

MARKET MONITOR

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



In April 2021, European new passenger car registrations reached 1 million. That is about 25% fewer registrations than in March, but more than 3.5 times the number of in April 2020, when registrations plummeted as a result of COVID-19 related restrictions. Compared to the previous month, the average share of battery-electric vehicles slightly decreased to 7%. The average share of plug-in hybrid electric vehicles also slightly decreased to 8%. Hyundai had the highest share of battery-electric vehicles (11%) while Daimler maintained a particularly strong focus on plug-in hybrid electric vehicles (23%). The FCA-Tesla-Honda pool continued the pattern of its electric vehicle share fluctuating on a monthly basis. After selling 25% of new vehicles as battery electric in March, the pool's share went down to 7% in April. The average CO₂ emission level for all manufacturers remained constant at about 4 g/km away from the regulatory 2021 target. VW is still the furthest away from its respective CO₂ target, but is gaining ground, with an estimated target gap of 8 g/km versus 10 g/km March.

Table 1. New passenger car registrations, by manufacturer.

	New car registrations			
	Apr 2021	Apr 2020	YTD 2021	YTD 2020
VW Group	270,799	230%	1,029,902	19%
PSA-Opel	158,724	304%	644,222	30%
Renault-Mitsubishi	104,173	188%	450,965	8%
Ford-Volvo	76,126	204%	327,442	25%
Toyota-Mazda	75,052	297%	300,970	27%
BMW	73,078	198%	293,461	25%
FCA-Tesla-Honda	69,906	372%	297,291	30%
Daimler	62,005	280%	248,189	25%
Kia	39,858	284%	148,035	19%
Hyundai	34,689	299%	139,618	21%
Other	39,947	352%	151,019	34%
ALL	1,004,357	252%	4,031,114	22%

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

	Share of electric cars					
	Apr 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Hyundai	11%	2%	12%	2%	14%	1%
Daimler	10%	23%	9%	22%	6%	15%
Kia	10%	10%	10%	11%	9%	8%
VW Group	9%	7%	7%	7%	7%	4%
Renault-Mitsubishi	8%	4%	8%	4%	9%	3%
AVERAGE	7%	8%	7%	8%	6%	5%
FCA-Tesla-Honda	7%	4%	14%	3%	12%	1%
BMW	6%	17%	6%	19%	5%	12%
PSA-Opel	6%	5%	6%	5%	4%	3%
Other	6%	8%	5%	8%	6%	4%
Ford-Volvo	2%	17%	1%	17%	1%	11%
Toyota-Mazda	1%	3%	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)								
		Apr 2021		YTD 2021		Compliance credits		Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC	EC	SC	NEDC	NEDC	NEDC
BMW	-3%	123	102	122	101	0.9	0.0	100	103	-3
Toyota-Mazda	-1%	118	96	118	96	0.1	1.8	94	95	-1
PSA-Opel	1%	118	95	118	95	0.1	2.0	93	92	1
Kia	1%	112	98	110	96	0.0	0.0	96	94	2
Daimler	2%	120	102	124	105	0.7	0.0	104	102	2
FCA-Tesla-Honda	3%	127	107	115	97	0.1	0.0	97	94	3
Ford-Volvo	4%	123	103	124	104	0.1	0.0	104	101	3
AVERAGE	4%	121	100	121	101	0.2	0.5	100	96	4
Hyundai	5%	113	99	113	99	0.0	0.0	99	94	5
Renault-Mitsubishi	7%	117	99	118	100	0.1	0.0	100	93	7
VW Group	8%	124	102	129	105	0.0	0.0	105	97	8

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 (53%), Sweden (37%), Finland (27%), Denmark (24%), Germany (22%), Luxembourg (18%), Portugal (17%), the Netherlands (17%), and Austria (16%) also currently have electric vehicle registration shares at or above the European average of 15%.

