EUROPEAN MARKET MONITOR
CARS AND VANS: MAY 2025

PASSENGER CAR REGISTRATIONS

The average share of battery electric vehicles (BEVs) among total new registrations in Europe fell 1 percentage point to 16% in May 2025, down from 17% in April. While several manufacturer pools had decreases in BEV shares of 1 or 2 percentage points in May compared with the previous month, including the BMW, Kia, Renault, and Nissan pools, the Hyundai pool posted an 18% BEV share, a notable increase of 7 percentage points over its 2024 average. The BMW pool had the highest BEV share in May (23%), followed by Mercedes-Volvo-Polestar (22%), Kia (20%), and the Hyundai pool (18%). SAIC (13%), the Tesla-Stellantis-Toyota pool (13%), the Renault pool (9%), and Nissan (8%) were below the European average in May. Shares of plug-in hybrid electric vehicles (PHEVs) among new registrations in Europe held steady at 9% in May, led by the Mercedes-Volvo-Polestar pool with a 23% PHEV share. Nissan had the largest share of full hybrid electric vehicles (HEVs) (41%) in May and the BMW and Mercedes-Volvo-Polestar pools led in new registration shares of mild hybrid electric vehicles (MHEVs) at 38% each.

Figure 1

Share of battery electric in new passenger car registrations in Europe

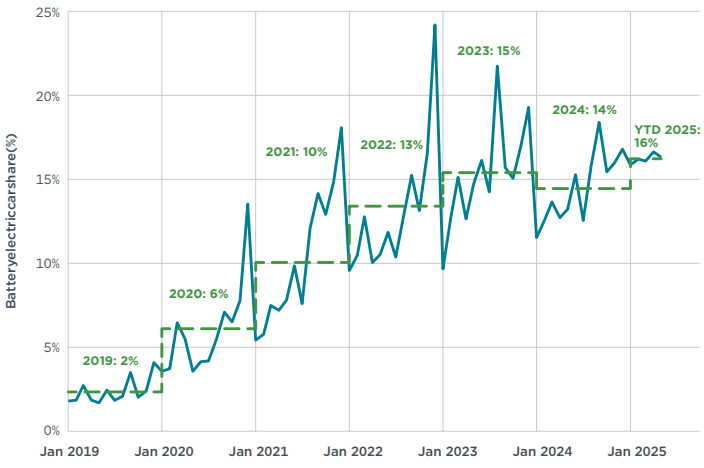
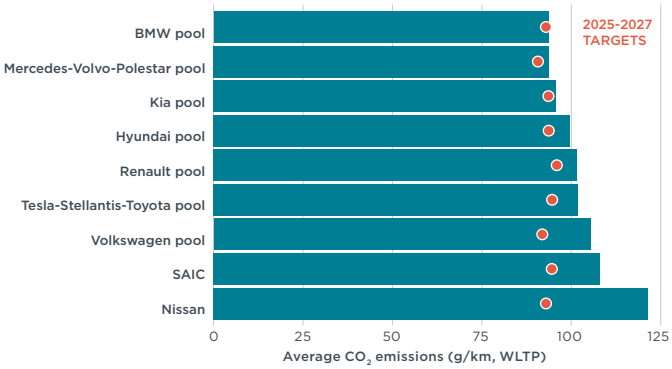


Figure 2

Average CO_2 emissions of manufacturer pools and individual manufacturers compared with estimated 2025–2027 targets, 2025 YTD



Note: Includes compliance credits. All CO_2 values are estimates according to the Worldwide harmonized Light vehicles Test Procedure (WLTP). Only manufacturer pools and individual manufacturers with at least 1% market share YTD are shown. See the section on definitions, data sources, methodology, and assumptions for more.

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Carbon dioxide (CO_2) emissions among manufacturer pools averaged 102 g CO_2/km in May 2025. Manufacturing pools thus remain 9 g CO_2/km from the average target of 93 g CO_2/km for the 2025–2027 period. With a combined market share of 59%, the Tesla-Stellantis-Toyota and Volkswagen pools reduced their target gap by 1 g CO_2/km compared with the previous month. The BMW pool is now the closest to its 2025–2027 target with a gap of 1 g CO_2/km, while Nissan (29 g CO_2/km above) remains 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 28 g CO_2/km below its projected brand-level average target for 2025–2027, and it was followed by Cupra (16 g CO_2/km below target). Mazda and Nissan currently have the largest target gaps at 28 and 29 CO_2/km, respectively. While Audi's target gap remains 25 CO_2/km, that is a 3 g CO_2/km reduction from the previous month.

