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Facts and Figures

International Passenger Car Markets September 2024

New Passenger Car Registrations/Sales

	September 2024	+/- in %	Jan.-Sep. 2024	+/- in %
Europe (EU, EFTA & UK) ¹⁾	1.118.000	-4,2	9.779.400	1,0
European Union ¹⁾	809.100	-6,1	7.989.600	0,6
W. Europe (EU14, EFTA & UK) ¹⁾	1.013.700	-4,9	8.740.600	0,2
New EU Countries (EU13) ¹⁾	104.300	2,3	1.038.800	7,7
USA* ²⁾	1.169.900	-12,8	11.688.300	0,7
Mexico* ²⁾	116.400	-1,3	1.078.000	10,6
China ³⁾	2.063.200	2,3	15.558.200	2,0
Japan ⁴⁾	366.200	0,8	2.776.500	-7,8
India ⁵⁾	315.700	-0,4	3.216.600	4,1
Brazil* ⁶⁾	222.900	18,9	1.752.200	14,2

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

* Light Vehicles

International automotive markets: Europe, USA and China slightly up

Japan with noticeable decline – Europe and USA still below pre-crisis levels

Sales on the **international automotive markets** developed differently in the months January through September. In **Europe**, new registrations developed only slightly positively in a difficult overall economic environment. In the **USA**, light vehicle sales are also only slightly up. In both markets, the sales volumes are still far from those in 2019. In **China**, passenger car sales so far this year have been slightly higher than last year. Significant declines were recorded in **Japan**.

In the **European passenger car market**, 9.8 million new cars were registered between January and September, almost 1% more than in the same period of last year. The pre-crisis level is still a long way off, with the first nine months of this year showing a decline of 19% compared to 2019. The five largest individual markets were characterized by different dynamics in the first three quarters of this year: while sales increased in **Spain** (+5%), the **United Kingdom** (+4%) and **Italy** (+2%), slightly declines were recorded in **Germany** (-1%) and **France** (-2%). In September, 1.1 million cars were sold on the European market, 4% fewer than in September of the previous year.

In **China**, the passenger car market developed slightly positively in the first nine months of the current year. A total of 15.6 million cars were sold, 2% more than in the same period last year. In September, sales also rose

by 2% to 2.1 million cars. Unlike Europe and the USA, China is thus above the pre-crisis level of 2019 and has exceeded registrations in the first three quarters of 2019 by 14% this year.

The **US** light vehicle market (passenger cars and light trucks) grew by 1% to 11.7 million vehicles in the first three quarters of the year compared to the first nine months of the previous year. However, the gap to pre-crisis levels still exists: Compared to the first three quarters of 2019, the market is currently 8% below. 1.2 million vehicles were sold in September, 13% fewer than in the same month last year. A calendar effect had a significantly negative impact on sales: The high-sales Labor Day weekend fell partly in August this year, whereas last year it was in September.

In the **Japanese** passenger car market, 2.8 million vehicles were sold between January and September, 8% fewer than in the corresponding period in 2023. In September, the market developed somewhat better: with 366,200 cars sold, the market volume was 1% higher than the previous year.

Elektro International August 2024

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

	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change Aug. 2024 vs. Aug. 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	359.926	-22%	-60% 📉	3.278.395	18,9%	24,2%	64%	58%	68%
France	279.236	1%	-34% 📉	1.785.965	24,8%	24,3%	34%	26%	28%
UK	314.209	15%	5% 📈	1.897.276	25,4%	23,2%	40%	39%	45%
Italy	76.485	-13%	-35% 📉	564.933	7,1%	8,5%	42%	37%	32%
Netherlands	113.393	4%	5% 📈	779.627	45,9%	42,5%	33%	36%	33%
Norway	70.858	-8%	7% 📈	925.565	89,9%	90,1%	28%	35%	30%
Sweden	92.961	-12%	-27% 📉	774.733	55,4%	58,4%	33%	37%	39%
EU+UK+EFTA	1.831.400	-4%	-32% 📉	12.909.599	21,1%	22,5%	45%	43%	45%
USA (LV)	1.001.024	9%	27% 📈	5.698.068	9,5%	8,9%	11%	13%	9%
Canada (LV)	158.088	42%	25% 📈	757.130	12,8%	9,8%	11%	11%	11%
China	5.956.658	41%	49% 📈	25.651.172	44,1%	32,0%	4%	6%	20%
South Korea	89.930	12%	69% 📈	623.956	9,7%	8,0%	17%	22%	12%
Japan *	44.204	-21%	-25% 📉	516.074	2,1%	2,4%	19%	11%	4%

