EUROPEAN MARKET MONITOR
CARS AND VANS: FEBRUARY 2025

PASSENGER CAR REGISTRATIONS

The average share of battery electric vehicles (BEVs) among total new registrations in Europe remained stable at 16% in February 2025, the same as in January 2025. The KG Mobility manufacturer pool had the highest BEV share in February (41%), and was followed by the BMW (25%), Mercedes-Volvo-Polestar (23%), Kia (22%), Volkswagen (18%), and Hyundai (17%) pools. The Tesla-Stellantis-Toyota pool was below the average (13% BEV share) and two additional brands, Suzuki and Honda, entered the pool in February. Similarly, the BEV share of the Renault-Nissan-Mitsubishi pool (11%) was below the market average. Meanwhile, for Hyundai, the BEV share notably increased by 4 percentage points from January to February 2025 and it is above the European average. Shares of full hybrid electric vehicles (HEVs) remained constant—13% average for the European market—and the Renault-Nissan-Mitsubishi pool (29%) increased its share by 3 percentage points compared with the previous month. The Mercedes-Volvo-Polestar and BMW pools led in new registration shares of mild hybrid electric vehicles (MHEVs) at 38% and 36%, respectively, and Tesla-Stellantis-Toyota also had a high share, 34% (up from 29% in January 2025). The share of plug-in hybrid electric vehicles (PHEVs) in new registrations in Europe stayed constant at 7%.

Figure 1

Share of battery electric in new passenger car registrations in Europe

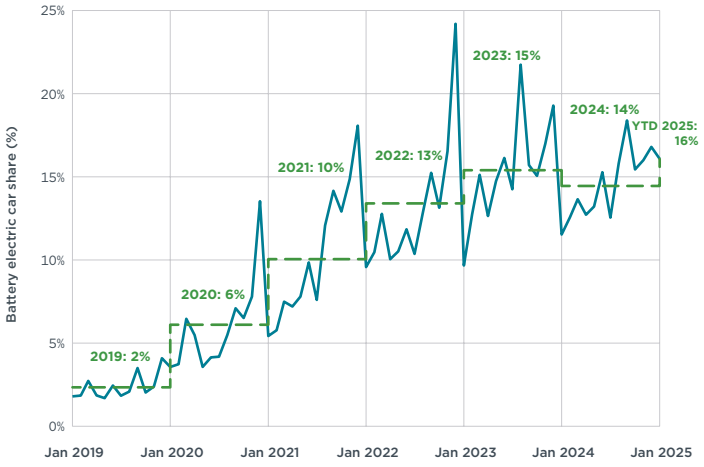
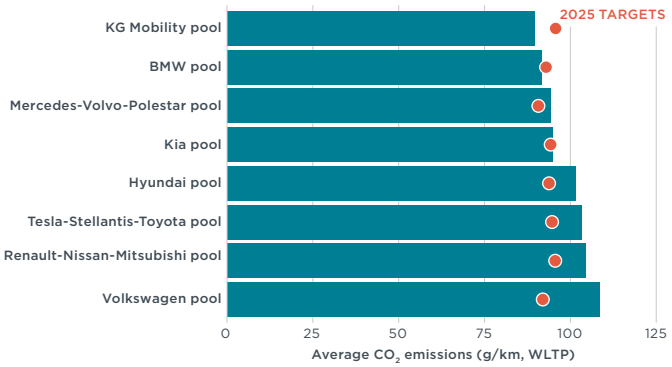


Figure 2

Average CO_2 emissions of manufacturer pools compared with their estimated 2025 targets, 2025 YTD



Note: Average emissions include compliance credits. All CO_2 values are estimates according to the Worldwide harmonized Light vehicles Test Procedure (WLTP). See the section on definitions, data sources, methodology, and assumptions for details.

THIS PUBLICATION IS A COLLABORATION BETWEEN THE ICCT, IMT-IDDRI, AND ECCO THINK TANK

ECCO THE ITALIAN CLIMATE CHANGE THINK TANK

IDDRI INSTITUT MOBILITÉS EN TRANSITION

icct THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

Carbon dioxide (CO_2) emissions among manufacturer pools averaged 103 g CO_2/km in February 2025. As a result, manufacturing pools remain 10 g CO_2/km from the average target of 93 g CO_2/km for 2025. After two months, KG Mobility and BMW are currently in compliance with their 2025 targets, while Volkswagen (17 g CO_2/km above) is the farthest from reaching its target.

