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Electric Vehicle Sales Review Q1 2026



Foresight to drive the industry

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European EV market enjoys bumper first quarter

BEV sales in all analyzed markets decreased by 1%, while the total market dropped by 5% in the first quarter of 2026 in comparison with the equivalent period last year. However, these overall results disguise a mixed state of affairs.

In the top five European markets, BEV sales grew by more than a third (36%) year on year (YoY), while the BEV market share was the highest for any first quarter on record (19%). Strong BEV sales performance in France and Germany, up by 50% and 41%, respectively year on year, was boosted by the renewal or reintroduction of purchase incentives.

PHEV sales in the top five European markets also rose sharply in the first quarter, up by 42% year on year. The UK recorded the highest number of PHEV unit sales, with the market growing by 47% YoY and surpassing Germany as the largest PHEV market in Europe. Meanwhile, hybrid sales in the top five broke the one-million barrier for the first time in any quarter, reaching a record market share of 42%.

BEV sales in China, however, decreased by 20% in the first quarter year on year, while PHEV sales were down by 31% over the total market falling by 20%. Given the high proportion of worldwide EV sales registered in China, this had an inevitable impact on the global sales picture. The decline in sales can be put down to a reduction in incentives at the end of 2025, which led to a pull-ahead effect in the months leading up to the change as consumers hurried to capitalize on the lower net prices while still available.

The US EV market has been following a similar script. BEV and PHEV sales in the first quarter were still struggling after the withdrawal of EV tax credits in September 2025, down by 23% and 53%, respectively. However, unit sales for both categories increased slightly from Q4 2025, perhaps indicating the first signs of recovery.

Our analyst insights section examines how local production fosters EV price competitiveness. Established OEMs will therefore face increasing pressure as their Chinese counterparts ramp up production in Europe. Governments will be faced with a trade-off – should they protect domestic OEMs or allow free competition to suppress prices for the consumer?



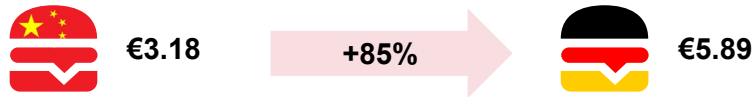
Total Q1 2026 BEV sales in the top five European markets increased by more than a third year on year

+30%

BEV sales growth in France, Germany, Italy, Spain and UK combined in Q1 2026 vs. Q1 2025

A Big Mac benchmark helps frame the BEV price gap

The Big Mac Index provides a simple PPP, purchasing power parity, benchmark by comparing the price of a standardized consumer product across countries after currency conversion. As of April 2026, it suggests that general price levels in Germany are about 85% higher than in China.

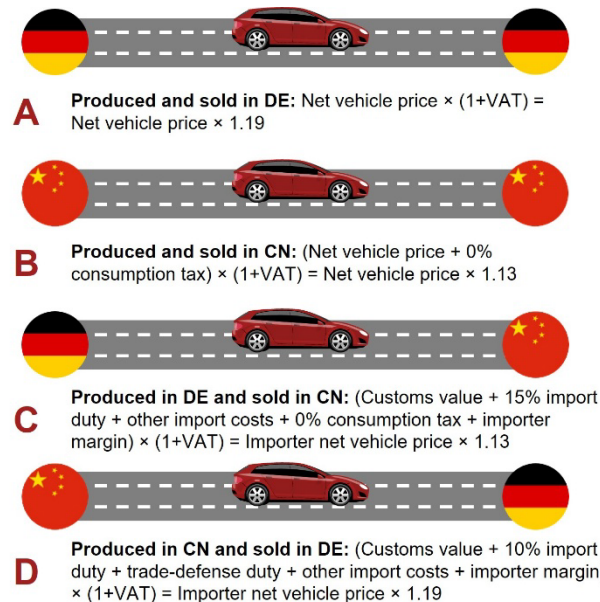


While this is only a rough measure, it offers a useful starting point for assessing whether vehicle price differences between the two markets reflect broader differences in domestic purchasing power and cost levels, or whether they are driven by more specific factors.

Our vehicle comparison builds on this benchmark but goes beyond it. Unlike a burger, a vehicle is a heavily traded and regulated product whose final price is shaped not only by local cost levels, but also by VAT, customs duties, trade-defense measures, OEM pricing strategy and dealership discounting, among other factors. As a result, if German and Chinese vehicle prices differ by more or less than the 85% Big Mac benchmark, the gap is likely to reflect sector-specific trade and pricing effects, not just economy-wide price differences.

The illustration below summarizes the four pricing cases used throughout our analysis. It shows how statutory charges differ depending on where a vehicle is produced and where it is sold, from local production and local sales in Germany or China to cross-border sales between the two markets.

Breakdown of statutory charges in BEV list prices (simplified, excluding other on-road costs*)



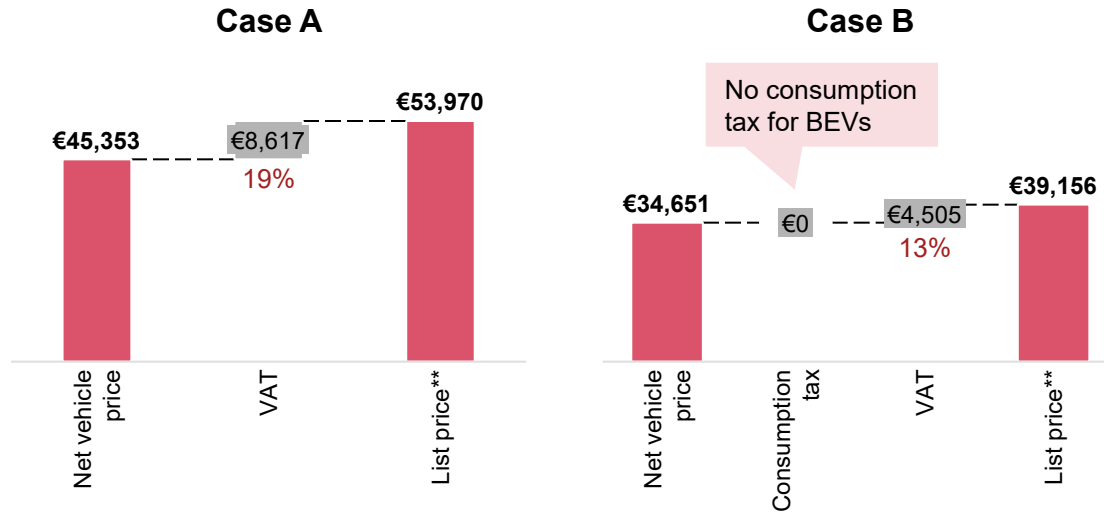
The four cases form the basis for the model-level price waterfalls (see next two pages) and help explain how net vehicle prices translate into final list prices in each market. Four BEVs were selected to represent the pricing cases analyzed, comparing identical models where possible and the closest available counterparts across markets where necessary. The table below summarizes the selected BEVs for each comparison case.

| | | | |
|---------|---|-----------|----------|
| A vs. B | Tesla Model Y Premium Maximum Range AWD | | |
| | Production | | |
| | Battery capacity | 83 kWh | 78.4 kWh |
| A vs. B | VW ID.4 GTX 4MOTION & ID.4 CROZZ AWD | | |
| | Production | | |
| | Battery capacity | 82 kWh | 80.4 kWh |
| A vs. C | BMW iX xDrive50 | | |
| | Production | | |
| | Battery capacity | 111.5 kWh | |
| D vs. B | BYD Seal U Design | | |
| | Production | | |
| | Battery capacity | 87 kWh | |

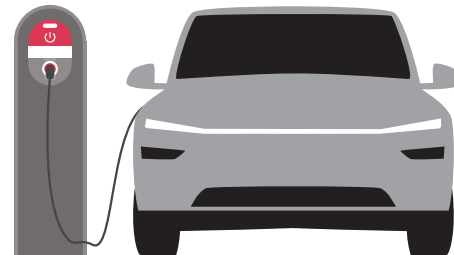
Local-market pricing favors China for Tesla and VW

Tesla Model Y Premium Maximum Range AWD
 (data and exchange rate as of March 2026, non-standardized items omitted*)

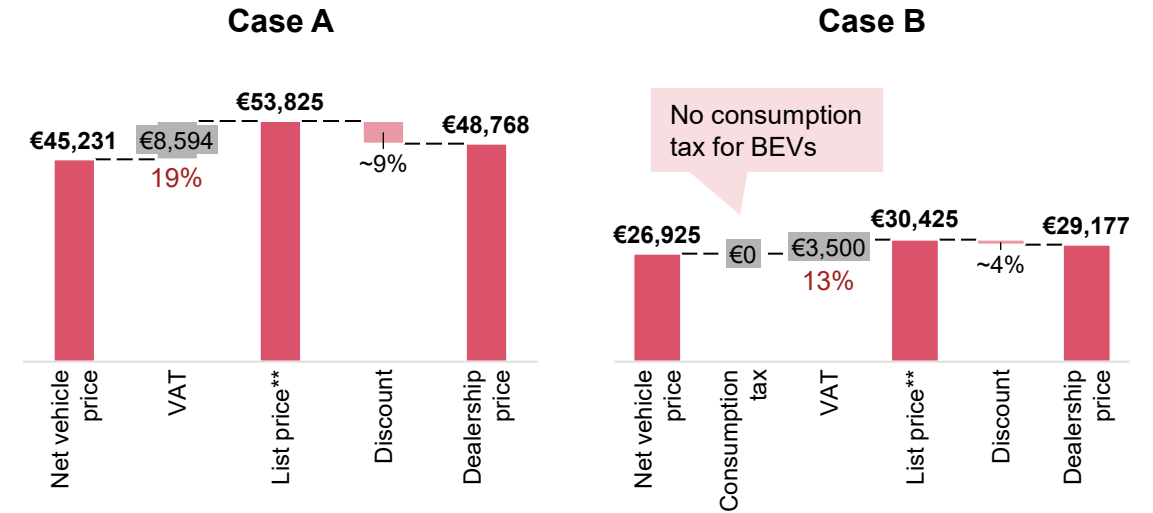
Approximate dealership discount



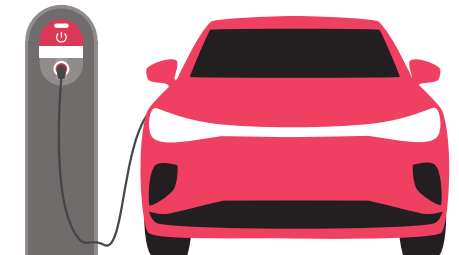
Difference in **list** price:
 A is **38% higher** than B
 Difference in **net** price:
 A is **31% higher** than B



