

# Facts and Figures

## Content

<b>Facts and Figures</b>	1
International Passenger Car Markets June 2024	1
Elektro International May 2024	2
Elektro Germany June 2024	4

## Facts and Figures

### International Passenger Car Markets June 2024

#### New Passenger Car Registrations/Sales

	June 2024	+/- in %	Jan.-June 2024	+/- in %
Europe (EU, EFTA & UK) <sup>1)</sup>	1,311,000	3.6	6,878,400	4.4
European Union <sup>1)</sup>	1,089,900	4.3	5,682,800	4.5
W. Europe (EU14, EFTA & UK) <sup>1)</sup>	1,171,000	2.1	6,151,500	3.7
New EU Countries (EU13) <sup>1)</sup>	140,000	18.6	726,900	10.5
USA* <sup>2)</sup>	1,321,900	-3.4	7,810,700	2.1
Mexico* <sup>2)</sup>	122,700	8.0	707,700	11.9
China <sup>3)</sup>	1,754,600	-7.7	9,856,000	3.3
Japan <sup>4)</sup>	311,900	-6.1	1,800,100	-12.1
India <sup>5)</sup>	294,200	4.9	2,161,500	7.3
Brazil* <sup>6)</sup>	202,600	12.6	1,078,300	15.4

Source: 1) ACEA 2) Wards Intelligence 3) CPCA 4) JAMA 5) SIAM 6) ANFAVEA

\* Light Vehicles

### International passenger car markets with a positive first half-year

#### Europe and United States grow slightly – China still up – Japanese market still under pressure

The **International automotive markets** developed positively in the first half of the year. In Europe (EU, EFTA & UK) and the United States, the market grew at a low rate in the lower single-digit range. Passenger car sales in China also increased in the first half of the year, although there were significant market declines in the second quarter as a result of weak consumer spending in China. The Japanese car market is amid a recession. In the first half of this year, more vehicles were registered than ever before in a six-month period.

In the **European passenger car market (EU, EFTA & UK)**, 6.9 million new vehicles were registered in the first half of this year, around 4 percent more than in the same period last year. Nevertheless, the sales gap compared to 2019 is still 18 percent so far this year. The continuing weak growth in numerous countries is preventing a stronger catch-up. The five largest individual markets performed similarly in the first six months: the **United Kingdom** and **Spain** grew by 6 percent, **Germany** and **Italy** by 5 percent and new registrations in **France** increased by 3 percent. None of the individual automotive core markets have yet returned to pre-crisis levels. In June, the European market recorded an increase of 4 percent to 1.3 million passenger cars. Sales in the electric segment have recently been weaker than the market as a whole and fell back in the first half of the year.

Sales on the light vehicle market (passenger cars and light trucks) in the **United States** rose by 2 percent to 7.8 million vehicles in the months from January to June. In June, 1.3 million light vehicles were sold, 3 percent fewer than in the same month last year. However, the latest decline must be seen in the light of hacking attacks on numerous dealerships in the United States, which caused significant restrictions last month. The market is still 7 percent below the pre-crisis level and is therefore already much closer to the 2019 volume than the European passenger car market.

Almost 9.9 million cars were sold in **China** in the first half of the year, 3 percent more than in the same period of the previous year. However, the still positive market momentum is based on the strong start to the year and slowed significantly in the second quarter. In June, the market declined by 8 percent, with 1.8 million passenger cars being registered.

Passenger car sales in **Japan** fell by 12 percent in the first six months of this year. A total of 1.8 million passenger cars were sold in this period. In June, sales of 311,900 passenger cars were 6 percent below the previous year's level. The Japanese passenger car market is thus continuing to suffer the after-effects of the irregularities in crash tests carried out by Japanese manufacturers, which came to light last year already.

