

# Facts and Figures

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## Facts and Figures

### International Passenger Car Markets April 2024

#### New Passenger Car Registrations/Sales

|   | Apr. 2024 | +/- in % | Jan.-Apr. 2024 | +/- in % |
|---|-----------|----------|----------------|----------|
| Europe (EU, EFTA & UK) <sup>1)</sup>      | 1,080,900 | 12.0     | 4,476,400      | 6.5      |
| European Union <sup>1)</sup>              | 914,000   | 13.7     | 3,683,000      | 6.6      |
| W. Europe (EU14, EFTA & UK) <sup>1)</sup> | 961,000   | 11.1     | 4,009,300      | 6.2      |
| New EU Countries (EU13) <sup>1)</sup>     | 119,900   | 19.4     | 467,100        | 9.7      |
| USA* <sup>2)</sup>                        | 1,313,500 | -3.3     | 5,065,900      | 3.0      |
| Mexico* <sup>2)</sup>                     | 111,900   | 14.7     | 461,400        | 11.9     |
| China <sup>3)</sup>                       | 1,585,200 | -2.4     | 6,416,100      | 8.8      |
| Japan <sup>4)</sup>                       | 258,800   | -10.6    | 1,226,800      | -15.0    |
| India <sup>5)</sup>                       | 287,700   | 1.2      | 1,423,200      | 9.3      |
| Brazil* <sup>6)</sup>                     | 208,300   | 37.5     | 692,300        | 17.7     |

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

\* Light Vehicles

### International passenger car markets develop heterogeneously in April

#### United States and China fall back - Europe up significantly - Japanese market still under noticeable pressure

The **International automotive** markets developed very differently in April. In Europe in particular, the market benefited from weak prior-year figures and the special effect of the early Easter, which fell in March this year. As a result, there were three additional working days in some countries compared to the same month last year. In the US, sales recently fell slightly, but the positive economic trend and a robust labor market so far are ensuring solid development overall over the course of the year. After a strong start to the year, the Chinese market has recently suffered a slight setback. However, sales volumes remain high despite declining momentum. The Japanese passenger car market has declined significantly since the beginning of the year as a result of irregularities in the performance of crash tests on models of domestic brands and the associated uncertainty among consumers.

1.1 million new vehicles were registered on the **European** passenger car market in April. This is around 12 percent more than a year earlier. The European market benefited from a weak prior-year level and the mentioned calendar effect. The five largest individual markets developed positively in April: Spain (+23 percent) and Germany (+20 percent) recorded the most dynamic growth. France (+11 percent) and Italy (+8 percent) also achieved significant growth. The United Kingdom (+1 percent) was only just above the previous year's level. In

the current year, the European passenger car market is now clearly in positive territory again. After four months, around 4.5 million new vehicles were registered, almost 7 percent more than in the same period last year. Compared to the pre-crisis level of 2019 the European market is still significantly down, by 18 percent.

In the **United States**, light vehicle sales (cars and light trucks) fell in April. Last month, 1.3 million new vehicles were registered. This was 3 percent less than a year earlier. The year to date remains positive thanks to the generally positive economic situation. The recent upward trend in inflation is causing uncertainty in the short to medium term. Just under 5.1 million new light vehicles were registered between January and April, an increase of 3 percent compared to the same period last year.

The **Chinese** Passenger car market also declined in April. Just under 1.6 million new passenger cars were registered – a decline of 2 percent compared to the same month last year. China is currently experiencing a combination of weak private consumption and continuing unresolved macroeconomic uncertainties. However, the course of the year is clearly positive. After a strong start to the year, a good 6.4 million passenger cars were sold in the first four months – 9 percent more than in the same period last year.

In **Japan**, sales of brand-new passenger cars also fell significantly in April (-11 percent), reaching a volume of just under 258,800 units. Consumers continue to be unsettled by the irregularities in crash tests of Japanese brands. Over the course of the year, the Japanese market is clearly in negative territory at -15 percent. A good 1.2 million new units have been registered so far.

