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Facts and Figures

International Passenger Car Markets June 2023

New Passenger Car Registrations/ Sales

	June 2023	+/- in %	Jan.-Jun. 2023	+/- in %
Europe (EU, EFTA & UK) ¹⁾	1,265,700	18.7	6,588,900	17.6
European Union ¹⁾	1,045,100	17.8	5,438,700	17.9
W. Europe (EU14, EFTA & UK) ¹⁾	1,148,200	19.6	5,932,400	18.0
New EU Countries (EU13) ¹⁾	117,500	10.2	656,500	14.5
USA* ²⁾	1,371,000	19.9	7,658,200	12.9
Mexico* ²⁾	113,600	25.7	632,600	22.2
China ³⁾	2,247,000	2.4	11,143,000	9.2
Japan ⁴⁾	332,000	23.9	2,047,700	19.5
India ⁵⁾	280,300	1.6	2,014,400	10.0
Brazil* ⁶⁾	179,900	8.6	934,700	9.6

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

* Light Vehicles

International passenger car markets mostly up after first half of the year

Supply situation improves - Europe, US and Japan below pre-crisis levels - Growth in China weakens

Most of the **international automotive markets** recorded increases in new registrations in the first half of 2023. The turbulent first half of 2022, which included the start of the war in Ukraine and extensive lockdowns in Chinese metropolitan regions, resulted in low year-on-year figures and led to growth rates that are currently oversubscribed in some cases. The recent improvement in the supply situation increased vehicle availability. The automotive core markets benefited from this development. Nevertheless, the current positive figures are deceptive. In particular, the upcoming quarters will be challenging across the board due to the decline in overall economic demand as a result of high inflation rates and currency devaluation in numerous regions.

A good 6.6 million new vehicles were registered in the **European passenger car market (EU, EFTA & UK)** in the first half of the year. This is almost 18 percent more than in the prior year period. Last year, the European market was particularly hard hit by the effects of the war in Ukraine. Due to the slow pace of recovery, the European passenger car market is currently still almost 22 percent below the pre-crisis level of 2019. In June, just under 1.3 million units were registered, 19 percent more new vehicles than in the same month last year.

In the **United States**, light vehicle sales (passenger cars and light duty) increased significantly by 13 percent in the first half of the year. A total of just under 7.7 million vehicles were sold. This means that the market is still just under 9 percent below the pre-crisis level of 2019. The popular light duty segment (+14 percent) developed more dynamically than the passenger car segment (+10 percent) over the course of the year. In June, sales climbed by an above-average 20 percent to a volume of just under 1.4 million units.

In the first half of the current year, the **Chinese passenger car market** sold a good 11.1 million units, 9 percent more than in the same period last year. The Chinese market was already above pre-crisis levels last year and is currently 12 percent above the sales volume of the first half of 2019. The market saw a growth of 2 percent in June. However, the 2.2 million passenger cars sold was the highest sales level ever achieved in June.

In **Japan**, sales of new passenger cars continue to develop dynamically. Due to the weak first half of the previous year, volume growth of 20 percent to a level of 2.0 million vehicles was achieved in the current year. The sales gap to the pre-crisis level of 2019 is still a good 10 percent. In June, 332,000 passenger cars were sold - almost 24 percent more than in the same month last year.

Elektro International May 2023

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

	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change May. 2022 vs. May. 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	230.513	-7%	8% ↗	2.448.776	20,6%	24,5%	60%	58%	70%
France	172.519	41%	39% ↗	1.219.729	24,7%	20,4%	24%	24%	26%
UK	180.584	30%	49% ↗	1.313.238	23,4%	20,9%	36%	39%	46%
Italy	61.789	27%	13% ↗	416.153	8,8%	8,7%	33%	37%	34%
Netherlands	66.741	74%	94% ↗	572.007	41,4%	31,0%	35%	43%	40%
Norway	45.826	-3%	21% ↗	785.876	89,9%	88,0%	32%	39%	34%
Sweden	65.041	8%	42% ↗	573.924	57,9%	50,9%	35%	36%	39%
EU+UK+EFTA	1.142.896	26%	39% ↗	9.218.663	21,5%	20,0%	41%	44%	46%
USA (LV)	532.398	59%	78% ↗	3.791.986	8,5%	5,9%	12%	10%	9%
Canada (LV)	56.134	35%	52% ↗	463.419	8,5%	6,7%	13%	9%	9%
China	2.809.801	47%	61% ↗	17.323.963	31,6%	23,9%	6%	5%	18%
South Korea	46.832	2%	3% ↗	400.250	7,5%	8,0%	19%	20%	12%
Japan	38.897	41%	51% ↗	481.507	2,3%	1,9%	12%	18%	4%

