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Facts and Figures

International Passenger Car Markets September 2023

New Passenger Car Registrations/Sales

	September 2023	+/- in %	Jan.-Sep. 2023	+/- in %
Europe (EU, EFTA & UK) ¹⁾	1,166,700	11.1	9,684,900	17.0
European Union ¹⁾	861,100	9.2	7,940,700	16.9
W. Europe (EU14, EFTA & UK) ¹⁾	1,065,600	11.4	8,721,700	17.5
New EU Countries (EU13) ¹⁾	101,100	7.7	963,200	12.3
USA* ²⁾	1,332,000	18.5	11,604,100	14.1
Mexico* ²⁾	117,900	37.6	975,100	25.4
China ³⁾	2,463,000	7.1	17,942,000	7.1
Japan ⁴⁾	363,400	11.8	3,012,600	17.7
India ⁵⁾	316,900	3.1	3,088,600	8.1
Brazil* ⁶⁾	187,500	3.7	1,534,800	9.8

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

* Light Vehicles

International passenger car markets mostly up after three quarters

Europe still far below pre-crisis level - China with record month - Growth

The majority of the **international passenger car markets** recorded an increase in new registrations in the first three quarters of 2023, and growth rates are positive on most markets. Automotive activity in the various core markets is largely stable, although cumulative growth rates are likely to decline somewhat by the end of the year. In addition to decreasing demand, geopolitical and macroeconomic uncertainties and continuing high energy and consumer prices mean that the environment for the automotive industry will remain challenging in the coming months and next year.

In the **European passenger car market (EU, EFTA & UK)**, a good 9.7 million new vehicles were registered in the first three quarters of this year. This is 17 percent more than in the identical prior-year period. However, the catch-up process is proceeding slowly: the European passenger car market is currently still a good fifth (-20 percent) below new registrations at the pre-crisis level of 2019. In the month of September, just under 1.2 million units were registered, 11 percent more new vehicles than in the same month last year. The five largest individual European markets performed as follows last month: Italy (+23 percent), United Kingdom (+21 percent), France (+11 percent), Spain (+2 percent), Germany (± 0 percent). In Germany, the environmental bonus for new registrations of battery electric vehicles in the commercial sector expired at the beginning of the month.

This, combined with a pre-purchase effect in the previous month, in order to still receive the subsidy, noticeably reduced sales on the German market in September.

The **US light vehicle market** developed dynamically over the course of the year. In the United States, light vehicle sales (passenger cars and light duty) increased significantly by 14 percent in the first three quarters. A total of around 11.6 million vehicles were sold. In the month of September, sales rose sharply year-on-year by a good 18 percent to a volume of 1.3 million units.

After three quarters, the **Chinese passenger car market** sold a good 17.9 million units, 7 percent more than in the same period last year. The Chinese market had already returned to pre-crisis levels last year and is already almost 20 percent above the sales volume of 2019. In September, growth was 7 percent. The nearly 2.5 million passenger cars sold was the highest sales level ever achieved in September.

In Japan, the passenger car market was robust and dynamic in the first nine months of the year. In the current year, volume growth of 18 percent was achieved, with 3.0 million new passenger car registrations. In September, 363,400 passenger cars were sold. This is almost 12 percent more than in the same month of the previous year.

Elektro International August 2023

New Electric Car Registrations in the Most Important Markets Jan.- Aug. 2023

	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change Aug. 2022 vs. Aug. 2023	Cumulative new registrations / sales since January 2010	Electric proportion of 2023 YTD	Electric proportion of 2022 YTD	Electric market share of German Brand 2023 YTD	Electric market share of German Brand 2022 YTD	German Brand market share in the overall car market 2023 YTD
Germany	463.786	11%	78% ↑	2.682.049	24,2%	25,3%	58%	58%	69%
France	275.269	41%	53% ↗	1.320.943	24,3%	20,1%	26%	24%	26%
UK	273.704	35%	72% ↗	1.402.286	23,2%	20,6%	39%	39%	47%
Italy	87.722	16%	47% ↗	441.185	8,4%	8,7%	37%	38%	34%
Netherlands	109.153	72%	55% ↘	614.261	42,5%	31,9%	36%	42%	39%
Norway	76.700	-1%	-6% ↘	816.647	90,1%	87,6%	35%	42%	37%
Sweden	106.136	14%	51% ↗	614.914	58,4%	50,8%	37%	38%	41%
EU+UK+EFTA	1.914.839	32%	64% ↗	9.981.942	22,5%	20,0%	43%	45%	46%
USA (LV)	907.327	58%	75% ↗	4.178.759	8,8%	6,4%	11%	10%	8%
Canada (LV)	111.449	47%	36% ↘	518.734	9,9%	7,3%	11%	8%	10%
China	5.131.903	39%	27% ↘	19.646.311	33,2%	25,5%	4%	5%	18%
South Korea	75.878	-2%	-18% ↘	429.296	7,6%	8,4%	23%	18%	13%
Japan	62.950	38%	45% ↗	505.560	2,4%	2,0%	16%	18%	4%