Table 1

Share of battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger cars by manufacturer pool or large manufacturer not forming a pool

Manufacturer or manufacturer pool	May 2025				2025 YTD				2024			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
All other brands	23%	30%	1%	7%	24%	24%	2%	9%	21%	20%	2%	13%
BMW pool	23%	14%	0%	38%	24%	14%	0%	37%	22%	14%	0%	33%
Mercedes-Volvo-Polestar pool	22%	23%	0%	38%	23%	24%	0%	37%	26%	24%	0%	33%
Kia pool	20%	6%	16%	15%	21%	5%	15%	14%	12%	9%	16%	17%
Volkswagen pool	19%	10%	0%	14%	18%	9%	0%	15%	12%	6%	0%	14%
Hyundai pool	18%	6%	21%	14%	16%	6%	21%	13%	11%	4%	20%	18%
AVERAGE	16%	9%	12%	23%	16%	8%	13%	23%	15%	7%	12%	20%
SAIC	13%	10%	37%	0%	12%	7%	40%	0%	31%	3%	17%	0%
Tesla-Stellantis-Toyota pool	13%	5%	20%	33%	13%	5%	21%	33%	14%	4%	21%	23%
Renault pool	9%	1%	29%	8%	12%	1%	29%	8%	8%	0%	21%	8%
Nissan	8%	0%	41%	29%	8%	0%	36%	32%	9%	0%	39%	32%

Note: Only manufacturer pools and individual manufacturers with at least 1% market share YTD are shown.

Table 2

Fleet-average CO_2 emissions of new passenger cars and market share by manufacturer pool or large manufacturer not forming a pool

Manufacturer or manufacturer pool	Target gap	New car fleet-average CO_2 (in g/km)								Market share 2025 YTD
		May 2025	2025 YTD	Compliance credits	Adj. 2025 YTD	Reference target 2025–2027	Compliance credits	Target 2025–2027	Target gap	
		WLTP	WLTP	Eco-innovations	WLTP	WLTP	ZLEV factor	WLTP	WLTP	
BMW pool	1%	97	95	1	94	88	1.05	93	1	7%
Kia pool	2%	96	97	0.9	96	93	1.01	94	2	4%
Mercedes-Volvo-Polestar pool	3%	95	94	0.3	94	86	1.05	91	3	8%
Renault pool	6%	105	103	1.4	102	96	1	96	6	11%
Hyundai pool	6%	99	101	0.9	100	94	1	94	6	4%
Tesla-Stellantis-Toyota pool	8%	102	103	1.1	102	95	1	95	7	32%
AVERAGE	10%	102	103	1	102	93	1	93	9	
SAIC	14%	104	108	0	108	95	1	95	13	2%
Volkswagen pool	15%	103	106	1	105	92	1	92	13	27%
Nissan	31%	122	123	1.1	122	93	1	93	29	2%

Note: All CO_2 values are estimates according to the WLTP. Only manufacturer pools and individual manufacturers with at least 1% market share YTD are shown. 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 and brand