## Elektro International May 2024

### New Electric Car Registrations in the Most Important Markets Jan.- May 2024

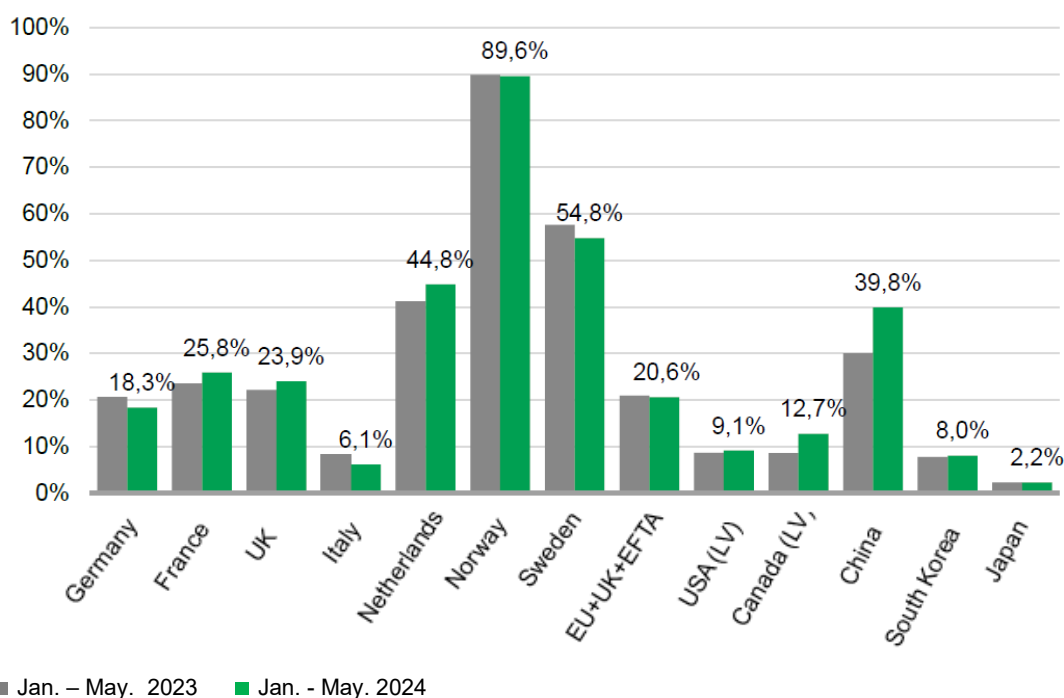
	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change May. 2024 vs. May. 2023	Cumulative new registrations / sales since January 2010	Electric proportion of 2024 YTD	Electric proportion of 2023 YTD	Electric market share of German Brand 2024 YTD	Electric market share of German Brand 2023 YTD	German Brand market share in the overall car market 2024 YTD
Germany	214.920	-7%	-23% 📉	3.133.389	18,3%	20,6%	64%	60%	68%
France	189.405	15%	-3% 📉	1.669.455	25,8%	23,6%	32%	25%	27%
UK	197.984	16%	13% 📈	1.782.594	23,9%	22,1%	40%	38%	45%
Italy	44.361	-23%	-26% 📉	534.303	6,1%	8,2%	48%	36%	32%
Netherlands	71.173	8%	-10% 📉	737.396	44,8%	41,2%	32%	35%	33%
Norway	39.190	-14%	-29% 📉	893.896	89,6%	89,9%	28%	32%	31%
Sweden	58.556	-10%	-24% 📉	740.328	54,8%	57,6%	33%	35%	39%
<b>EU+UK+EFTA</b>	<b>1.145.031</b>	<b>3%</b>	<b>-11% 📉</b>	<b>12.222.962</b>	<b>20,6%</b>	<b>20,9%</b>	<b>44%</b>	<b>42%</b>	<b>45%</b>
USA (LV)	588.065	9%	4% 📈	5.285.682	9,1%	8,6%	10%	13%	9%
Canada (LV)	92.493	60%	40% 📈	685.062	12,7%	8,6%	12%	12%	10%
China	3.224.732	41%	42% 📈	22.982.812	39,8%	30,0%	5%	6%	21%
South Korea	46.497	-4%	10% 📈	547.295	8,0%	7,7%	19%	18%	11%
Japan	27.104	-15%	-33% 📉	566.744	2,2%	2,2%	16%	11%	4%

Source: KBA, Ward's, Fourin, CPCA, S&P Global Mobility

In **May**, new e-registrations developed **heterogeneously**. While the important EU markets declined, the EV registrations in the major markets outside the EU were rising. The performance of **Japan** (-33 percent), **Norway** (-29 percent), **Italy** (-26 percent), **Sweden** (-24 percent) and **Germany** (-23 percent) was particularly weak. In **China**, the largest market, however, there was a strong upward trend (+42 percent), which accounted for 40 percent of new registrations in the course of the year.

