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Facts and Figures

International Passenger Car Markets August 2024

New Passenger Car Registrations/Sales

	August 2024	+/- in %	Jan.-Aug. 2024	+/- in %
Europe (EU, EFTA & UK) ¹⁾	755,700	-16.5	8,661,400	1.7
European Union ¹⁾	643,600	-18.3	7,180,500	1.4
W. Europe (EU14, EFTA & UK) ¹⁾	659,800	-17.9	7,726,900	0.9
New EU Countries (EU13) ¹⁾	95,900	-5.4	934,500	8.5
USA* ²⁾	1,418,800	7.6	10,499,900	2.2
Mexico* ²⁾	127,500	12.1	961,600	12.2
China ³⁾	1,910,000	-0.5	13,495,000	2.0
Japan ⁴⁾	271,500	-3.2	2,410,200	-9.0
India ⁵⁾ **	296,800	-2.0	2,458,300	6.1
Brazil* ⁶⁾	223,500	13.4	1,529,300	13.5

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

* Light Vehicles

** until July 2024

International passenger car markets develop unevenly in August

European market plummets – United States with strong growth – China and Japan down slightly

The **International automotive markets** developed very differently in August. While new registrations in **Europe** fell significantly compared to the same month last year, sales in **the United States** rose sharply. In **China**, the overall economic situation remains challenging, but sales volumes are very solid despite a slight year-on-year decline. The **Japanese** passenger car market was unable to confirm the recent upturn in new registrations and slipped back slightly into negative territory.

In August, 755,700 new vehicles were registered on the **European passenger car market (EU, EFTA & UK)**. This is a significant drop compared to the same month last year (-16 percent). Sales of electric vehicles remain weak. New registrations of both BEVs (-36 percent) and PHEVs (-22 percent) shrank significantly recently. The five largest individual markets all showed a negative trend in August: **Germany** (-28 percent), **France** (-24 percent) and **Italy** (-13 percent), the three largest markets in the EU, have seen double-digit declines. Only in **Spain** (-6 percent) and **the United Kingdom** (-1 percent) were the declines moderate. The massive slump in the German electrical market is also due to the high level of the previous year: Because of the expiry of the environmental bonus on September 1, 2023, for commercial owners, new registrations of electric cars were greatly inflated in August 2023. Over the course of the year, the European passenger car market is still just in positive territory. However, the cushion that was built up in the first quarter has now almost been used up. After

eight months, 8.7 million new vehicles were registered, almost 2 percent more than in the same period last year. Compared to pre-crisis levels, the European market continues to lag behind significantly, by 20 percent. The gap to 2019 is growing again.

In the **United States**, light vehicle sales (cars and light trucks) recovered noticeably in August. Last month, 1.4 million new vehicles were registered. This was 8 percent more than a year earlier. The year to date remains just in positive territory. Just under 10.5 million new light vehicles were registered between January and August, an increase of 2 percent compared to the same period last year.

The **Chinese** passenger car market declined for the fifth month in a row in August. A good 1.9 million new passenger cars were registered – a decline of 1 percent compared to the same month last year. Despite the renewed decline, the sales volume is quite solid in the context of previous years. The course of the year remains positive. After a strong start to the year, a total of just under 13.5 million cars were sold in the first eight months – 2 percent more than in the same period last year.

In **Japan**, sales of brand-new passenger cars have now fallen again slightly despite the trend reversal in the previous month. In August, a volume of just over 271,500 units was achieved, which corresponds to a decline of a good 3 percent. Due to the weak year to date, the Japanese market is still clearly in negative territory at -9 percent. A good 2.4 million units have been registered so far. rose in July after very weak previous months. This is the first increase in sales so far this year.