VW ID.4 GTX 4MOTION & ID.4 CROZZ AWD



Difference in **list** price:
 A is **77% higher** than B
 Difference in **net** price:
 A is **68% higher** than B

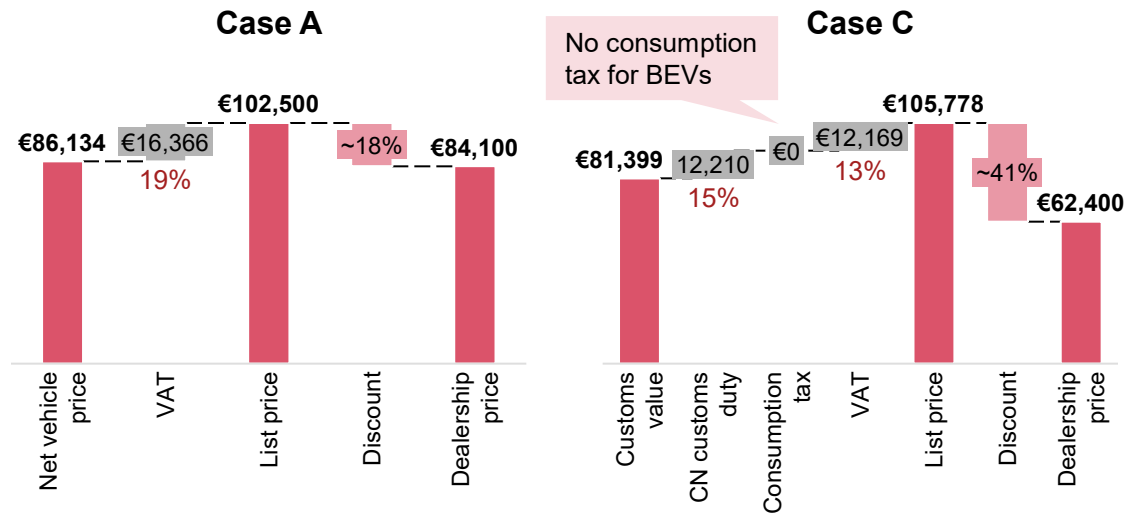


BMW and BYD reveal how trade costs reshape BEV prices

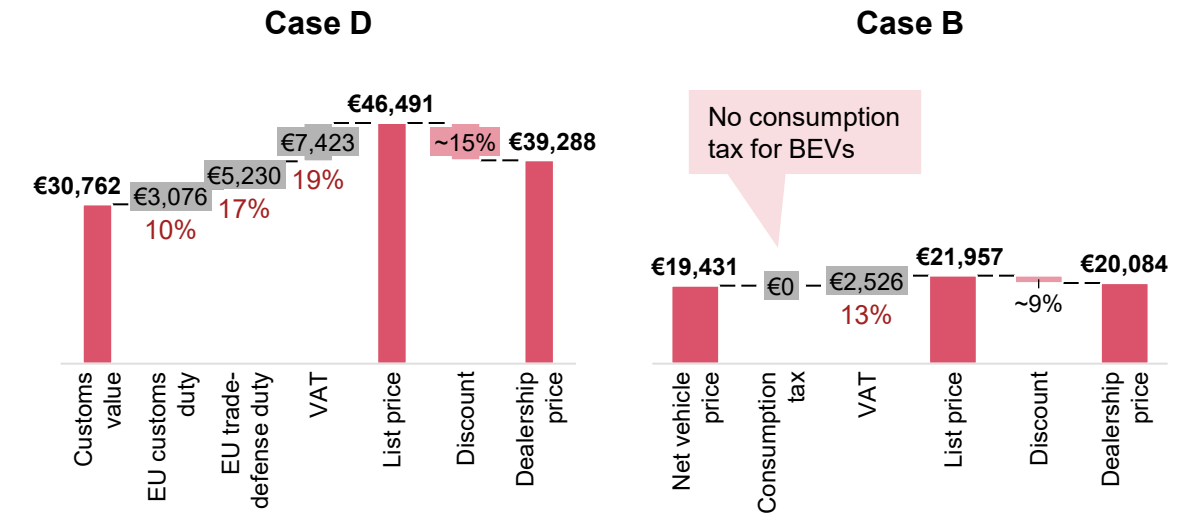
BMW iX xDrive50

(data and exchange rate as of March 2026, non-standardized items omitted*)

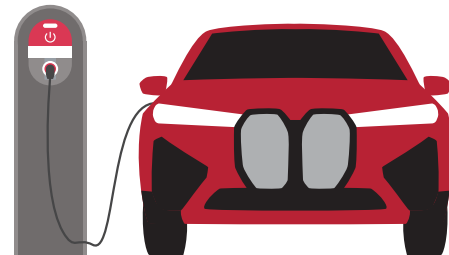
Approximate dealership discount



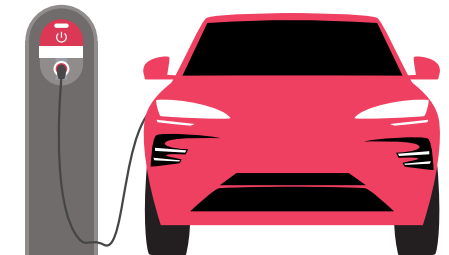
BYD Seal U Design



Difference in **list** price:
 A is **3% lower** than C
 Difference in **net** price:
 A is **6% higher** than C



Difference in **list** price:
 D is **112% higher** than B
 Difference in **net** price:
 D is **58% higher** than B



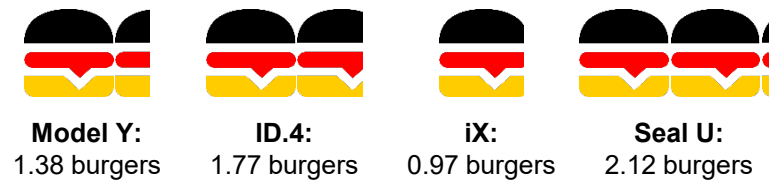
A Big Mac-based conclusion

The model-level price waterfalls (see last two pages) show how final prices diverge once market-specific charges and pricing decisions are layered in. Although the Big Mac Index suggests a broad 85% Germany-China price-level gap, the vehicle comparisons show that actual BEV price differences vary widely by model.

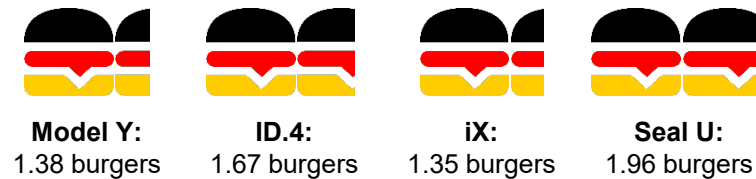


For the Tesla Model Y and VW ID.4, the Germany-China list-price gap corresponds to only 1.38 and 1.77 burgers, respectively, both below the 1.85-burger benchmark. This means that, although both models are cheaper in China than in Germany, the size of the gap remains smaller than broader price-level differences would suggest. The BMW iX stands out as a near-parity case: at 0.97 burgers, its list price in China is only 3% above the German level despite being produced in Germany and exported to China, suggesting that model-specific pricing offsets much of the import burden. The BYD Seal U shows the opposite pattern. At 2.12 burgers, its Germany-China list-price gap exceeds the benchmark,

Do BEV list price differences between Germany and China match the 85% Big Mac benchmark?



Do BEV dealership price differences between Germany and China match the 85% Big Mac benchmark?



Which market has the more favorable price position relative to the Big Mac benchmark?



illustrating how import duties, trade-defense measures and pricing strategy can significantly amplify the cross-border price difference. Relative to the 85% benchmark, the Model Y, ID.4 and iX all appear comparatively favorable for Germany, while the Seal U remains more favorable for China.

The dealership-price comparison differs from the list-price view because discounts are uneven across markets. Larger discounts in China for the iX and in Germany for the Seal U change the relative price gaps considerably.

Localization emerges as the new pricing advantage

Taken together, the results suggest that localization is becoming increasingly important for vehicle price competitiveness. Vehicles produced and sold within the same market appear better aligned with local purchasing power and demand conditions, while cross-border trade costs can significantly erode a low-cost production advantage (e.g., the Seal U). For automakers, this means that competitive positioning depends not only on technology and scale, but also on production footprint and pricing execution across markets. For policymakers, the findings point to a clear trade-off: measures designed to protect domestic industry may support local manufacturers, but they can also keep BEV prices higher for consumers and potentially slow adoption.

Tesla scores double podium in EU5 and USA

Top-selling BEVs during Q1 2026 (ranking change vs. FY 2025)

| Europe 5 | | | | China | | | | USA | | | |
|---------------------------------------|--------|----------------|---------|---------------------------------------|--------|----------------|---------|---------------------------------------|--------|----------------|---------|
| Model | Sales | Ranking Change | Entry* | Model | Sales | Ranking Change | Entry* | Model | Sales | Ranking Change | Entry* |
| Tesla Model Y | 29,149 | → 0 | €33,600 | Geely Xingyuan | 87,322 | → 0 | €7,600 | Tesla Model Y | 78,591 | → 0 | €35,600 |
| Skoda Elroq | 17,381 | ↑ 4 | €37,100 | Tesla Model Y | 81,958 | ↑ 1 | €29,100 | Tesla Model 3 | 31,672 | → 0 | €33,000 |
| Tesla Model 3 | 15,825 | ↑ 1 | €31,100 | Xiaomi YU7 | 71,623 | New | €28,000 | Toyota BZ | 10,029 | New | €31,100 |
| Renault 5 | 15,555 | ↓ 2 | €23,500 | Li i6 | 57,088 | New | €27,600 | Hyundai IONIQ 5 | 9,790 | ↑ 1 | €31,300 |
| Citroen E-C3 | 14,953 | ↑ 5 | €16,900 | Nio ES8 | 45,160 | New | €45,000 | Chevrolet Equinox | 9,589 | ↓ 2 | €31,500 |
| Leapmotor T03 | 13,839 | New | €15,900 | BYD Yuan Up | 32,024 | ↑ 1 | €8,300 | Rivian R1S | 5,494 | ↑ 2 | €67,500 |
| VW ID.3 | 13,153 | ↓ 4 | €28,600 | Tesla Model 3 | 30,840 | ↓ 1 | €26,100 | Ford Mustang Mach-E | 4,600 | ↓ 3 | €34,700 |
| Skoda Enyaq | 12,697 | → 0 | €41,100 | BYD Dolphin | 29,071 | New | €11,000 | Lexus RZ | 4,456 | New | €40,400 |
| VW ID.4, ID.5 | 11,930 | ↓ 4 | €36,100 | Wuling Hongguang Mini EV | 28,805 | ↓ 7 | €4,000 | Tesla Cybertruck | 3,519 | New | €61,800 |
| VW ID.7 | 9,398 | ↓ 4 | €45,800 | MG 4 | 28,100 | New | €7,600 | Cadillac Lyriq | 3,370 | New | €51,400 |
| Weighted average price €30,600 | | | | Weighted average price €21,100 | | | | Weighted average price €36,400 | | | |

