EUROPEAN VEHICLE MARKET STATISTICS

Pocketbook 2025/26

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

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1 INTRODUCTION

This 2025/26 edition of the *European Vehicle Market Statistics* Pocketbook offers a statistical portrait of the passenger car, light commercial, and heavy-duty vehicle fleets in the EU from 2001 to 2024. It is focused on new vehicle registrations, technologies, fuel consumption, and emissions.

This Pocketbook begins with an overview of the data in subsequent chapters and a summary of the latest regulatory developments in the EU. More comprehensive tables are included in the Annex, along with information on sources.

Number of vehicles

At around 10.6 million vehicles, total new car registrations remained stable across EU Member States in 2024 compared with the previous year. After expanding rapidly nearly every year since 2001, registrations in the sport utility vehicle (SUV)/off-road vehicle segment stayed constant in 2024. The segment remains the market leader, making up 48% of new registrations in 2024, followed by the lower medium segment (19%).

New registrations of heavy-duty vehicles (i.e., trucks and buses above 3.5 tons), declined by about 5% compared to the previous year, to 363,500 vehicles. Among heavy-duty trucks, 4x2 and 6x2 rigid trucks are being electrified at a greater rate than tractor-trailers and other vehicle types: together, they comprised a 19% share of the conventional vehicle market in Q2 2025 but 50% of new zero-emission vehicles in the same period (**Fig. 1-1**). Electrification of these vehicles is typically easier than it is among long-haul tractor-trailers, because they generally require smaller batteries as they are commonly used for urban and regional deliveries characterized by shorter daily mileage and frequent stops that can facilitate recuperation of energy as well as charging.

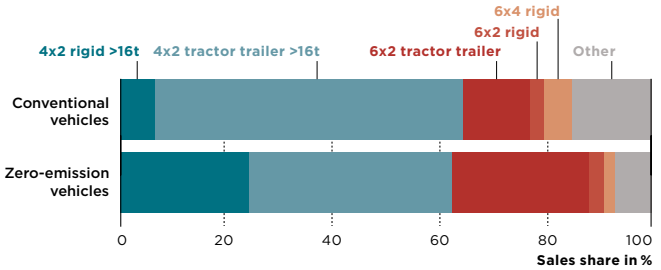


Fig. 1-1

Sales of new heavy-duty trucks by type, Q2 2025

Fuel consumption & emissions

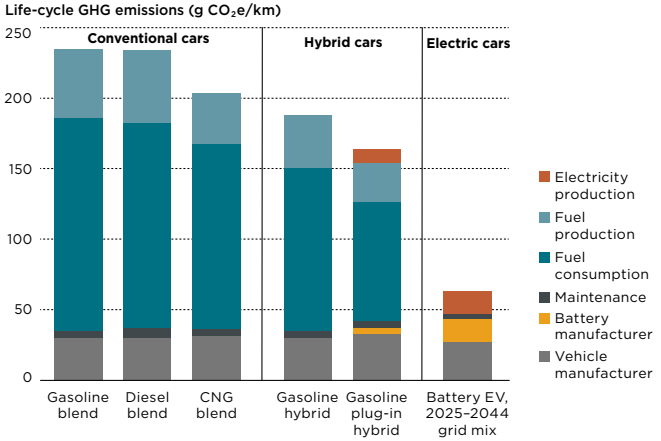
The fleet-average carbon dioxide (CO_2) emission level of new passenger cars registered in the EU-27, as measured in the laboratory via the Worldwide harmonized Light vehicles Test Procedure (WLTP), was 108 g/km in 2024. All manufacturing groups complied with their respective 2024 CO_2 targets.

In May 2025, the EU adopted a change to the existing CO_2 standards, which mandate a 15% fleet-average emissions reduction for passenger cars and vans by 2025, a 55% reduction for cars and 50% reduction for vans by 2030, and a 100% emissions reduction for both cars and vans by 2035, all relative to a 2021 baseline. The change allows manufacturers the flexibility to average emissions over the 3-year period from 2025 to 2027 rather than being required to meet the CO_2 reduction target applying from 2025 onwards in each individual year (Regulation (EU) 2025/1214, 2025).

Manufacturers have increasingly made use of battery-electric vehicles (BEVs) to reduce the average CO_2 emission levels of their new vehicles. BEVs not only show lower tailpipe emission levels but also have significantly lower emissions than other powertrains over their entire life-cycle (Bernard et al., 2025). While hybrid (HEVs) and plug-in hybrid (PHEVs) passenger cars have 20% and 30% lower emissions, respectively, than conventional gasoline vehicles, BEV life-cycle emissions are 73% lower (**Fig. 1-2**).

Fig. 1-2

Estimated life-cycle greenhouse gas emissions of passenger cars by powertrain (Source: Bernard et al., 2025)



For new registrations of heavy-duty vehicles, relative to the 2019 baseline, the CO_2 standards set a 15% emissions reduction target by 2025 (translating to a 2.5% reduction per year); a 45% reduction by 2030; a 65% reduction by 2035; and a 90% reduction by 2040 (Regulation (EU) 2019/1242, 2019). The latest revision, in 2024, further expanded the scope of vehicles regulated by the CO_2 standards, which now cover 87% of the heavy-duty vehicles sold in 2024.

Technologies & technical parameters

Although the large majority of newly registered passenger cars in the EU-27 continue to be powered by gasoline or diesel engines, in 2024, BEVs accounted for nearly 14% of all new passenger car registrations while PHEVs accounted for about 7%.

In 2024, BEVs made up the majority (51%) of new passenger car registrations in Denmark, followed by Sweden (36%, down from 39% in 2023) and the Netherlands (35%, up from 31% in 2023). For PHEVs, market shares in 2024 were highest in Sweden (24%), Finland (21%), Belgium (15%), and the Netherlands and Portugal (both 14%).

Among brands, Volvo continued to have the highest share of PHEVs among its new registrations in 2024 (at 32%), followed by Mercedes-Benz (23%) and BMW (17%). Meanwhile, Tesla, which only sells battery electric vehicles, maintained a leading 100% BEV share of its new registrations in 2024, followed by Volvo (38%) and BMW (21%).

The average mass in running order of newly registered passenger cars in the EU continued increasing in 2024 to 1,554 kg, 22% above the 2001 level. The average engine power in the EU was 115 kW in 2024, which is about 56% more than in 2001.

As the number of newly registered BEVs has increased steadily in the past five years, charging infrastructure in Europe has expanded at an even greater rate. By mid-2025 there were nearly eight 22 kW-equivalent publicly accessible charging points installed per thousand passenger cars and vans on the road, compared with just one in early 2021. Alternating current (AC) chargers continue to make up the majority of charging points in the EU (**Fig. 1-3**).