Elektro International July 2024

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

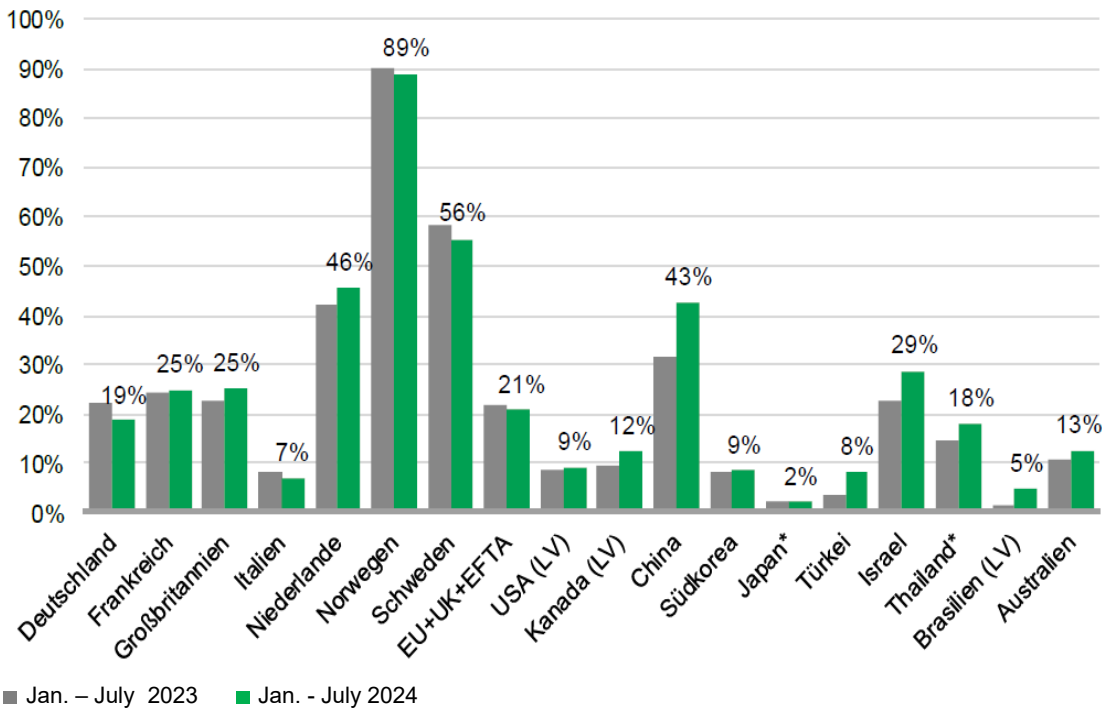
	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change July 2024 vs. July 2023	Cumulative new registrations / sales since January 2010	Electric proportion of 2024 YTD	Electric proportion of 2023 YTD	Electric market share of German Brand 2024 YTD	Electric market share of German Brand 2023 YTD	German Brand market share in the overall car market 2024 YTD
Germany	319.320	-12%	-28% 📉	3.237.789	18,7%	22,1%	64%	59%	68%
France	259.920	6%	-12% 📉	1.315.264	25,0%	24,2%	34%	26%	28%
UK	289.236	16%	17% 📈	1.560.156	25,1%	22,8%	41%	39%	45%
Italy	71.701	-11%	-6% 📉	560.149	7,1%	8,4%	43%	37%	32%
Netherlands	100.082	4%	3% 📈	627.858	45,5%	42,1%	33%	36%	33%
Norway	60.217	-10%	-10% 📉	914.924	88,9%	90,1%	27%	35%	29%
Sweden	82.496	-10%	-7% 📉	764.268	55,5%	58,1%	33%	36%	39%
EU+UK+EFTA	1.652.638	0%	-8% 📉	11.659.479	20,9%	21,7%	44%	43%	45%
USA (LV)	844.172	7%	-4% 📉	5.541.216	9,3%	8,8%	11%	13%	9%
Canada (LV)	133.173	44%	27% 📈	684.884	12,4%	9,4%	11%	12%	11%
China	4.942.971	39%	46% 📈	17.347.990	42,7%	31,4%	5%	6%	20%
South Korea	70.116	-2%	46% 📈	604.142	8,6%	8,0%	18%	21%	12%
Japan	37.764	-22%	-15% 📉	413.078	2,1%	2,4%	20%	11%	4%

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

In July, new electric vehicle registrations in Europe declined by 8% and in the USA by 4%, marking disappointing trends. Germany, the third-largest electric vehicle market globally, experienced a significant drop of -28%, impacting the European EV market. Meanwhile, in China, electric cars accounted for more than half of all sales in July, showing a substantial increase of 46%.