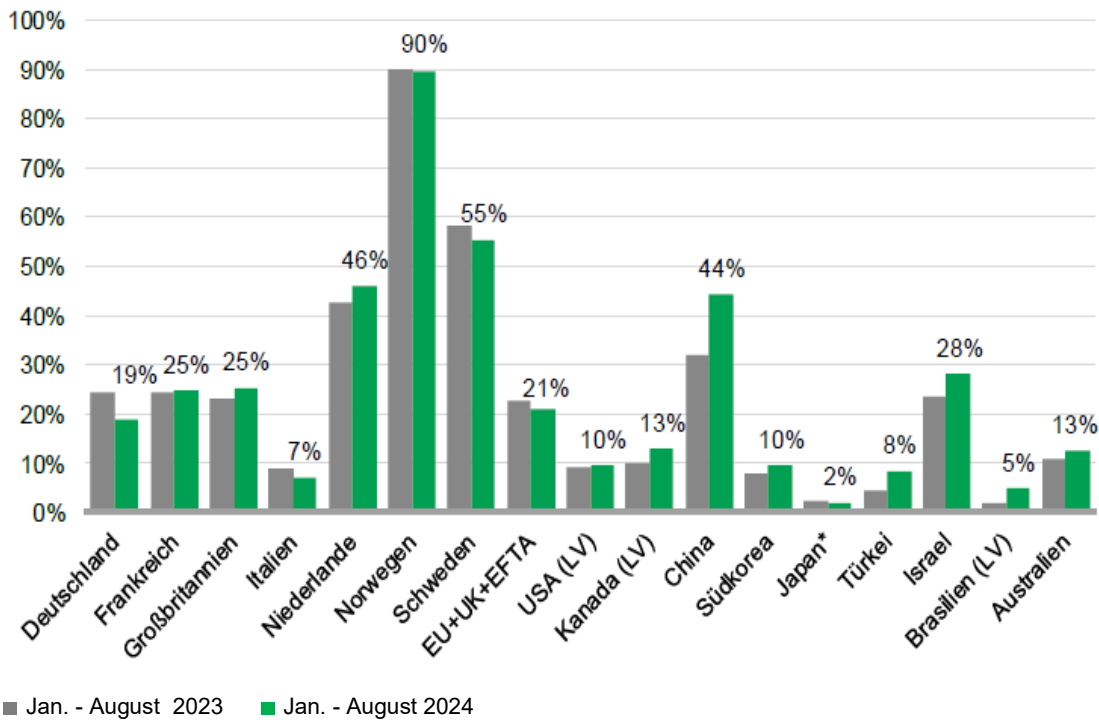
*) Jan.-July

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

In **August**, new electric vehicle registrations in **Europe** (-32%) collapsed, mainly due to a pull-forward effect in Germany in the previous year (-60%). Other important European markets are also saw disappointing numbers: Italy (-35%), France (-34%) and Sweden (-27%). Outside of Europe, **China** (+49%) with more than 1 million e-cars registered in one month for the first time, as well as the **USA** (+27%) and **Canada** (+25%) recorded significant growth. South Korea (+69%), the second-largest e-market of Asia, e-mobility is currently booming, with the e-share now reaching 10%.

The market share of the German Group brands in Europe has increased by two percentage points to 45% over the course of the year. This due to the increasing popularity of German brands in **Germany** (+6 %), **France** (+8 %), **Italy** (+5 %) and the **UK** (+1 %), however in **Norway** there lost 7 percentage points of market share. In **China**, by far the largest e-market in the world, the already low market share of German brands fell from 6% to 4%. This decrease was due to the prevalence of plug-in hybrids and range extenders, where German brands no longer play a significant role. In the **USA** (11% electric market share while 9% total market share), German OEMs were more successful with electric cars than with combustion cars. In **South Korea**, the German Group brands had a double-digit market share in electric cars with 17% (-5 %) as well as in **Japan** (19%, +8 %).

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



Over the course of the year, the share of electric vehicles in **Europe** fell by one percentage point to 21%. The highest shares of electric vehicles over the course of the year were achieved in **Norway** (90%) and **Sweden** (55%). This was followed by **Great Britain** (25%), **France** (25%) and **Germany** (19%). China now achieved 44% electric share.