Looking at individual car brands with market shares of 1% or greater, apart from Tesla, Volvo had the greatest over-compliance at 30 g CO_2/km below its projected brand-level target for 2025 and was followed by Cupra (17 g CO_2/km below target). Meanwhile, Audi (33 g CO_2/km above target), Mazda (+30), Ford (+28), SEAT (+27), and Nissan and Mercedes-Benz (both +26) are currently the farthest from their projected brand-level targets for 2025.

Table 1

Share of battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger cars by manufacturer pool

Manufacturer pool	Feb 2025				2025 YTD				2024			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
KG Mobility pool	41%	1%	0%	0%	41%	5%	0%	0%	36%	3%	0%	0%
BMW pool	25%	14%	0%	36%	25%	15%	0%	36%	22%	14%	0%	33%
Mercedes-Volvo-Polestar pool	23%	23%	0%	38%	23%	23%	0%	37%	26%	24%	0%	33%
Kia pool	22%	5%	16%	13%	22%	5%	15%	13%	12%	9%	16%	17%
Volkswagen pool	18%	8%	0%	15%	17%	7%	0%	16%	12%	6%	0%	13%
All other brands	17%	15%	22%	6%	20%	15%	19%	7%	28%	14%	8%	9%
Hyundai pool	17%	6%	22%	12%	15%	6%	22%	13%	11%	4%	20%	18%
AVERAGE	16%	7%	13%	23%	16%	7%	13%	23%	14%	7%	12%	20%
Tesla-Stellantis-Toyota pool	13%	5%	21%	34%	12%	4%	22%	33%	14%	4%	21%	23%
Renault-Nissan-Mitsubishi pool	11%	1%	29%	12%	12%	1%	27%	12%	8%	1%	23%	11%

Table 2

Fleet-average CO_2 emissions of new passenger cars and market share by manufacturer pool

Manufacturer pool	Target gap	New car fleet-average CO_2 (in g/km)								Market share 2025 YTD
		Feb 2025	2025 YTD	Compliance credits	Adj. 2025 YTD	Reference target 2025	Compliance credits	Target 2025	Target gap	
		WLTP	WLTP	Eco-innovations	WLTP	WLTP	ZLEV factor	WLTP	WLTP	
KG Mobility pool	-7%	94	89	0	89	91	1.05	96	-6	<1%
BMW pool	-2%	92	92	1	92	89	1.05	93	-1	7%
Kia pool	1%	96	96	0.9	95	93	1.01	94	1	4%
Mercedes-Volvo-Polestar pool	4%	95	94	0.3	94	86	1.05	91	3	8%
Hyundai pool	8%	100	102	0.9	101	94	1	94	8	4%
Tesla-Stellantis-Toyota pool	9%	103	104	1.1	103	95	1	95	8	33%
Renault-Nissan-Mitsubishi pool	9%	106	106	1.4	104	96	1	96	9	14%
AVERAGE	11%	103	104	1	103	93	1	93	10	
Volkswagen pool	18%	108	109	1	109	92	1	92	17	27%

Note: All CO_2 values are estimates according to the WLTP. See the section on definitions, data sources, methodology, and assumptions for details.

Table 3

Fleet-average CO_2 emissions of new passenger cars and market share by manufacturer group