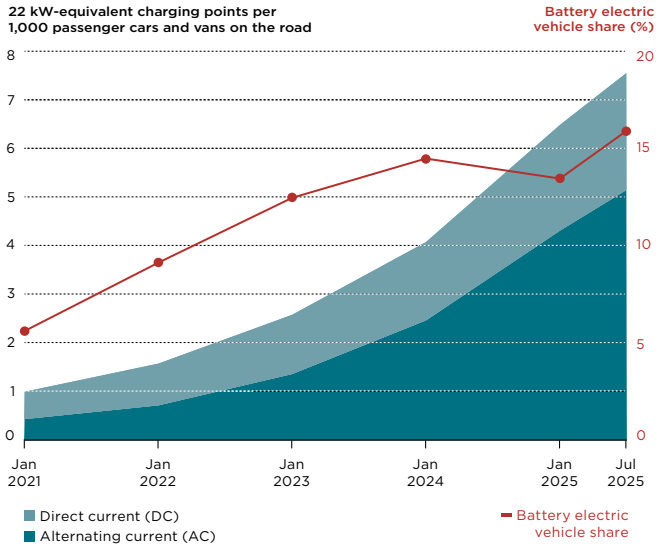


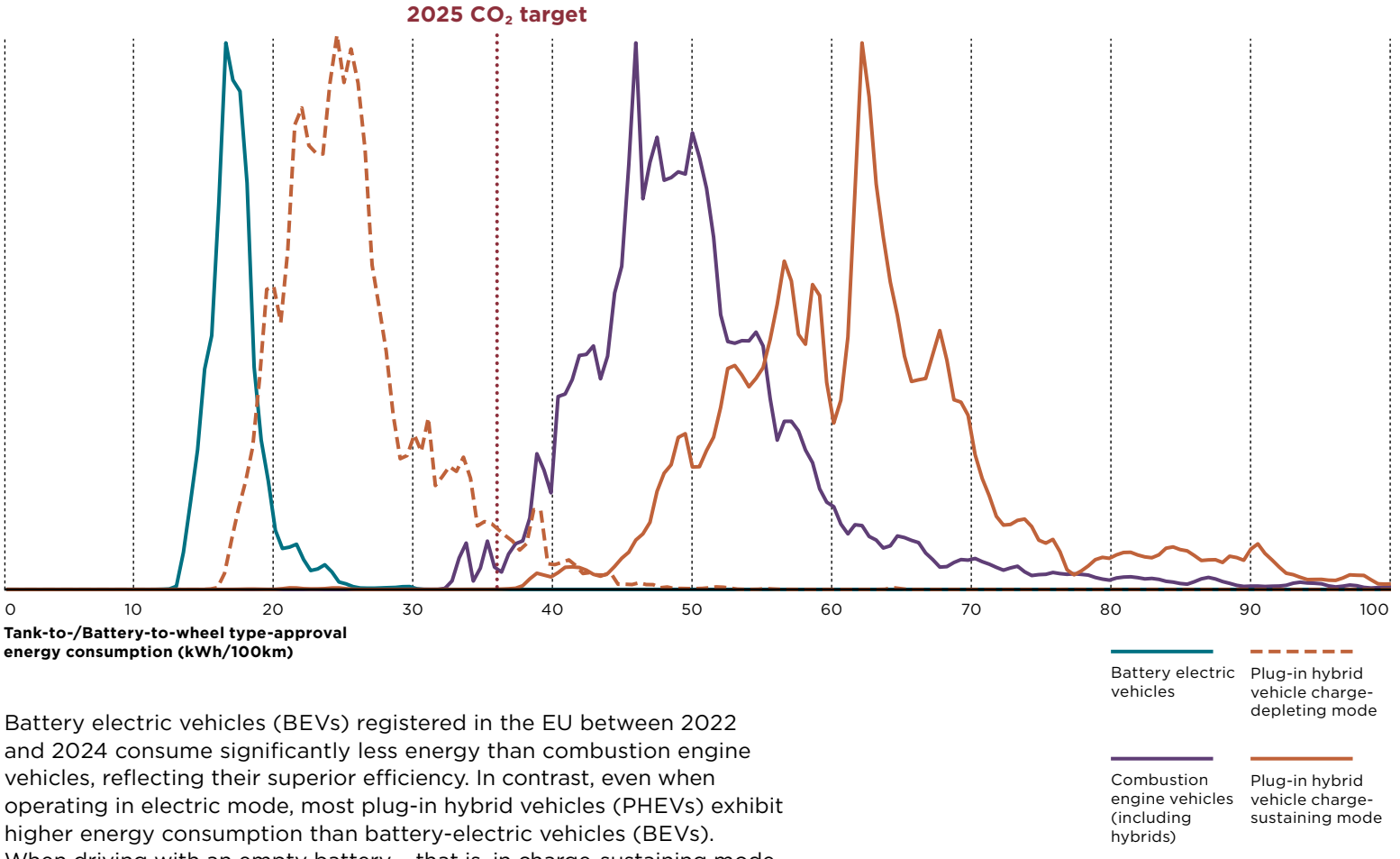
Fig. 1-3

Development of 22 kW-equivalent publicly accessible charging points installed per thousand passenger cars and vans on the road, by power output type, and battery electric vehicle share of new car and van registrations in EU and EFTA countries, 2020 to 2025.

Notes: The dates shown on the x-axis represent the snapshot date of the charging infrastructure data, while battery electric vehicle shares correspond to the average over the preceding calendar year (e.g., the number of chargers installed as of January 1, 2021 is shown alongside the battery electric vehicle share for 2020); no BEV share data are available for Bulgaria, Malta, or Switzerland.

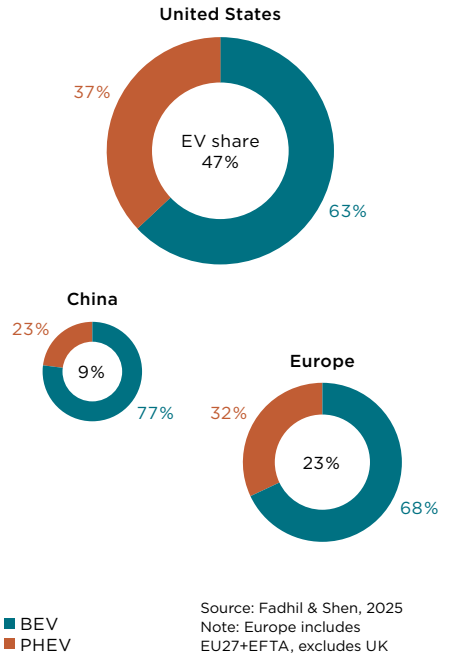
2 SPOTLIGHT

Energy consumption of battery electric, plug-in hybrid and combustion engine passenger vehicles in kWh/100km, derived from type-approval values



Battery electric vehicles (BEVs) registered in the EU between 2022 and 2024 consume significantly less energy than combustion engine vehicles, reflecting their superior efficiency. In contrast, even when operating in electric mode, most plug-in hybrid vehicles (PHEVs) exhibit higher energy consumption than battery-electric vehicles (BEVs). When driving with an empty battery – that is, in charge-sustaining mode – PHEVs operate similarly to conventional hybrid electric vehicles (HEVs). However, in this mode, their energy consumption (expressed in equivalent fuel consumption) is, for most vehicles registered between 2022 and 2024, substantially higher than that of other combustion engine vehicles.

Shares of light-duty battery electric and plug-in hybrid vehicles sold in Europe, China and the United States during the first half of 2025



Source: Fadhil & Shen, 2025
Note: Europe includes EU27+EFTA, excludes UK

Globally, BEVs made up the majority of EV sales in China, Europe, and the United States in the first half of 2025, accounting for 63%, 68%, and 77% of combined BEV and PHEV shares in these markets, respectively. After several years of growth, the PHEV share of EV sales in China declined in the first half of 2025 to 37%, down from 40% in 2024.

3 NUMBER OF VEHICLES

With just over 10.6 million registrations, the number of newly registered passenger cars in the EU remained stable in 2024, after a rebound in 2022 and 2023. Spain (8% growth compared with 2023) and Austria (6%) showed the greatest upward trends compared to 2023, while the largest drops occurred in Sweden (−9%) and Belgium (−6%; **Fig. 3-1**). Germany remains the largest vehicle market in the EU, with a 26% share of the total market in 2024 (**Fig. 3-2**).

SUV/off-road vehicle registrations leveled off in 2024 compared with the previous year. That made 2024 only the second year that SUV registrations did not increase since 2001 (the first was in 2020, amid the outbreak of COVID-19). Nevertheless, the SUV/off-road vehicle segment remained the market leader in 2024 with a 48% market share, followed by the lower medium segment (19%) and small segment (16%; **Fig. 3-3, Fig. 3-4**).

The Toyota Yaris continued to be the most popular car model in the EU, making up about 3.1% of all new vehicle registrations. The Tesla Model Y also made the top 10 list, making up nearly 1.5% of total new registrations (**Fig. 3-9**). Among the largest manufacturers, only BMW and VW saw increases in total new registrations compared with 2023 (up 5% and 1%, respectively), while Ford (−14%) and Audi (−10%) saw the largest decreases (**Fig. 3-5, Fig. 3-6**).