**The market share of electric vehicles for the German automotive brands** in Europe remained constant to 44 percent over the year. In China, one of the world's most important markets, the market share stood unchanged at 5 percent. In the United States, it decreased by three percentage points to 10 percent. In South Korea, the German automotive brands had a double-digit market share in electric cars at 19 percent (+1 percentage point), as well as in Japan (16 percent, +5 percentage points).

## Electric Share in the Overall Passenger Car Market (Jan.- May 2023 vs Jan.- May 2024)



■ Jan. - May. 2023 ■ Jan. - May. 2024

When it comes to the share of EVs, Germany remained below the European average in the first five months with 18.3 percent, which stood at 20.6 percent. Leading the pack was Norway, where saturation seemed to have been reached (89.6 percent), followed by Sweden (54.8 percent) and the Netherlands (44.8 percent).

## BEV and PHEV new registrations of cars in the most important markets Jan.- May 2024

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change May. 2024 vs. May. 2023	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change May. 2024 vs. May. 2023
Germany	140.713	-16%	-31% 📉	65%	74.158	17%	2% 📉
France	128.563	23%	5% 📈	68%	60.338	1%	-18% 📉
UK	133.062	10%	6% 📈	67%	64.922	31%	31% 📈
Italy	21.567	-19%	-18% 📉	49%	22.794	-27%	-34% 📉
Netherlands	48.801	10%	-12% 📉	69%	22.372	3%	-6% 📉
Norway	38.017	-10%	-27% 📉	97%	1.173	-65%	-50% 📉
Sweden	32.880	-21%	-35% 📉	56%	25.672	10%	-3% 📉
EU+UK+EFTA	745.166	2%	-11% 📉	65%	399.291	5%	-10% 📉
USA (LV)	439.011	1%	1% 📈	75%	148.759	46%	18% 📈
Canada (LV)	67.779	53%	35% 📈	73%	24.704	84%	56% 📈
China	1.913.003	24%	30% 📈	59%	1.311.691	75%	67% 📈
South Korea	42.428	2%	20% 📈	91%	3.012	-28%	-43% 📉
Japan	10.356	-33%	-36% 📉	38%	16.425	0%	-30% 📉

\* BEV = Battery Electric Vehicle, PHEV = Plug-in Hybrid EV

Source: KBA, Ward's, Fourin, CPCA, S&P Global Mobility

In May, new **BEV** registrations in **Europe** fell by 11 percent due to the lack of a working day. The downward trend of the last two months in the European market has continued. The reasons include weak numbers in Germany (-31 percent, also due to a base effect from the previous year because commercial incentives expired at the end of August). The weak figure in the pioneer market of **Norway (-27 percent)**, where a certain saturation seems to have been reached. Double-digit percentage declines in May were also recorded in **Italy (-18 percent)** and the **Netherlands (-12 percent)**. Due to the 2025 CO2 interim target in the EU, the electric vehicle market

is expected to show high dynamics next year in a countermovement. Overseas, there was significant growth in **Canada** (+35 percent) and **China** (+30 percent) in May. In the **USA** (1 percent), on the other hand, the e-car market moved sideways in May.

So far this year, **China** was the one of the three major BEV markets to record significant growth of +24 percent. Both **Europe** (+2 percent) and the **USA** (+1 percent) were in a stagnation phase. In addition, the momentum was also high in **Canada** (+53 percent), **France** (+23 percent), the **Netherlands** (+10 percent, "first come, first serve" funding pot) and the **United Kingdom** (+10 percent).

The development of **PHEV** in **Europe** has been heterogeneous. **Norway** (-65 percent) and **Italy** (-27 percent) recorded high declines. In **Germany**, after the weak previous year due to the expiration of subsidies on January 1, 2023, there is now a certain rebound of +17 percent, but this is slowly weakening (May only +2 percent). **China** has a particularly high growth of +75 percent, where 41 percent of newly registered electric cars are now PHEVs, of which around a third are range extenders with ranges of 1000 km and more. The increase is even higher in **Canada** at +84 percent, but the market is still relatively small. More PHEVs than BEVs are registered in both **Japan** (62 percent PHEV) and **Italy** (51 percent PHEV). The success of this bridging technology shows that these markets are still at the beginning of the transformation. In **Norway**, on the other hand, PHEVs no longer play a role, with 97% of electric vehicles being purely battery electric.