The market share of German automotive brands in Europe increased by one percentage point to 44% over the course of the year. This rise can be attributed to the growing popularity of German brands in Germany (+5 percentage points), France (+8 percentage points), Italy (+6 percentage points), and the UK (+2 percentage points), while Norway saw an 8- percentage point loss in market share. In China, the world's most important market, the already low market share of German brands dropped from 6% to 5%. In the USA, the market share decreased from 13% to 11%. German automotive brands maintained a double-digit market share for electric passenger cars in South Korea at 18% (-2 percent) as well as in Japan at 20% (+9 percent).

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



Over the course of the year, the share of electric vehicles in **Europe** fell by one percent to 20.9%. The highest shares of electric vehicles in Europe were achieved in **Norway** (88.9%) and **Sweden** (55.5%), where saturation has been reached in both countries. Following them were **Denmark** (50.7%), **Finland** (46.6%), the **Netherlands** (45.5%), **Belgium** (39.9%) and **Luxembourg** (34.2%). The electric vehicles share in the **UK, France, and Germany** were 25.1%, 25.0%, and 18.7% respectively.

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

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change July 2024 vs. July 2023	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change July 2024 vs. July 2023
Germany	214.887	-20%	-37% 📉	67%	104.360	12%	3% 📈
France	175.428	13%	1% 📈	67%	83.970	-8%	-29% 📉
UK	194.431	11%	19% 📈	67%	94.805	28%	13% 📈
Italy	39.226	7%	4% 📈	55%	32.475	-26%	-14% 📉
Netherlands	68.385	4%	8% 📈	68%	31.697	2%	-4% 📉
Norway	57.951	-6%	-3% 📉	96%	2.257	-57%	-75% 📉
Sweden	47.513	-19%	-15% 📉	58%	34.977	6%	6% 📈
EU+UK+EFTA	1.093.825	0%	-7% 📉	66%	558.176	-1%	-11% 📉
USA (LV)	658.580	3%	-1% 📉	78%	185.242	24%	-16% 📉
Canada (LV)	98.337	37%	24% 📈	74%	34.820	66%	37% 📈
China	2.885.572	20%	20% 📈	58%	2.057.361	78%	102% 📈
South Korea	64.089	5%	55% 📈	91%	4.234	-36%	-12% 📉
Japan	15.742	-31%	1% 📈	42%	21.580	-14%	-25% 📉

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

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

In July, new registrations of Battery Electric Vehicles (BEVs) in Europe declined by 7%. The expired incentive for commercial customers in Germany distorted the year-on-year comparison (-37%). It is expected that the numbers will likely stabilize from September onwards and gain momentum next year due to the CO2 interim target. In the second largest European market, the UK saw a 19% increase in BEV registrations. In Sweden,

which is already highly electrified, the weak trend continued this year with a decline of -15%, attributed to a scrappage bonus effective from August 5th. Overseas, there were mostly double-digit increases in July. Notably, China (+20%) stood out along with Canada (+24%), Israel (+54%), South Korea (+55%), and Brazil (+397%).

So far in the year, China is the only one among the three major BEV markets to record a significant growth of +20%. Europe remained stagnant ($\pm 0\%$), while the USA showed consolidation at +3%.

The development of Plug-in Hybrid Electric Vehicles (PHEVs) in Europe during the year was mixed (-1 percent). Norway (-57%) and Italy (-26%) experienced significant declines. In Germany, following a weak previous year due to the ended subsidy on January 1, 2023, there was a rebound of +12%, which has since leveled off (June and July almost unchanged combined). China showed a particularly high increase of +78%, where now 42% of newly registered EVs are PHEVs, with nearly three-tenths being Range Extenders with ranges of up to 1000 km or more. Significant growth rates were also observed in Canada (+66%) and the USA (+36%).