Manufacturer group/brand	New car fleet-average CO_2 (in g/km)								Market share 2025 YTD
	May 2025	2025 YTD	Compliance credits	Adj. 2025 YTD	Reference target 2025–2027*	Compliance credits	Target 2025–2027*	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	56	57	0.3	57	86	1.05	90	-33	3%
Volvo	62	63	0.3	62	86	1.05	90	-28	2%
Toyota Group	95	97	0.5	96	95	1	95	2	8%
Toyota	96	97	0.5	97	95	1	95	1	7%
BMW Group	97	95	1	94	88	1.05	93	1	7%
BMW	99	95	0.9	95	87	1.05	92	3	6%
Hyundai Group	98	99	0.9	98	93	1	93	4	8%
Kia	96	97	0.9	96	93	1.01	94	2	4%
Hyundai	99	100	0.9	100	94	1	94	6	4%
Volkswagen Group	103	106	1	105	92	1	92	14	27%
VW	102	104	0.9	103	92	1	93	11	11%
Škoda	99	106	1.1	105	93	1	93	12	6%
Audi	107	116	0.8	115	89	1.01	90	25	5%
Cupra	86	82	1	81	92	1.05	96	-16	2%
SEAT	122	123	1.7	122	96	1	96	26	2%
SAIC Motor	104	108	0	108	95	1	95	13	2%
MG	104	108	0	108	95	1	95	13	2%
Renault Group	105	103	1.4	102	96	1	96	6	11%
Renault	98	96	1.3	95	95	1	95	0	6%
Dacia	115	114	1.6	112	97	1	97	15	5%
Stellantis	109	109	1.4	108	96	1	96	12	16%
Peugeot	105	105	1.4	104	95	1	95	8	6%
Citroën	105	107	1.6	105	96	1	96	10	3%
Fiat	129	121	1	120	99	1	99	21	3%
Opel/Vauxhall	106	107	1.5	105	96	1	96	9	3%
Jeep	105	110	1.2	109	93	1	93	16	1%
Suzuki	112	113	1.8	111	98	1	98	13	1%
Suzuki	112	113	1.8	111	98	1	98	13	1%
Ford	114	117	1.6	116	92	1	92	24	4%
Ford	114	117	1.6	116	92	1	92	24	4%
Mercedes-Benz Group	114	112	0.3	112	86	1.05	91	21	5%
Mercedes-Benz	116	114	0.3	114	86	1.04	90	24	5%
Mazda	117	122	0.5	121	93	1	93	28	1%
Mazda	117	122	0.5	121	93	1	93	28	1%
Nissan	122	123	1.1	122	93	1	93	29	2%
Nissan	122	123	1.1	122	93	1	93	29	2%

Note: Brand shares may not add up to manufacturer group totals, because only brands with at least 1% market share YTD are displayed in the table. Manufacturers 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.

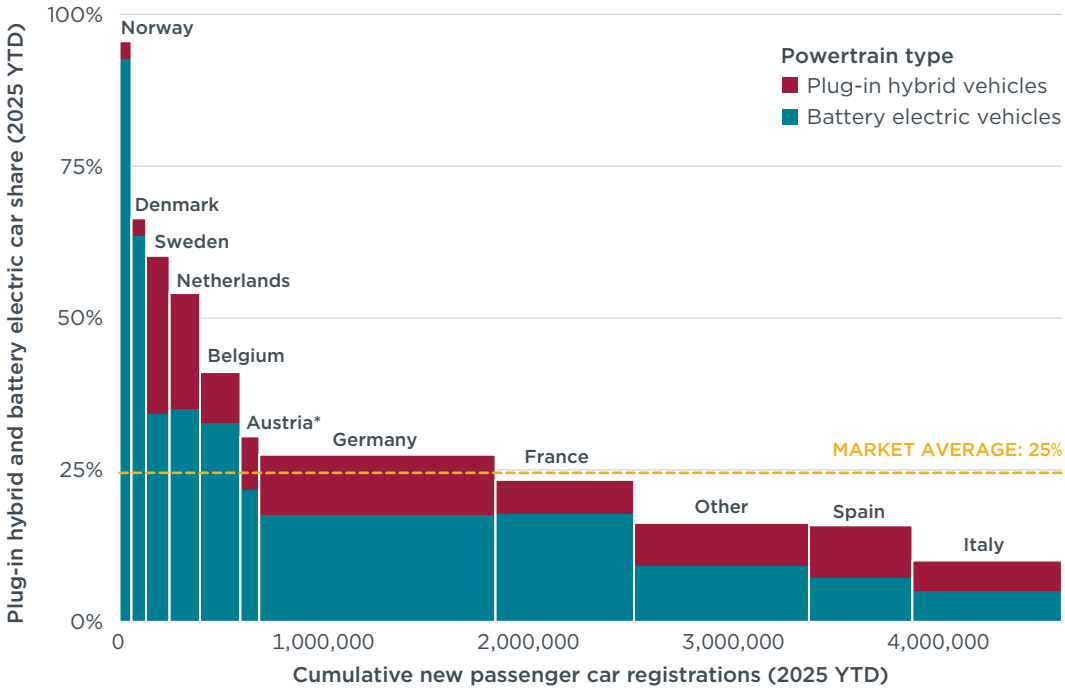
* The CO_2 targets in the table are hypothetical only, as official targets are set at the manufacturer or manufacturer-pool level, not at the brand level.