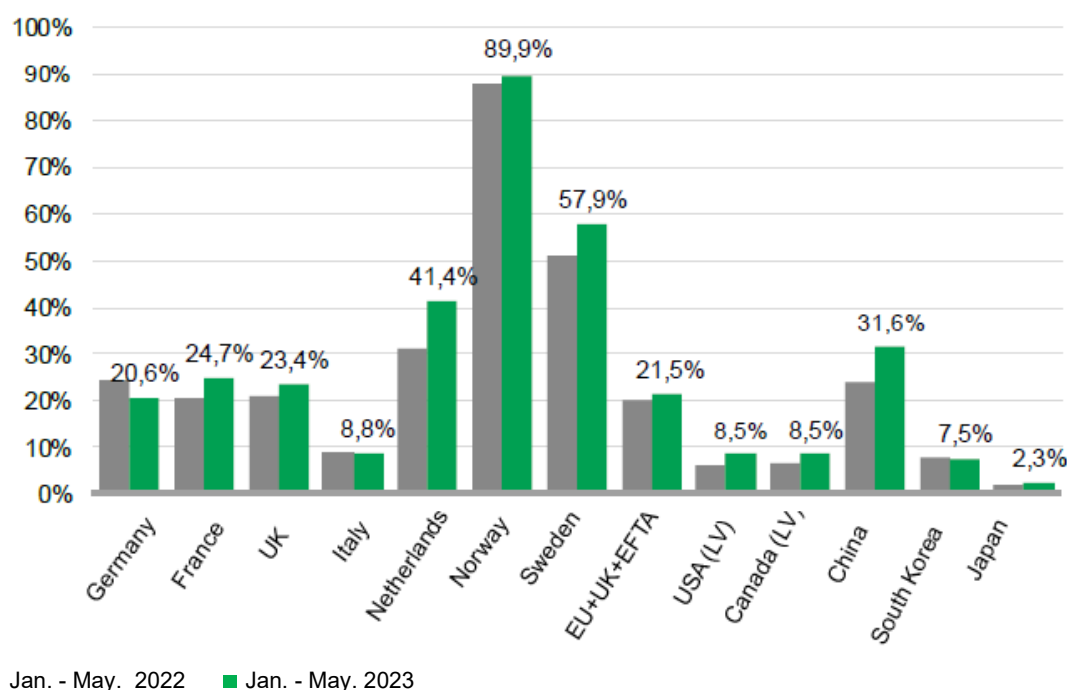
Source: KBA, Ward's, Fourin, S&P Global Mobility

In May, all markets in Europe showed growth (+39 percent). The strongest increases were recorded in the Netherlands (+94 percent), UK (+49 percent), Sweden (+42 percent), and France (+39 percent). The weakest growth was achieved in Germany (+8 percent) and Italy (+13 percent). The non-European markets were all in growth: the USA recorded the largest increase with 78 percent.

With 2.81 million newly registered e-cars (+47 percent), China was by far the most important e-market worldwide. For comparison: Europe (EU+EFTA+UK) came with a total of 1.14 million units (+26 percent) to less than half. The USA ranked behind with 0.53 million sales (+59 percent).

The market share of the German brand on the e-market didn't match the share of the overall market in any important European market. In Europe as a whole the e-share was 41 percent while the total market share was 46 percent. In China, the discrepancy was even greater with 18 percent overall and 6 percent e-market share. In the remaining overseas markets considered here, which are rather insignificant apart from the USA (12 percent e-market share with 9 percent total market share), German OEMs are more successful with e-cars than with combustion cars.