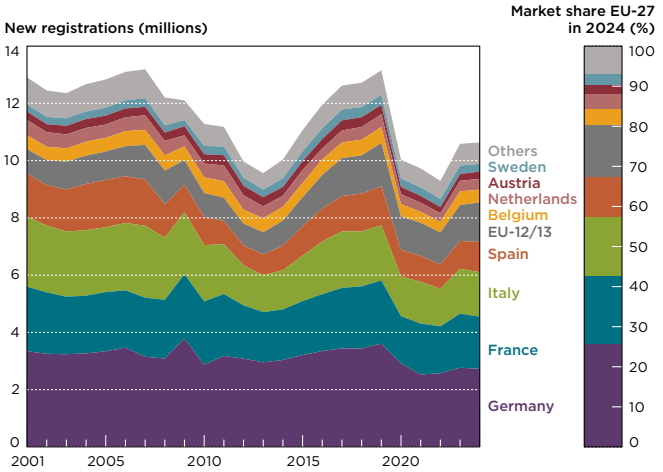


Fig. 3-1

Passenger cars: New registrations by country

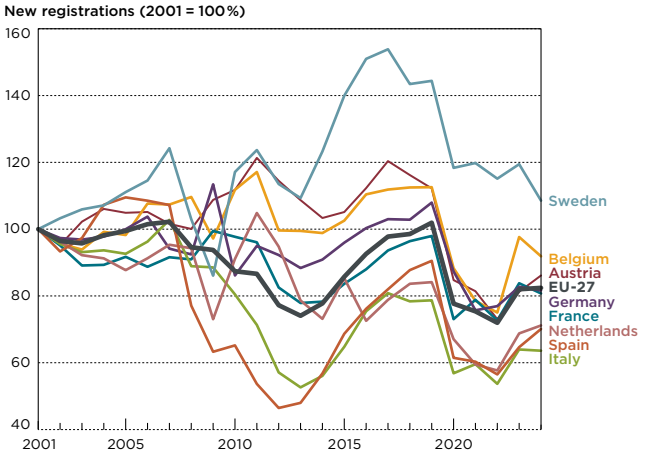


Fig. 3-2

Passenger cars: New registrations by country

Fig. 3-3

Passenger cars:
New registrations
by vehicle segment

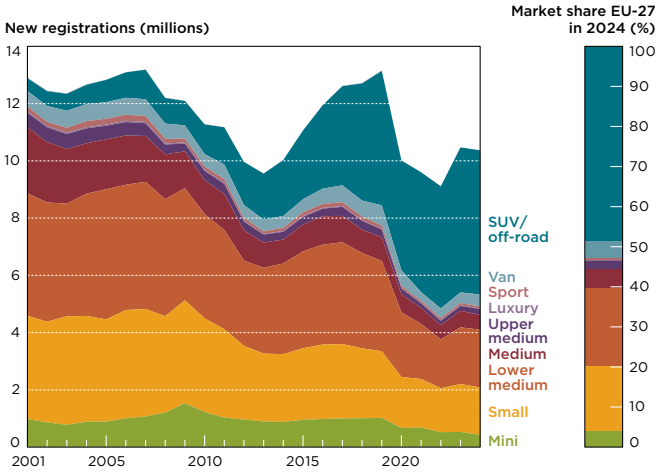


Fig. 3-4

Passenger cars:
New registrations
by vehicle segment

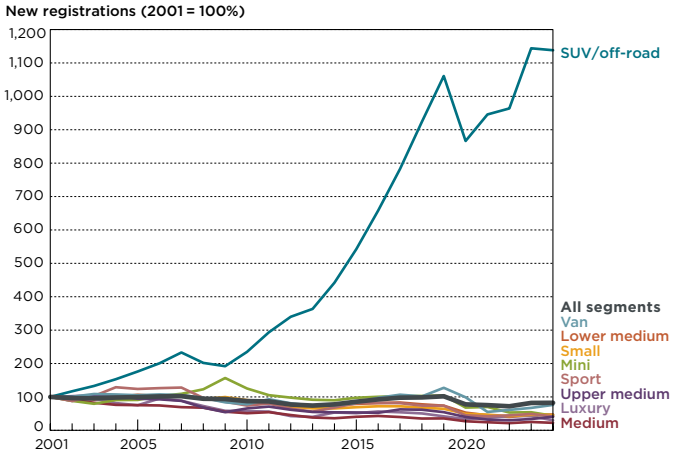
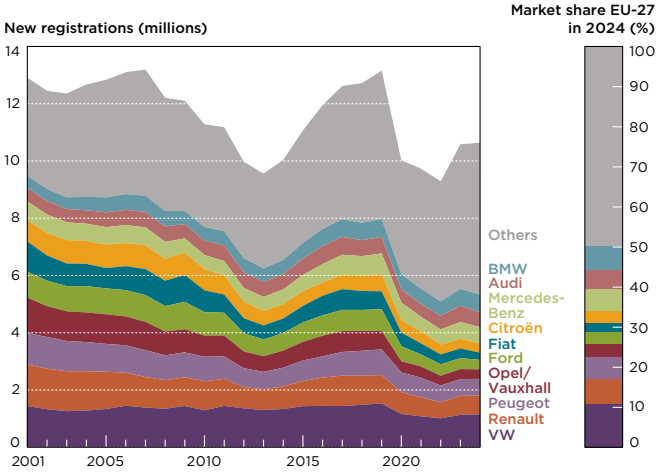


Fig. 3-5

Passenger cars:
New registrations
by brand



While in reality many brands are part of a larger group (for example VW, Audi, Škoda, Seat and others are part of the Volkswagen Group), for this report, each of the brands are shown individually. The reason for this is that brand affiliations have changed in the past (as for example in the case of Daimler and Chrysler) and may change in the future.

Fig. 3-6

Passenger cars:
New registrations
by brand

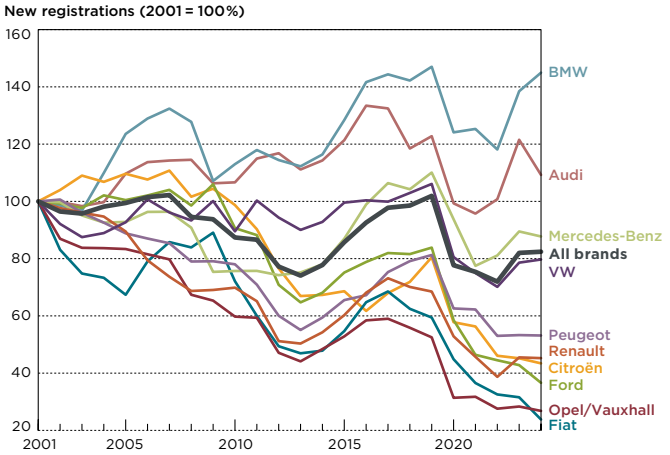


Fig. 3-7

Light commercial vehicles:
New registrations by country

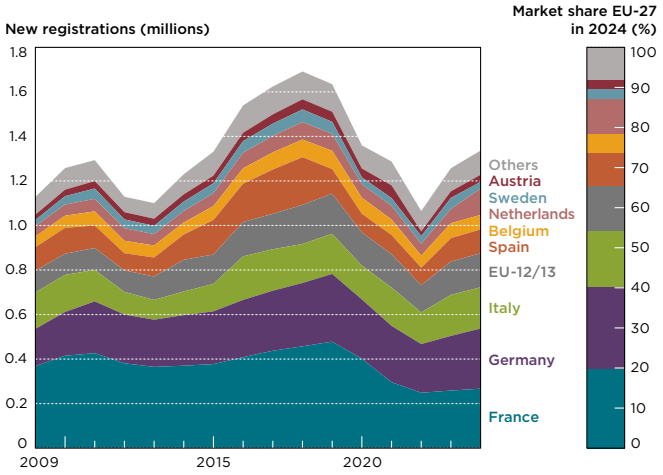
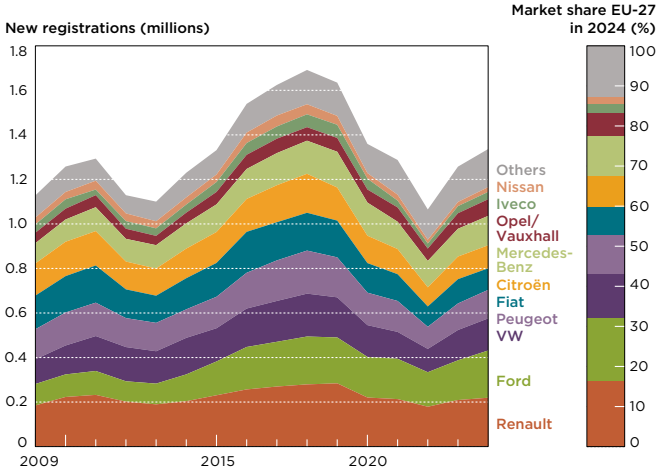
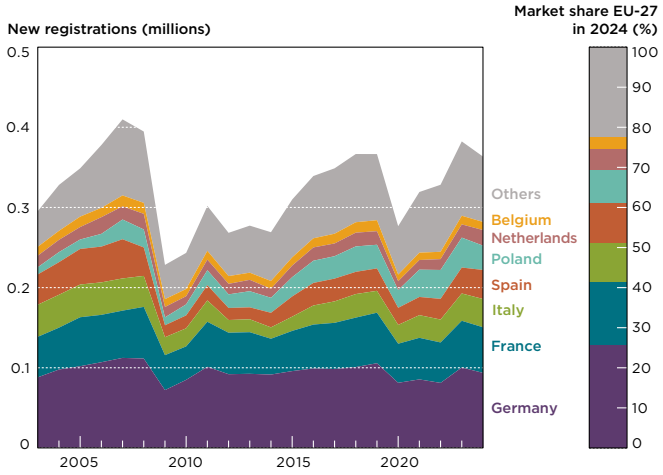


Fig. 3-8

Light commercial vehicles:
New registrations by brand

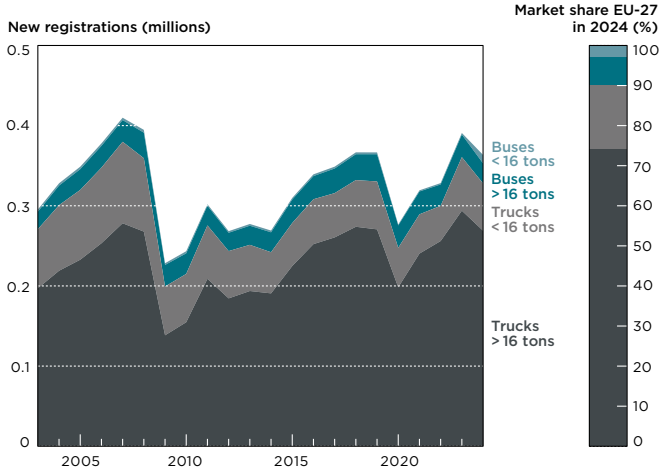




Data source: ACEA; data until 2007 is for EU-25 only

Fig. 3-9

Trucks and buses over 3.5 tons:
New registrations by country



Data source: ACEA; data until 2007 is for EU-25 only, distribution of buses below and above 16 tonnes for 2018 is estimated

Fig. 3-10

Trucks and buses over 3.5 tons:
New registrations by vehicle type

Fig. 3-11

Top-selling passenger car models in EU-27, 2024

Model / New registrations numbers and market share, EU-27

Toyota Yaris
323,528/3.1%

Dacia Sandero
259,389/2.5%

Renault Clio
213,656/2.1%

Peugeot 208
189,118/1.8%

VW Golf
181,705/1.8%

VW T-Roc
176,164/1.7%

Dacia Duster
168,887/1.6%

Škoda Octavia
165,351/1.6%

VW Tiguan
158,012/1.5%

Tesla Model Y
153,156/1.5%

Top-selling models 19.2%

all other models 80.8%

Variants of the same model have been grouped together

Fig. 3-12

Top-selling light commercial vehicle models in EU-27, 2024

Model / New registrations numbers and market share, EU-27

Ford Transit
168,583/13.1%

Renault Trafic
70,365/5.5%

Mercedes-Benz Sprinter
67,934/5.3%

Renault Master
66,188/5.2%

Peugeot Partner
53,416/4.2%

Citroën Berlingo
47,140/3.7%

Mercedes-Benz Vito
45,615/3.6%

Fiat Ducato
45,510/3.5%

Renault Kangoo
43,477/3.4%

VW Crafter
42,530/3.3%

Top-selling models 50.7%

all other models 49.3%

4 FUEL CONSUMPTION & EMISSIONS

Newly registered cars in the EU had fleet-average CO_2 emissions of just under 108 g/km in 2024, the same as in 2023 (**Fig. 4-1**). Emission levels varied widely among Member States, with Italy at a fleet-wide average of nearly 120 g/km and Sweden at 62 g/km (**Fig. 4-3**). Average CO_2 emissions in Germany rose again for the second year in a row, reaching 117 g/km, up from 106 g/km in 2022.