PASSENGER CAR REGISTRATIONS BY COUNTRY

Looking at the major European markets, total passenger car registrations in France and Belgium each fell 12% in May 2025 compared with May 2024, and Italy again was the second largest market, ahead of France. Meanwhile, new registrations increased 19% in Spain compared with the same month in the previous year. Combined BEV and PHEV market shares in Europe increased to 25% YTD in 2025. Focusing on the largest markets by combined new BEV and PHEV registrations, Norway (96%), Denmark (66%), Sweden (60%), and the Netherlands (54%) all had combined shares above 50%, and Belgium (41%), Austria (30%), and Germany (27%) also recorded combined BEV and PHEV market shares above the average for Europe. Among the largest markets by total new passenger car registrations, the highest increase in BEV registrations occurred in Poland and Spain, where registrations increased 119% and 101%, respectively, in May 2025 compared with May 2024, and registrations in France dropped 19% compared with May 2024. In Germany BEV registrations continue to rise, with over 43,000 BEVs registered in May, a market share of 18%. As Europe's largest market, this 45% increase over May 2024 is substantial. Registrations of PHEVs increased the most in Spain (+173%) and Poland (+109%) in May 2025 compared with May 2024 and HEV registrations increased the most in Spain (+27%). Shares of MHEVs were highest in Italy (30%) and Poland (27%) in May, and they are gaining popularity in Spain and France, where registrations increased 35% and 21%, respectively, in May 2025 compared with May 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: The figure highlights the 10 largest markets by new BEV and PHEV registrations YTD. The "Other" category includes all remaining EEA countries not individually highlighted, except for Bulgaria, Liechtenstein, and Malta.
*Data for Austria covers January to April 2025 only. The same applies to Iceland and Portugal, both categorized under "Other."

Table 4

New passenger car registrations by country

	May 2025	vs. May 2024	2025 YTD	vs. 2024 YTD
Germany	239,297	1%	1,146,596	-2%
Italy	140,067	-2%	725,594	-1%
France	123,921	-12%	672,713	-8%
Spain	115,330	19%	501,313	14%
Poland	46,688	7%	235,999	4%
Belgium	34,900	-12%	195,736	-10%
Netherlands	30,188	7%	148,613	-6%
Sweden	25,751	2%	113,786	6%
Czechia	19,519	-1%	100,431	4%
Austria	—	—	91,639	7%

Note: For Austria, May 2025 data is not available and YTD figures cover January to April 2025 only.

Table 5

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

	May 2025				vs. May 2024				2025 YTD				vs. 2024 YTD			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Germany	**43,053**	25,212	10,877	56,096	**45%**	79%	20%	16%	**201,515**	113,413	52,612	273,925	**43%**	53%	12%	12%
France	**19,415**	8,201	27,785	26,747	**-19%**	-20%	9%	21%	**119,481**	37,429	158,018	143,803	**-7%**	-37%	24%	58%
Belgium	**11,369**	3,253	3,623	7,719	**9%**	-42%	17%	15%	**64,260**	16,156	22,897	40,394	**27%**	-59%	18%	22%
Netherlands	**10,440**	6,746	4,153	3,951	**8%**	65%	9%	-8%	**52,003**	28,383	20,008	22,458	**7%**	27%	-9%	-7%
Sweden	**9,473**	6,784	2,172	3,472	**24%**	16%	-14%	0%	**38,979**	29,540	9,664	16,151	**18%**	15%	-7%	22%
Spain	**9,204**	13,210	17,700	27,269	**101%**	173%	27%	35%	**36,090**	43,321	86,666	120,564	**78%**	68%	32%	37%
Italy	**7,134**	8,985	18,090	42,265	**41%**	94%	11%	5%	**36,800**	36,110	91,609	227,749	**72%**	52%	15%	12%
Poland	**2,823**	2,401	9,698	12,732	**119%**	109%	0%	17%	**10,475**	10,962	53,633	66,324	**56%**	79%	7%	24%
Czechia	**1,210**	948	1,816	2,791	**62%**	80%	12%	9%	**5,552**	3,961	8,145	14,165	**110%**	65%	5%	22%
Austria	**—**	—	—	—	**—**	—	—	—	**19,867**	8,071	6,471	18,841	**42%**	43%	21%	33%

Note: For Austria, May 2025 data is not available and YTD figures cover January to April 2025 only.