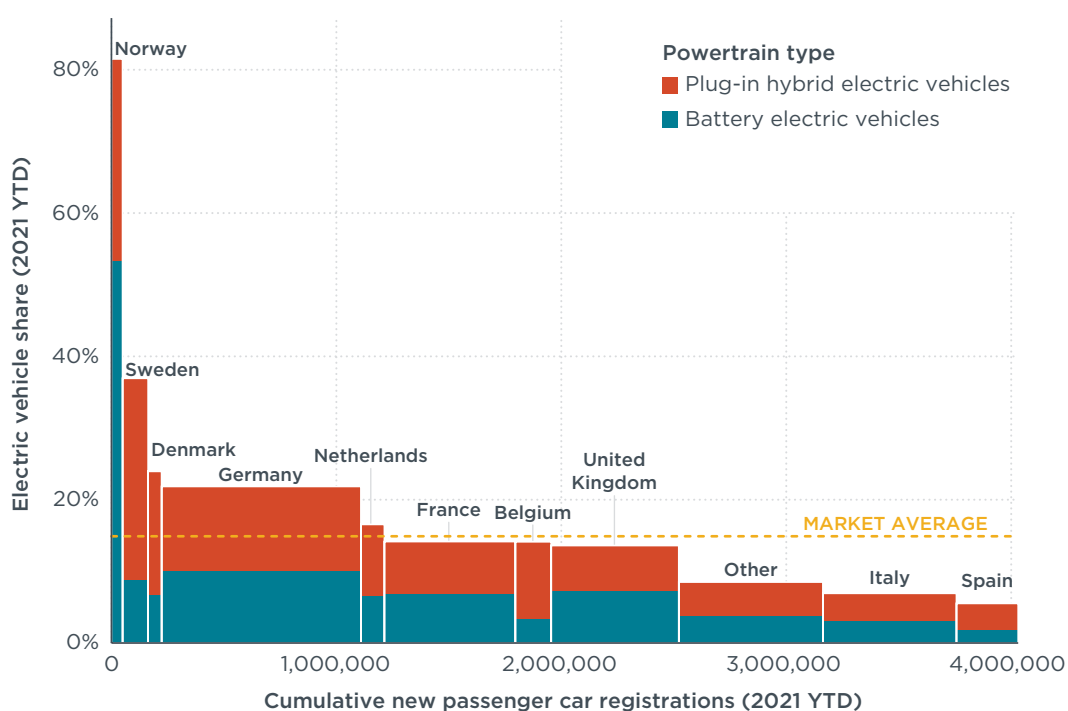


Figure 1. Share of electric vehicles, by country, including information on market size (cumulative car registrations).

Table 4. New passenger car registrations, by country.

New car registrations				
	Apr 2021	Apr 2020	YTD 2021	YTD 2020
Germany	229,650	90%	886,102	8%
Italy	145,593	3 157%	593,808	68%
United Kingdom	141,583	3 177%	567,108	16%
France	140,426	569%	582,217	51%
Spain	81,427	1 679%	274,459	17%
Poland	40,157	163%	157,751	28%
Belgium	37,944	600%	159,299	19%
Netherlands	23,846	56%	104,497	-12%
Austria	22,800	100%	87,227	32%
Sweden	22,033	16%	113,707	32%
Other	118,898	87%	504,939	4%
ALL	1,004,357	252%	4,031,114	22%

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

Share of electric cars						
	Apr 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Sweden	22%	21%	9%	28%	10%	23%
Austria	11%	6%	10%	6%	6%	3%
Germany	10%	12%	10%	12%	7%	7%
Netherlands	10%	11%	7%	10%	20%	4%
Other	9%	9%	9%	9%	8%	6%
AVERAGE	7%	8%	7%	8%	6%	5%
France	7%	8%	7%	7%	7%	5%
United Kingdom	6%	7%	7%	6%	7%	4%
Belgium	3%	12%	3%	11%	3%	7%
Italy	3%	5%	3%	4%	2%	2%
Spain	2%	4%	2%	4%	2%	3%
Poland	1%	2%	1%	2%	1%	1%

For light-commercial vehicles (vans), new registrations in April 2021 were about 25% lower than in March 2021 and more than three times higher than in April 2020. On average, 2% 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 (5%), and Germany is the country with the highest share (3%). Van manufacturer pools currently are well on track for complying with their 2021 average CO₂ target, with an estimated over-compliance of 1 g/km.