In 2024, the sales-weighted CO_2 target of all manufacturers was 119 g/km, with individual targets dependent on the average vehicle weight of a manufacturer's fleet. Tesla (0 g/km) had the lowest fleet-average CO_2 emissions level of any brand sold in the EU in 2024. On the other end of the spectrum, Audi (123 g/km) had the highest level among larger manufacturers (**Fig. 4-4**).

While the average CO_2 emissions for new cars in the EU, as assessed by the official test procedure, have decreased by about 47% since 2001, vehicle weight has increased by 22% and engine power has increased by 56% (**Fig. 4-6**).

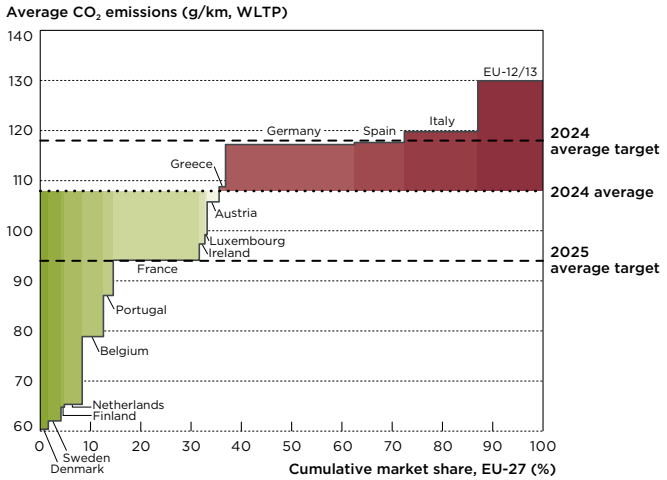


Fig. 4-1

Passenger cars: CO_2 emissions and market share by country, 2024

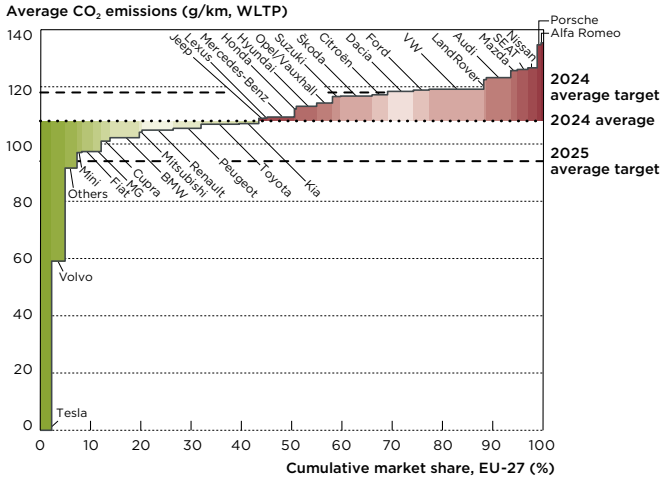


Fig. 4-2

Passenger cars: CO_2 emissions and market share by brand, 2024

Fig. 4-3

Passenger cars: CO_2 emissions by country

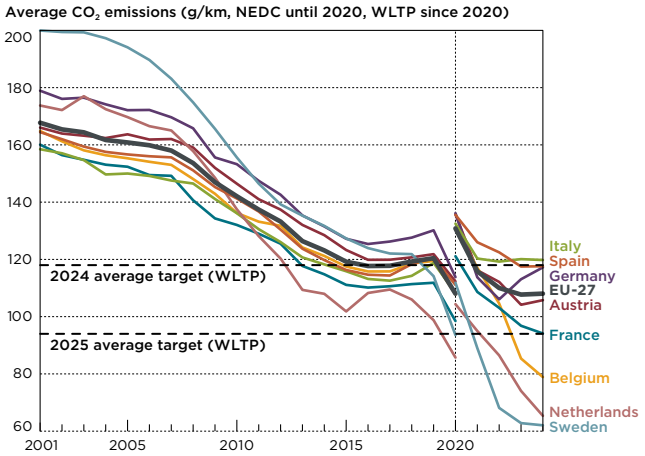
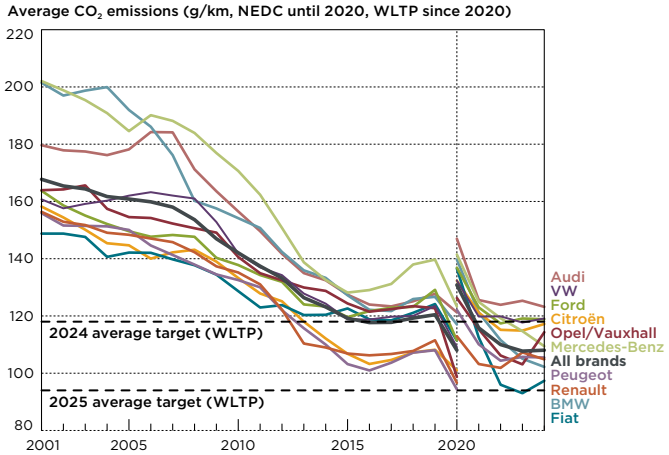


Fig. 4-4

Passenger cars: CO_2 emissions by brand



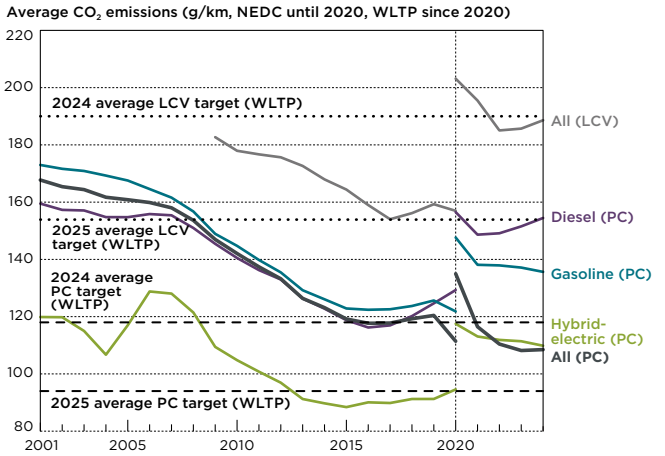


Fig. 4-5

Passenger cars and light commercial vehicles: CO_2 emissions by engine technology