## Elektro Germany June 2024

### Overview of New Electric Car Registrations Germany

	Juni 2024	Juni 2023	24/23 in	Jan.-Juni 2024	Jan.-Juni 2023	24/23 in	Anteil Juni 2024	Anteil Juni 2023	Anteil Jan.-Juni 2024	Anteil Jan.-Juni 2023
<b>Elektro gesamt</b>	<b>58.816</b>	<b>68.952</b>	<b>-15%</b>	<b>273.736</b>	<b>299.465</b>	<b>-9%</b>	<b>19,8%</b>	<b>24,6%</b>	<b>18,6%</b>	<b>21,4%</b>
<b>darunter</b>										
<b>BEV</b>	43.412	52.988	-18%	184.125	220.244	-16%	14,6%	18,9%	12,5%	15,8%
<b>Brennstoffzelle</b>	13	34	-62%	62	156	-60%	0,0%	0,0%	0,0%	0,0%
<b>Plug-In Hybrid (PHEV)</b>	15.391	15.930	-3%	89.549	79.065	13%	5,2%	5,7%	6,1%	5,7%
<b>Zum Vergleich:</b>										
<b>Hybrid (ohne Plug-In)</b>	72.579	62.319	16%	363.966	324.078	12%	24,4%	22,2%	24,7%	23,2%
<b>dar. Mild-Hybrid*</b>	61.728	53.472	15%	307.111	277.910	11%	20,8%	19,1%	20,9%	19,9%
<b>Erdgas</b>	8	157	-95%	130	790	-84%	0,0%	0,1%	0,0%	0,1%
<b>LPG</b>	1.458	2.111	-31%	7.817	7.248	8%	0,5%	0,8%	0,5%	0,5%
<b>Alternative Antriebe ges</b>	132.861	133.539	-1%	645.649	631.581	2%	44,7%	47,7%	43,9%	45,2%
<b>Neuwagen gesamt</b>	297.329	280.139	6%	1.471.641	1.396.870	5%	100,0%	100,0%	100,0%	100,0%

\* Aktueller Monat geschätzt.

