

## 【欧州】 【自動車】

# Road/Railway - Environmentally friendly vehicles: European Commission announces official investigation into imports of Chinese EVs into the EU

Andrea Antolini Former Researcher JTTRI

### 【概要 : Summary】

The market entry of electric vehicles (EV) from Chinese manufacturers was not yet visible in the 2022 sales figures of the top 20 EVs model ranking in Europe. However, at global level, the list of the top 20 EV models' ranking shows that Chinese EV manufacturers are increasing their presence amongst the top selling EVs models globally. Therefore, it seems to be only a matter of time that the Chinese EV manufacturers will also increase their presence in the European EV automobile market, as they consider Europe and North America as their two most important export markets.

The European Commission is concerned that a possible “flooding” of the European EVs market with cheap EVs from Chinese manufacturers could occur. The concern is that the Chinese EVs' purchase prices could be kept artificially low as Chinese manufacturers might receive Chinese state subsidies. This could cause an unfair competitive advantage for Chinese manufacturers, which could seriously harm the European EV industry.

Therefore, on 4 October 2023, the European Commission published a “Notice of Initiation” regarding the start of an investigation into the

imports of BEV from China into the EU and possible illegal Chinese state subsidies. Depending on the result of this investigation the European Commission will determine whether it is in the EU's EV producers' interest to take measures to remedy the effects of possible unfair trade practices and of illegal Chinese state subsidies benefiting the Chinese BEV manufacturers.

Within a maximum of 13 months after the initiation of the investigation, the Commission will conclude its investigation and determine if it will proceed with anti-subsidy duties on EVs imports from China or other definitive measures, if legally justified. However, anti-subsidy tariffs are a double-edged sword as they also could trigger retaliation measures by the Chinese government against European EV manufacturers, exporting their EVs to China. Therefore, it needs to be considered carefully if the considered measures against Chinese EVs imports in Europe are worth triggering Chinese retaliation measures, which could likewise hit the European EV manufacturers. This consideration might also be one of the reasons why so far none of the European EV manufacturers has yet filed any complaint with the Commission against the Chinese EV manufacturers.

【記事 : Article】

## 1. EVs in the European and Chinese markets

The EU has introduced stricter CO<sub>2</sub> emission limits based on Regulation (EU) 2023/851 amending Regulation (EU) 2019/631 to achieve the EU's commitment under the Paris Agreement and the European Green Deal (COM/2019/640 final, European Commission n.d.). Regulation (EU) 2023/851 stipulates that all new passenger cars registered in the EU will have to be zero-emission vehicles as of 2035 (Regulation (EU) 2023/851). Therefore, the market share of EVs needs to increase significantly or vehicles running exclusively on CO<sub>2</sub> neutral fuels are introduced at a larger scope (Regulation (EU) 2023/851, EEA 2023a).

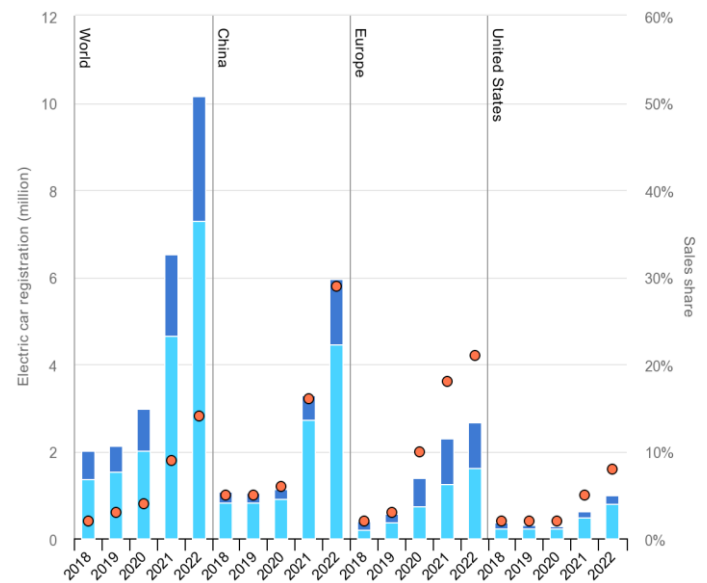
Currently, the EU's automobile market is still dominated by petrol and diesel vehicles, and European OEMs are still making most of their profits with internal combustion engine (ICE) cars (Miller 2023). However, in recent years, the share of battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) in new registrations combined has steadily increased from about 3.5% in 2019 to 10.7% in 2020, 17.8% in 2021 and finally reached 23% in 2022 (EEA 2022b).