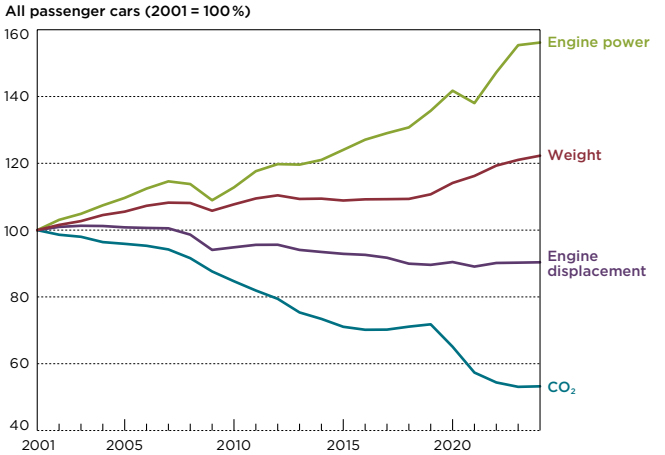


Fig. 4-6

Passenger cars: CO_2 emissions and technical parameters

Fig. 4-7

Light commercial vehicles: CO_2 emissions by country

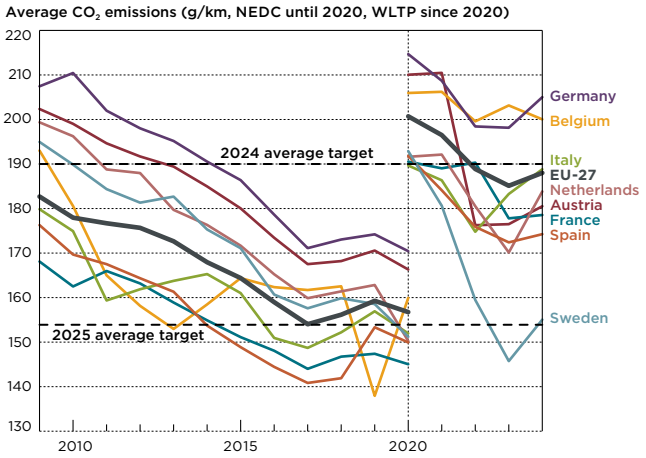


Fig. 4-8

Light commercial vehicles: CO_2 emissions by brand

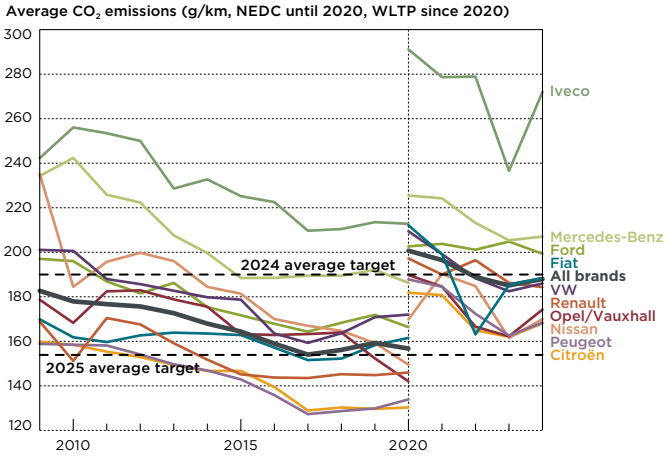


Fig. 4-9

Passenger cars: CO_2 emissions versus vehicle mass

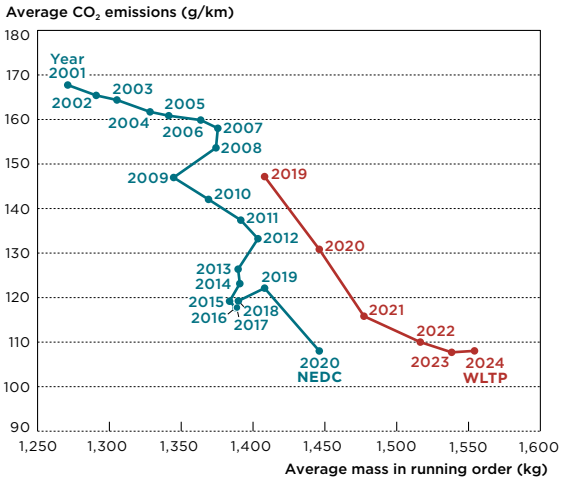
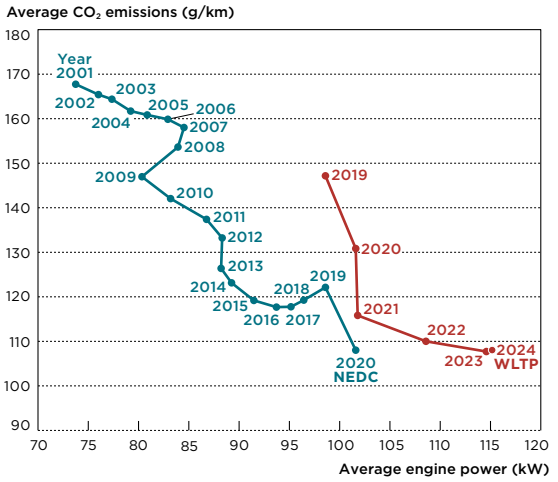


Fig. 4-10

Passenger cars: CO_2 emissions versus engine power



5 TECHNOLOGIES & TECHNICAL PARAMETERS

The decline of diesel technology in the EU continued in 2024, when the share of diesel vehicles among new registrations fell to 16%, down from 44% in 2017. (**Fig. 5-1**). This trend has been consistent for all brands except VW, whose diesel share increased by 1 percentage point in 2024 compared with 2023 (**Fig. 5-5**). Meanwhile, Hybrid vehicles (HEVs) continued a steady ascent in all countries except for Sweden in 2024, climbing to nearly 12% of new vehicles registered in the EU-27. New registrations of HEVs were particularly strong in France and Ireland, where they reached a 19% share in 2024 (**Fig. 5-2**). This market continues to be dominated by Toyota, which accounted for nearly 76% of the newly registered HEVs in the EU-27 in 2024 (**Fig. 5-6**).

In 2024, battery-electric (BEVs) and plug-in hybrid vehicles (PHEVs) made up nearly 14% and 7% of all new car registrations in the EU, respectively, both down 1 percentage point from 2023 (**Fig. 5-3, Fig. 5-4**). Uptake of PHEVs varied by country, with particularly high shares of new registrations in Sweden, Belgium, the Netherlands, and Portugal, although the PHEV share in Belgium dropped 6 percentage points in 2024 amid a decrease in tax benefits for PHEV company cars. The Volvo brand continued to have the highest share of PHEVs among its newly registered vehicles in 2024, at 33% (**Fig. 5-3, Fig. 5-7**). The BEV share of new registrations continued to climb in Denmark (51%), the Netherlands (35%), and Belgium (29%) and remained high in Sweden (36%) despite a small drop compared with 2023. Among the largest manufacturers, the BMW brand had the highest share of BEVs in 2024, at 20% of its new registrations (**Fig. 5-4, Fig. 5-8**).

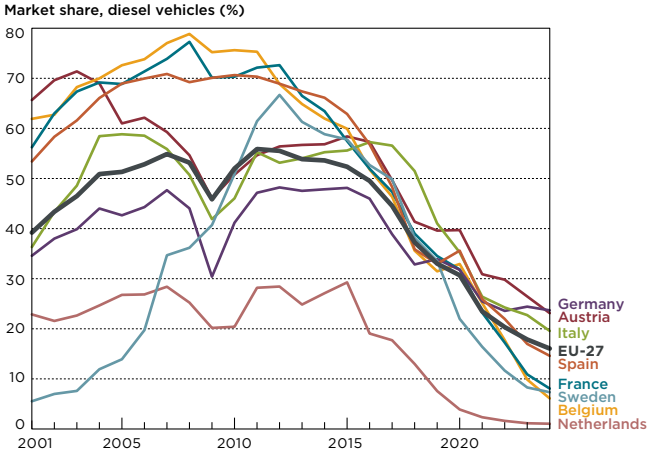


Fig. 5-1

Passenger cars: Market share of diesel vehicles by country

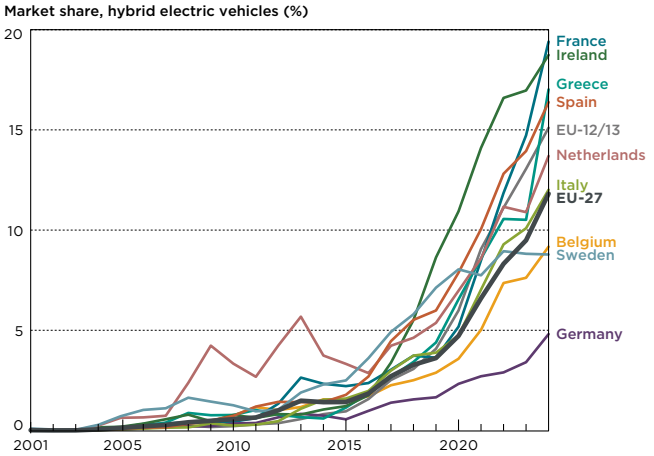


Fig. 5-2

Passenger cars: Market share of hybrid vehicles (excl. plug-in hybrid) by country

Fig. 5-3

Passenger cars:
Market share
of plug-in hybrid
vehicles by country

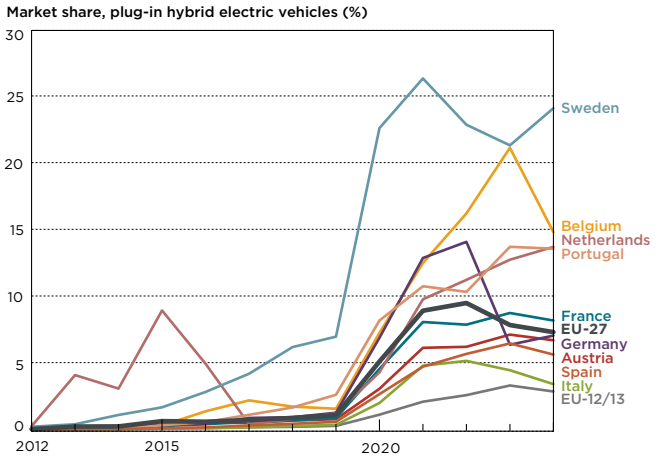
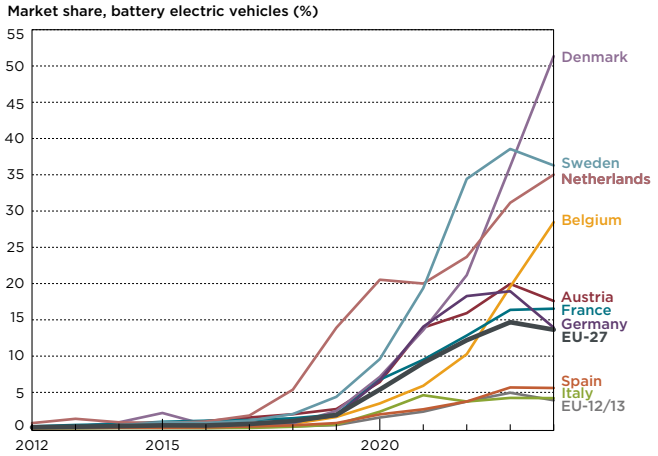