Table 6

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

	May 2025				2025 YTD				2024			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Sweden	**37%**	26%	8%	13%	**34%**	26%	8%	14%	**35%**	23%	9%	12%
Netherlands	**35%**	22%	14%	13%	**35%**	19%	13%	15%	**35%**	14%	14%	14%
Belgium	**33%**	9%	10%	22%	**33%**	8%	12%	21%	**28%**	15%	9%	16%
Germany	**18%**	11%	5%	23%	**18%**	10%	5%	24%	**14%**	7%	5%	22%
France	**16%**	7%	22%	22%	**18%**	6%	23%	21%	**17%**	9%	19%	15%
AVERAGE	**15%**	**10%**	**12%**	**24%**	**15%**	**8%**	**13%**	**24%**	**13%**	**7%**	**12%**	**20%**
Spain	**8%**	11%	15%	24%	**7%**	9%	17%	24%	**6%**	6%	16%	21%
Czechia	**6%**	5%	9%	14%	**6%**	4%	8%	14%	**5%**	3%	8%	12%
Poland	**6%**	5%	21%	27%	**4%**	5%	23%	28%	**3%**	3%	22%	24%
Italy	**5%**	6%	13%	30%	**5%**	5%	13%	31%	**4%**	3%	12%	28%
Austria	**—**	—	—	—	**22%**	9%	7%	21%	**17%**	7%	7%	18%

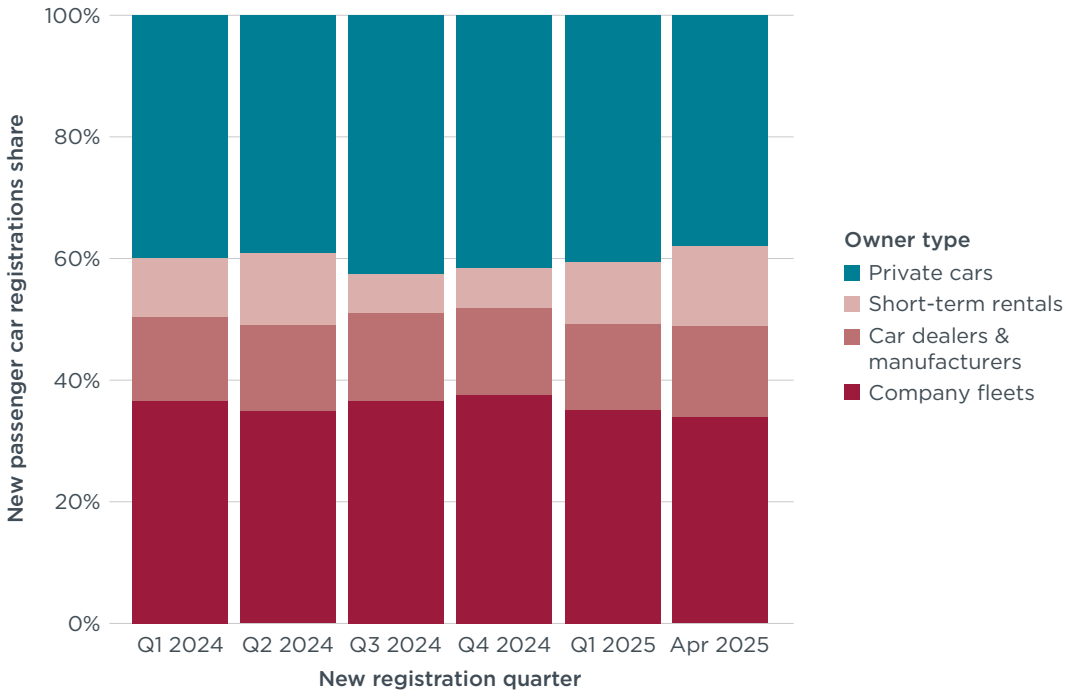
Note: For Austria, May 2025 data is not available and, YTD figures cover January to April 2025 only.

PASSENGER CAR REGISTRATIONS BY OWNER

Commercial fleets, comprised of company fleets (34%), car dealers and manufacturers (15%), and short-term rentals (13%), made up 62% of the new registrations in April 2025, and private cars were 38% of the market. Short-term rental registrations fluctuate more than other owner types: They ranged from nearly 12% of sales in Q2 2024 to only 6% in Q3 2024. In April 2025, the split of new registrations by owner type largely mirrored that of Q2 2024.