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



■ Jan. - May. 2022 ■ Jan. - May. 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 (41 percent), China (32 percent), France (25 percent) and UK (23 percent) ahead of Germany (21 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.- May. 2023

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change May. 2023 vs. May. 2022	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2023 vs. 2022)	Change May. 2023 vs. May. 2022
Germany	167.256	24%	47% ↗	73%	63.135	-44%	-41% ↘
France	104.636	46%	49% ↗	61%	67.787	33%	26% ↘
UK	121.240	31%	59% ↗	67%	59.319	29%	31% ↗
Italy	26.551	41%	39% ↘	43%	35.236	18%	-3% ↘
Netherlands	44.403	100%	118% ↗	67%	22.329	39%	52% ↗
Norway	42.474	0%	28% ↗	93%	3.351	-29%	-20% ↘
Sweden	41.489	32%	83% ↗	64%	23.550	-18%	-1% ↘
EU+UK+EFTA	731.469	43%	66% ↗	64%	411.080	5%	6% ↗
USA (LV)	424.027	65%	83% ↗	80%	106.997	41%	60% ↗
Canada (LV)	42.157	36%	55% ↗	75%	13.960	33%	43% ↗
China	2.019.441	35%	51% ↗	72%	790.360	91%	94% ↗
South Korea	40.032	12%	9% ↘	85%	4.178	-32%	46% ↗
Japan	18.747	65%	109% ↗	48%	19.992	28%	21% ↗

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

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

In May, all major BEV markets were clearly in growth. The Netherlands was in first place with +118 percent ahead of Japan with +109 percent, where e-mobility is still in its infancy and was slowly picking up speed. South Korea achieved the lowest growth with +9 percent. With +66 percent, Europe performed better than China with 51 percent. A \$72 billion program for the next four years has just been unveiled in China, which included the elimination of the purchase tax for e-vehicles in 2024/2025.

Over the course of the year, all important BEV markets except Norway (± 0 percent, because sales tax from Jan 2023 on e-cars) recorded significant double-digit percentage growth. The highest growth was in the Netherlands (+100 percent), where there is a "first come, first serve" subsidy available for this year fixed. The USA and Japan followed with each +65 percent growth ahead France (+46 percent) and Italy (+41 percent). At +12 percent, South Korea recorded the lowest growth among major markets outside of Europe.

The development of the PHEV was also heterogeneous in May. Due to the subsidies ended last year, Germany recorded the highest decline at -41 percent. In Norway, the decrease was -20 percent. Since the beginning of the year, VAT has been applied to e-cars over approx. EUR 50,000 in Norway and there has also been a new important tax for all passenger cars since Jan 2023. In Sweden, where e-subsidies generally ended at the end of November, there was a minimal drop of 1 percent. However, there were high increases in France (+26 percent), UK (+31 percent) and the Netherlands (+52 percent). Outside of Europe, growth was consistently double-digit, where China was up at +94 percent the top. In rural China, PHEVs were currently very popular due to their long range.

By far the most important plug-in hybrid market was China with 0.79 million units (+91 percent). Europe came to 411 thousand (+5 percent). The USA followed at a great distance with 107 thousand (+41 percent). In Europe, France (68 thousand, +33%) remains the largest PHEV market, which ahead of Germany (63 thousand, -44%) and the UK (59 thousand, +29%).