At global level, EV sales were at a record high in 2022 despite the globally contracting car markets and negative impacts like supply chain disruptions, macro-economic and geopolitical uncertainty, according to the International Energy Agency (IEA) (IEA 2023). The worldwide total car sales in 2022 decreased by 3% relative to 2021, while EV sales including BEVs and PHEVs exceeded 10 million units in 2022, an increase of 55% compared to 2021 worldwide (IEA 2023). Worldwide, increasing EV sales pushed the total number of EVs to a total of 26 million units worldwide, up 60% relative to 2021 (IEA 2023).

In Europe, the share of EVs in the newly registered fleet of vehicles was highest in Norway with 86% EVs out of the total of newly

registered cars in 2021, followed by Iceland (64%), Sweden (46%) and Denmark (35%) (EEA 2022b). In absolute numbers, Germany has become the biggest market for BEVs and PHEVs in Europe with sales of around 830,000 units in 2022, followed by the UK with 370,000 and France with 330,000 units (IEA 2023).

Fig. 1: Electric car registrations and sales shares in China, United States and Europe, 2018–2022 (IEA 2023)



(Source: IEA 2023)

(Note: Passenger light-duty vehicles only. Europe includes European Union countries, Iceland, Israel, Norway, Switzerland, Turkey, and the United Kingdom.)

The IEA expects the European BEV market to further increase significantly in the next years, based on the stricter CO<sub>2</sub> emission limits under Regulation (EU) 2023/851 amending Regulation (EU) 2019/631 and the 100% CO<sub>2</sub> emissions reduction target for new cars and vans by 2035 relative to 2021 levels (IEA 2023).

While the inevitable shift to EVs has already started to further reduce GHG emissions from road transport, the biggest change is expected to take place around 2030, when the EU's new regulations will further reduce the GHG emissions from passenger cars by 55% and then towards reaching a 100% reduction by 2035 (Miller 2023).

Accordingly, it can be expected that EVs will represent the majority of vehicles in the EU's market by then.

In China, BEV sales reached 4.4 million in 2022, representing an increase by 60% compared to 2021, and PHEV sales nearly tripled to 1.5 million (IEA 2023). China accounted for nearly 60% of all new EV registrations globally and in 2022, for the first time, China accounted for more than 50% of all the electric cars on roads worldwide, with a total of 13.8 million (IEA 2023).

In comparison, in 2022, Europe remained the second largest EVs market worldwide accounting for 25% of all electric car sales, after China (IEA 2023). The share of electric cars of China's total domestic car sales reached 29% in 2022, up from 16% in 2021 and under 6% between 2018 and 2020 (IEA 2023).

In China, an earlier policy change in the early 2000s, including the introduction of subsidies and tax breaks to produce EVs, had increased the number of EV producers (Miller 2023). To bring more EVs to China, the government had also loosened the rules to allow foreign firms to fully own manufacturing and sales operations in China (Miller 2023). For this reason, Tesla has become the largest exporter of China-made EVs and the second-biggest seller of EVs in China (Miller 2023).

However, also Chinese automobile manufacturers started with the production of EVs, and the Chinese EV market saw the emergence of hundreds of small EV manufacturers entering the market since 2000, benefitting from public support schemes, including subsidies and incentives for both consumers and manufacturers (IEA 2023, Miller). However, due to the ever-increasing competition between these EV manufacturers in the Chinese market, a consolidation process took place amongst Chinese EV producers. The market consolidation in China has left around a dozen of EV producers, which have focused on developing smaller models and they compete also over the

price leading to cheaper retail prices and a large variety of smaller EV models (IEA 2023). As a result, China has the broadest portfolio with nearly 300 available EV models, and this remains nearly twice as many as different models as available in Europe, with around 150 available models (IEA 2023). In the United States, there were fewer than 100 models available in 2022, but twice as many as before the pandemic; and 30 or fewer were available in Canada, Japan, and Korea (IEA 2023). However, there is not only a difference in the quantity of available models of EVs between China and other markets.