Manufacturer group	New car fleet-average CO_2 (in g/km)								Market share 2025 YTD
	Feb 2025	2025 YTD	Compliance credits	Adj. 2025 YTD	Reference target 2025*	Compliance credits	Target 2025*	Target gap*	
	WLTP	WLTP	Eco-innovations	WLTP	WLTP	ZLEV factor	WLTP	WLTP	
Tesla	0	0	0	0	87	1.05	91	-91	1%
Tesla	0	0	0	0	87	1.05	91	-91	1%
Volvo Cars	60	56	0.3	56	86	1.05	90	-35	3%
Volvo	65	61	0.3	61	86	1.05	90	-30	2%
BMW Group	92	92	1	92	88	1.05	93	-1	7%
BMW	92	93	0.9	92	87	1.05	92	0	6%
Hyundai Group	97	99	0.9	98	93	1	93	5	8%
Kia	95	96	0.9	95	93	1.01	94	1	4%
Hyundai	99	102	0.9	101	94	1	94	8	4%
Toyota Group	97	99	0.5	98	95	1	95	4	8%
Toyota	97	99	0.5	98	95	1	95	3	8%
Renault Group	103	103	1.4	101	96	1	96	5	11%
Renault	96	96	1.3	94	95	1	95	0	6%
Dacia	114	112	1.6	110	97	1	97	13	5%
Stellantis	107	108	1.4	107	96	1	96	11	16%
Peugeot	105	104	1.4	103	95	1	95	8	6%
Citroën	104	107	1.6	106	96	1	96	10	3%
Fiat	115	115	1	114	99	1	99	15	3%
Opel/Vauxhall	104	107	1.5	106	96	1	96	10	2%
Jeep	114	113	1.2	112	93	1	93	19	1%
Volkswagen Group	108	110	1	109	92	1	92	17	27%
VW	105	107	0.9	106	92	1	92	13	11%
Škoda	109	110	1.1	109	93	1	93	16	6%
Audi	119	123	0.8	122	89	1	89	33	5%
Cupra	78	80	1	79	92	1.05	96	-17	2%
SEAT	125	125	1.7	123	96	1	96	27	2%
Mercedes-Benz Group	112	114	0.3	114	87	1.05	91	23	5%
Mercedes-Benz	114	116	0.3	116	86	1.04	90	26	5%
Suzuki	114	114	1.8	112	98	1	98	14	2%
Suzuki	114	114	1.8	112	98	1	98	14	2%
Ford	120	121	1.6	120	92	1	92	28	4%
Ford	120	121	1.6	120	92	1	92	28	4%
Nissan	120	120	1.1	119	93	1	93	26	2%
Nissan	120	120	1.1	119	93	1	93	26	2%
Mazda	123	123	0.5	123	93	1	93	30	1%
Mazda	123	123	0.5	123	93	1	93	30	1%
Other brands									
MG	111	108	0	108	95	1	95	13	2%

Note: Brand shares may not add up to manufacturer group totals, because only brands with at least 1% market share are displayed in the table. Manufacturer groups are sorted by ascending fleet-average CO_2 emissions. All CO_2 values are estimates according to the WLTP. See the section on definitions, data sources, methodology, and assumptions for details.

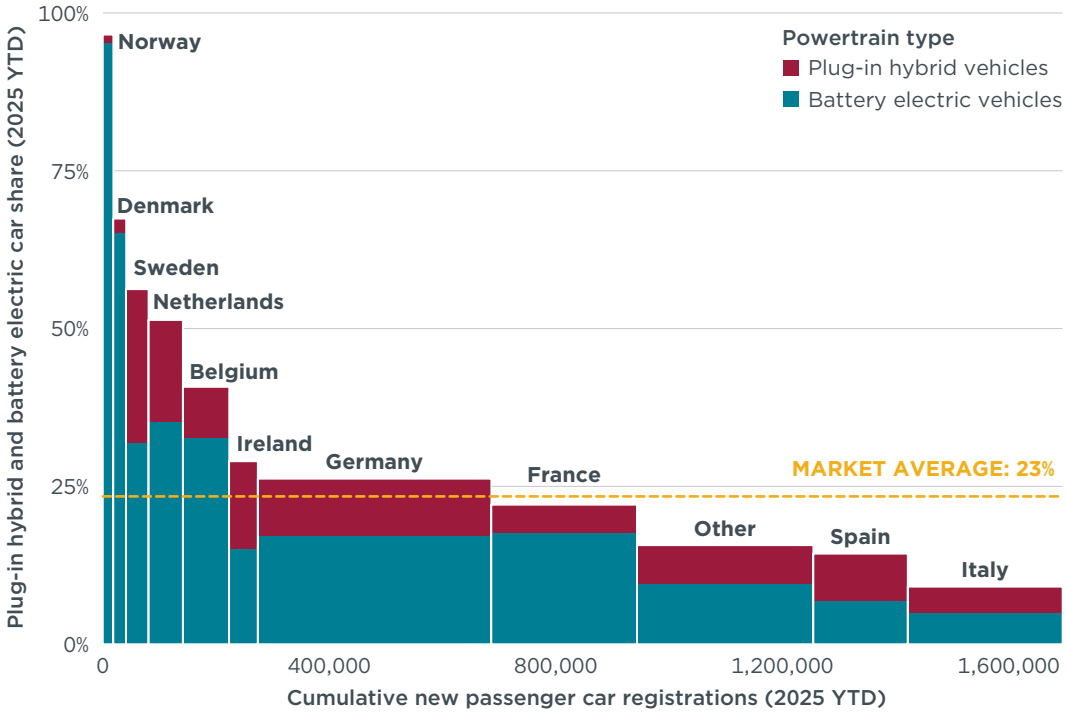
* The CO_2 targets in the table are hypothetical only, as official targets are set at the manufacturer or manufacturer-pool level, not at the brand level.