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

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change Aug. 2024 vs. Aug. 2023	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2024 vs. 2023)	Change Aug. 2024 vs. Aug. 2023
Germany	241.911	-32%	-69% 📉	67%	117.925	9%	-7% 📉
France	188.571	8%	-33% 📉	68%	90.143	-10%	-35% 📉
UK	213.544	11%	11% 📈	68%	100.665	25%	-11% 📉
Italy	41.813	2%	-36% 📉	55%	34.672	-27%	-33% 📉
Netherlands	77.805	4%	3% 📈	69%	35.588	3%	11% 📈
Norway	68.431	-3%	13% 📈	97%	2.418	-60%	-78% 📉
Sweden	54.303	-21%	-31% 📉	58%	38.652	3%	-19% 📉
EU+UK+EFTA	1.219.892	-5%	-36% 📉	67%	610.848	-3%	-22% 📉
USA (LV)	789.339	7%	36% 📈	79%	211.282	19%	-5% 📉
Canada (LV)	116.203	35%	15% 📈	74%	41.871	66%	57% 📈
China	3.472.504	21%	22% 📈	58%	2.484.111	84%	116% 📈
South Korea	82.879	20%	81% 📈	92%	4.911	-35%	-23% 📉
Japan	18.452	-28%	-14% 📉	42%	25.263	-16%	-33% 📉

* BEV = Battery Electric Vehicle, PHEV = Plug-in Hybrid EV Source: KBA, Ward's, Fourin, CPCA, S&P Global Mobility

In August, the previous month's weakness (-7%) in **new BEV registrations** in **Europe** continued, the market collapsed by 36%. The expiration of the incentive for commercial customers in Germany on September 1st, 2024, distorts the year-on-year comparison (-69%). From September onwards, the numbers are expected to consolidate and then regain momentum next year due to the CO2 interim target. In the second-largest European market, the United Kingdom, BEV registrations increased by 11%. Under the "car registration trading scheme," this

year must achieve a ZEV share of 22%. In Sweden, which was already highly electrified, the weak development following the end of the electric vehicle incentive continues this year, with a decline of 31%.

In most overseas markets, there were increases in August: China (+22%), the USA (+36%), South Korea (+81%). Conversely, Japan (-14%) experienced declines.

So far this year, **China** stands out as the only one of the three major BEV markets with a significant increase of +21%. The USA shows modest growth from a relatively low base (+7%), while Europe (-5%) is currently dragging down global development.

The development of **PHEVs** in **Europe** has been heterogeneous so far this year (-3 percent). **Norway** (-60%) and **Italy** (-27%) recorded high declines. In **Germany**, after the weak previous year due to the expiration of funding on January 1st, 2023, there was a certain rebound of +9%, though this trend seems to have already reversed. **China** had a particularly high growth of +84 percent, where 42% of newly registered e-cars are now PHEVs, of which a quarter are range extenders capable of exceeding 1,000 km of range. Growth was also high in **Canada** (+66%).

Elektro Germany September 2024

Overview of New Electric Car Registrations Germany

	Sep. 2024	Sep. 2023	24/23 in	Jan.-Sep. 2024	Jan.-Sep. 2023	24/23 in	Anteil Sep. 2024	Anteil Sep. 2023	Anteil Jan.- Sep. 2024	Anteil Jan.- Sep. 2023
Elektro gesamt	49.454	47.100	5%	409.380	510.886	-20%	23,7%	21,0%	19,3%	23,9%
darunter										
BEV	34.479	31.714	9%	276.390	387.289	-29%	16,5%	14,1%	13,1%	18,1%
Brennstoffzelle	39	3	1200%	129	252	-49%	0,0%	0,0%	0,0%	0,0%
Plug-In Hybrid (PHEV)	14.936	15.383	-3%	132.861	123.345	8%	7,2%	6,9%	6,3%	5,8%
Zum Vergleich:										
Hybrid (ohne Plug-In)	60.497	57.795	5%	545.301	490.855	11%	29,0%	25,7%	25,8%	23,0%
dar. Mild-Hybrid*	49.884	49.539	1%	453.375	420.573	8%	23,9%	22,1%	21,4%	19,7%
Erdgas	1	59	-98%	137	1.189	-88%	0,0%	0,0%	0,0%	0,1%
LPG	769	666	15%	10.617	9.825	8%	0,4%	0,3%	0,5%	0,5%
Alternative Antriebe ges	110.721	105.620	5%	965.435	1.012.755	-5%	53,0%	47,0%	45,6%	47,4%
Neuwagen gesamt	208.848	224.502	-7%	2.116.074	2.138.066	-1%	100,0%	100,0%	100,0%	100,0%

* Aktueller Monat geschätzt.