The smaller BEVs in China have also a lower average purchase price of below USD 10,000 in 2022, compared to a sales-weighted average price exceeding USD 30,000 in Europe in 2022 (IEA 2023). In China, the best-selling electric cars in 2022 was the Wuling Mini BEV, a small model priced at under USD 6,500, and BYD's Dolphin, also a small model, is sold below USD 16,000 with both models together accounting for nearly 15% of Chinese BEV passenger car sales (IEA 2023). Therefore, one of the main differences in the Chinese EV market compared to the European EV market is the presence of many low-price EV models in comparison to rather high-priced models in the European market (IEA 2023).

Consequently, in China, BEV and PHEV cars reached a market share close to 28% in 2022, but German brands have a relatively low share in the Chinese market's EV segment of 5% in 2022 (Deutsche Bank Research 2023).

One example for a successful Chinese EV manufacturer is BYD, a former batteries only producer. This company's EV battery production is a huge competition advantage after it also purchased the state-owned car manufacturer, Qinchuan Automobile Company (Miller 2023). Therefore, BYD owes its growth in the EV market mainly to its original business of battery production. In contrast, competitors like Tesla

and European EV manufacturers must rely on third-party manufacturers for batteries, while BYD makes them in-house, thereby saving purchasing costs for batteries and securing a steady supply of batteries for its EV production (Miller 2023). According to Miller, quoting a UBS report, the BYD EV Seal has a 15% advantage over Tesla’s Chinese-made base Model 3 sedan (Miller 2023). BYD is now second to the US car maker Tesla in global BEV and PHEV sales (Miller 2023). BYD is Tesla’s biggest competitor in the Chinese EVs market, with Tesla having sold 74,073 Chinese-made EVs in September 2023, representing an almost 11% decrease compared to the previous year, while BYD sold 286,903 cars during the same time period which represents a significant increase of 43% in sales of EVs and PHEV models, according to recent data from the China Passenger Car Association, cited by Miller (2023). Regarding Chinese total exports of passenger cars in 2022, they increased rapidly, by 60%, exceeding 2.5 million, while the imports of passenger vehicles decreased by almost 20% (950 000 down to 770 000), indicating that Chinese EV manufacturers are taking over their domestic EV market (IEA 2023).

This is the result of the development in the Chinese EV market and its domestic EV producers, following the years of tough competition in the Chinese domestic EV market with a significant market consolidation. The remaining Chinese EV manufacturers are now ready to expand globally, while they still have their major focus on the domestic market.

## 2. The Chinese EV models in the global and European market

Considering the Chinese EV manufacturer’s position in the ranking of EV sales at global level, the top 10 ranking of best-selling EVs at global level are dominated by Chinese manufacturers, namely BYD, GAC and Wuling (Pontes 2023b). However, Pontes (2023b) also

points out, that the Tesla Model Y is ranking first with a wide distance to #2 ranking BYD Song (BEV and PHEV) in July 2023. In fact, Tesla’s Model Y scores its best first month of the quarter ever. #3 in ranking was BYD Qin Plus (BEV and PHEV), followed by Tesla Model 3, BYD Dolphin, BYD Yuan Plus, BYD Seagull, BYD Han (BEV and PHEV), GAC Aion S, Wuling Bingo in the global ranking of EV sales (Pontes 2023b). Only on #11 ranking, the first non-Chinese brand model and non-Tesla model appears, the VW ID.4 (Pontes 2023b). Amongst the 20 best-selling EV models in the world in July 2023, there were only five non-Chinese models. Apart from two VW ID models, the Hyundai EV model was the only model in the top 20 ranking models coming from a legacy OEM in July 2023 (Pontes 2023b).

Looking at the top selling EVs worldwide from January to July 2023, the Tesla Model Y and Model 3 are in the leading positions, followed by BYD Song and BYD Qin Plus (Pontes 2023b). The first Model of an OEM is again VW ID.4 in #11 ranking (Pontes 2023b).