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

In August, European markets (excluding Norway) saw significant growth, with Germany (+78%), the UK (+72%), and the Netherlands (+55%) recording the strongest increases. Meanwhile, non-European markets experienced high double-digit growth, except for South Korea (-18%). The USA led the way with a 75% increase.

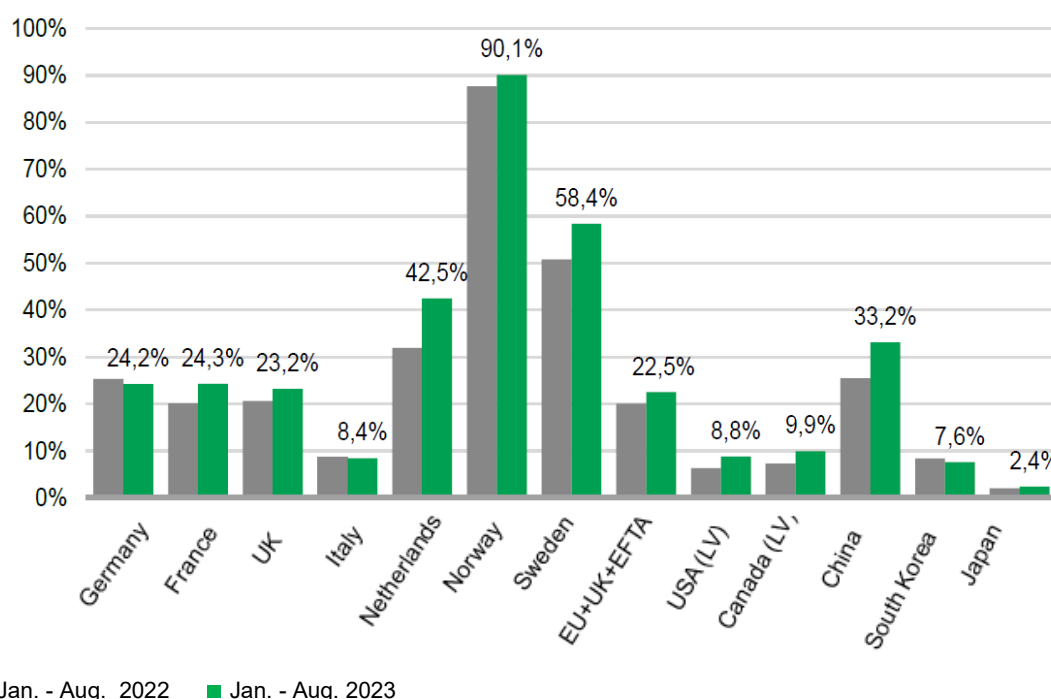
China emerged as the largest electric vehicle market globally, with 5.13 million new EV registrations, representing a growth of 39% so far this year. In comparison, Europe (EU+EFTA+UK) totaled 1.91 million units (+32%), less than half of China's figure. The USA followed with 0.91 million sales (+58%). EV market share in Europe reached 22%, while China achieved 33%, and the USA trailed behind at 9%.

The market share of German brands in the EV market is approximately equivalent to their overall market share in many countries. In Europe, their market share stands at 43% (compared to the overall market share of 46%). Interestingly, in Italy, their EV market share is even higher at 37%, surpassing their overall market share by 3 percentage points. However, there is a significant disparity in China, where the overall market share (18%) is much larger than the EV market share (4%).

In other overseas markets, such as the USA, German OEMs have been more successful in the EV market with an 11% market share compared to their 8% overall market share. This trend is particularly noticeable in South Korea and Japan, where German manufacturers have significantly higher EV market shares, exceeding the

overall market shares by more than 10 percentage points. This demonstrates their strong participation and commitment to the transformation toward electric vehicles in those markets.