Fig. 5-4

Passenger cars:
Market share
of battery electric
vehicles
by country



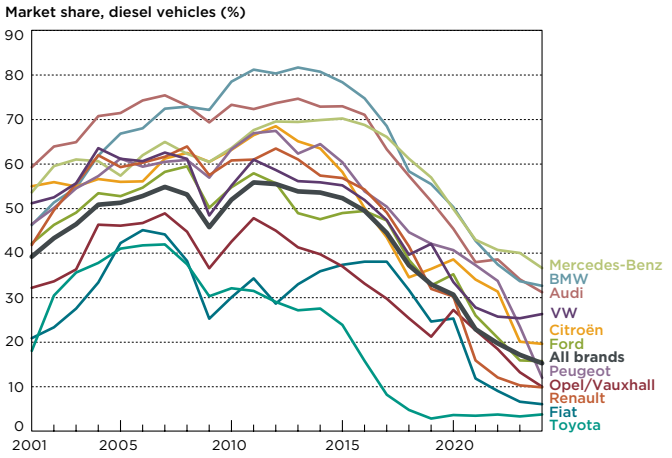


Fig. 5-5

Passenger cars:
Market share
of diesel vehicles
by brand

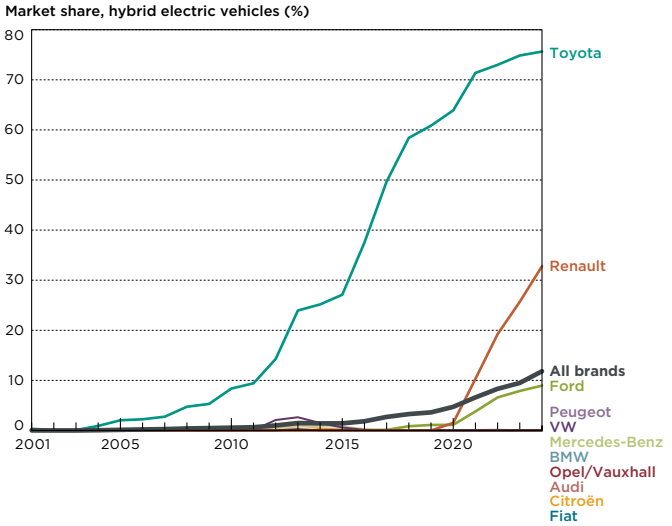


Fig. 5-6

Passenger cars:
Market share
of hybrid vehicles
(excl. plug-in
hybrid) by brand

Fig. 5-7

Passenger cars:
Market share
of plug-in hybrid
vehicles by brand

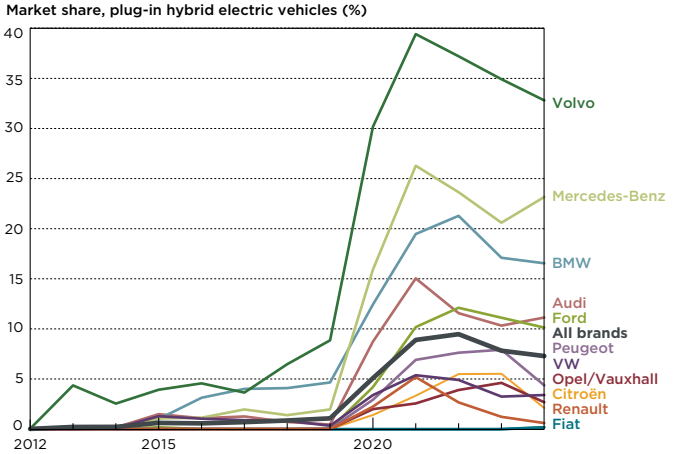


Fig. 5-8

Passenger cars:
Market share
of battery electric
vehicles by brand

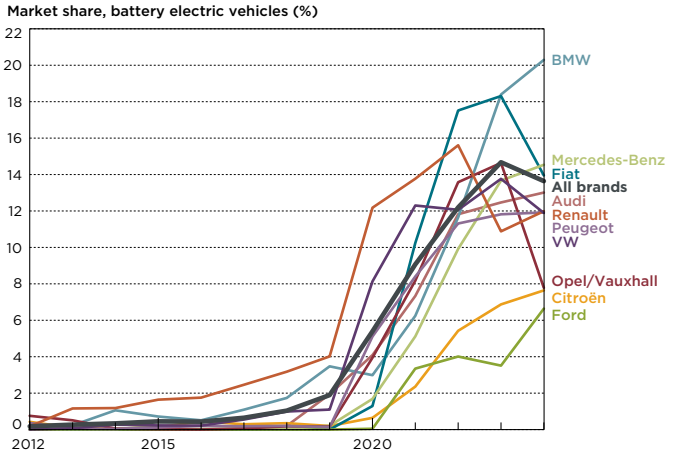


Fig. 5-9

Passenger cars:
Engine power
by country

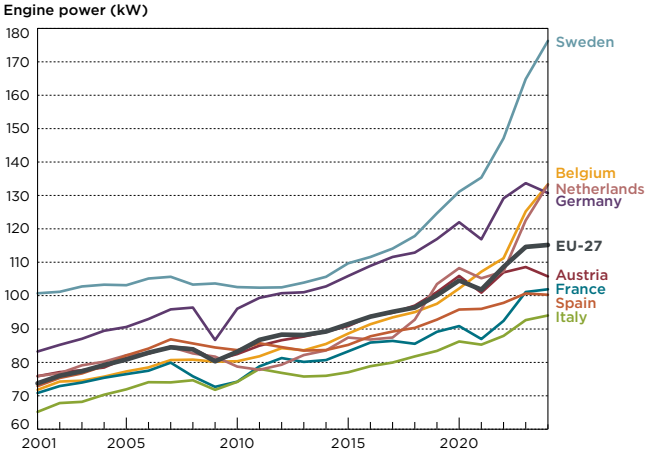


Fig. 5-10

Passenger cars:
Engine power
by brand

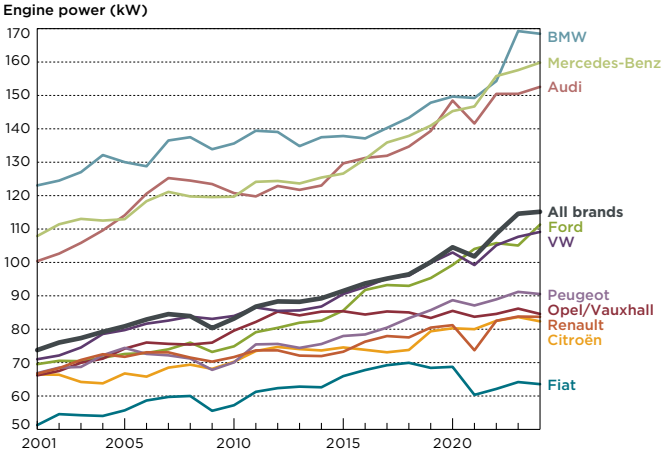


Fig. 5-11

Passenger cars:
Engine power
by segment

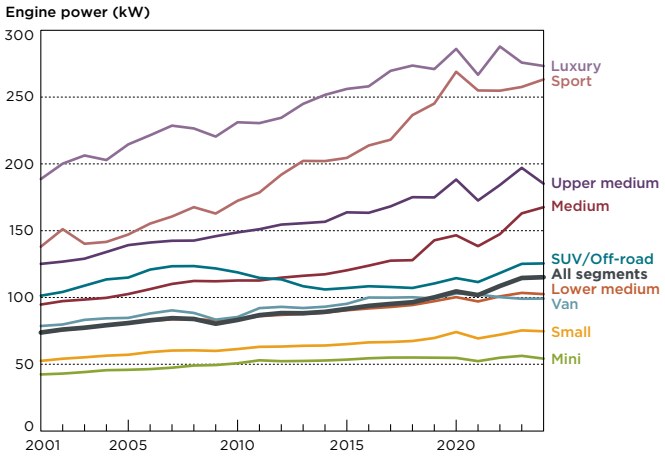


Fig. 5-12

Passenger cars:
Vehicle mass
in running order
by country

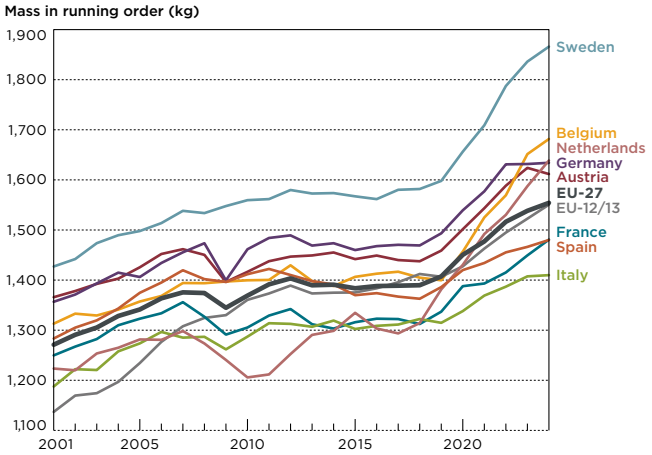


Fig. 5-13

Passenger cars:
Vehicle mass
in running order
by brand

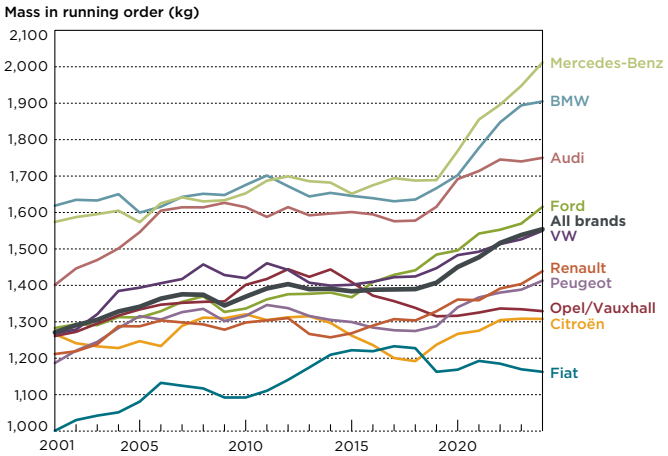
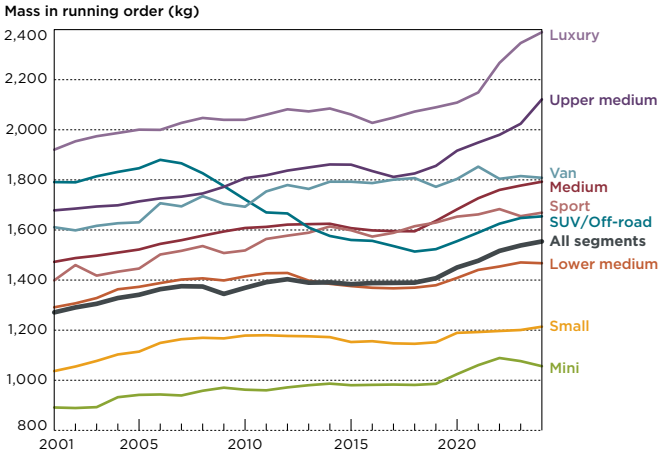


Fig. 5-14

Passenger cars:
Vehicle mass
in running order
by segment



2024
Passenger cars

	Total new sales/registrations	Total new sales/registrations [%]	Diesel [%]	Full hybrid (excl. plug-in hybrid) [%]	Plug-in hybrid [%]	Battery electric/fuel cell [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Engine power [kW]	Engine size [ccm]	Mass in running order [kg]	CO_2 WLTP [g/km]
EU-27	**10,637,970**	**100**	**15**	**11.8**	**7.3**	**13.6**	**3.0**	**115**	**1546**	**1554**	**108**
Germany	2,727,693	26	21	4.8	7.0	13.9	0.5	131	1704	1634	117
France	1,820,446	17	9	19.4	8.2	16.5	3.2	102	1403	1481	94
Italy	1,555,260	15	19	12.0	3.4	4.2	9.4	94	1418	1410	120
EU-12/13	1,378,676	13	18	15.1	2.8	3.9	3.4	113	1638	1550	130
Spain	1,055,910	10	16	16.4	5.6	5.6	3.2	100	1480	1480	118
Belgium	448,880	4	5	9.2	14.8	28.5	0.8	133	1504	1682	79
Netherlands	377,348	4	0	13.7	13.7	35.0	0.6	133	1462	1639	65
Sweden	267,623	3	6	8.8	24.1	36.3	0.3	176	1776	1866	62
Austria	252,809	2	22	7.1	6.7	17.6	0	106	1603	1612	106
Portugal	207,956	2	10	6.3	13.5	20.0	7.2	113	1364	1538	87
Denmark	171,310	2	7	5.1	4.1	51.3	0	160	1528	1797	60
Greece	136,158	1	8	17.0	6.1	6.4	2.5	93	1362	1366	109
Ireland	119,226	1	28	18.7	9.8	13.6	0	107	1595	1578	97
Finland	71,781	1	2	19.7	20.7	30.4	0.2	123	1608	1743	65
Luxembourg	46,894	0	17	5.8	8.3	27.3	0.1	123	1781	1708	99
Norway	128,594	–	2	5.3	2.7	89.0	0	234	1936	2036	12
Iceland	9,685	–	23	11.9	16.1	26.4	0	148	1767	1795	93
VW	1,161,788	13	26	0	3.4	12.9	0.2	110	1522	1557	118
Toyota	818,143	9	4	75.6	3	2.1	0	84	1680	1398	106
Škoda	666,092	7	28	0	2.6	9.6	0.2	109	1503	1492	116