Figure 4

New passenger car registrations by owner for 19 selected European countries



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SPOTLIGHT: EV UPTAKE IN SELECTED GLOBAL MARKETS

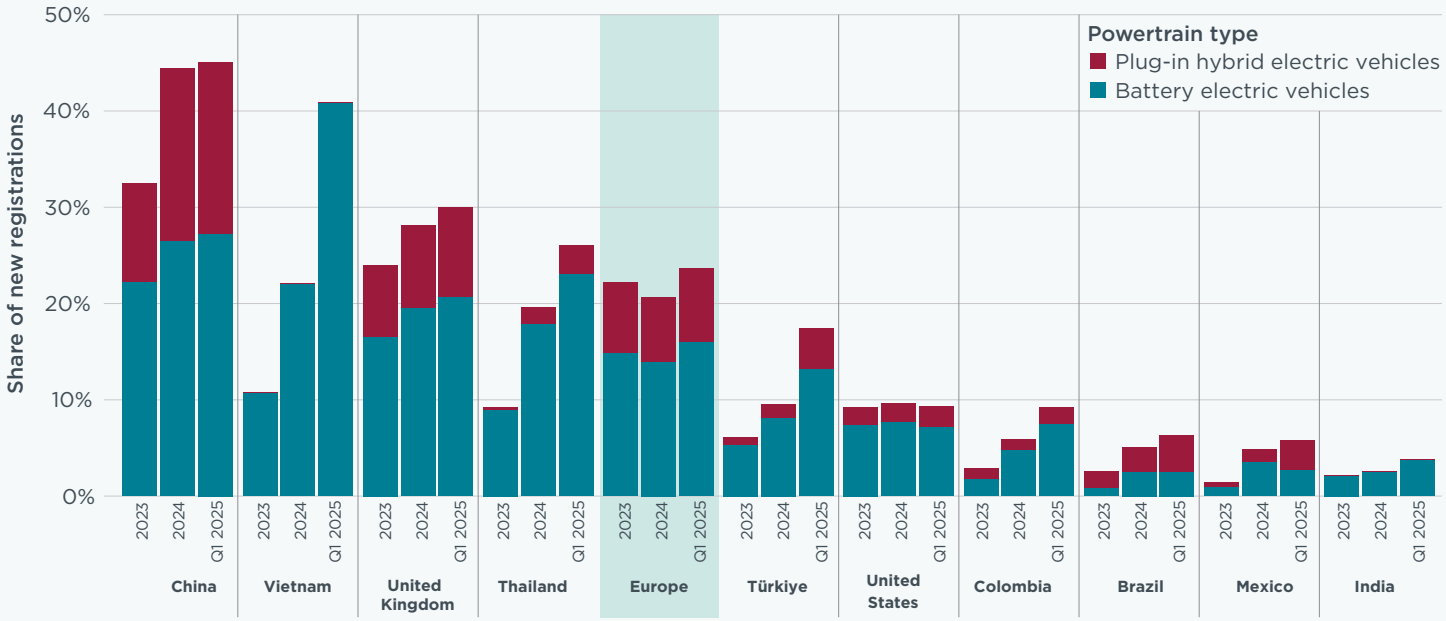
Looking beyond Europe, BEV sales have seen strong growth in several emerging markets since 2023. In Southeast Asia, Thailand and Vietnam stood out in 2024; each doubled their BEV market share compared with 2023 and they reached 18% and 22% shares, respectively. In Q1 2025, the trend in Vietnam continued, with BEV sales (which are nearly all EV sales in the country) accounting for approximately 41% of new car registrations, nearly twice the 2024 average. This growth has been driven by strong domestic production, led by local manufacturer VinFast, and supportive government policies such as registration fee exemptions for EVs. Thailand is both a rapidly growing market for EVs and a major production hub—it is home to 43% of motor vehicle production in the ASEAN region. Thailand has set ambitious goals and provided tax incentives and subsidies to stimulate EV growth, including a goal for zero-emission vehicles to account for 30% of all vehicle production by 2030. Sales of BEVs in Thailand further rose in 2025 and comprised 23% of the market in Q1. PHEV sales further make up a small but rapidly expanding share of the market in Thailand and nearly tripled in Q1 2025 compared with the 2024 average.

