%
Daimler	11%	19%	9%	21%	6%	15%
Hyundai	10%	6%	11%	3%	14%	1%
Kia	9%	10%	10%	11%	9%	8%
VW Group	9%	9%	7%	7%	7%	4%
Renault-Mitsubishi	9%	4%	8%	4%	9%	3%
AVERAGE	8%	8%	7%	8%	6%	5%
BMW	6%	16%	6%	18%	5%	12%
PSA-Opel	6%	5%	6%	5%	4%	3%
Other	5%	6%	5%	7%	6%	4%
Ford-Volvo	5%	18%	2%	17%	1%	11%
Toyota-Mazda	1%	2%	1%	2%	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)								
		May 2021		YTD 2021		Compliance credits		Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC	EC	SC	NEDC	NEDC	NEDC
BMW	-3%	124	103	122	101	0.9	0.0	100	103	-3
Toyota-Mazda	-1%	119	97	118	96	0.1	1.8	94	95	-1
PSA-Opel	1%	119	95	119	95	0.1	2.0	93	92	1
Daimler	2%	123	104	124	105	0.7	0.0	104	102	2
Kia	2%	114	99	111	97	0.0	0.0	97	94	3
Ford-Volvo	3%	119	100	123	104	0.1	0.0	103	101	2
AVERAGE	3%	120	99	121	100	0.2	0.5	100	96	4
FCA-Tesla-Honda	4%	117	98	117	98	0.1	0.0	98	94	4
Hyundai	5%	112	98	113	99	0.0	0.0	99	94	5
Renault-Mitsubishi	7%	115	98	118	100	0.1	0.0	99	93	6
VW Group	7%	122	100	127	104	0.0	0.0	104	97	7

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

The registration share of electric vehicles year-to-date (YTD) was the highest in Norway (82%), with two-thirds being battery electric vehicles. Iceland (50%), Sweden (37%), Finland (28%), Denmark (25%), Germany (22%), the Netherlands (18%), Luxembourg (17%), Portugal (17%), and Austria (17%) also currently have electric vehicle registration shares above the European average of 16%.

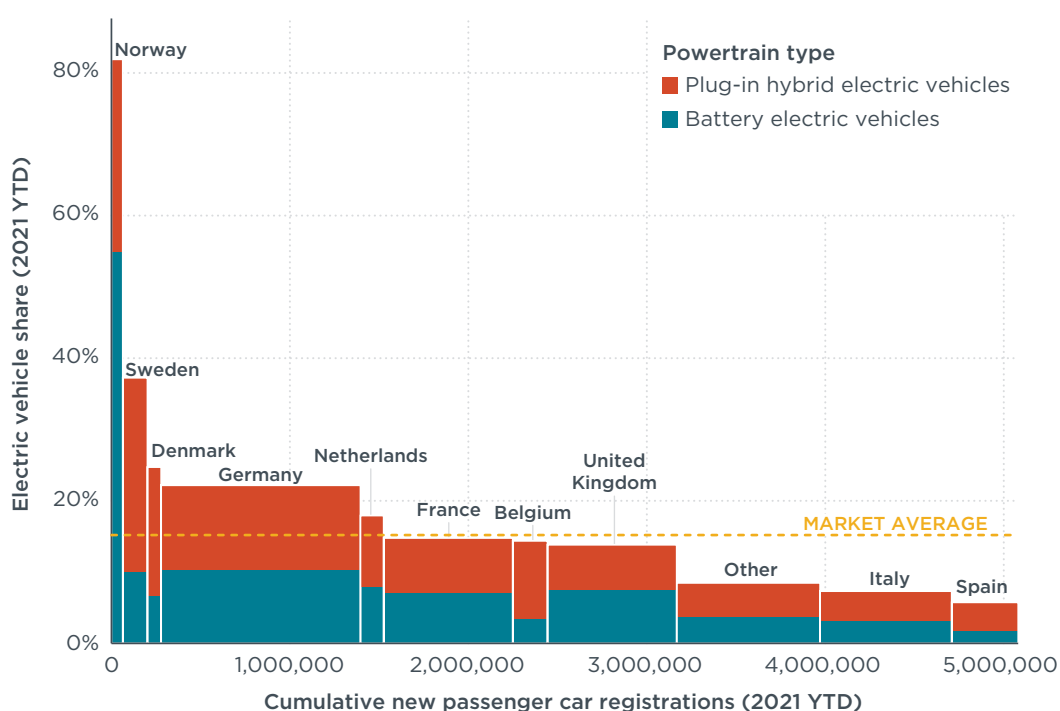


Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	May 2021	May 2020	YTD 2021	YTD 2020
Germany	230,635	37%	1,116,737	13%
United Kingdom	156,737	674%	723,845	42%
Italy	143,351	43%	737,360	63%
France	141,040	46%	723,257	50%
Spain	98,270	168%	372,729	38%
Poland	41,391	96%	199,142	38%
Belgium	35,629	1%	194,928	15%
Netherlands	25,601	72%	130,061	-2%
Sweden	24,555	54%	138,262	36%
Austria	23,131	12%	110,358	27%
Other	129,236	59%	634,315	12%
ALL	1,049,576	72%	5,080,994	30%