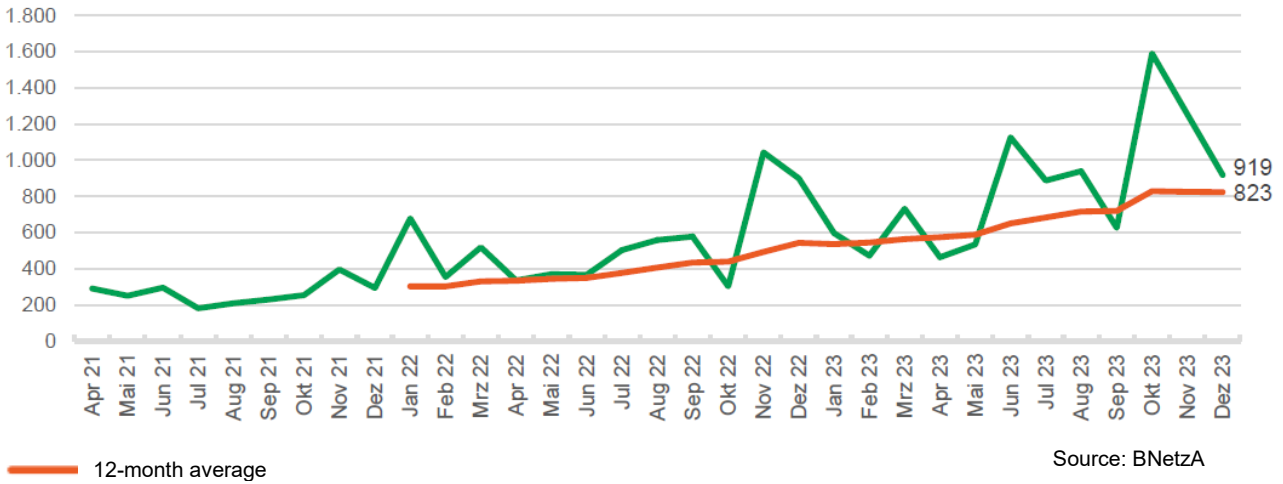
Quelle: KBA, VDA

In June, **new electric car registrations declined significantly by 15 percent to 58,816 units**. This means that weak e-demand continues at a relatively low level. The EV share reached 19.8 percent (compared to 24.6 percent in the previous year and 18.5 percent in the previous month), falling below the 2023 average of 24.6 percent. The **BEV share** slightly increased to 14.6 percent compared to the previous month but is still below the 2023 average of 18.4 percent.

To achieve 15 million EVs in the portfolio by 2030, new electric vehicle registrations would have to be more than triple from 674 thousand in the last 12 months to 2.28 million per year. If the new BEV registrations from June are extrapolated, this would result in around 4.4 million existing BEVs in 2030.

The **electric car market forecast for 2024** remains at **578,000 units (-17 percent)**. This includes individual forecasts of **393,000 BEVs** (-25 percent) and **185,000 PHEVs** (+5 percent).

New publicly accessible charging points per week (including late-reported registrations)



As of January 1, 2024, **123,449 charging points** (LP, of which 25,233 were fast charging points with an output of over 22kW and of which 15,470 were high-performance charging points with over 149 kW) were registered with the Federal Network Agency (BNetzA) in Germany. With a stock of 2.33 million e-cars on January 1, there are now 53 charging points for every 1,000 e-cars (or 19 e-cars for one LP). The **twelve-month moving average** now reaches 823 LP per week. For detailed info, please refer to [Link](#).

In order to reach the 1 million charging points by 2030 announced by the federal government, the installation of about 2,400 LP per week would be necessary. To achieve this, the expansion speed of the last 12 months would have to be almost tripled. At the current rate, around 424,000 LP would be available in 2030. In its current study, nearly two-fifths (38 percent) of all municipalities still do not have a charging point. More than three-quarters of all municipalities (76 percent) have not yet installed a fast-charging point installed as of November 1, 2023.

New Electric Car Registrations in Germany by Group

Rang Hersteller	1-6/2024	1-6/2023	Veränd.	BEV 1-6/2024	BEV-Anteil
1 VW	81.358	87.972	-8%	58.418	72%
2 Mercedes-Benz	45.980	44.395	4%	24.291	53%
3 BMW	31.739	28.899	10%	20.692	65%
4 Tesla	21.249	36.384	-42%	21.249	100%
5 Geely	20.180	13.552	49%	9.505	47%
dar. Volvo	18.543	8.557	117%	7.909	43%
6 Hyundai	18.831	22.020	-14%	14.318	76%
7 Stellantis	17.623	31.705	-44%	11.663	66%
8 SAIC	11.070	7.736	43%	11.067	100%
9 Renault-Nissan	8.066	11.432	-29%	6.287	78%
10 Ford	7.068	5.935	19%	1.554	22%
GESAMT	273.736	299.465	-9%	184.125	67%
dar. chinesische Herst.*	15.680	14.108	11%	15.120	96%
Marktanteil	5,7%	4,7%		8,2%	
Volvo EX30 (aus China)	4.941			4.941	

\* BYD, Geely (ohne Volvo), Great Wall, Nio, SAIC etc.

Quelle: KBA

In the first 6 months, **VW** ranked ahead of **Mercedes-Benz** in terms of new electric vehicle registrations in Germany. **BMW, Tesla and Geely** followed suit. **Hyundai** held the 6<sup>th</sup> place, ahead of **Stellantis** and **SAIC**, which have surpassed **Renault-Nissan**. **Ford** completed the top ten.

In the BEV market, VW led the way before Mercedes-Benz and Tesla, with BMW, Hyundai, Stellantis, SAIC, Geely, Renault-Nissan and Ford following. The market share of Chinese manufactures (excluding Volvo) in EV was 5.7 percent. Including Volvo, where the Chinese-made EX30 is gaining momentum, it would be 12.5 percent.

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