Facts and Figures

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International Passenger Car Markets July 2022

New Passenger Car Registrations/ Sales

	July	+/- in %	Jan. - Jul. 2022	+/- in %
W. Europe (EU14, EFTA & UK) [1)]	781,900	-9.8	5,809,300	-13.7
USA** [2)]	1,129,400	-11.8	7,907,700	-17.4
China [3)]	2,144,000	41.2	12,346,300	8.7
Japan [4)]	288,100	-6.9	2,001,100	-15.0
India [5)]	293,900	11.1	2,125,000	15.2
Brazil** [6)]	169,200	4.3	1,022,300	-12.6

Source: 1) Nat. Registration Authorities 2) Wards Intelligence 3) CAAM 4) JAMA 5) SIAM 6) ANFAVEA

* without Malta

** Light Vehicles

International automotive markets with varying development

The international automotive markets showed a heterogeneous development in July. While the markets in Western Europe, the USA and Japan continue to struggle with the generally uncertain and challenging situation; China, India, and other emerging markets recorded significantly positive growth rates. Disrupted value and logistics chains continue to impact markets and production, with the shortage of semiconductors in particular having a limiting effect. The war in Ukraine is causing uncertainty, particularly in Europe. The high price dynamics in the USA and Europe are placing an additional burden on the markets. The base effect following weak prior-year figures is making itself felt in the emerging markets.

At just under 781,900 vehicles, passenger car sales on the Western European market (EU14, EFTA & UK) in July were 10 percent below the prior-year level. This was the thirteenth month in succession in which negative sales growth rates were recorded in Western Europe. As a result of the ongoing global economic and social crises, new registrations remain well down for the year. In the first seven months, new passenger car registrations totaled a good 5.8 million units, 14 percent fewer than in the previous year.

In the US light vehicle market (cars and light trucks), 1.1 million new vehicles were sold in July (-12 percent). Sales of passenger cars fell by 22 percent, a greater decline than sales of light trucks (-9 percent). The latter most recently accounted for around 79 percent of the total market. Over the course of the year, sales of 7.9 million light vehicles were a good 17 percent below the previous year's level.

The Chinese passenger car market continued to grow significantly in July, with sales of 2.1 million units, 41 percent more than in the same month last year. This is the highest July value ever achieved. A good 12.3 million passenger cars have been sold so far from January to July, 9 percent more than in the same period last year.

In Japan, the recovery in passenger car sales continues to be a long time coming. In July, a volume of 288,100 units was realized (-7 percent). No growth rates in passenger car sales have been documented in Japan for 13 months now. Over the course of the year, 2.0 million vehicles sold represent a 15 percent decline in the market.