## Elektro International April 2024

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

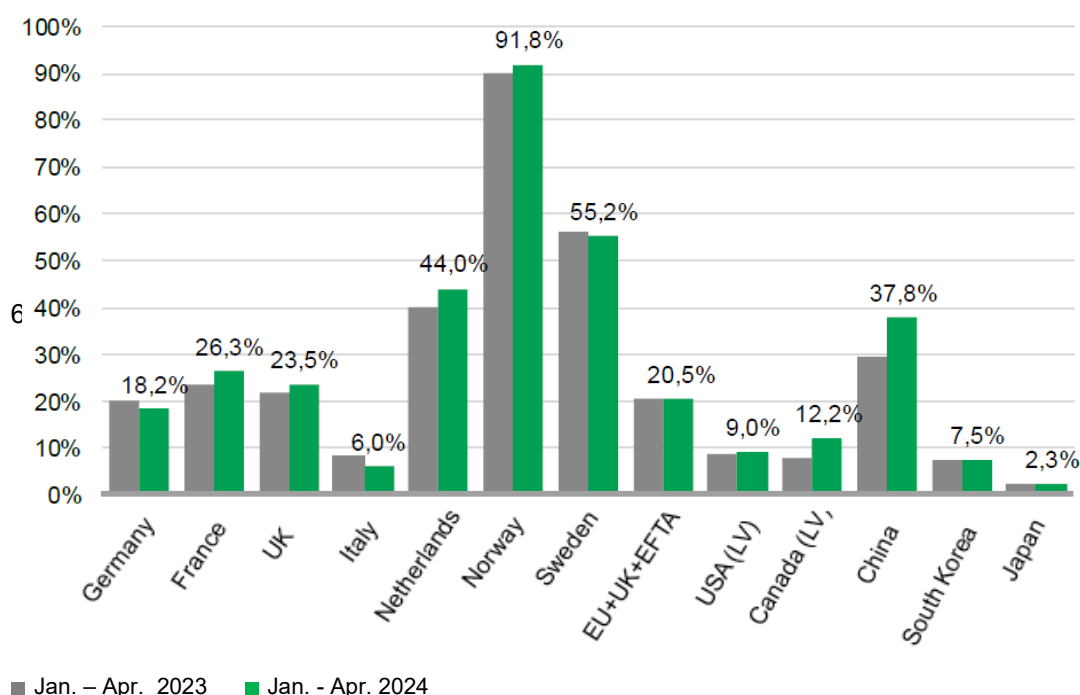
|                   | Electric registrations / sales (YTD) | Change YTD vs. Previous year (2024 vs. 2023) | Change Apr. 2024 vs. Apr. 2023 | Cumulative new registrations / sales since January 2010 | Electric proportion of 2024 YTD | Electric proportion of 2023 YTD | Electric market share of German Brand 2024 YTD | Electric market share of German Brand 2023 YTD | German Brand market share in the overall car market 2024 YTD |
|-------------------|--------------------------------------|--|--------------------------------|---|---------------------------------|---------------------------------|--|--|--|
| Germany           | 171.164                              | -2%  | 8% 📈                           | 3.089.633   | 18,2%                           | 20,0%                           | 64%  | 59%  | 68%  |
| France            | 155.807                              | 20%  | 30% 📈                          | 1.662.848   | 26,3%                           | 23,4%                           | 30%  | 24%  | 26%  |
| UK                | 160.086                              | 17%  | 14% 📈                          | 1.744.696   | 23,5%                           | 21,9%                           | 40%  | 38%  | 45%  |
| Italy             | 35.378                               | -22%   | -24% 📉                         | 524.705   | 6,0%                            | 8,2%                            | 49%  | 36%  | 32%  |
| Netherlands       | 57.444                               | 13%  | 8% 📈                           | 723.668   | 44,0%                           | 39,9%                           | 32%  | 34%  | 33%  |
| Norway            | 30.753                               | -9%  | 25% 📈                          | 885.459   | 91,8%                           | 90,2%                           | 27%  | 31%  | 30%  |
| Sweden            | 45.151                               | -4%  | 9% 📈                           | 726.923   | 55,2%                           | 56,2%                           | 33%  | 35%  | 39%  |
| <b>EU+UK+EFTA</b> | <b>919.538</b>                       | <b>7%</b>                                    | <b>11% 📈</b>                   | <b>11.998.360</b>                                       | <b>20,5%</b>                    | <b>20,5%</b>                    | <b>44%</b>                                     | <b>42%</b>                                     | <b>44%</b>   |
| USA (LV)          | 455.887                              | 9%   | 0% 📉                           | 5.152.851   | 9,0%                            | 8,5%                            | 10%  | 13%  | 8%   |
| Canada (LV)       | 68.856                               | 68%  | 100% 📈                         | 661.425   | 12,2%                           | 8,0%                            | 11%  | 13%  | 10%  |
| China             | 2.427.909                            | 40%  | 38% 📈                          | 22.185.989  | 37,8%                           | 29,3%                           | 4%   | 5%   | 21%  |
| South Korea       | 33.885                               | -8%  | -8% 📉                          | 534.683   | 7,5%                            | 7,5%                            | 19%  | 17%  | 11%  |
| Japan             | 22.142                               | -10%   | -32% 📉                         | 561.782   | 2,3%                            | 2,1%                            | 15%  | 11%  | 4%   |