PASSENGER CAR REGISTRATIONS BY COUNTRY

Looking at the major European markets, total passenger car registrations in Belgium and the Netherlands fell 8% compared with February 2024, while registrations in Spain increased 12%. Combined BEV and PHEV market shares averaged 23% in Europe in February 2025, down 1 percentage point from January. Norway (97%), Denmark (67%), Sweden (56%), and the Netherlands (51%) all had shares above 50%, and Belgium (41%), Ireland (29%), and Germany (26%) also recorded combined BEV and PHEV market shares above the average for Europe. Among the largest markets, the highest increases in BEV registrations occurred in Czechia and Spain, where shares increased 66% and 61%, respectively, in February 2025 compared with February 2024. Nearly 36,000 BEVs were registered last month in Germany, Europe's largest market, and that was up 31% over February 2024. Over the same period, PHEV registration shares increased the most in Belgium (+67%) and HEV shares increased the most in Spain (+56%). Additionally, MHEVs are gaining popularity in France, where sales reached 23% in February 2025, up 86% from February 2024.

Figure 3

Share of plug-in hybrid and battery electric passenger cars by country, including information on market size (total new car registrations)



Note: "Other" includes EEA countries not individually highlighted in the figure, except for Bulgaria, Liechtenstein, and Malta. Data for Portugal, which is categorized under "Other," is for January 2025 only.

Table 4

New passenger car registrations by country

	Feb 2025	vs. Feb 2024	2025 YTD	vs. 2024
Germany	203,434	-6%	411,074	-5%
France	141,577	-1%	256,255	-3%
Italy	138,469	-7%	272,581	-7%
Spain	92,073	12%	166,144	10%
Poland	44,843	-3%	89,146	0%
Belgium	40,589	-8%	81,624	-11%
Netherlands	27,820	-8%	60,431	-7%
Austria	19,739	-2%	40,327	6%
Sweden	19,650	4%	39,417	9%
Czechia	17,773	-3%	37,120	-4%

Table 5

New battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger car registrations by country

	Feb 2025				vs. Feb 2024				2025 YTD				vs. 2024 YTD			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Germany	35,943	19,555	9,085	49,051	31%	34%	14%	5%	70,430	37,284	17,534	99,844	41%	29%	10%	10%
France	25,337	6,461	30,189	31,952	-2%	-45%	26%	86%	45,264	11,316	57,151	56,434	-1%	-49%	27%	89%
Belgium	13,041	2,749	5,681	7,981	39%	-67%	33%	21%	26,753	6,507	10,332	15,761	38%	-68%	22%	20%
Netherlands	10,174	4,378	3,649	4,476	22%	2%	-11%	-9%	21,266	9,761	7,631	9,944	25%	5%	-15%	-2%
Italy	6,925	6,186	17,591	43,566	38%	32%	16%	6%	13,646	11,138	33,221	87,456	73%	26%	9%	10%
Sweden	6,883	5,107	1,642	2,738	32%	14%	-16%	2%	12,558	9,604	3,453	6,124	22%	12%	-11%	29%
Spain	6,287	6,975	18,343	21,448	61%	25%	56%	27%	11,469	12,327	33,284	39,165	55%	21%	41%	25%
Austria	4,233	1,616	1,226	4,323	27%	21%	-3%	26%	8,055	3,256	2,386	8,570	31%	16%	1%	34%
Poland	1,675	1,909	11,321	12,676	23%	46%	5%	23%	2,795	3,451	23,249	23,852	13%	44%	7%	23%
Czechia	737	557	1,323	2,429	66%	22%	-9%	11%	1,718	1,192	2,927	5,176	86%	34%	0%	24%