Elektro International June 2022

New Electric Car Registrations in the Most Important Markets Jan.- June. 2022

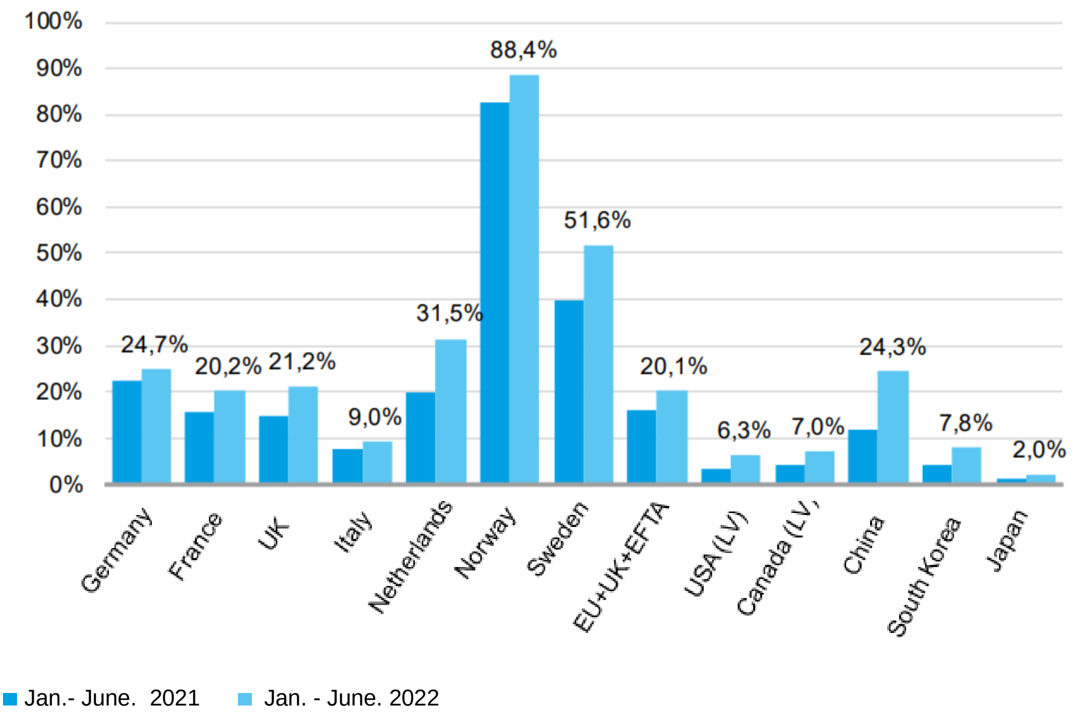
	Electric registra-tions / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change June. 2022 vs. June 2021	Cumulative new regis-trations / sales since January 2010	Electric proportion of 2022 YTD	Electric proportion of 2021 YTD	Electric market share of German Brand 2022 YTD	Electric market share of German Brand 2021 YTD	German Brand mar-ket share in the overall car market 2022 YTD
Germany	306.383	-2%	-10%	1.691.233	24,7%	22,5%	59%	70%	69%
France	156.141	8%	-9%	872.732	20,2%	15,6%	24%	30%	26%
UK	169.690	27%	-3%	926.387	21,2%	14,7%	38%	43%	46%
Italy	61.844	-9%	-6%	298.869	9,0%	7,7%	38%	40%	34%
Netherlands	48.413	51%	14%	445.552	31,5%	19,7%	42%	46%	41%
Norway	60.538	-13%	-23%	646.068	88,4%	82,7%	40%	38%	43%
Sweden	74.449	8%	-20%	422.086	51,6%	39,9%	37%	41%	40%
EU+UK+EFTA	1.125.440	9%	-7%	6.594.103	20,1%	15,9%	44%	51%	46%
USA (LV)	425.339	48%	27%	2.738.846	6,3%	3,5%	9%	13%	9%
Canada (LV)	54.460	45%	29%	339.120	7,0%	4,3%	8%	9%	10%
China	2.483.456	117%	132%	10.416.509	24,3%	11,7%	5%	7%	20%
South Korea	54.513	77%	-4%	274.394	7,8%	3,9%	19%	36%	15%
Japan	34.244	58%	71%	406.651	2,0%	1,1%	16%	20%	5%

Source: KBA, Ward's, Fourin, IHS

With 2.483 million newly registered e-cars (+117 percent) in the first half of the year, China remains by far the most important e-car market worldwide. While Europe (EU+EFTA+UK) comes with overall 1.125 million units (+9 percent). The USA ranks behind with 425 thousand sales (+48 percent), while Germany follows with 306 thousand sales (-2 percent). Except for Italy (-9 percent) and Norway (-13 percent), the other major European markets are growing. The most dynamic market is in the Netherlands (+51 percent) ahead of the UK (+27 percent) and Sweden (+8 percent).

The market share of German brands on the e-car market is as high as the share of the overall car market in many countries, e.g., France, Italy, Netherlands, USA, Canada, etc. However, there are some exceptions: In Germany, the market share of e-cars is 59 percent over the course of the year, which is 10 percent below the overall market share. With 5 percent of the e-share in China, it's even 15 percent below the overall market. In South Korea and Japan, the market shares of German e-cars are significantly higher than overall market share.