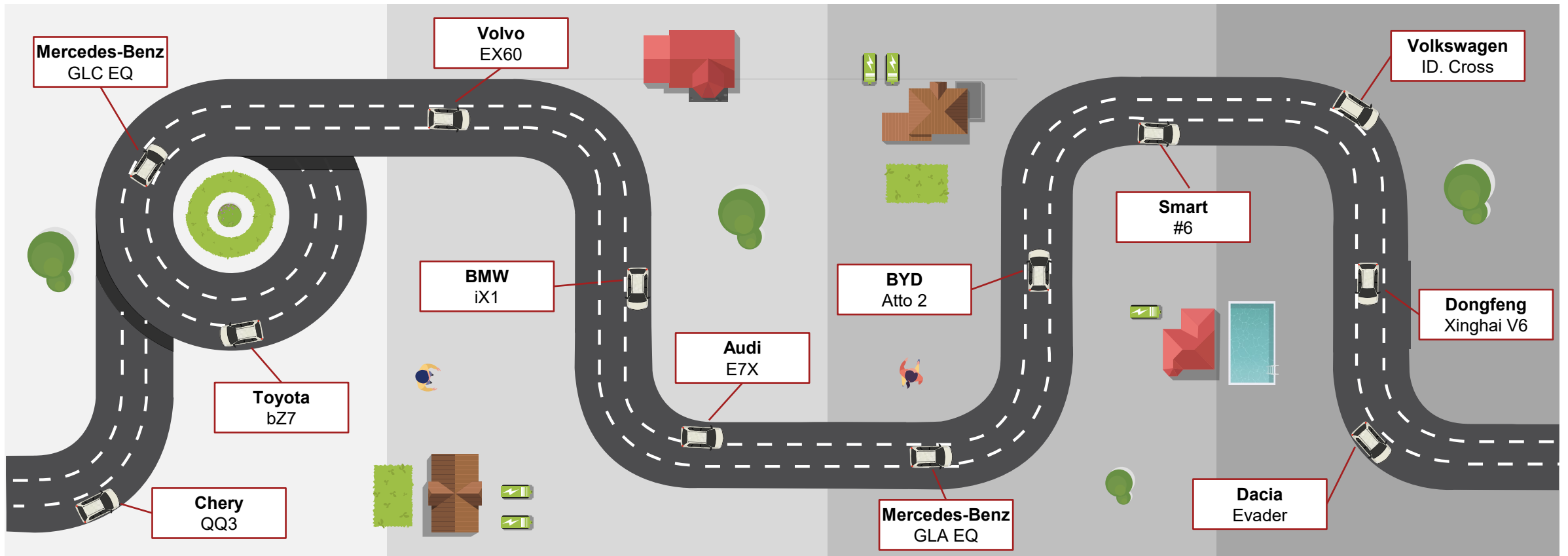
Upcoming BEV model launches (selection)

Q1 2026

Q2 2026

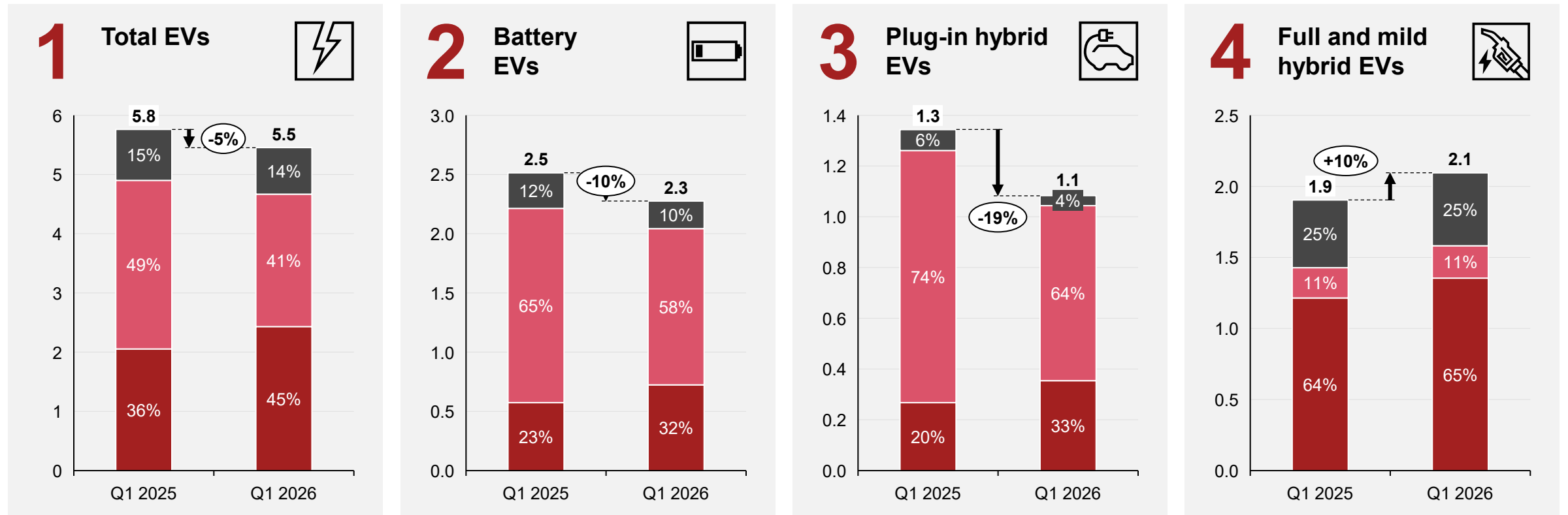
Q3 2026

Q4 2026



Electric vehicle sales growth continues

Q1 2025 vs. Q1 2026 (in million)



■ Europe* ■ China ■ USA

European Union, UK and EFTA

Europe Top 5: France, Germany, Italy, Spain and UK

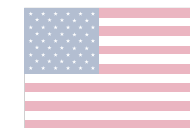
The top five European markets enjoyed a bumper Q1 2026, with overall BEV unit sales the highest on record in any one quarter and now approaching the half-a-million mark. Indeed, BEV sales grew by more than a third (36%) vs. Q1 2025 to reach a market share of 19%, higher than any previous first quarter of the year.




The BEV markets in France and Germany benefited from the extension or reintroduction of purchase incentives, up by 50% and 41%, respectively vs. Q1 2025. BEV market share in France (28%) was by some distance the highest among the five markets, while Germany was strongest in terms of unit sales for the fourth successive quarter.

The BEV markets in Spain and Italy have for years lagged far behind the others in the top five. However, both markets continued their steep ascent over recent quarters, up in Q1 2026 by 42% and 66%, respectively year on year. Although their BEV market shares were small relative to the other top five countries (9% and 8%, respectively), these figures have doubled since Q1 2023.

Overall PHEV sales in the top five markets increased by 42% YoY in Q1. The strongest PHEV market in respect of unit sales was the UK, which grew by 47% compared to the same period last year to 78,000 units and surpassed Germany as the largest European PHEV market.

Hybrid sales in the top five markets broke the one million barrier in Q1 2026 for the first time in any one quarter and reached the highest market share on record at 42%. On the other hand, ICE sales declined by 21% year on year, ICE market share is now down at just 29%, a significant drop from 93% in the first quarter of 2019.



| | Europe* | Q1 2026 | Market share | vs. Q1 2025 |
|---|-----------------|------------------|--------------|-------------|
|  | BEV | 724,000 | 21% | +26% |
|  | PHEV | 354,000 | 10% | +32% |
|  | Hybrid | 1,354,000 | 38% | +11% |
| | Total EV | 2,432,000 | 69% | +18% |

Other Europe*: Austria, Belgium, Denmark, Finland, Netherlands, Norway, Poland, Portugal, Sweden, Switzerland

The highest year-on-year BEV growth in the other European* markets was recorded in Poland (73%), albeit from a low base. The Danish BEV market also grew strongly, up by 43% in Q1 YoY. Its BEV market share of 79% is the only one to come close to that in Norway, where BEV dominance is almost total (98%).

China, South Korea and Japan

China

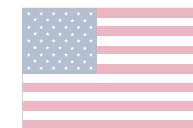
BEV sales were down 20% year on year in Q1 2026, falling to the lowest number of registrations since the first quarter of 2024. The decline can be attributed to an overall declining market, down by 20% YoY over the same period, but also to the reduction in incentives at the end of 2025 – the phasing out of the full NEV tax exemption and the revision of the car trade-in subsidy scheme, which moved from fixed-amount rebates to a percentage-based, tiered system. The latter adjustment had a particularly pronounced impact on sales of entry-level vehicles, where the fixed subsidies had been significant as a percentage of the purchase price.

However, we are starting to witness the first signs of an uptick in BEV sales after the pull-ahead effect at the end of 2025 when consumers rushed to take advantage of higher incentives while still available. Indeed, BEV market share was up 1%pt in March 2026 vs. March 2025, reaching 30%.

PHEV sales were down 31% in the first quarter compared to Q1 2025, the third consecutive quarterly year-on-year decline. ICE sales continued their steady descent, down by 19% year on year. Only hybrid sales bucked the trend, up by 7% over the same period.