Table 6

Share of new battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger cars by country

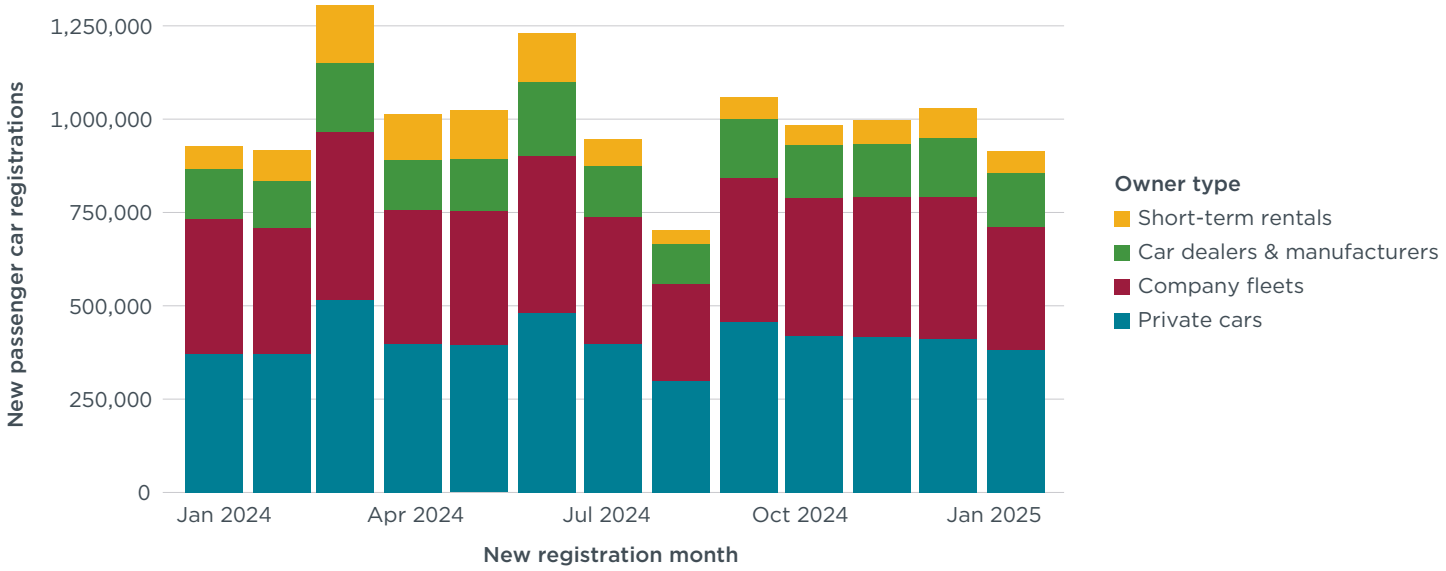
	Feb 2025				2025 YTD				2024			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Netherlands	37%	16%	13%	16%	35%	16%	13%	16%	35%	14%	14%	14%
Sweden	35%	26%	8%	14%	32%	24%	9%	16%	35%	23%	9%	12%
Belgium	32%	7%	14%	20%	33%	8%	13%	19%	28%	15%	9%	16%
Austria	21%	8%	6%	22%	20%	8%	6%	21%	17%	7%	7%	18%
France	18%	5%	21%	23%	18%	4%	22%	22%	17%	9%	19%	15%
Germany	18%	10%	4%	24%	17%	9%	4%	24%	14%	7%	5%	22%
AVERAGE	15%	7%	13%	24%	15%	7%	13%	24%	13%	7%	12%	20%
Spain	7%	8%	20%	23%	7%	7%	20%	24%	6%	6%	16%	21%
Italy	5%	4%	13%	31%	5%	4%	12%	32%	4%	3%	12%	28%
Czechia	4%	3%	7%	14%	5%	3%	8%	14%	5%	3%	8%	12%
Poland	4%	4%	25%	28%	3%	4%	26%	27%	3%	3%	22%	24%