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

In **April**, new e-registrations developed **positively in most countries**. Easter provided a tailwind here due to additional working days. While **Canada** (+100 percent), **China** (+38 percent) and **France** (+30 percent) recorded high double-digit growth, new e-registrations decreased in **Japan** (-32 percent), **Italy** (-24 percent) and **South Korea** (-8 percent).

**The market share of electric vehicles for the German automotive brands** in Europe rose to 44 percent over the year. In China, one of the world's most important markets, the market share fell from 5 to 4 percent. In the USA, there was a decrease of three percentage points to 10 percent. In South Korea, German automotive group brands achieved a double-digit market share of 19 percent (+2 percent) as well as in Japan (15 percent, +4 percent) in terms of electric vehicles.

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



■ Jan. – Apr. 2023

■ Jan. - Apr. 2024

In the first four months, the EV share in **Europe** arrived at 20.5 percent. **Norway** achieved the highest EV share, arriving at 91.8 percent. The second place was **Sweden** with 55.2 percent, which followed by the **Netherlands** (44 percent), **China** (37.8 percent), **France** (26.3 percent), **UK** (23.5 percent) and **Germany** (18.2 percent).

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

|             | BEV* New registrations / sales (YTD) | Change YTD vs. Previous year (2024 vs. 2023) | Change Apr. 2024 vs. Apr. 2023 | Share of BEV to electric YTD | PHEV* New registrations / sales (YTD) | Change YTD vs. Previous year (2024 vs. 2023) | Change Apr. 2024 vs. Apr. 2023 |
|-------------|--------------------------------------|--|--------------------------------|------------------------------|---------------------------------------|--|--------------------------------|
| Germany     | 111.005                              | -11%   | 0% ↕                           | 65%                          | 60.120                                | 22%  | 28% ↕                          |
| France      | 104.671                              | 28%  | 45% ↕                          | 67%                          | 50.663                                | 7%   | 4% ↕                           |
| UK          | 107.031                              | 11%  | 11% ↕                          | 67%                          | 53.055                                | 31%  | 22% ↕                          |
| Italy       | 16.933                               | -18%   | -22% ↕                         | 48%                          | 18.445                                | -26%   | -26% ↕                         |
| Netherlands | 39.149                               | 17%  | 10% ↕                          | 68%                          | 18.295                                | 5%   | 5% ↕                           |
| Norway      | 30.124                               | -5%  | 35% ↕                          | 98%                          | 629                                   | -72%   | -75% ↕                         |
| Sweden      | 25.266                               | -15%   | -2% ↕                          | 56%                          | 19.883                                | 15%  | 27% ↕                          |
| EU+UK+EFTA  | 593.690                              | 6%   | 14% ↕                          | 65%                          | 325.319                               | 9%   | 6% ↕                           |
| USA (LV)    | 338.356                              | 0%   | -4% ↕                          | 74%                          | 117.260                               | 49%  | 15% ↕                          |
| Canada (LV) | 50.529                               | 60%  | 105% ↕                         | 73%                          | 18.320                                | 97%  | 90% ↕                          |
| China       | 1.424.107                            | 22%  | 26% ↕                          | 58%                          | 1003.764                              | 77%  | 59% ↕                          |
| South Korea | 30.757                               | -4%  | -5% ↕                          | 91%                          | 2.275                                 | -21%   | -41% ↕                         |
| Japan       | 8.494                                | -30%   | -44% ↕                         | 38%                          | 13.385                                | 7%   | -23% ↕                         |

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

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

In April, new registrations of **BEVs in Europe** increased by 14 percent due to three additional working days. However, when combining March and April to account for the effect of working days, there was a decrease of 2 percent, indicating a slowdown in the European market. The decline was primarily seen in Germany, where BEV registrations dropped by 18 percent in the March/April period, mainly attributed to the sudden removal of environmental incentives. Significant declines were also observed in Italy (-30 percent) and Sweden (-22 percent).