Electric Share in the Overall Passenger Car Market (Jan.- Aug. 2022 vs Jan.- Aug. 2023)



■ Jan. - Aug. 2022 ■ Jan. - Aug. 2023

When it comes to the electric share in the overall market, the e-share consolidated over the course of the year in Norway at 90 percent. The second place was Sweden with 58 percent, which followed by the Netherlands (42 percent), China (33 percent), France (24 percent) and UK (23 percent) ahead of Germany (22 percent) where the environmental bonus has been reduced for BEVs and has expired for PHEVs is still having an effect.

BEV and PHEV new registrations of cars in the most important markets Jan.- Aug. 2023

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change Aug. 2023 vs. Aug. 2022	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change Aug. 2023 vs. Aug. 2022
Germany	355.575	56%	171% ↑	77%	107.962	-42%	-41% ↘
France	174.439	47%	60% ↘	63%	100.641	31%	40% ↘
UK	193.193	41%	72% ↘	71%	80.486	24%	70% ↘
Italy	40.872	33%	77% ↘	47%	46.848	5%	21% ↘
Netherlands	74.629	85%	59% ↘	68%	34.485	48%	48% ↘
Norway	70.672	3%	0% ↘	92%	6.026	-30%	-48% ↘
Sweden	68.717	37%	68% ↘	65%	37.417	-12%	24% ↘
EU+UK+EFTA	1.286.672	54%	102% ↘	67%	627.518	3%	7% ↘
USA (LV)	717.626	59%	68% ↘	79%	187.072	52%	98% ↘
Canada (LV)	86.228	44%	20% ↘	77%	25.201	58%	148% ↑
China	3.606.667	26%	13% ↘	70%	1.524.936	87%	72% ↘
South Korea	64.772	4%	-13% ↘	85%	7.515	-16%	-10% ↘
Japan	28.657	51%	53% ↘	46%	34.027	32%	38% ↘

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

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

In August, the majority of BEV markets saw significant growth. Leading the pack was Germany with a remarkable increase of 171% (partially due to a pre-purchase effect before the expiration of the environmental bonus for commercial registrations), followed by Italy with +77%, the UK with +72%, and both Sweden and the USA with +68% growth. However, South Korea experienced a decline in its BEV market in August (-13%). Europe outperformed China with a growth rate of +102% compared to China's 13%, indicating a potential saturation in the Chinese BEV market due to its already high market penetration.

Throughout the year, most significant BEV markets, except for Norway (+3% due to the implementation of VAT on electric cars from 1/1/2023) and South Korea (+4%), have experienced double-digit growth rates. The Netherlands recorded the highest growth rate at 85%, followed by the USA at 59%, Germany at 56%, Japan at 51%, France at 47%, and Canada at 44% growth.

The development of PHEVs in Europe has been heterogeneous in August. Norway (-48%) and Germany (-41%) experienced the highest declines. In Norway, electric cars above approximately 50,000 euros are subject to VAT since the beginning of the year, which could have contributed to the decline. Meanwhile, in Germany, the expiration of incentives from the previous year may have played a role in the decline. On the other hand, there were strong growth rates in countries such as the United Kingdom (+70%), the Netherlands (+48%), Sweden (+24%), and Italy (+21%). Outside of Europe, growth rates were consistently positive. Canada achieved the highest relative growth rate at +148%, followed by the USA at +98%. China experienced a growth rate of +72%. In China, electric mobility is making its way into rural areas as there is a demand for vehicles with high range capabilities.

By a wide margin, China has been the most important Plug-In Hybrid market throughout the year, with 1.52 million units sold (+87%). Europe followed with 627,000 units (+3%), while the USA stood at 187,000 units (+52%). In Europe, Germany ranked first with 108,000 units (-42%), followed by France with 101,000 units (+31%). The United Kingdom recorded 80,000 units (+24%).