PASSENGER CAR REGISTRATIONS BY OWNER

Private cars made up over 40% of new registrations in Europe in 2024, and these were followed by company fleets with 36%, and then car dealers and manufacturers and short-term rentals, which made up 14% and 9% of the total registrations, respectively. Short-term rental registrations fluctuated more than other owner types; they ranged from nearly 13% of sales in May to only 5% in October 2024. In January 2025, the split of new registrations by owner type mirrored that of January 2024, with private cars accounting for 42% – a 2 percentage point increase from the previous year.

Figure 4

New passenger car registrations by owner for 19 select European countries



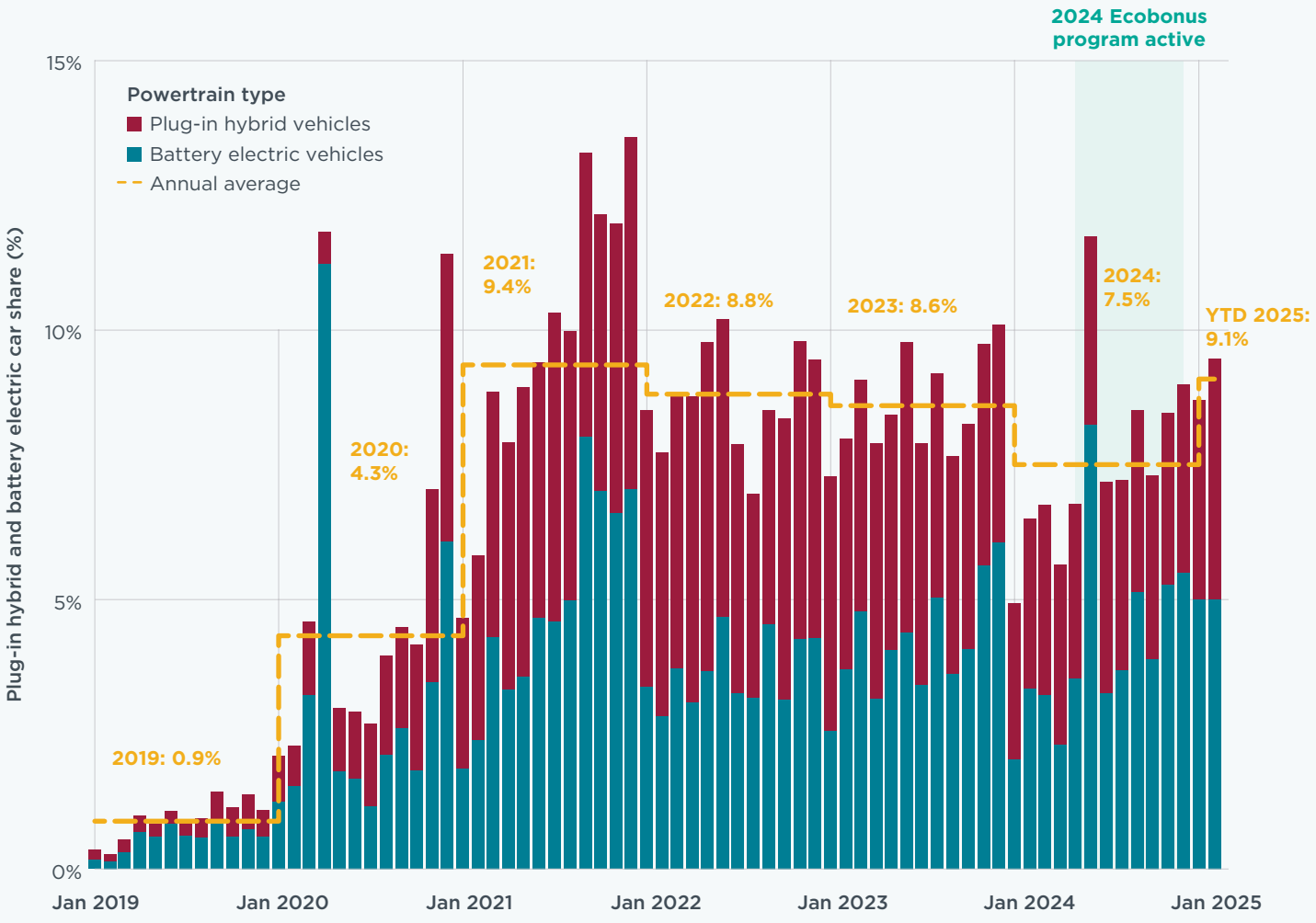
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION **THEICCT.ORG**