Electric Share in the Overall Passenger Car Market (Jan.- June. 2021 vs Jan.- June. 2022)



When it comes to the electric share in the overall market, the proportion of e-cars in Norway now consolidates at 88 percent in the first half of the year. The second place is Sweden with 52 percent, which followed by the Netherlands (31 percent), Germany (25 percent) and China (24 percent), UK (21 percent), and France (20 percent).

BEV and PHEV new registrations of cars in the most important markets Jan.- June 2022

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change June 2022 vs. June 2021	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change June 2022 vs. June 2021
Germany	167.263	12%	-4%	55%	138.880	-15%	-16%
France	93.325	29%	5%	60%	62.803	-12%	-27%
UK	115.245	56%	15%	68%	54.441	-9%	-31%
Italy	24.964	-18%	-12%	40%	36.879	-2%	0%
Netherlands	29.507	83%	24%	61%	18.828	18%	-7%
Norway	54.162	13%	-11%	89%	6.361	-70%	-60%
Sweden	39.761	76%	-5%	53%	34.686	-25%	-34%
EU+UK+EFTA	647.550	32%	4%	58%	477.409	-11%	-21%
USA (LV)	324.046	62%	30%	76%	99.459	16%	17%
Canada (LV)	41.680	42%	27%	77%	12.768	59%	39%
China	1.949.046	106%	122%	78%	534.410	169%	175%
South Korea	42.548	184%	12%	78%	7.080	-37%	-56%
Japan	14.752	75%	159%	43%	18.864	64%	43%

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

Source: KBA, Ward's, Fourin, IHS

In June, all major BEV markets except Europe recorded double-digit percent growth. The markets in China and Japan increased more than double, while in the US there is a growth of 30 percent. In Europe (total +4 percent) the picture is mixed, the high demand for chips in BEV is having a strong braking effect in view of the semiconductor shortage, which is only slowly disappearing. The highest declines are in Italy (-12 percent) and Norway (-11 percent), while the strongest momentum is recorded in the Netherlands (+24 percent), where subsidies will be reduced at the end of the year, and UK (+15 percent).

In the first half of the year, the Chinese BEV market clearly dominated with 1.95 million (+106 percent). Europe achieves 648 thousand new BEV registrations (+32 percent). The USA is lagging behind with 324 thousand electric light vehicles (+62 percent) in the third place. South Korea (+184 percent), where production is expanding in 2022, as well as the Netherlands (83 percent) and Sweden (+76 percent) are recorded high growth rates. Declining figures are only found in Italy (-18 percent), where incentives for zero and low-emission vehicles were decided at the end of May.

In June, all major European PHEV markets (Europe total -21 percent) except Italy (±0 percent) recorded declines, most notably Norway (-60 percent), Sweden (-34 percent), UK (-31 percent), and France (-27 percent). It can be assumed that the relative importance of PHEVs in Europe will continue to decrease as the electric ramp-up gains momentum. This also has to do with the fact that these are usually not volume models. In addition, the subsidy regimes in many countries are under pressure.

Outside of Europe, PHEVs are thriving except in South Korea (-56 percent). In the largest market, China in particular, the dynamic growth is at +175 percent even exceeds BEV growth. New registrations of plug-in hybrids in China increased by 169 percent to 534 thousand over the course of the year and China remains the world's largest PHEV market, ahead of Europe (477 thousand, -11 percent). The most important European market is still Germany, which recorded a decline of 15 percent to 139 thousand. The USA follows with 99 thousand (+16 percent).