Elektro Germany August 2024

Overview of New Electric Car Registrations Germany

	Aug. 2024	Aug. 2023	24/23 in	Jan.-Aug. 2024	Jan.-Aug. 2023	24/23 in	Anteil Aug. 2024	Anteil Aug. 2023	Anteil Jan.- Aug. 2024	Anteil Jan.- Aug. 2023
Elektro gesamt	40.606	101.252	-60%	359.926	463.786	-22%	20,6%	37,0%	18,9%	24,2%
darunter										
BEV	27.024	86.649	-69%	241.911	355.575	-32%	13,7%	31,7%	12,7%	18,6%
Brennstoffzelle	17	51	-67%	90	249	-64%	0,0%	0,0%	0,0%	0,0%
Plug-In Hybrid (PHEV)	13.565	14.552	-7%	117.925	107.962	9%	6,9%	5,3%	6,2%	5,6%
Zum Vergleich:										
Hybrid (ohne Plug-In)	55.779	55.844	0%	484.804	433.060	12%	28,3%	20,4%	25,4%	22,6%
dar. Mild-Hybrid*	44.900	48.138	-7%	403.351	371.034	9%	22,8%	17,6%	21,1%	19,4%
Erdgas	3	130	-98%	136	1.130	-88%	0,0%	0,0%	0,0%	0,1%
LPG	953	920	4%	9.848	9.159	8%	0,5%	0,3%	0,5%	0,5%
Alternative Antriebe ges	97.341	158.146	-38%	854.714	907.135	-6%	49,3%	57,8%	44,8%	47,4%
Neuwagen gesamt	197.322	273.417	-28%	1.907.226	1.913.564	0%	100,0%	100,0%	100,0%	100,0%

* Aktueller Monat geschätzt.

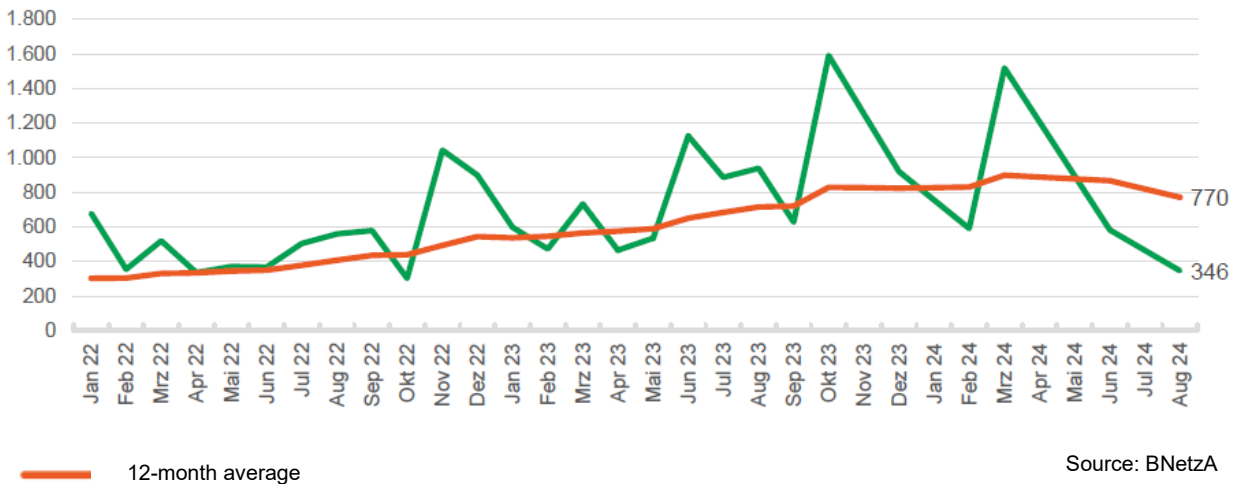
Quelle: KBA, VDA

In August, the decline in new electric car registrations accelerated further, dropping by 60% to 40,606 units. There were several reasons for this significant decrease: firstly, there were advanced purchases in previous months due to newly EU-mandated assistance systems. Additionally, August 2023 was oversubscribed due to the subsidy cessation for commercial Battery Electric Vehicles (BEVs) starting from September 1st, 2024. The BEV share stabilized at 13.7% (compared to 12.9% in the previous month) but remains significantly below the 2023 average of 18.4%. To reach 15 million electric vehicles in circulation by 2030, a nearly quadrupling of the new electric vehicle registrations in the last 12 months to 2.32 million per year would be necessary. If we extrapolate the BEV registrations from August, it will only result in around 3.2 million existing BEVs by 2030.