MARKET SPOTLIGHT: ITALY

From May to December 2024, the Italian government provided purchase incentives for BEVs ranging from €6,000 to €13,750 per vehicle, with the highest amounts reserved for lower-income buyers and those scrapping older vehicles of Euro 4 emission standards or lower. Part of the Ecobonus scheme, these incentives were well received by consumers and the allocated €240 million was exhausted within hours of the program's launch. In addition to BEVs, Ecobonus also included dedicated funds for PHEVs and conventional cars emitting up to 135 g CO_2/km; unlike the BEV incentives, these funds lasted for most of the program's duration. Even after the purchase incentive program ended, electric vehicle shares in Italy remained higher than 1 year before. In February 2025, approximately 5.0% (6,925 vehicles) of all new passenger car registrations in Italy were BEVs. This represents a 38% increase compared with February 2024. Including January 2025 registrations (6,721 vehicles, +132% compared with January 2024), total BEV sales in the first two months of 2025 amounted to 13,646 units, marking a 73% increase over the same period in 2024. For PHEVs, the market share in February was 4.5% (6,186 units sold), up 32% compared with February 2024 and up 26% over the first two months in 2024.

Figure 5

Share of plug-in hybrid and battery electric vehicles in new passenger car registrations in Italy



DEFINITIONS, DATA SOURCES, METHODOLOGY, AND ASSUMPTIONS

- **Manufacturer pools:** Automakers are allowed to form pools to jointly comply with CO_2 targets. For this publication, the 2025 pools are defined according to the European Commission's "M1 pooling list," version of 15 March 2025. The main brands are: BMW pool (BMW, Mini), Hyundai pool (Hyundai), KG Mobility pool (Great Wall Motor, Xpeng), Kia pool (Kia), Mercedes-Volvo-Polestar pool (Mercedes-Benz, Polestar, Smart, Volvo), Renault-Nissan-Mitsubishi pool (Dacia, Mitsubishi, Nissan, Renault), Tesla-Stellantis-Toyota pool (Alfa Romeo, Citroën, Fiat, Ford, Honda, Jeep, Lancia, Leapmotor, Lexus, Mazda, Opel, Peugeot, Subaru, Suzuki, Tesla, Toyota), Volkswagen (Audi, Cupra, Porsche, SEAT, Škoda, VW).
- **Abbreviations: CO_2** = carbon dioxide emissions; **g/km** = grams per kilometer; **ZLEV** = zero- and low-emission vehicle.
- **Technical scope:** This publication focuses on new **passenger car** registrations. **Battery electric vehicles** (BEVs) are powered exclusively by an electric motor, with no additional source of propulsion. **Plug-in hybrid electric vehicles** (PHEVs) combine a conventional combustion engine with an electric propulsion system that can be recharged via an external power source. **Hybrid electric vehicles** here include full hybrid electric vehicles (HEVs) and mild hybrid electric vehicles (MHEVs). HEVs and MHEVs integrate two propulsion systems, usually a combustion engine and an electric propulsion system that cannot be recharged via an external power source. Key differences between HEVs and MHEVs are the system voltage and system power. This enables HEVs to drive partially pure electric, while the electric propulsion system of MHEVs is typically only capable of assisting the combustion engine. For more on HEVs and MHEVs see: Jan Dornoff et al., *Mild-Hybrid Vehicles: A Near Term Technology Trend for CO_2 Emissions Reduction* (International Council on Clean Transportation, 2022), https://theicct.org/publication/mild-hybrid-emissions-jul22/.
- **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, and Norway. Data for new car registrations and shares of electric vehicles in this publication cover all of these countries, with the exception of Liechtenstein, Malta, and Portugal. Data for CO_2 emission levels additionally omits Bulgaria and Romania.
- **Data sources:** Dataforce (new vehicle registrations), European Environment Agency (vehicle mass and eco-innovation credits).
- **Results may change over time:** Registrations and/or CO_2 data may be retrospectively updated by some of the national type-approval authorities.
- **Test procedures:** CO_2 values are provided according to the *Worldwide harmonized Light vehicles Test Procedure* (**WLTP**).
- **Flexible compliance mechanisms:** To facilitate meeting their CO_2 targets, manufacturers can make use of a number of compliance mechanisms: (1) Manufacturers can reduce their CO_2 level by up to 6 g/km by deploying **eco-innovation** technologies. As a conservative estimate, we apply the 2023 level of eco-innovation CO_2 emission reductions per brand. For more on the methodology used, see: Uwe Tietge, Peter Mock, and Jan Dornoff, *Overview and Evaluation of Eco-Innovations in European Passenger Car CO_2 Standards* (International Council on Clean Transportation, 2018), https://theicct.org/publications/eco-innovations-european-passenger-car-co2-standards; (2) If a manufacturer's ZLEV share exceeds 25%, its CO_2 target is increased by the same number of percentage points, up to a maximum of 5%. This adjustment is referred to as the **ZLEV factor**, while the target before adjustment is called the manufacturer reference target.