South Korea

Supported by an increase in purchase subsidies, BEV sales grew sharply in the first quarter, up by 153% compared to the same period in 2025. The BEV market share of 21% was the highest on record. Meanwhile, hybrid market share reached 34%, although sales growth slowed to 7% year on year.



| | China | Q1 2026 | Market share | vs. Q1 2025 |
|-----------------|-------|------------------|--------------|-------------|
| BEV | | 1,319,000 | 27% | -20% |
| PHEV | | 690,000 | 14% | -31% |
| Hybrid | | 228,000 | 5% | +7% |
| Total EV | | 2,237,000 | 46% | -21% |

Japan*

A boost in incentives lifted BEV sales in Japan in the first quarter as well, up by 173% year on year. However, the rise started from a low base, and BEV market share is still at just 3%. The hybrid market continues to dominate, with a share of 64% in Q1 2026, despite three consecutive quarters of YoY declines.

United States

The termination of EV tax credits at the end of September 2025 had a significant impact on sales in the last quarter of the year. Although BEV and PHEV sales in Q1 2026 were still suffering from the disappearance of this incentive, down by 23% and 53%, respectively year on year, unit sales for both categories were up marginally from Q4 2025. The BEV market share is now at 6%.

The hybrid market, on the other hand, continued its steady growth in the first quarter, up by 8% year on year. Indeed, the hybrid market reached its highest ever quarterly share, at 14%. The fact that this market share has more than doubled in three years, since Q1 2023, suggests that consumers are gradually embracing electrification, viewing hybrids as a practical first step in this transition.

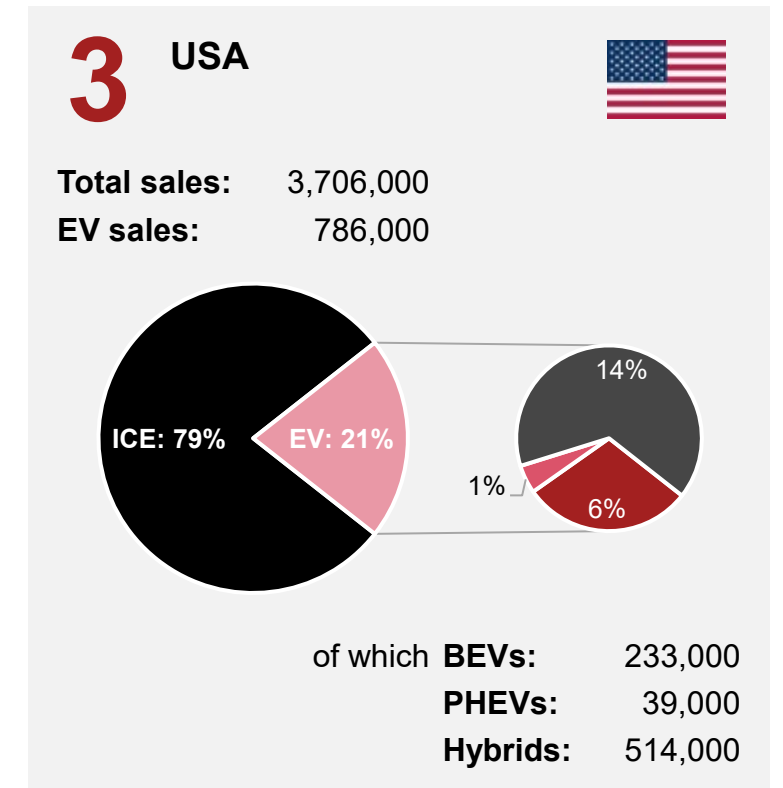
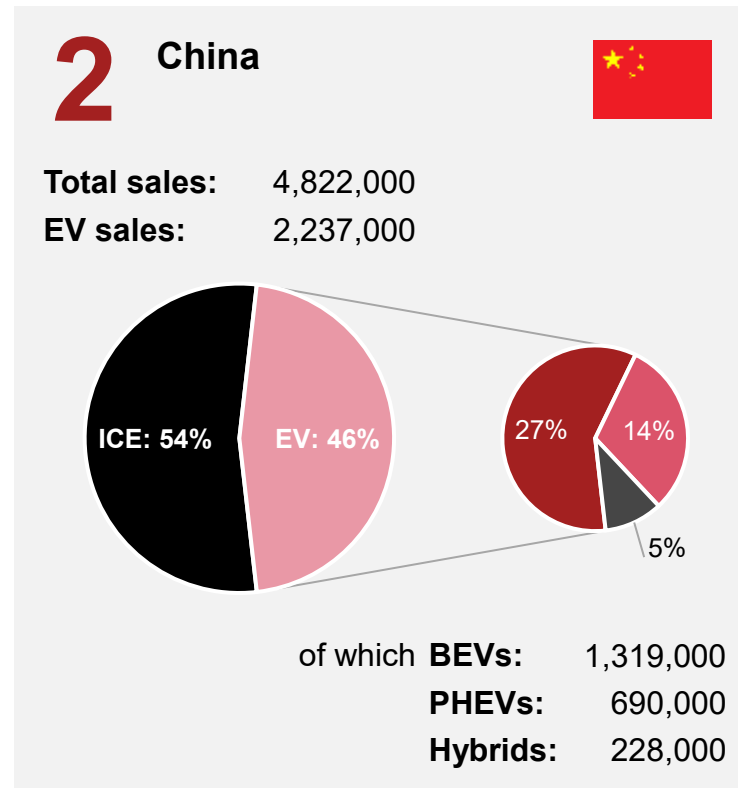
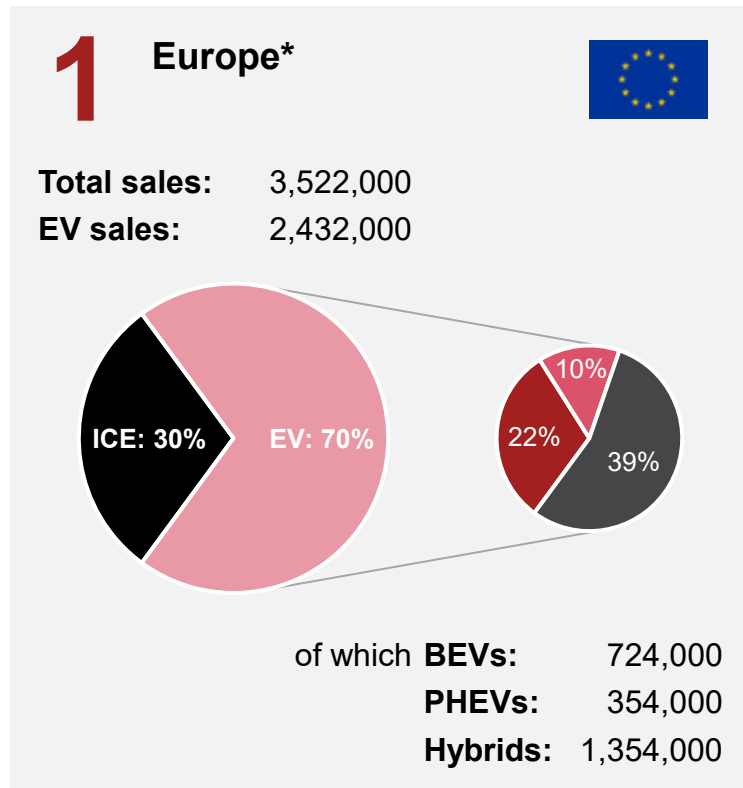
The slower demand for BEVs and PHEVs did not prompt an increase in ICE sales, which were down 4% year on year in the first quarter.



| USA | Q1 2026 | Market share | vs. Q1 2025 |
|-----------------|----------------|--------------|-------------|
| BEV | 233,000 | 6% | -23% |
| PHEV | 39,000 | 1% | -53% |
| Hybrid | 514,000 | 14% | +8% |
| Total EV | 786,000 | 21% | -9% |