Table 6. New vans registrations, by manufacturer.

New vans registrations				
	Apr 2021	Apr 2020	YTD 2021	YTD 2020
FCA-PSA	56,586	285%	230,490	54%
Ford-VW	46,633	200%	190,441	45%
Renault-Mitsubishi	31,613	271%	129,740	55%
Daimler	14,692	112%	59,712	27%
Other	19,846	260%	72,957	69%
ALL	169,370	231%	683,340	50%

Table 7. Share of electric vans, by manufacturer.

Share of electric vans						
	Apr 2021		YTD 2021		2020	
	BEV	PHEV	BEV	PHEV	BEV	PHEV
Other	6%	0%	6%	0%	4%	1%
Renault-Mitsubishi	5%	0%	5%	0%	6%	0%
Daimler	3%	0%	1%	0%	2%	0%
AVERAGE	2%	0%	2%	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)							
		Apr 2021		YTD 2021		Credits	Status 2021	Target 2021	Target gap
		WLTP	NEDC	WLTP	NEDC	EC	NEDC	NEDC	NEDC
Ford-VW	-3%	198	163	199	164	0.0	164	169	-5
FCA-PSA	-3%	184	138	182	136	0.0	136	139	-3
AVERAGE	-1%	193	153	192	152	0.0	152	153	-1
Daimler	1%	220	185	219	184	0.0	184	183	1
Renault-Mitsubishi	5%	190	150	186	147	0.0	147	140	7

Table 9. New vans registrations, by country.

New vans registrations				
	Apr 2021	Apr 2020	YTD 2021	YTD 2020
France	40,178	471%	159,508	68%
United Kingdom	30,482	798%	127,974	78%
Germany	23,335	71%	90,084	17%
Italy	15,405	1 032%	58,429	83%
Spain	13,172	861%	47,030	74%
Other	46,798	92%	200,315	31%
ALL	169,370	231%	683,340	50%

Table 10. Share of electric vans by country.

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

Latvia is one of the smallest national vehicle markets in Europe, accounting for less than 1% of annual new passenger car registrations in the EU. The share of electric vehicles in Latvia reached 6.7% in April 2021, with most of the vehicles being battery electric. The country provides a number of incentives to spur the uptake of electric vehicles, such as an exemption from the ownership tax that is only applicable for vehicles with a CO₂ emission level below 50 g/km. With the ownership tax being about 66 Euros per year for an average new passenger car, the savings for the owner of an electric vehicle are moderate, which may explain why the electric vehicle share in Latvia is below the European average. About 73% of new electric vehicle registrations in Latvia are company cars.

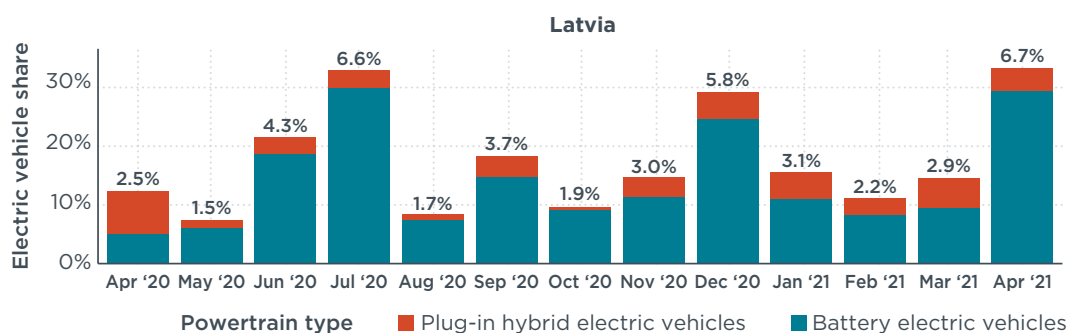


Figure 2. Share of electric vehicles in Latvia (spotlight of the month).

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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