Renault	657,506	7	10	32.8	0.6	12.1	9.3	84	1293	1440	105
BMW	623,664	7	32	0	16.4	21.1	0	170	2131	1909	101
Peugeot	586,561	6	12	0	4.3	12.2	0	91	1261	1414	105
Mercedes-Benz	576,653	6	37	0	23	15	0	160	1966	2014	109
Dacia	544,882	6	7	7.8	0.1	3.7	39.2	73	1110	1272	118
Audi	519,605	6	31	0	11	13.9	0	154	1892	1756	122
Hyundai	435,419	5	4	19.9	4.8	10.9	1.3	99	1346	1439	112
Kia	414,544	4	7	16.1	8.6	12.3	2.2	104	1394	1491	107
Ford	333,456	4	16	9	10.1	7.6	0.1	113	1531	1623	118
Opel/Vauxhall	332,895	4	10	0	2.7	8.1	0	85	1247	1330	114
Citroën	326,264	4	20	0	2.1	7.8	0	82	1276	1308	117
Volvo	294,406	3	6	0	31.9	37.6	0	185	1954	1980	57
Tesla	265,087	3	0	0	0	100	0	270	–	1966	0
Fiat	251,742	3	6	0	0.2	14	0.7	64	1080	1163	97
SEAT	221,307	2	11	0	2.1	0.3	0	89	1223	1295	126
Nissan	202,302	2	2	40.2	0.7	8.1	0	107	1376	1560	123

2024
Light commercial vehicles

	Total new sales/registrations	Total new sales/registrations [%]	Diesel [%]	Full hybrid (excl. plug-in hybrid) [%]	Plug-in hybrid [%]	Battery electric/fuel cell [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Engine power [kW]	Engine size [ccm]	Mass in running order [kg]	CO_2 WLTP [g/km]
EU-27	**1,336,420**	**100**	**85**	**0.7**	**0.3**	**5.7**	**1.4**	**102**	**1918**	**1922**	**188**
Germany	270,270	20	88	0	0.1	5.1	1	111	2030	2019	205
France	267,056	20	78	1.6	0.2	6.8	1.1	97	1830	1823	179
Italy	185,031	14	83	1.6	0.2	2	2.9	97	1883	1905	189
EU-12/13	153,046	11	90	0.1	0.1	2.9	1.5	105	1970	1988	200
Netherlands	118,112	9	87	0.1	0.4	8.7	1.6	104	1982	1950	184
Spain	106,941	8	92	0.3	0.4	2.8	0.3	84	1770	1795	174
Belgium	65,137	5	87	0.1	0.3	3.7	0.1	110	1972	1989	200
Austria	31,465	2	84	0	0.4	8.8	0	96	1911	1917	181
Sweden	30,420	2	68	0	0.6	21.3	7.9	111	1918	1932	155
Portugal	29,217	2	92	0	0	7.3	0.1	91	1737	1720	164
Ireland	28,371	2	94	0.1	0	3.5	0	101	1917	1900	187
Denmark	27,882	2	77	0.9	2.4	15.2	0	113	1972	2087	168
Greece	9,817	1	80	1.2	0	13.7	0.4	106	1955	1883	173
Finland	9,691	1	84	0.1	0.7	12.7	0.1	107	1964	2017	180
Luxembourg	3,964	0	88	0	0	7.3	0.2	100	1940	1940	191
Norway	27,229	–	69	0	0.4	28.6	0	126	1994	2026	144
Iceland	1,795	–	76	0.2	0	9	0.1	105	1867	1823	178
Renault	219,414	18	85	1.6	0	4.1	0.4	92	1874	1834	184
Ford	212,129	17	86	0.1	1.3	3.3	1.8	108	1939	2045	199
VW	144,179	12	88	0	0.2	6.6	0.4	107	2004	1969	186
Mercedes-Benz	132,129	11	92	0	0	7.1	0	111	1901	2147	207
Peugeot	128,182	11	83	0	0.1	9.3	0	93	1752	1741	168
Citroën	103,563	9	86	0	0	5.5	0	91	1726	1720	168
Fiat	96,595	8	94	0	0	1.9	0	94	1831	1841	188
Opel/Vauxhall	74,723	6	88	0	0	8.7	0	95	1817	1801	174
Toyota	70,705	6	81	5.9	0.1	6	2.8	103	2009	1848	184
Iveco	32,994	3	99	0	0	0.2	0.8	112	2609	2454	272

2024

Heavy-duty trucks

Class 5 (4×2 tractor trailer, gross vehicle weight >16 tonnes)