Elektro Germany June 2023

Overview of New Electric Car Registrations Germany

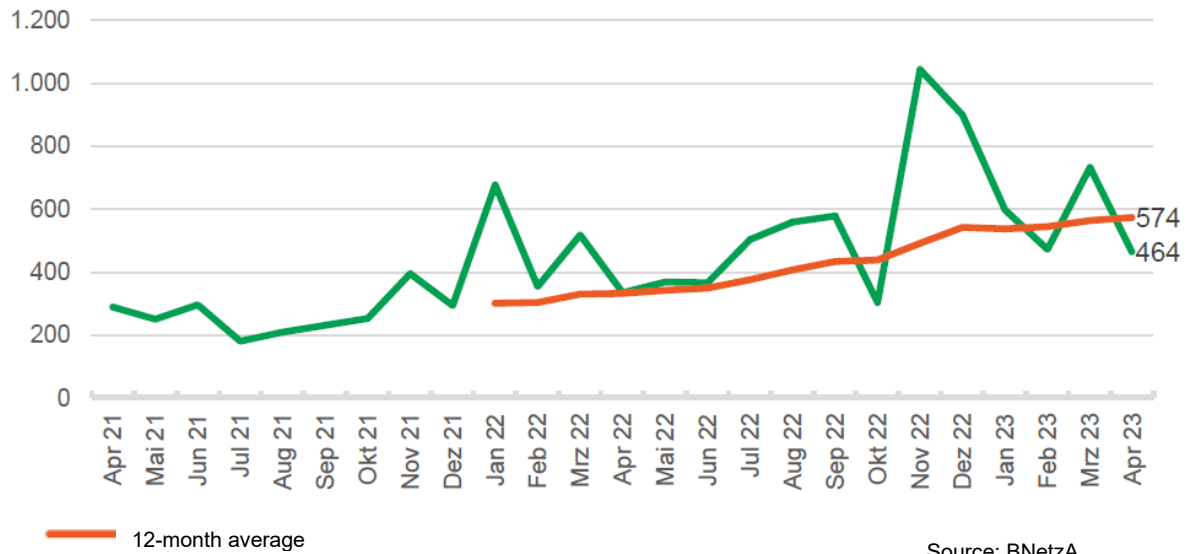
	Juni 2023	Juni 2022	23/22 in %	Jan.-Juni 2023	Jan.-Juni 2022	23/22 in %	Anteil Juni 2023	Anteil Juni 2022	Anteil Jan.- Juni 2023	Anteil Jan.- Juni 2022
Elektro gesamt	68.952	58.492	18%	299.465	306.383	-2%	24,6%	26,0%	21,4%	24,7%
darunter										
BEV	52.988	32.234	64%	220.244	167.263	32%	18,9%	14,4%	15,8%	13,5%
Brennstoffzelle	34	55	-38%	156	240	-35%	0,0%	0,0%	0,0%	0,0%
Plug-In Hybrid (PHEV)	15.930	26.203	-39%	79.065	138.880	-43%	5,7%	11,7%	5,7%	11,2%
Zum Vergleich:										
Hybrid (ohne Plug-In)	62.319	39.159	59%	324.078	233.239	39%	22,2%	17,4%	23,2%	18,8%
dar. Mild-Hybrid*	54.819	33.403	64%	279.257	196.695	42%	19,6%	14,9%	20,0%	15,9%
Erdgas	157	116	35%	790	969	-18%	0,1%	0,1%	0,1%	0,1%
LPG	2.111	1.120	88%	7.248	7.642	-5%	0,8%	0,5%	0,5%	0,6%
Alternative Antriebe ges	133.539	98.887	35%	631.581	548.233	15%	47,7%	44,0%	45,2%	44,3%
Neuwagen gesamt	280.139	224.558	25%	1.396.870	1.237.975	13%	100,0%	100,0%	100,0%	100,0%

* Aktueller Monat geschätzt.

Quelle: KBA, VDA

New registrations of electric cars developed positively in June. The German market for electric cars grew by 18% compared to the same month last year. 69,000 electric cars were newly registered in June of this year. There was another significant slump in plug-in hybrids (PHEV): 15,900 newly registered units meant a drop of 39% compared to June of the previous year. In contrast, new registrations of new, purely battery-electric passenger cars (BEV) rose by around 64% compared with June 2022 to a level of 53,000 units. They also developed significantly more dynamically than the car market as a whole. A total of 299,500 e-cars were sold in the first six months of the current year. That is 2% less than in the same period last year.

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



Till May 1st, 90,305 charging points (of which 16,622 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 2.01 million e-cars until May 1st, there were 46 charging points for 1,000 e-cars (or 22 e-cars per charging point). In April, the BNetzA reported an additional 1,989 charging points (including late registrations), which corresponds to 464 charging points per week, so the moving twelve-month average rose slightly to 574 charging points per week.

To reach 1 million LP in 2030 would require building around 2,250 charging points per week. To achieve this, the expansion rate of the last 12 months would have to be quadrupled.

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