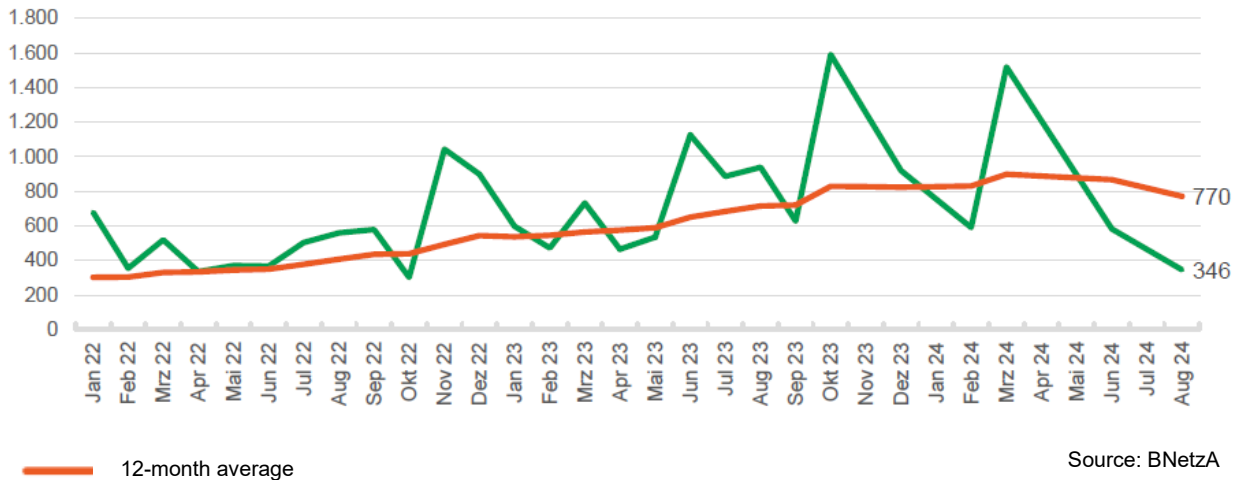
Quelle: KBA, VDA

In September, **new electric car registrations rose by +5 percent - at 49,454 units - for the first time since April**. The main reason, however, was the pull-forward effect due to the expired subsidies for commercial customers from the previous year. The BEV share rose to 16.5 percent (previous month: 13.7 percent) but was still below the 2023 average of 18.4 percent. To reach a target of 15 million EVs in the portfolio by 2030, it would be necessary to almost quadruple the number of new electric vehicle registrations in the past 12 months to 2.35 million per year. If one extrapolates the BEV registrations from September, this would result in only around 3.6 million existing BEVs by 2030.

The market share of German companies jumped to 71 percent in September (previous year: 62 percent). German OEMs significantly increased their market share in BEVs to 70 percent (previous year: 55 percent) but lost 4.5 percentage points to 72 percent in PHEVs.

The **electric car market forecast for 2024 is now set at 573,000 units (-18 percent)**. This is based on individual forecasts of 393,000 BEVs (-25 percent) and 179,000 PHEVs (revised from +5 percent to +2 percent).

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 registered as of September 1st, there are now 58 charging points for every 1,000 e-cars (or 17 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 over one- third (34 percent) of all municipalities, there are still no charging points 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	1-9/2024	1-9/2023	Veränd.	BEV 1-9/2024	BEV-Anteil
1 VW	125.078	141.134	-11%	91.188	73%
2 Mercedes-Benz	66.325	71.237	-7%	33.993	51%
3 BMW	52.509	49.288	7%	35.825	68%
4 Geely	30.539	21.168	44%	13.915	46%
dar. Volvo	27.831	13.001	114%	11.259	40%
5 Tesla	29.847	51.408	-42%	29.847	100%
6 Hyundai	29.332	42.619	-31%	22.618	77%
7 Stellantis	25.524	64.098	-60%	17.986	70%
8 SAIC	13.321	12.781	4%	13.308	100%
9 Ford	11.981	10.911	10%	3.341	28%
10 Renault-Nissan	9.976	24.644	-60%	7.242	73%
GESAMT	409.380	510.886	-20%	276.390	68%
dar. chinesische Herst.*	20.453	28.271	-28%	19.587	96%
Marktanteil	5,0%	5,5%		7,1%	
Volvo EX30 (aus China)	7.382			7.382	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 followed ahead of Tesla, which overtook Hyundai again. **Stellantis** was in seventh place, ahead of SAIC and **Ford** as well as Renault-Nissan.

In the BEV market, **VW** led ahead of **BMW, Mercedes-Benz** and Tesla. This is followed by Hyundai, **Stellantis**, Geely, which have surpassed SAIC, Renault-Nissan and **Ford**. The market share of Chinese manufacturers (excluding Volvo) in EV fell to 5.0 percent. With Volvo, it would be 11.8 percent.

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Editor Mr. Lin Zhang | Ms. Lucia Liu | Ms. Evelyn Li

Address Unit 0501A, DRC Liangmaqiao Tower D1,
19 Dongfang East Road, Chaoyang District,
Beijing 100600, P. R. China

Contact info@vda.cn

Date November 14th, 2024