	Total new sales/registrations	Total registrations [%]	Diesel [%]	ZEV [%]	Natural gas [%]	Power [kW]	CO_2 long haul [g/tkm]	CO_2 regional delivery [g/tkm]
EU-27	**152,378**	**100**	**97**	**1**	**2**	**363**	**49.57**	**64.45**
EU-12	43,571	29	100	0	0	356	48.89	68.41
Germany	29,308	19	97	2	1	375	49.79	59.06
France	24,736	16	92	1	7	359	49.87	64.66
Spain	20,041	13	99	0	1	366	50.13	66.31
Italy	13,978	9	98	0	2	370	50.74	75.29
Netherlands	7,902	5	95	2	3	347	48.26	39.24
Belgium	4,271	3	99	1	1	354	49.94	67.30
Portugal	3,688	2	100	0	0	359	49.15	76.61
Austria	3,139	2	99	1	0	375	49.70	55.98
Ireland	548	0	89	1	10	342	48.95	0.00
Luxembourg	516	0	100	0	0	358	49.96	74.33
Sweden	204	0	81	16	3	374	45.26	11.38
Denmark	184	0	100	0	0	343	48.81	–
Greece	183	0	99	1	0	–	50.25	–
Finland	109	0	92	1	7	340	48.80	80.07
Switzerland	1,100	0	90	10	0	389	–	–
Norway	14	0	50	36	14	400	51.92	–
Volvo Trucks	28,405	19	95	2	3	369	48.26	20.46
Scania	26,947	18	98	0	2	363	46.17	68.13
DAF	25,483	17	100	0	0	362	48.92	75.11
Daimler Truck	24,131	16	99	1	0	347	51.78	66.68
MAN	21,223	14	99	0	1	369	49.91	75.71
Renault Trucks	13,610	9	93	1	6	363	50.51	81.03
Iveco	9,855	6	93	1	7	371	54.70	87.00
Ford	2,715	2	100	0	0	367	54.05	–

Heavy-duty trucks

Class 9 (6×2 rigid truck, gross vehicle weight >16 tonnes)

	Total new sales/registrations	Total registrations [%]	Diesel [%]	ZEV [%]	Natural gas [%]	Power [kW]	CO_2 long haul [g/tkm]	CO_2 regional delivery [g/tkm]
EU-27	**40,247**	**100**	**92**	**3**	**5**	**336**	**55.29**	**100.14**
Germany	13,502	34	95	2	3	351	57.11	99.02
France	5,765	14	82	4	13	320	51.63	105.10
Italy	4,234	11	99	0	1	337	58.53	105.32
EU-12	4,211	10	98	0	1	324	56.38	101.53
Spain	2,751	7	85	1	13	295	53.18	109.29
Sweden	2,498	6	77	6	17	371	54.14	97.01
Netherlands	2,103	5	92	7	1	312	51.26	90.27
Denmark	1,411	4	88	11	1	353	49.21	72.09
Austria	1,391	3	97	3	0	345	56.67	98.74
Belgium	1,150	3	97	1	1	313	55.66	101.42
Finland	608	2	88	2	4	354	55.96	96.05
Portugal	281	1	98	0	1	316	57.44	103.97
Ireland	228	1	94	2	4	304	57.24	111.28
Luxembourg	86	0	100	0	0	333	55.98	111.11
Greece	28	0	100	0	0	–	57.42	100.79
Norway	1,195	0	66	13	21	382	54.24	98.62
Switzerland	921	0	87	12	1	373	–	–
Iceland	188	0	95	2	3	399	–	–
Daimler Truck	8,562	21	97	3	0	327	60.02	97.88
MAN	6,852	17	99	0	1	347	57.52	98.91
Scania	6,600	16	86	1	11	339	54.39	93.36
Volvo Trucks	6,054	15	89	6	5	355	52.03	101.36
Iveco	4,219	10	83	0	16	315	62.53	111.06
Renault Trucks	3,976	10	83	7	10	318	46.51	110.97
DAF	3,654	9	100	0	0	341	55.52	98.06
Liebherr	201	0	100	0	0	413	–	–
Ford	63	0	100	0	0	279	63.88	122.28
VW	21	0	100	0	0	130	–	–
Astra	20	0	100	0	0	369	–	–
Hyundai	11	0	0	100	0	345	–	–
Faun	4	0	100	0	0	259	–	–
Fiat	1	0	100	0	0	132	–	–

2024

Buses

Interurban/coach

	Total new sales/registrations	Total registrations [%]	Diesel [%]	ZEV [%]	Hybrid [%]	Natural gas [%]	Gross vehicle weight [kg]
EU-27	**13,927**	**100**	**89**	**1**	**1**	**9**	**19,454**
France	3,356	24	87	0	0	13	18,771
Italy	2,489	18	71	1	0	28	19,389
EU-12	1,842	13	94	1	1	0	18,450
Spain	1,788	13	98	0	0	2	18,633
Germany	1,693	12	94	0	5	1	23,019
Austria	515	4	97	0	3	0	20,010
Belgium	446	3	90	9	0	0	18,768
Netherlands	437	3	89	10	0	1	19,213
Portugal	413	3	100	0	0	0	19,019
Greece	306	2	100	0	0	0	16,797
Sweden	282	2	95	0	0	4	23,197
Ireland	213	2	100	0	0	0	16,477
Denmark	56	0	100	0	0	0	23,818
Luxembourg	56	0	96	0	4	0	22,438
Finland	35	0	94	3	0	3	19,863
Iveco	5,604	41	81	2	0	17	18,271
Daimler Truck	2,700	20	99	0	1	0	20,609
Setra	1,352	10	100	0	0	0	23,833
MAN	1,224	9	89	0	8	3	20,851
Scania	919	7	79	0	0	20	21,857
Temsa	534	4	98	2	0	0	13,699
Otokar	406	3	99	0	0	1	12,704
Isuzu	286	2	100	0	0	0	10,699
Neoplan	259	2	100	0	0	0	23,832
Volvo	152	1	100	0	0	0	21,418
Van Hool	136	1	100	0	0	0	24,302
VDL	94	1	100	0	0	0	21,130
Ayats	39	0	100	0	0	0	24,500
King Long	1	0	0	0	100	0	18,000

Buses

City buses

	Total new sales/registrations	Total registrations [%]	Diesel [%]	ZEV [%]	Hybrid [%]	Natural gas [%]	Gross vehicle weight [kg]
EU-27	**11,556**	**100**	**32**	**50**	**2**	**14**	**21,352**
Germany	2,568	22	66	27	1	1	24,602
Italy	2,159	19	20	43	5	32	19,203
France	1,683	15	19	36	0	45	21,226
EU-12	1,145	10	33	51	3	10	20,495
Greece	814	7	34	66	0	0	18,993
Spain	677	6	42	53	1	4	19,860
Denmark	376	3	1	99	0	0	20,319
Netherlands	365	3	0	100	0	0	21,736
Austria	336	3	70	29	1	0	20,926
Finland	315	3	0	100	0	0	22,822
Ireland	246	2	4	96	0	0	19,100
Luxembourg	244	2	1	98	0	2	22,845
Sweden	243	2	2	98	0	0	22,392
Portugal	202	2	43	45	0	12	21,172
Belgium	183	2	5	81	14	0	23,078
Daimler Truck	2,834	25	69	30	1	0	23,430
MAN	1,585	14	48	29	0	22	22,914
Solaris	1,250	11	21	44	13	11	22,199
Iveco	1,200	11	11	23	0	65	21,784
Yutong	671	6	0	100	0	0	20,269
Heuliez	450	4	0	98	0	2	19,490
VDL	403	4	1	99	0	0	21,015
BYD	388	3	0	100	0	0	21,284
Otokar	352	3	64	5	0	32	17,433
Menarinibus	263	2	20	8	0	72	18,113
Karsan	150	1	3	97	0	0	13,303
Isuzu	147	1	76	24	0	0	13,571
Ebusco	146	1	0	100	0	0	21,466
Volvo	97	1	13	56	31	0	21,646

Remarks on data sources

The basis for the statistics shown in this report is a database compiled by the ICCT. It includes technical information, emission levels, and registration volumes at a vehicle variant level. Sources of information include data obtained by the European Environment Agency (EEA) on behalf of the European Commission, the European Automobile Manufacturers' Association (ACEA), the German Kraftfahrtbundesamt (KBA), the Netherlands Vehicle Authority (RDW), the United Kingdom Vehicle Certification Agency (VCA), Allgemeiner Deutscher Automobil-Club (ADAC), Automobil Revue, Dataforce, MarkLines, S&P Global, km77.com, China EV100 and ZEDATA (for China), Atlas Public Policy (for the United States), Eco-Movement (for charging infrastructure), vehicle manufacturer and importer asso-ciations, and information provided directly by manufacturers and suppliers. For Ireland, data on CO_2 emission values and powertrain shares are from Dataforce. Data included in this publication are aggregated to a great extent and are only intended to illustrate high-level trends; they are not to be considered official data. Due to the introduction of the WLTP test procedure, New European Driving Cycle (NEDC) CO_2 values are not available for all 2020 new passenger car registrations in the European Union. Figures shown make use of available NEDC and WLTP-based NEDC CO_2 values and may deviate from other publications.

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Regulation (EU) 2025/1214 of the European Parliament and of the Council of 17 June 2025 Amending Regulation (EU) 2019/631 to include an additional flexibility as regards the calculation of manufacturers' compliance with CO_2 emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027 (text with EEA relevance), OJ L 2025/1214 (2025). https://eur-lex.europa.eu/eli/reg/2025/1214/oj

For additional information:
International Council on Clean Transportation Europe
Fasanenstraße 85, 10623 Berlin
communications@theicct.org
www.theicct.org

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International Council on Clean Transportation Europe
Fasanenstraße 85
10623 Berlin
communications@theicct.org
www.theicct.org