Shares of electric vehicle registrations

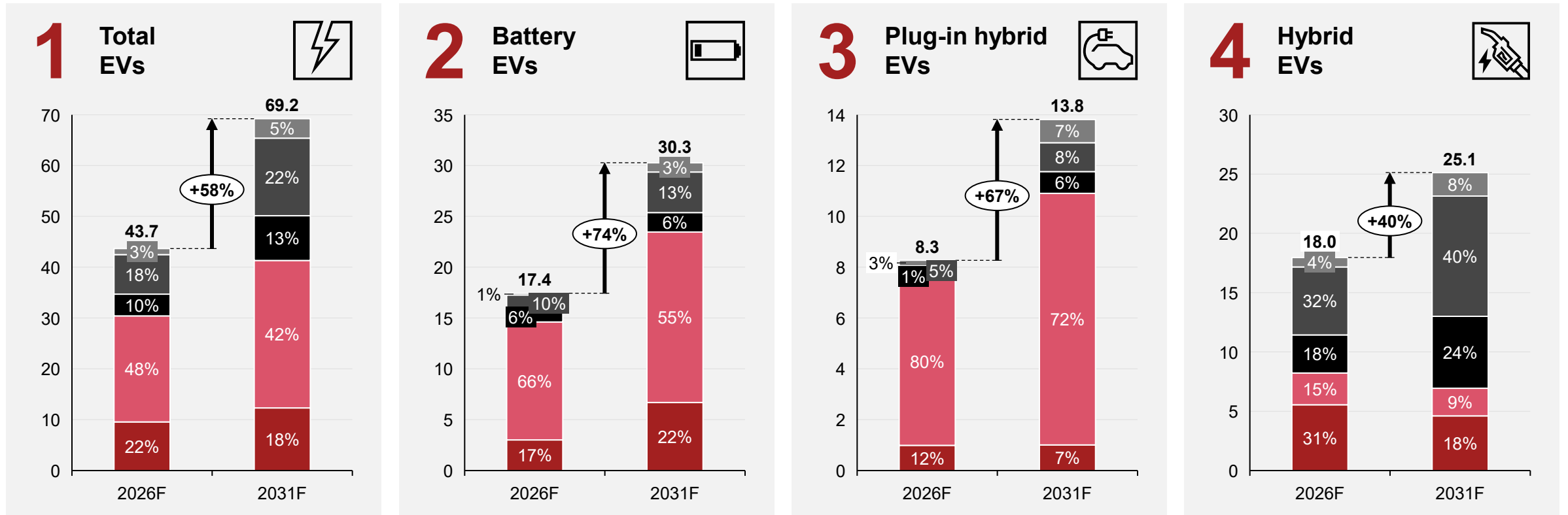
Electric vehicle sales in Q1 2026



■ ICE ■ EV ■ BEV ■ PHEV ■ Hybrid

Regional electric vehicle* assembly forecast

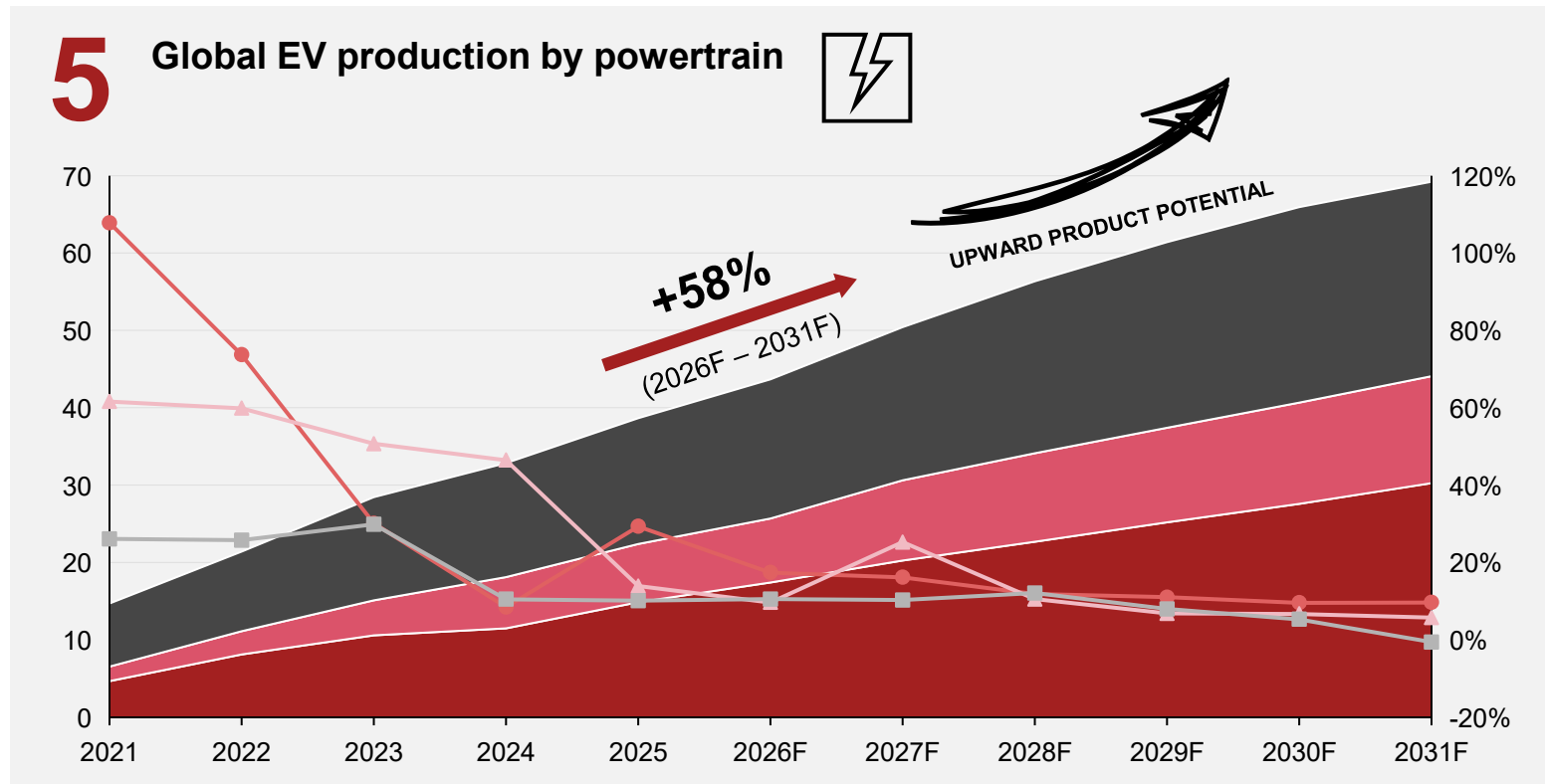
2026F vs. 2031F (in million, light vehicles**)



Western + Central Europe China NAFTA Asia-Pacific (excl. China) RoW

Electric vehicle* assembly forecast

2021 – 2031F (in million (lhs), growth rate in % (rhs), light vehicles**)

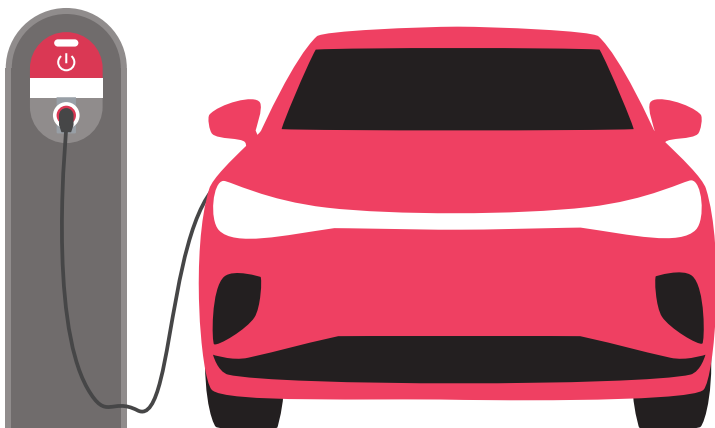


Electrified powertrains are set to remain a major driver of global vehicle output over the outlook period. Between **2026** and **2031**, **total EV* production** is expected to expand by **58%**. Within that total, **BEV** volumes are forecast to climb **74%**, alongside gains of **67%** for **PHEVs** and **40%** for **HEVs**.

Momentum varies significantly by region. **China** is forecast to account for **55%** of global **BEV** production and **72%** of **PHEV** production in 2031. At the same time, **Western and Central Europe** are increasingly diverging from **the US** as regulations change and incentive schemes are phased out. This is reflected in the production forecast: **Western and Central Europe** are expected to raise its share of global **BEV** production from **17%** to **22%**, while **North America** remains flat at **6%**.

Overview: BEV model launches

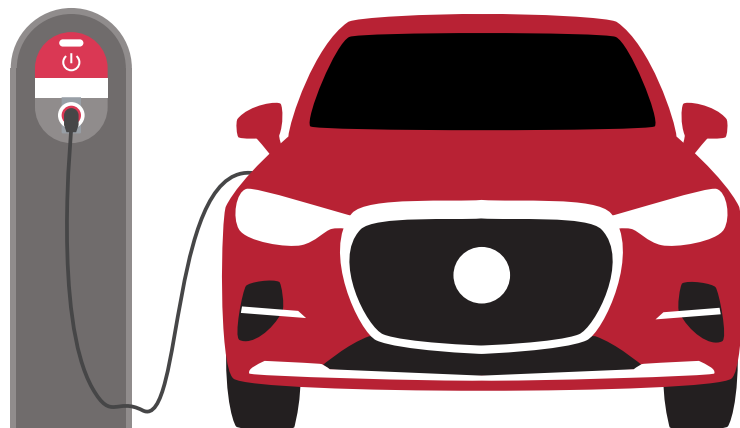
2026 (not exhaustive)



| Brand | Model | Launch | Quarter |
|---------------|------------|--------|---------|
| BYD | Atto 1 | 2026 | Q2 |
| Changan | Qiyuan Q06 | 2026 | Q2 |
| Fiat | Pulse | 2026 | Q2 |
| Leapmotor | A10 | 2026 | Q2 |
| Mercedes-Benz | AMG GT-4 | 2026 | Q2 |
| Volkswagen | ID. Polo | 2026 | Q2 |
| Hyundai | IONIQ 3 | 2026 | Q3 |
| Mercedes-Benz | C-Class EQ | 2026 | Q3 |
| Skoda | Epiq | 2026 | Q3 |
| Toyota | Highlander | 2026 | Q3 |
| BMW | iX4 | 2026 | Q4 |
| Ferrari | Luce | 2026 | Q4 |
| Nissan | Wave | 2026 | Q4 |
| Suzuki | e-Sky | 2026 | Q4 |
| Volkswagen | ID. AURA | 2026 | Q4 |

Overview: BEV model launches

2027 – 2030 (not exhaustive)



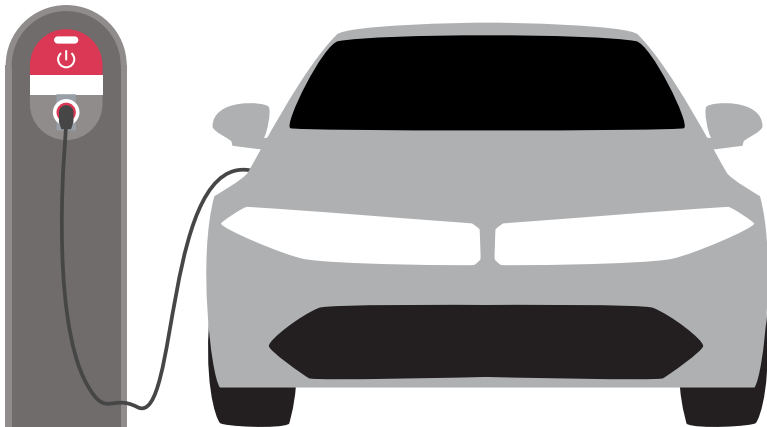
| Brand | Model | Launch |
|---------------|------------------|--------|
| Changan | Lumin | 2027 |
| Dacia | Hipster | 2027 |
| Ford | Fiesta | 2027 |
| Honda | N BOX | 2027 |
| Leapmotor | C18 | 2027 |
| Lucid | Earth | 2027 |
| Volkswagen | ID. Up! | 2027 |
| Alfa Romeo | Stelvio | 2028 |
| BMW | iX6 | 2028 |
| Dacia | Sandero | 2028 |
| Ford | Bronco Lightning | 2028 |
| Land Rover | Defender | 2028 |
| Leapmotor | A05 | 2028 |
| Mercedes-Benz | AMG SL | 2028 |
| Nissan | Magnite | 2028 |



5. BEV model launches

Overview: BEV model launches

2027 – 2030 (not exhaustive)



| Brand | Model | Launch |
|---------------|------------------|--------|
| Polestar | Polestar 7 | 2028 |
| Porsche | Cayman | 2028 |
| Toyota | Camry | 2028 |
| Aston Martin | DB13 | 2029 |
| Chrysler | Pacifica | 2029 |
| Jeep | Grand Cherokee | 2029 |
| Kia | EV7 | 2029 |
| Mazda | CX-50 | 2029 |
| Mercedes-Benz | GLE EQ | 2029 |
| Toyota | Land Cruiser 250 | 2029 |
| Hyundai | IONIQ 1 | 2030 |
| Suzuki | Spacia | 2030 |
| Toyota | Yaris | 2030 |
| Volkswagen | ID. Atlas | 2030 |
| Volkswagen | ID. Golf | 2030 |