The manufacturer target is calculated by multiplying the reference target by the ZLEV factor. ZLEVs are BEVs and vehicles with CO_2 emissions of 50 g/km (WLTP) or less. For details on the ZLEV factor mechanism, see: Jan Dornoff, *CO_2 Emission Standards for New Passenger Cars and Vans in the European Union* (International Council on Clean Transportation, 2023), https://theicct.org/publication/eu-co2-standards-cars-vans-may23/.

» **Mass-based targets:** For each manufacturer pool, a specific **2025 CO_2 target value** applies, depending on the average WLTP test mass of the new vehicles registered. For this publication, we assume the average WLTP test mass per manufacturer pool remains the same as in 2023; the average 2023 BEV and non-BEV test mass for each manufacturer was calculated based on European Environment Agency data and then weighted according to their year-to-date 2025 BEV market shares. For more on the methodology used, see: Uwe Tietge, Jan Dornoff, and Peter Mock, *CO_2 Emissions From New Passenger Cars in Europe: Car Manufacturers' Performance in 2023* (International Council Clean Transportation, 2024), https://theicct.org/publication/co2-emissions-new-pv-europe-car-manufacturers-performance-2023-sept24/.

» **Owner types:** This publication considers four types of owners: private cars, company fleets, short-term rentals, and car dealers and manufacturers. The private car category includes all registrations under private individuals, including those of self-employed persons, provided the vehicles are not registered under a company name. Private leasing is also included. Company fleets encompass all vehicles registered to companies, excluding those intended for resale or rental. This category includes company and public administration fleets, commercial long-term rentals, commercial leases, taxis, driving schools, diplomats, etc. The size of the fleet and the extent to which the vehicles are used privately are not considered relevant. The short-term rentals type covers all registrations under large or small national and local rental companies. It also covers all vehicles flagged by authorities as being used for self-drive rental purposes. The car dealers and manufacturers type includes all vehicles registered by car dealers and manufacturers. For automakers, this includes vehicles used for press purposes as well as those for their employees. New registrations data by owner type is aggregated for the following 19 European countries: Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Iceland, Italy, Latvia, Lithuania, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland, and United Kingdom.

www.theicct.org

communications@theicct.org

@theicct.org

icct
THE INTERNATIONAL COUNCIL
ON CLEAN TRANSPORTATION

BEIJING | BERLIN | NEW DELHI | SAN FRANCISCO | SÃO PAULO | WASHINGTON DC