In Latin America, Colombia and Mexico also experienced notable growth in 2024. Market shares for BEVs were 5% and 4%, respectively, and the absolute number of BEV sales roughly tripled year-over-year. This is attributable to government incentives and targets and expanded charging infrastructure. In Q1 2025, Colombia's BEV market share rose to 8%, while in Mexico, a shift to PHEVs was observed, with a 1-percentage-point decline in BEV share accompanied by a 2-percentage-point increase in PHEV share.

In Türkiye, BEVs were 8% of new registrations in 2024, an increase of 3 percentage points compared with the previous year. This trend is expected to continue in 2025, and shares already surpassed 13% in Q1 2025. In contrast, the share of BEVs in Europe declined by 1 percentage point in 2024 compared with 2023, falling to 14%. However, it rebounded in Q1 2025 and rose to 16%.

Figure 5

Share of plug-in hybrid and battery electric passenger cars by country in selected global markets in 2023, 2024, and Q1 2025 (total new registrations)



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Note: Markets are sorted in descending order of combined BEV and PHEV market share in Q1 2025. Vehicle categories covered vary by market. For China, Europe, India, Türkiye, and the United Kingdom, data includes passenger cars only. For Vietnam, data includes passenger cars, pickup passenger cars, and vans. For Thailand, data includes passenger cars, pickup passenger cars, and pickup trucks. For the United States and Mexico, data includes passenger cars and light trucks. Data for Colombia and Brazil is for passenger cars and light commercial vehicles. For vehicle category definitions, see Ilma Fadhil and Chang Sen, *Global Electric Vehicle Market Monitor for Light-Duty Vehicles in Key Markets, 2024* (International Council on Clean Transportation, 2025), https://theicct.org/publication/global-ev-market-monitor-for-ldv-in-key-markets-2024-jun25/. Data sources: ABVE (Brazil), Gasgoo (China), ANDEMOS (Colombia), Dataforce (Europe, United Kingdom), Segment Y (India), EV Volumes (Mexico, United States), JATO (Mexico), Thailand Automotive Industry Association (Thailand), Hyundai Thanh Cong (Vietnam), Vietnamese Automobile Manufacturer's Association (Vietnam), VinFast (Vietnam), and Automotive Distributors' and Mobility Association (Türkiye).

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 listed in the European Commission's "M1 pooling list," version of 15 March 2025, is used. The 2024 closed pools from this list have been carried over into 2025, even in the absence of a 2025 formal declaration, as they typically remain stable due to ongoing commercial affiliations (e.g., the BMW, Hyundai, and Kia pools). In contrast, only open pools that have been confirmed for 2025 are included, as their composition tends to change more frequently than closed pools. Additionally, it is assumed that the Renault Group forms a closed passenger car pool in 2025 with its affiliated manufacturers. The main brands are: BMW pool (BMW, Mini), Hyundai pool (Hyundai), Kia pool (Kia), Mercedes-Volvo-Polestar pool (Mercedes-Benz, Polestar, Smart, Volvo), Renault pool (Dacia, Renault), Tesla-Stellantis-Toyota pool (Citroën, Fiat, Ford, Jeep, Mazda, Opel, Peugeot, Suzuki, Tesla, Toyota), Volkswagen (Audi, Cupra, Porsche, SEAT, Škoda, VW). Nissan and SAIC are large passenger car manufacturers not part of a pool.

» **Abbreviations: CO_2** = carbon dioxide emissions; **g/km** = grams per kilometer; **YTD** = year-to-date; **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 and Malta. 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). Historical values are regularly updated to reflect all latest data available.

» **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% (cars) or 17% (vans), 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 or 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 EEA 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/.

» **2025–2027 averaging**: Rather than being required to meet the CO_2 target applying from 2025 onwards in each individual year, manufacturers are granted the flexibility to comply based on their average CO_2 emissions over the 3-year period 2025–2027. This means that manufacturers may exceed their CO_2 targets in one or more years, provided that any excess emissions are balanced out by equivalent over-compliance in other years within the averaging period. For more details on the provision, see ICCT, *Public Comments on the European Commission Proposal to Introduce a 3-year "Averaging" Provision for the CO_2 Standards Regulation for New Cars and Vans* (International Council on Clean Transportation, 2025), https://theicct.org/wp-content/uploads/2025/03/PublicComments-Averaging-final-27March.pdf.

» **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

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