6. Electric vehicle sales data

Electric vehicle sales data

Europe 5: France, Germany, Italy, Spain, UK

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|-----------------|----------|-----------|--------------|-----------|---------|-----------|-------------|---------|-----------|---------|-----------|---------|-----------|
| | BEV | 112,086 | 28% | 74,519 | +50% | 112,086 | +50% | 49,407 | +69% | 32,371 | +28% | 30,308 | +52% |
| | PHEV | 19,584 | 5% | 19,592 | -0% | 19,584 | -0% | 8,108 | -2% | 6,655 | +3% | 4,821 | -1% |
| | Hybrid | 187,823 | 47% | 184,267 | +2% | 187,823 | +2% | 79,762 | +13% | 56,890 | -8% | 51,171 | -1% |
| | Total EV | 319,493 | 80% | 278,378 | +15% | 319,493 | +15% | 137,277 | +27% | 95,916 | +2% | 86,300 | +13% |
| France | Other | 82,063 | 20% | 131,707 | -38% | 82,063 | -38% | 36,358 | -20% | 24,848 | -48% | 20,857 | -46% |
| | BEV | 159,630 | 23% | 112,968 | +41% | 159,630 | +41% | 70,663 | +66% | 46,275 | +29% | 42,692 | +24% |
| | PHEV | 76,114 | 11% | 63,799 | +19% | 76,114 | +19% | 29,996 | +13% | 24,328 | +25% | 21,790 | +23% |
| | Hybrid | 206,566 | 30% | 192,265 | +7% | 206,566 | +7% | 87,850 | +17% | 60,510 | +4% | 58,206 | -2% |
| | Total EV | 442,310 | 63% | 369,032 | +20% | 442,310 | +20% | 188,509 | +31% | 131,113 | +15% | 122,688 | +10% |
| Germany | Other | 257,094 | 37% | 295,539 | -13% | 257,094 | -13% | 105,652 | -4% | 80,149 | -11% | 71,293 | -26% |
| | BEV | 38,084 | 8% | 22,983 | +66% | 38,084 | +66% | 16,121 | +72% | 12,541 | +81% | 9,422 | +41% |
| | PHEV | 40,052 | 8% | 19,062 | +110% | 40,052 | +110% | 15,805 | +101% | 12,608 | +103% | 11,639 | +134% |
| | Hybrid | 249,430 | 51% | 198,220 | +26% | 249,430 | +26% | 93,241 | +20% | 81,785 | +34% | 74,404 | +25% |
| | Total EV | 327,566 | 68% | 240,265 | +36% | 327,566 | +36% | 125,167 | +32% | 106,934 | +44% | 95,465 | +34% |
| Italy | Other | 157,011 | 32% | 203,526 | -23% | 157,011 | -23% | 60,090 | -22% | 50,408 | -21% | 46,513 | -25% |
| | BEV | 27,224 | 9% | 19,225 | +42% | 27,224 | +42% | 11,863 | +46% | 8,889 | +45% | 6,472 | +29% |
| | PHEV | 35,694 | 12% | 20,516 | +74% | 35,694 | +74% | 14,862 | +77% | 12,092 | +75% | 8,740 | +67% |
| | Hybrid | 144,127 | 48% | 121,557 | +19% | 144,127 | +19% | 61,938 | +26% | 46,592 | +17% | 35,597 | +9% |
| | Total EV | 207,045 | 69% | 161,298 | +28% | 207,045 | +28% | 88,663 | +35% | 67,573 | +28% | 50,809 | +18% |
| Spain | Other | 93,480 | 31% | 118,076 | -21% | 93,480 | -21% | 41,677 | -19% | 29,509 | -21% | 22,294 | -24% |
| | BEV | 137,614 | 22% | 120,191 | +14% | 137,614 | +14% | 86,120 | +24% | 21,840 | +3% | 29,654 | +0% |
| | PHEV | 78,666 | 13% | 53,686 | +47% | 78,666 | +47% | 49,671 | +47% | 10,438 | +44% | 18,557 | +47% |
| | Hybrid | 244,196 | 40% | 229,565 | +6% | 244,196 | +6% | 153,785 | +4% | 34,758 | +16% | 55,653 | +7% |
| | Total EV | 460,476 | 75% | 403,442 | +14% | 460,476 | +14% | 289,576 | +15% | 67,036 | +15% | 103,864 | +10% |
| UK | Other | 154,378 | 25% | 177,060 | -13% | 154,378 | -13% | 91,051 | -14% | 23,064 | -10% | 40,263 | -11% |
| | BEV | 474,638 | 19% | 349,886 | +36% | 474,638 | +36% | 234,174 | +48% | 121,916 | +28% | 118,548 | +24% |
| | PHEV | 250,110 | 10% | 176,655 | +42% | 250,110 | +42% | 118,442 | +40% | 66,121 | +43% | 65,547 | +44% |
| | Hybrid | 1,032,142 | 41% | 925,874 | +11% | 1,032,142 | +11% | 476,576 | +13% | 280,535 | +12% | 275,031 | +8% |
| | Total EV | 1,756,890 | 70% | 1,452,415 | +21% | 1,756,890 | +21% | 829,192 | +25% | 468,572 | +19% | 459,126 | +16% |
| Europe 5 | Other | 744,026 | 30% | 925,908 | -20% | 744,026 | -20% | 334,828 | -14% | 207,978 | -21% | 201,220 | -26% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date



6. Electric vehicle sales data

Electric vehicle sales data

Other Europe*: Austria, Belgium, Denmark, Finland, Netherlands, Norway

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|--------------------|----------|---------|--------------|---------|---------|--------|-------------|--------|-----------|--------|-----------|--------|-----------|
| | BEV | 17,347 | 22% | 14,177 | +22% | 17,347 | +22% | 8,206 | +34% | 4,439 | +5% | 4,702 | +23% |
| | PHEV | 8,054 | 10% | 5,530 | +46% | 8,054 | +46% | 3,165 | +39% | 2,151 | +33% | 2,738 | +67% |
| | Hybrid | 23,674 | 31% | 18,178 | +30% | 23,674 | +30% | 10,513 | +46% | 6,665 | +20% | 6,496 | +20% |
| | Total EV | 49,075 | 64% | 37,885 | +30% | 49,075 | +30% | 21,884 | +40% | 13,255 | +16% | 13,936 | +28% |
| Austria | Other | 28,160 | 36% | 28,132 | +0% | 28,160 | +0% | 11,134 | +8% | 8,033 | -2% | 8,993 | -6% |
| | BEV | 39,469 | 35% | 40,402 | -2% | 39,469 | -2% | 15,661 | +15% | 11,677 | -10% | 12,131 | -12% |
| | PHEV | 6,450 | 6% | 10,465 | -38% | 6,450 | -38% | 2,417 | -29% | 1,965 | -36% | 2,068 | -48% |
| | Hybrid | 14,088 | 12% | 14,296 | -1% | 14,088 | -1% | 5,221 | +17% | 5,058 | -6% | 3,809 | -15% |
| | Total EV | 60,007 | 53% | 65,163 | -8% | 60,007 | -8% | 23,299 | +8% | 18,700 | -13% | 18,008 | -19% |
| Belgium | Other | 53,798 | 47% | 55,777 | -4% | 53,798 | -4% | 20,434 | +9% | 18,375 | -2% | 14,989 | -19% |
| | BEV | 34,913 | 79% | 24,499 | +43% | 34,913 | +43% | 14,567 | +48% | 9,732 | +26% | 10,614 | +53% |
| | PHEV | 405 | 0.9% | 1,083 | -63% | 405 | -63% | 142 | -75% | 122 | -63% | 141 | -26% |
| | Hybrid | 5,129 | 12% | 5,053 | +2% | 5,129 | +2% | 2,700 | +21% | 1,165 | -20% | 1,264 | -8% |
| | Total EV | 40,447 | 92% | 30,635 | +32% | 40,447 | +32% | 17,409 | +38% | 11,019 | +16% | 12,019 | +41% |
| Denmark | Other | 3,521 | 8% | 6,959 | -49% | 3,521 | -49% | 1,615 | -34% | 1,045 | -52% | 861 | -63% |
| | BEV | 8,062 | 47% | 5,638 | +43% | 8,062 | +43% | 3,368 | +38% | 2,189 | +40% | 2,505 | +53% |
| | PHEV | 2,482 | 14% | 3,609 | -31% | 2,482 | -31% | 897 | -26% | 796 | -23% | 789 | -42% |
| | Hybrid | 4,621 | 27% | 4,802 | -4% | 4,621 | -4% | 1,807 | +11% | 1,327 | -5% | 1,487 | -16% |
| | Total EV | 15,165 | 88% | 14,049 | +8% | 15,165 | +8% | 6,072 | +15% | 4,312 | +8% | 4,781 | -0% |
| Finland | Other | 2,035 | 12% | 2,656 | -23% | 2,035 | -23% | 718 | -21% | 637 | -19% | 680 | -29% |
| | BEV | 24,869 | 31% | 32,414 | -23% | 24,869 | -23% | 11,114 | -0% | 6,721 | -34% | 7,034 | -37% |
| | PHEV | 21,055 | 26% | 15,969 | +32% | 21,055 | +32% | 7,516 | +21% | 5,524 | +27% | 8,015 | +49% |
| | Hybrid | 26,544 | 33% | 26,731 | -1% | 26,544 | -1% | 9,916 | +7% | 7,328 | -8% | 9,300 | -2% |
| | Total EV | 72,468 | 89% | 75,114 | -4% | 72,468 | -4% | 28,546 | +7% | 19,573 | -13% | 24,349 | -6% |
| Netherlands | Other | 9,012 | 11% | 16,270 | -45% | 9,012 | -45% | 2,921 | -35% | 2,495 | -51% | 3,596 | -46% |
| | BEV | 26,617 | 98% | 28,623 | -7% | 26,617 | -7% | 17,406 | +56% | 7,127 | -16% | 2,084 | -77% |
| | PHEV | 189 | 0.7% | 1,441 | -87% | 189 | -87% | 126 | -90% | 46 | -66% | 17 | -82% |
| | Hybrid | 37 | 0.1% | 841 | -96% | 37 | -96% | 5 | -99% | 20 | -87% | 12 | -90% |
| | Total EV | 26,843 | 99% | 30,905 | -13% | 26,843 | -13% | 17,537 | +35% | 7,193 | -18% | 2,113 | -77% |
| Norway | Other | 332 | 1% | 691 | -52% | 332 | -52% | 148 | -56% | 79 | -57% | 105 | -38% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date