**Canada** saw a significant increase of 105 percent in April. The **French** market remained the most dynamic in Europe with an increase of 45 percent, followed by **Norway** with a 35 percent rise. Growth rates elsewhere were weak, with **Japan** (-44 percent) experiencing the biggest setback, followed by **South Korea** (-5 percent) due to the EV incentive program, and **the USA** (-4 percent).

So far this year, China has shown the highest growth in electric vehicle registrations among the three major markets, with a 22 percent increase, surpassing Europe with 6 percent growth and the USA at approximately 0 percent. In other country markets, there is considerable dynamism in Canada (+60 percent), France (+28 percent), and the Netherlands (+17 percent, due to a "first come, first serve" incentive pot) as well.

In the first four months of the year, the development of **PHEV** in **Europe** was diverse. **Norway** (-72 percent) and **Italy** (-26 percent) experienced significant declines. In **Germany**, after a weak previous year due to the expired incentives on January 1, 2023, there was now a certain rebound at +22 percent, partially due to a base effect. **China** showed a particularly high increase at +77 percent, with PHEVs accounting for 42 percent of newly registered electric vehicles, a third of which are Range Extenders with ranges of up to 1000 km or more.

**Canada** had an even higher growth rate at +97 percent, although the market is still relatively small. **Japan** (62 percent PHEV) and **Italy** (52 percent PHEV) register more PHEVs than BEVs. The success of this bridging technology indicates that these markets are still early in the transformation process. Conversely, in **Norway**, PHEVs no longer play a significant role, as 98% of electric vehicles are purely battery powered.

## Elektro Germany May 2024

### Overview of New Electric Car Registrations Germany

|                                 | Mai<br>2024   | Mai<br>2023   | 24/23<br>in | Jan.-Mai<br>2024 | Jan.-Mai<br>2023 | 24/23<br>in | Anteil<br>Mai<br>2024 | Anteil<br>Mai<br>2023 | Anteil<br>Jan.-<br>Mai<br>2024 | Anteil<br>Jan.-<br>Mai<br>2023 |
|---------------------------------|---------------|---------------|-------------|------------------|------------------|-------------|-----------------------|-----------------------|--------------------------------|--------------------------------|
| <b>Elektro gesamt</b>           | <b>43.756</b> | <b>56.617</b> | <b>-23%</b> | <b>214.920</b>   | <b>230.513</b>   | <b>-7%</b>  | <b>18,5%</b>          | <b>22,9%</b>          | <b>18,3%</b>                   | <b>20,6%</b>                   |
| <b>darunter</b>                 |               |               |             |                  |                  |             |                       |                       |                                |                                |
| <b>BEV</b>                      | 29.708        | 42.780        | -31%        | 140.713          | 167.256          | -16%        | 12,6%                 | 17,3%                 | 12,0%                          | 15,0%                          |
| <b>Brennstoffzelle</b>          | 10            | 34            | -71%        | 49               | 122              | -60%        | 0,0%                  | 0,0%                  | 0,0%                           | 0,0%                           |
| <b>Plug-In Hybrid (PHEV)</b>    | 14.038        | 13.803        | 2%          | 74.158           | 63.135           | 17%         | 5,9%                  | 5,6%                  | 6,3%                           | 5,7%                           |
| <b>Zum Vergleich:</b>           |               |               |             |                  |                  |             |                       |                       |                                |                                |
| <b>Hybrid (ohne Plug-In)</b>    | 57.413        | 57.842        | -1%         | 291.387          | 261.759          | 11%         | 24,3%                 | 23,4%                 | 24,8%                          | 23,4%                          |
| <b>dar. Mild-Hybrid*</b>        | 48.195        | 50.817        | -5%         | 245.134          | 224.438          | 9%          | 20,4%                 | 20,6%                 | 20,9%                          | 20,1%                          |
| <b>Erdgas</b>                   | 32            | 130           | -75%        | 122              | 633              | -81%        | 0,0%                  | 0,1%                  | 0,0%                           | 0,1%                           |
| <b>LPG</b>                      | 821           | 1.166         | -30%        | 6.359            | 5.137            | 24%         | 0,3%                  | 0,5%                  | 0,5%                           | 0,5%                           |
| <b>Alternative Antriebe ges</b> | 102.022       | 115.755       | -12%        | 512.788          | 498.042          | 3%          | 43,2%                 | 46,9%                 | 43,7%                          | 44,6%                          |
| <b>Neuwagen gesamt</b>          | 236.425       | 246.966       | -4%         | 1.174.312        | 1.116.731        | 5%          | 100,0%                | 100,0%                | 100,0%                         | 100,0%                         |