Elektro Germany September 2023

Overview of New Electric Car Registrations Germany

	Sep. 2023	Sep. 2022	23/22 in %	Jan.-Sep. 2023	Jan.-Sep. 2022	23/22 in %	Anteil Sep. 2023	Anteil Sep. 2022	Anteil Jan.- Sep. 2023	Anteil Jan.- Sep. 2022
Elektro gesamt	47.100	72.746	-35%	510.886	488.748	5%	21,0%	32,4%	23,9%	26,2%
darunter										
BEV	31.714	44.389	-29%	387.289	272.473	42%	14,1%	19,7%	18,1%	14,6%
Brennstoffzelle	3	21	-86%	252	628	-60%	0,0%	0,0%	0,0%	0,0%
Plug-In Hybrid (PHEV)	15.383	28.336	-46%	123.345	215.647	-43%	6,9%	12,6%	5,8%	11,5%
Zum Vergleich:										
Hybrid (ohne Plug-In)	57.795	40.097	44%	490.855	344.702	42%	25,7%	17,8%	23,0%	18,5%
dar. Mild-Hybrid*	49.795	33.726	48%	420.829	291.368	44%	22,2%	15,0%	19,7%	15,6%
Erdgas	59	159	-63%	1.189	1.483	-20%	0,0%	0,1%	0,1%	0,1%
LPG	666	1.274	-48%	9.825	11.405	-14%	0,3%	0,6%	0,5%	0,6%
Alternative Antriebe ges	105.620	114.276	-8%	1.012.755	846.338	20%	47,0%	50,8%	47,4%	45,3%
Neuwagen gesamt	224.502	224.816	0%	2.138.066	1.867.885	14%	100,0%	100,0%	100,0%	100,0%

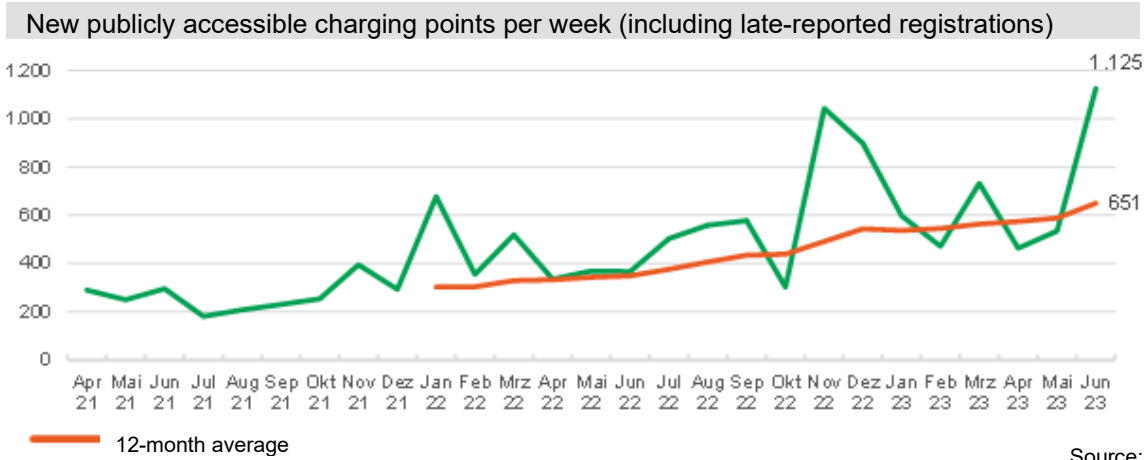
* Aktueller Monat geschätzt.

Quelle: KBA, VDA

Car registrations in Germany remained stagnant in September, reaching a volume of 224,500 units (-0% compared to the previous year). However, in the first three quarters of 2023, the market exhibited significant growth of +14% compared to the same period in 2022. Overall, a total of over 2.1 million cars were newly registered this year.

The expiration of the environmental bonus for commercial vehicles on August 31, 2023 played a significant role in the market dynamics. This resulted in a surge in BEV registrations in August, followed by an expected decline in September. To account for this special effect and provide a smooth analysis, the months of August and September are considered cumulatively. When looking at the entire year so far, with BEVs increasing by 42% and

PHEVs decreasing by 43%. Taking these opposite trends into account, the overall electric vehicle market has experienced moderate growth of just under 5%, reaching around 510,900 units.



Till July 1st, 97,495 charging points (of which 18,557 were rapid charging points with an output of 22 kW and more) were registered with the Federal Network Agency (BNetzA) in Germany. For detailed info, please refer to [Link](#).

With an estimate total of 2.058 million e-cars until July 1st, there were 47 charging points for 1,000 e-cars (or 21 e-cars per charging point). In June, the BNetzA reported an additional 4,832 charging points (including 2,511 late registrations), which corresponds to 1,125 charging points per week, so the moving twelve-month average rose further to 651 charging points per week.

To reach 1 million LP in 2030 would require building around 2,300 charging points per week. To achieve this, the expansion rate of the last 12 months would have to be quadrupled.

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Date October 31st, 2023