6. Electric vehicle sales data

Electric vehicle sales data

Other Europe*: Poland, Portugal, Sweden, Switzerland

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|--------------------|----------|-----------|--------------|-----------|---------|-----------|-------------|-----------|-----------|---------|-----------|---------|-----------|
| | BEV | 8,841 | 6% | 5,107 | +73% | 8,841 | +73% | 3,406 | +47% | 1,891 | +13% | 3,544 | +216% |
| | PHEV | 11,573 | 8% | 5,807 | +99% | 11,573 | +99% | 5,126 | +115% | 3,617 | +92% | 2,830 | +85% |
| | Hybrid | 75,439 | 50% | 72,558 | +4% | 75,439 | +4% | 33,077 | +24% | 23,705 | +1% | 18,657 | -17% |
| | Total EV | 95,853 | 63% | 83,472 | +15% | 95,853 | +15% | 41,609 | +33% | 29,213 | +8% | 25,031 | -0% |
| Poland | Other | 55,786 | 37% | 58,633 | -5% | 55,786 | -5% | 22,287 | +3% | 18,249 | +3% | 15,250 | -20% |
| | BEV | 15,136 | 24% | 12,175 | +24% | 15,136 | +24% | 6,063 | +22% | 4,732 | +20% | 4,341 | +33% |
| | PHEV | 8,584 | 13% | 6,760 | +27% | 8,584 | +27% | 3,616 | +33% | 2,559 | +22% | 2,409 | +24% |
| | Hybrid | 20,764 | 32% | 14,327 | +45% | 20,764 | +45% | 7,786 | +29% | 7,054 | +42% | 5,924 | +79% |
| | Total EV | 44,484 | 69% | 33,262 | +34% | 44,484 | +34% | 17,465 | +27% | 14,345 | +30% | 12,674 | +49% |
| Portugal | Other | 19,575 | 31% | 25,283 | -23% | 19,575 | -23% | 9,214 | -15% | 6,196 | -27% | 4,165 | -30% |
| | BEV | 25,362 | 39% | 21,085 | +20% | 25,362 | +20% | 10,926 | +30% | 7,686 | +11% | 6,750 | +18% |
| | PHEV | 15,123 | 24% | 15,985 | -5% | 15,123 | -5% | 6,545 | +3% | 4,948 | -4% | 3,630 | -20% |
| | Hybrid | 5,209 | 8% | 5,571 | -6% | 5,209 | -6% | 2,032 | -4% | 1,568 | -3% | 1,609 | -12% |
| | Total EV | 45,694 | 71% | 42,641 | +7% | 45,694 | +7% | 19,503 | +15% | 14,202 | +4% | 11,989 | -1% |
| Sweden | Other | 18,557 | 29% | 22,835 | -19% | 18,557 | -19% | 8,076 | +0% | 5,803 | -11% | 4,678 | -43% |
| | BEV | 11,414 | 22% | 10,733 | +6% | 11,414 | +6% | 5,388 | +22% | 3,113 | -8% | 2,913 | +0% |
| | PHEV | 6,432 | 12% | 4,900 | +31% | 6,432 | +31% | 2,894 | +39% | 1,829 | +25% | 1,709 | +26% |
| | Hybrid | 20,450 | 39% | 19,737 | +4% | 20,450 | +4% | 8,884 | +8% | 6,009 | +0% | 5,557 | +1% |
| | Total EV | 38,296 | 72% | 35,370 | +8% | 38,296 | +8% | 17,166 | +16% | 10,951 | +1% | 10,179 | +4% |
| Switzerland | Other | 14,686 | 28% | 17,320 | -15% | 14,686 | -15% | 6,092 | -12% | 4,746 | -11% | 3,848 | -24% |
| | BEV | 547,042 | 19% | 413,121 | +32% | 547,042 | +32% | 234,532 | +49% | 158,280 | +21% | 154,230 | +24% |
| | PHEV | 267,927 | 9% | 207,087 | +29% | 267,927 | +29% | 105,414 | +28% | 83,772 | +32% | 78,741 | +28% |
| | Hybrid | 1,087,990 | 39% | 964,197 | +13% | 1,087,990 | +13% | 444,835 | +20% | 334,791 | +10% | 308,364 | +6% |
| | Total EV | 1,902,959 | 67% | 1,584,405 | +20% | 1,902,959 | +20% | 784,781 | +29% | 576,843 | +16% | 541,335 | +14% |
| EU27 | Other | 920,419 | 33% | 1,129,925 | -19% | 920,419 | -19% | 373,535 | -11% | 288,594 | -19% | 258,290 | -27% |
| | BEV | 723,809 | 21% | 573,624 | +26% | 723,809 | +26% | 344,064 | +42% | 190,683 | +16% | 189,062 | +14% |
| | PHEV | 354,283 | 10% | 267,583 | +32% | 354,283 | +32% | 158,377 | +33% | 96,252 | +33% | 99,654 | +32% |
| | Hybrid | 1,353,686 | 38% | 1,214,817 | +11% | 1,353,686 | +11% | 607,826 | +15% | 375,862 | +10% | 369,998 | +6% |
| | Total EV | 2,431,778 | 69% | 2,056,024 | +18% | 2,431,778 | +18% | 1,110,267 | +25% | 662,797 | +15% | 658,714 | +12% |
| EU27+UK | Other | 1,090,094 | 31% | 1,325,415 | -18% | 1,090,094 | -18% | 470,902 | -12% | 316,524 | -18% | 302,668 | -25% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date



6. Electric vehicle sales data

Electric vehicle sales data

Americas: Mexico, USA, Brazil

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|-----------------|----------|-----------|--------------|-----------|---------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | BEV | 6,691 | 2% | 4,324 | +55% | 6,691 | +55% | 3,112 | +88% | 2,178 | +67% | 1,401 | +3% |
| | PHEV | 6,649 | 2% | 2,533 | +162% | 6,649 | +162% | 2,714 | +228% | 1,640 | +89% | 2,295 | +174% |
| | Hybrid | 30,843 | 8% | 26,503 | +16% | 30,843 | +16% | 10,548 | +8% | 9,530 | +18% | 10,765 | +24% |
| | Total EV | 44,183 | 12% | 33,360 | +32% | 44,183 | +32% | 16,374 | +34% | 13,348 | +30% | 14,461 | +33% |
| Mexico | Other | 337,470 | 88% | 334,629 | +1% | 337,470 | +1% | 115,195 | -1% | 104,957 | -3% | 117,318 | +7% |
| | BEV | 232,801 | 6% | 300,895 | -23% | 232,801 | -23% | 88,582 | -27% | 72,896 | -15% | 71,323 | -24% |
| | PHEV | 38,872 | 1% | 82,340 | -53% | 38,872 | -53% | 16,265 | -56% | 12,408 | -46% | 10,199 | -54% |
| | Hybrid | 513,860 | 14% | 476,649 | +8% | 513,860 | +8% | 198,534 | +2% | 163,637 | +10% | 151,689 | +14% |
| | Total EV | 785,533 | 21% | 859,884 | -9% | 785,533 | -9% | 303,381 | -14% | 248,941 | -3% | 233,211 | -7% |
| USA | Other | 2,920,424 | 79% | 3,054,327 | -4% | 2,920,424 | -4% | 1,100,242 | -11% | 948,975 | -1% | 871,207 | +2% |
| | BEV | 31,080 | 5% | 13,028 | +139% | 31,080 | +139% | 14,089 | +193% | 8,707 | +93% | 8,284 | +123% |
| | PHEV | 27,958 | 5% | 19,059 | +47% | 27,958 | +47% | 11,533 | +70% | 8,136 | +42% | 8,289 | +27% |
| | Hybrid | 36,583 | 6% | 18,594 | +97% | 36,583 | +97% | 14,424 | +128% | 11,277 | +88% | 10,882 | +74% |
| | Total EV | 95,621 | 16% | 50,681 | +89% | 95,621 | +89% | 40,046 | +124% | 28,120 | +73% | 27,455 | +66% |
| Brazil | Other | 503,218 | 84% | 467,786 | +8% | 503,218 | +8% | 218,689 | +31% | 149,075 | -6% | 135,454 | -6% |
| | BEV | 270,572 | 6% | 318,247 | -15% | 270,572 | -15% | 105,783 | -17% | 83,781 | -9% | 81,008 | -18% |
| | PHEV | 73,479 | 2% | 103,932 | -29% | 73,479 | -29% | 30,512 | -32% | 22,184 | -25% | 20,783 | -30% |
| | Hybrid | 581,286 | 12% | 521,746 | +11% | 581,286 | +11% | 223,506 | +6% | 184,444 | +14% | 173,336 | +17% |
| | Total EV | 925,337 | 20% | 943,925 | -2% | 925,337 | -2% | 359,801 | -6% | 290,409 | +2% | 275,127 | -1% |
| Americas | Other | 3,761,112 | 80% | 3,856,742 | -2% | 3,761,112 | -2% | 1,434,126 | -6% | 1,203,007 | -2% | 1,123,979 | +1% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date