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

Share of electric cars						
	May 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Sweden	16%	23%	10%	27%	10%	23%
Netherlands	13%	10%	8%	10%	20%	4%
Austria	12%	7%	11%	6%	6%	3%
Germany	12%	12%	10%	12%	7%	7%
Other	10%	9%	9%	9%	8%	6%
United Kingdom	8%	6%	7%	6%	7%	4%
France	8%	9%	7%	8%	7%	5%
AVERAGE	8%	8%	7%	8%	6%	5%
Belgium	4%	11%	4%	11%	3%	7%
Italy	4%	5%	3%	4%	2%	2%
Spain	2%	5%	2%	4%	2%	3%
Poland	1%	2%	1%	2%	1%	1%

For light commercial vehicles (vans), new registrations in May 2021 were about 5% lower than in April 2021 and 66% higher than in May 2020. On average, 3% of new vans were electric, with all of them being battery electric vehicles. Year-to-date, Renault-Mitsubishi currently is the manufacturer pool with the highest share of electric vans (4%), and Germany is one of the countries with the highest share (4%). Van manufacturer pools are currently well on track for complying with their 2021 average CO₂ target, with an estimated over-compliance of 2 g/km.

Table 6. New van registrations, by manufacturer.

New vans registrations				
	May 2021	May 2020	YTD 2021	YTD 2020
FCA-PSA	55,452	59%	286,111	55%
Ford-VW	43,065	72%	233,577	49%
Renault-Mitsubishi	30,091	59%	159,865	56%
Daimler	15,021	51%	74,756	31%
Other	19,755	109%	92,922	77%
ALL	163,384	66%	847,231	53%

Table 7. Share of electric vans, by manufacturer.

Share of electric vans						
	May 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Other	7%	1%	6%	0%	4%	1%
Renault-Mitsubishi	4%	0%	5%	0%	6%	0%
AVERAGE	3%	0%	2%	0%	2%	0%
Daimler	2%	0%	1%	0%	2%	0%
FCA-PSA	2%	0%	2%	0%	1%	0%
Ford-VW	0%	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)							
		May 2021		YTD 2021		Credits	Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC				
Ford-VW	-4%	193	159	197	163	0.0	163	169	-6
FCA-PSA	-3%	183	136	182	135	0.0	135	139	-4
AVERAGE	-1%	191	151	191	151	0.0	151	153	-2
Daimler	1%	223	187	219	184	0.0	184	183	1
Renault-Mitsubishi	5%	190	149	187	147	0.0	147	140	7

Table 9. New van registrations, by country.

New vans registrations				
	May 2021	May 2020	YTD 2021	YTD 2020
France	35,878	31%	195,386	59%
United Kingdom	29,420	290%	157,394	98%
Germany	23,200	48%	113,284	22%
Italy	15,797	51%	74,742	76%
Spain	13,397	114%	60,427	82%
Other	45,692	49%	245,998	34%
ALL	163,384	66%	847,231	53%

Table 10. Share of electric vans by country.

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

Battery electric vehicles account for about 7% of new passenger car registrations in the United Kingdom (UK). Plug-in hybrid electric vehicles make up an additional 6% of new registrations. The UK government provides a number of incentives for electric vehicles, including a purchase subsidy of up to £2,500 (about €2,900) as of March 2021, a reduction from the previous subsidy of £3,000 (about €3,500). This purchase incentive includes new passenger cars with a CO₂ emission value below 50 g/km and at least 70 miles (about 112 km) of electric driving range. In 2020, 67% of new battery electric and plug-in hybrid electric vehicles registered in the UK were company cars. Zero-emission company cars benefit from a substantially reduced tax rate in the UK, amounting to 1% of the vehicle's gross purchase price. This compares to a tax rate of up to 37% for combustion engine vehicles.

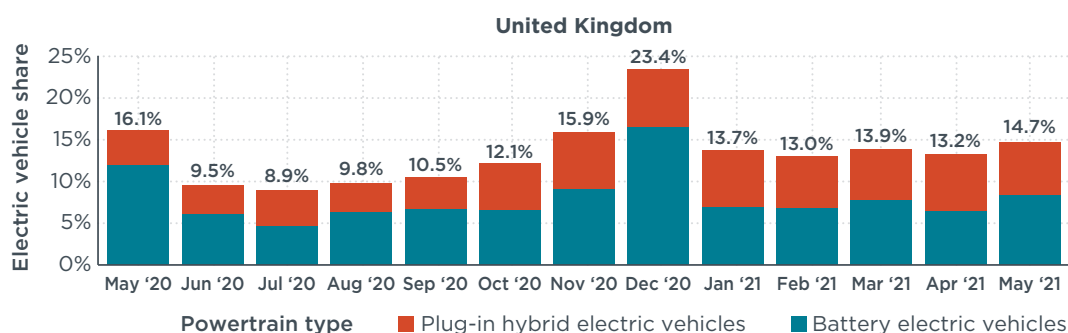


Figure 2. Share of electric vehicles in United Kingdom (spotlight of the month).

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 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-Mitsubishi (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: 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. **Electric vehicles** here include battery electric (BEV), plug-in hybrid electric (PHEV), 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 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 2019 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 2019 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 2019.³

- 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, and Jan Dornoff, *CO₂ 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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