The market share of German automotive companies surged to 69% in August (from 54% the previous year). Among these companies, the German OEMs increased their market share to 66% for BEVs (up from 51% the previous year) but lost two percentage points for Plug-in Hybrid Electric Vehicles (PHEVs), dropping to 73% compared to August 2023.

The electric passenger car market forecast for 2024 remains at 578,000 units, representing a 17% decrease. This forecast comprises individual estimates of 393,000 BEVs (a 25% decrease) and 185,000 PHEVs (a 5% increase).

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



As of September 1st, 2024, **145,857 charging points** (LP, of which 31,063 were fast charging points with an output of over 22kW and of which 20,828 were high-performance charging points with over 149 kW) were registered with the Federal Network Agency (BNetzA) in Germany. With a stock of 2.53 million e-cars on September 1st, there are now 58 charging points for every 1,000 e-cars (or 19 e-cars for every LP). The **twelve-month moving average** now reaches 770 LP per week. For detailed info, please refer to [Link](#).

To reach the 1 million charging points by 2030 announced by the federal government, the build-up of 2,600 LP per week would be necessary. To achieve this, the expansion rate of the last 12 months would have to be more than tripled. At the current rate, around 400,000 LP would be available by 2030. In its current study, the National Centre for Charging Infrastructure (NLL) assumes a demand of between 380,000 and 680,000 charging points in 2023. In a good third (34 percent) of all municipalities, there is still no charging point available. Almost three-quarters of all municipalities (72 percent) have not yet installed a fast-charging point (as of September 1st, 2024).

New Electric Car Registrations in Germany by Group

Rang Hersteller	1-8/2024	1-8/2023	Veränd.	BEV 1-8/2024	BEV-Anteil
1 VW	106.442	130.497	-18%	76.737	72%
2 Mercedes-Benz	59.606	63.888	-7%	30.659	51%
3 BMW	45.098	44.506	1%	30.513	68%
4 Geely	27.204	19.455	40%	12.863	47%
dar. Volvo	24.813	11.980	107%	10.521	42%
5 Hyundai	26.131	39.540	-34%	20.044	77%
6 Tesla	26.089	47.192	-45%	26.089	100%
7 Stellantis	23.268	55.146	-58%	16.191	70%
8 SAIC	12.874	12.067	7%	12.871	100%
9 Ford	10.407	9.273	12%	2.635	25%
10 Renault-Nissan	9.328	22.539	-59%	6.859	74%
GESAMT	359.926	463.786	-22%	241.911	67%
dar. chinesische Herst.*	19.235	26.256	-27%	18.474	96%
Marktanteil	5,3%	5,7%		7,6%	
Volvo EX30 (aus China)	6.875			6.875	100%

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

Quelle: KBA

In the course of the year, **VW** ranked ahead of **Mercedes-Benz** at the top of new electric vehicle registrations in Germany. **BMW** and **Geely** follow ahead of Hyundai, which has surpassed **Tesla**. **Stellantis** was in 7th place, ahead of **SAIC** and **Ford** as well as **Renault-Nissan**.

In the BEV market, **VW** led ahead of **Mercedes-Benz**, closely followed by **BMW** and **Tesla**. This is followed by **Hyundai**, **Stellantis**, **SAIC**, just ahead of **Geely**, **Renault-Nissan** and **Ford**. The market share of Chinese manufactures (excluding Volvo) in EV remained at 5.7 percent. With Volvo, it would be 12.2 percent.

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