6. Electric vehicle sales data

Electric vehicle sales data

APAC: Australia, China*, India, Indonesia, Japan**, South Korea

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|--------------------|----------|-----------|--------------|-----------|---------|-----------|-------------|-----------|-----------|---------|-----------|---------|-----------|
| | BEV | 34,382 | 12% | 17,901 | +92% | 34,382 | +92% | 15,839 | +89% | 11,134 | +96% | 7,409 | +93% |
| | PHEV | 19,230 | 7% | 13,711 | +40% | 19,230 | +40% | 8,215 | +19% | 5,854 | +20% | 5,161 | +170% |
| | Hybrid | 46,952 | 16% | 47,014 | -0% | 46,952 | -0% | 17,953 | +7% | 13,868 | -10% | 15,131 | +2% |
| | Total EV | 100,564 | 35% | 78,626 | +28% | 100,564 | +28% | 42,007 | +31% | 30,856 | +19% | 27,701 | +35% |
| Australia | Other | 190,023 | 65% | 217,326 | -13% | 190,023 | -13% | 66,696 | -16% | 63,275 | -11% | 60,052 | -10% |
| | BEV | 1,319,000 | 27% | 1,640,000 | -20% | 1,319,000 | -20% | 614,000 | -13% | 310,000 | -33% | 395,000 | -17% |
| | PHEV | 690,000 | 14% | 994,000 | -31% | 690,000 | -31% | 268,000 | -29% | 173,000 | -42% | 249,000 | -22% |
| | Hybrid | 228,000 | 5% | 212,700 | +7% | 228,000 | +7% | 102,000 | +19% | 52,000 | -2% | 74,000 | 0% |
| | Total EV | 2,237,000 | 46% | 2,846,700 | -21% | 2,237,000 | -21% | 984,000 | -16% | 535,000 | -34% | 718,000 | -17% |
| China* | Other | 2,585,000 | 54% | 3,202,300 | -19% | 2,585,000 | -19% | 1,040,000 | -16% | 598,000 | -32% | 947,000 | -13% |
| | BEV | 57,354 | 4% | 32,357 | +77% | 57,354 | +77% | 23,179 | +82% | 14,812 | +69% | 19,363 | +79% |
| | PHEV | 10 | 0.0% | 31 | -68% | 10 | -68% | 3 | -77% | 2 | -71% | 5 | -55% |
| | Hybrid | 117,197 | 9% | 94,148 | +24% | 117,197 | +24% | 36,160 | +29% | 33,651 | +30% | 47,386 | +18% |
| | Total EV | 174,561 | 13% | 126,536 | +38% | 174,561 | +38% | 59,342 | +46% | 48,465 | +40% | 66,754 | +31% |
| India | Other | 1,191,639 | 87% | 926,873 | +29% | 1,191,639 | +29% | 386,036 | +34% | 351,195 | +41% | 454,408 | +17% |
| | BEV | 33,146 | 21% | 16,926 | +96% | 33,146 | +96% | 10,585 | +16% | 12,298 | +136% | 10,263 | +298% |
| | PHEV | 1,521 | 1.0% | 42 | +3521% | 1,521 | +3521% | 357 | +2450% | 662 | +4629% | 502 | +3486% |
| | Hybrid | 16,895 | 11% | 13,794 | +22% | 16,895 | +22% | 6,937 | +35% | 5,771 | +29% | 4,187 | -0% |
| | Total EV | 51,562 | 33% | 30,762 | +68% | 51,562 | +68% | 17,879 | +25% | 18,731 | +93% | 14,952 | +120% |
| Indonesia | Other | 105,341 | 67% | 132,004 | -20% | 105,341 | -20% | 28,587 | -34% | 41,010 | -13% | 35,744 | -14% |
| | BEV | 22,909 | 3% | 8,404 | +173% | 22,909 | +173% | 11,245 | +180% | 6,245 | +162% | 5,419 | +169% |
| | PHEV | 11,182 | 2% | 12,013 | -7% | 11,182 | -7% | 4,266 | -12% | 3,334 | +12% | 3,582 | -14% |
| | Hybrid | 434,418 | 64% | 454,897 | -5% | 434,418 | -5% | 178,423 | +3% | 134,040 | -7% | 121,955 | -11% |
| | Total EV | 468,509 | 69% | 475,314 | -1% | 468,509 | -1% | 193,934 | +7% | 143,619 | -4% | 130,956 | -9% |
| Japan** | Other | 208,338 | 31% | 263,841 | -21% | 208,338 | -21% | 71,504 | -33% | 67,743 | -20% | 69,091 | -6% |
| | BEV | 87,662 | 21% | 34,598 | +153% | 87,662 | +153% | 41,232 | +120% | 36,332 | +155% | 10,098 | +521% |
| | PHEV | 2,812 | 0.7% | 3,598 | -22% | 2,812 | -22% | 1,031 | -21% | 870 | -28% | 911 | -17% |
| | Hybrid | 139,473 | 34% | 130,197 | +7% | 139,473 | +7% | 54,517 | +10% | 38,468 | -14% | 46,488 | +29% |
| | Total EV | 229,947 | 56% | 168,393 | +37% | 229,947 | +37% | 96,780 | +39% | 75,670 | +26% | 57,497 | +48% |
| South Korea | Other | 178,928 | 44% | 219,902 | -19% | 178,928 | -19% | 68,033 | -15% | 47,605 | -35% | 63,290 | -6% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date



6. Electric vehicle sales data

Electric vehicle sales data

APAC: Thailand, Turkey, Vietnam

Analyzed markets

| | | Q1 2026 | Market share | Q1 2025 | YTD YoY | Q1-26 | Quarter YoY | Mar-26 | Month YoY | Feb-26 | Month YoY | Jan-26 | Month YoY |
|-------------------------|----------|-----------|--------------|------------|---------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | BEV | 57,242 | 28% | 25,654 | +123% | 57,242 | +123% | 10,130 | +28% | 4,830 | -9% | 42,282 | +240% |
| | PHEV | 4,168 | 2% | 4,132 | +1% | 4,168 | +1% | 1,172 | -42% | 1,021 | +0% | 1,975 | +84% |
| | Hybrid | 47,869 | 24% | 37,936 | +26% | 47,869 | +26% | 16,123 | +29% | 14,572 | +21% | 17,174 | +28% |
| | Total EV | 109,279 | 54% | 67,722 | +61% | 109,279 | +61% | 27,425 | +22% | 20,423 | +11% | 61,431 | +128% |
| Thailand | Other | 94,155 | 46% | 126,127 | -25% | 94,155 | -25% | 32,171 | -21% | 28,511 | -28% | 33,473 | -27% |
| | BEV | 38,028 | 18% | 29,099 | +31% | 38,028 | +31% | 15,028 | +18% | 11,842 | +15% | 11,158 | +84% |
| | PHEV | 2,010 | 1.0% | 9,930 | -80% | 2,010 | -80% | 940 | -76% | 552 | -85% | 518 | -79% |
| | Hybrid | 67,886 | 32% | 54,449 | +25% | 67,886 | +25% | 26,215 | +17% | 23,269 | +31% | 18,402 | +28% |
| | Total EV | 107,924 | 51% | 93,478 | +15% | 107,924 | +15% | 42,183 | +8% | 35,663 | +13% | 30,078 | +32% |
| Turkey | Other | 102,764 | 49% | 130,315 | -21% | 102,764 | -21% | 37,674 | -29% | 34,113 | -23% | 30,977 | -6% |
| | BEV | 53,685 | 42% | 35,103 | +53% | 53,685 | +53% | 27,609 | +128% | 9,904 | -21% | 16,172 | +54% |
| | PHEV | 0 | 0.0% | 15 | -100% | 0 | -100% | 0 | 0% | 0 | -100% | 0 | -100% |
| | Hybrid | 5,125 | 4% | 2,547 | +101% | 5,125 | +101% | 3,143 | +248% | 1,119 | +49% | 863 | -4% |
| | Total EV | 58,810 | 46% | 37,665 | +56% | 58,810 | +56% | 30,752 | +137% | 11,023 | -17% | 17,035 | +49% |
| Vietnam | Other | 69,949 | 54% | 54,882 | +27% | 69,949 | +27% | 25,715 | +4% | 14,335 | -6% | 29,899 | +100% |
| | BEV | 1,703,408 | 21% | 1,840,042 | -7% | 1,703,408 | -7% | 768,847 | -3% | 417,397 | -21% | 517,164 | -1% |
| | PHEV | 730,933 | 9% | 1,037,472 | -30% | 730,933 | -30% | 283,984 | -28% | 185,295 | -41% | 261,654 | -21% |
| | Hybrid | 1,103,815 | 13% | 1,047,682 | +5% | 1,103,815 | +5% | 441,471 | +12% | 316,758 | -1% | 345,586 | +3% |
| | Total EV | 3,538,156 | 43% | 3,925,196 | -10% | 3,538,156 | -10% | 1,494,302 | -5% | 919,450 | -21% | 1,124,404 | -5% |
| APAC | Other | 4,726,137 | 57% | 5,273,570 | -10% | 4,726,137 | -10% | 1,756,416 | -10% | 1,245,787 | -17% | 1,723,934 | -5% |
| | BEV | 2,696,667 | 16% | 2,730,957 | -1% | 2,696,667 | -1% | 1,218,076 | +5% | 691,538 | -12% | 787,053 | -0% |
| | PHEV | 1,157,626 | 7% | 1,408,518 | -18% | 1,157,626 | -18% | 472,601 | -15% | 303,564 | -27% | 381,461 | -12% |
| | Hybrid | 3,037,774 | 18% | 2,783,768 | +9% | 3,037,774 | +9% | 1,272,486 | +12% | 876,780 | +7% | 888,508 | +7% |
| | Total EV | 6,892,067 | 42% | 6,923,243 | -0% | 6,892,067 | -0% | 2,963,163 | +4% | 1,871,882 | -7% | 2,057,022 | +0% |
| Analyzed markets | Other | 9,577,064 | 58% | 10,455,308 | -8% | 9,577,064 | -8% | 3,661,368 | -9% | 2,765,277 | -11% | 3,150,419 | -5% |

Legend

FY = Full year

YoY = Year-on-year

YTD = Year-to-date



Glossary of terms and abbreviations

| Abbreviation | Full description |
|---------------------|--|
| BEV | Battery electric vehicle |
| EFTA | European Free Trade Association (incl. Iceland, Liechtenstein, Norway and Switzerland) |
| EU | European Union |
| Europe | EU27+UK+EFTA |
| EV | Electric vehicle (incl. BEV, PHEV and HEV) |
| FCEV | Fuel cell electric vehicle |
| FHEV | Full-hybrid electric vehicle |
| FY | Full year |
| HEV/hybrid | Hybrid electric vehicle |
| ICE | Internal combustion engine |
| LHS | Left-hand side |
| MHEV | Mild-hybrid electric vehicle |
| NEV | New energy vehicle (incl. BEV and PHEV) |
| PHEV | Plug-in hybrid electric vehicle |
| REEV | Range-extended electric vehicle, also referred to as ranger extender or extended-range electric vehicle (EREV) |
| RHS | Right-hand side |
| YoY | Year-on-year |
| YTD | Year-to-date |



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Thank you

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