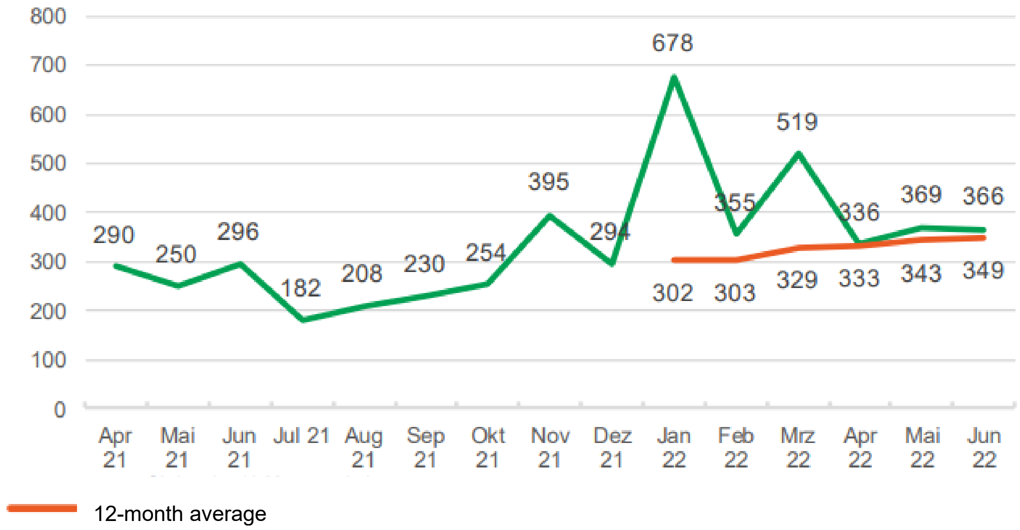
Elektro Germany July 2022

Overview of New Electric Car Registrations Germany

	Juli 2022	Juli 2021	22/21 in %	Jan.-Juli 2022	Jan.-Juli 2021	22/21 in %	Anteil Juli 2022	Anteil Juli 2021	Anteil Jan.-Juli 2022
Elektro gesamt	**52.579**	**55.656**	**-6%**	**358.962**	**368.163**	**-2%**	**25,5%**	**23,5%**	**24,9%**
darunter									
BEV	28.815	25.464	13%	196.078	174.180	13%	14,0%	10,8%	13,6%
Plug-In Hybrid (PHEV)	23.712	30.154	-21%	162.592	193.725	-16%	11,5%	12,8%	11,3%
Zum Vergleich:									
Hybrid (ohne Plug-In)	*36.250*	*39.641*	*-9%*	*269.489*	*260.468*	*3%*	*17,6%*	*16,8%*	*18,7%*
dar. Mild-Hybrid*	*31.494*	*34.252*	*-8%*	*228.189*	*227.997*	*0%*	*15,3%*	*14,5%*	*15,8%*
Erdgas	*195*	*285*	*-32%*	*1.164*	*2.873*	*-59%*	*0,1%*	*0,1%*	*0,1%*
LPG	*1.401*	*975*	*44%*	*9.043*	*4.604*	*96%*	*0,7%*	*0,4%*	*0,6%*
Alternative Antriebe ges.	90.425	96.557	-6%	638.658	636.108	0%	43,9%	40,8%	44,2%

In July, the new registration of e-cars decreased by 6 percent to 52,579 compared to the same month of last year, which is the fifth decline in a row. The shortage of semiconductors continues to act as a stumbling block. In particular, new PHEV registrations (-21 percent) are slowing down. BEV registrations on the other hand are growing by 13 percent. The share of e-cars falls slightly to 25.5 percent in July (June: 26 percent, same month last year 23.5 percent).

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



Source: BNetzA

Till July 1, 2022, 63,570 charging points (of which 9,918 were rapid charging points) were registered with the Federal Network Agency (BNetzA) in Germany. For detailed info, please refer to Link.

With an estimated total of 1.44 million e-cars till July 1, there are now 44 charging points for 1,000 e-cars (or 23 e-cars per charging point). In June, the BNetzA reported an additional 1,570 charging points, which corresponded to 366 charging points per week, including late-reported registrations.

After the upward swings of the last few months, the speed of expansion has leveled off slightly above the moving twelve-month average (349 charging points per week). To reach 1 million in 2030 would require building around 2,000 charging points per week. To achieve this, the expansion rate would have to be increased more than sixfold.

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VDA German Association of the Automotive Industry