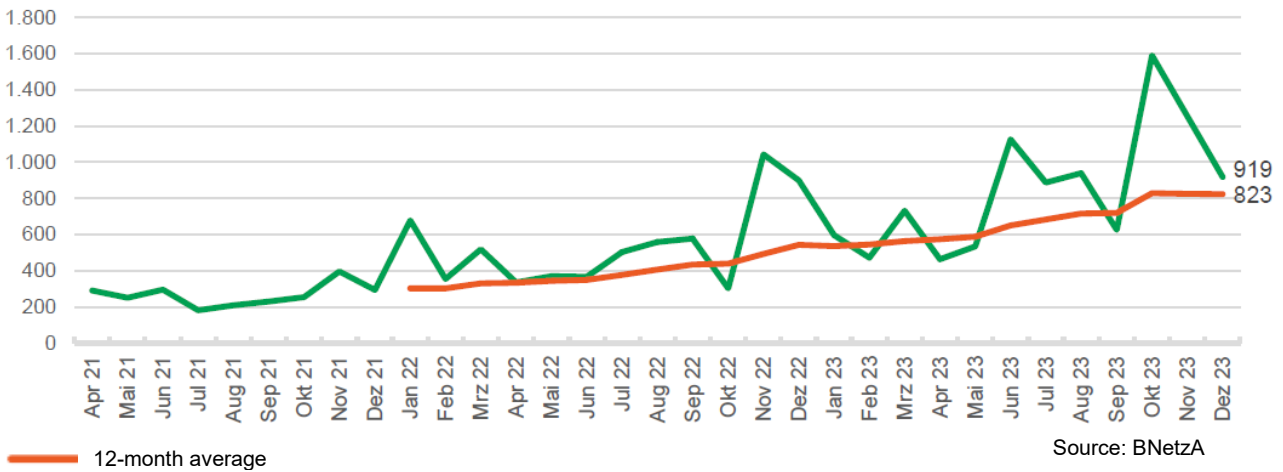
\* Aktueller Monat geschätzt.

Quelle: KBA, VDA

In May, **new electric car registrations fell by 23 percent to 43,756 units**, which showed a continued weak e-demand. The EV share reached 18.5 percent (compared to 22.9 percent in the previous year and 18.4 percent in the previous month), clearly below the 2023 average of 24.6 percent. The BEV share slightly increased by 0.4 percent to 12.6 percent compared to the previous month, significantly lower than the 2023 average of 18.4 percent. To reach 15 million EVs in circulation by 2030, a more than threefold increase in EV registrations from 685 thousand in the last 12 months to 2.26 million per year would be necessary. Extrapolating the BEV registrations from May would result in approximately 3.5 million stock BEVs by 2030.

The **electric car market forecast for 2024** remains at **578,000 units (-17 percent)**. This includes individual forecasts of **393,000 BEVs** (revised from -14 percent to -25 percent) and **185,000 PHEVs** (unchanged at +5 percent).

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



As of January 1, 2024, the Federal Network Agency (BNetzA) in Germany reported 123,449 charging points (LP), including 25,233 fast charging points with a power capacity of over 22 kW. For detailed info, please refer to [Link](#).

With a total of 2.33 million electric cars on January 1, there are now 53 charging points per 1,000 electric vehicles (or 19 electric vehicles per charging point). The moving twelve-month average now stands at 823 charging points per week. To achieve 1 million charging points by 2030, the installation of about 2,400 charging points per week would be required. Achieving this goal would require nearly tripling the expansion rate of the last 12 months. Currently, nearly two-fifths (38 percent) of all municipalities still do not have a charging point. Over three-quarters of all municipalities (76 percent) currently do not have a fast-charging point installed as of November 1, 2023.

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