Fig. 2: Top selling EVs in the world, January to July 2023



(Pontes 2023b)

This development in the period January to July 2023 underlines that China's automotive industry has rapidly expanded its international presence in the global EVs market. However, also in China, BEV sales increased rapidly, by 60% in 2022 compared to 2021 and reached 4.4 million, while PHEV sales nearly tripled to 1.5 million (IEA 2023).

Chinese manufacturers have gained importance amongst the top 20 global ranking of EV model sales at global level, and in 2022, the export of passenger vehicles increased by 56.7% exceeding 2.529 million units, while the imports of passenger vehicles decreased by almost 20% (950,000 to 770,000) (IEA 2023). Chinese new energy vehicles like BEV and PHEVs exports were 679,000 units in 2022, according to the statistics from China's General Administration of Customs (Wang 2023). Therefore, China is leading the sales of EVs in the global market and also in the Chinese domestic market (Statista n.d.). It is also important to notice that, according to IEA (2023), China accounted for more than 50% of all EVs on roads at global level, and nearly 60% of all new electric car registrations globally, underlining the importance of the Chinese EV market (IEA 2023). Factors responsible for the Chinese market's exponential growth include, but are not limited to, the Chinese government's EVs' subsidies, an increasing variety of mini electric vehicles, and more affordable brands entering the market (Statista n.d.).

Regarding the development in sales of EV models in the European market, in 2022, the total numbers for BEVs and PHEVs rose above 2.6 million (23%), with the BEVs alone reaching 13.45% of newly registered vehicles (European Alternative Fuels Observatory 2023, Pontes 2023a). In December 2022, the European BEV market showed a record increase on a YoY basis with 275,277 registrations, representing a 51% compared to December 2021 (Pontes 2023a).

Regarding the top selling EVs in Europe in 2022, Tesla is in the leading position with two Models Y and Model 3, ranking #1 and #2, followed by several European EV manufacturers (European Alternative Fuels Observatory 2023, Pontes 2023a). However, the shares of top selling EVs in the European Market show the heterogeneity of this market, since even the top-selling Tesla Model Y only reached 5.3% of the total EV sales in the EU in 2022 with 138,373 sold units of Model Y (Pontes 2023a, European Alternative Fuels Observatory 2023).

Out of the total 2,602,431 EVs sold in Europe in 2022, the 20 top selling EVs models only reached a combined market share of 38% of the total European EVs market. Accordingly, all other EVs models together cover the majority of EV sales with 1,612,795 units or 62% (Pontes 2023a, European Alternative Fuels Observatory 2023).

Although the market entry of Chinese EV manufacturers is not yet visible in the top 20 ranking sales figures of EVs in Europe in 2022, the development at global level in the first half of 2023 shows that Chinese EV manufacturers are increasing their presence although Tesla is still in the leading position. In 2022, BYD sold 550,000 electric cars worldwide, out of which 440,000 were sold in China, which underlines that the main market of one of the major Chinese EV manufacturers remains China (Ecomento 2023).

Regarding the further development in the European EVs market, driven by the adoption of stricter CO2 emission standards and the move toward zero-emissions vehicle mandates, as well as the purchase incentives, it can be expected that the Chinese manufacturers will increase their presence, because Europe and North America are recognised as the two major export markets for Chinese automobiles and EVs (Wang 2023). For example, the Chinese EVs manufacturer BYD is aiming at reaching a share of 5 to 10% in the German EVs market alone, the biggest market of automobiles in Europe (Ecomento 2023). According

to a statistic of the Federal Motor Transport Authority (Kraftfahrzeugbundesamt, KBA), in 2022, out of the newly registered 2,651,357 passenger cars in Germany, 22,832 were cars of Chinese manufacturers (0.86%) (KBA n.d.). Furthermore, according to another KBA statistic, 165 BYD cars were registered by the end of May 2023, but their number increased to 2,666 BYD models in Germany in the period from January to August 2023, which translates into a market share of 0.3% (KBA 2023). According to data published by the European Automobile Manufacturers' Association (ACEA), the share of Chinese brands in the EU's total EVs sales in the European market increased steadily in the past years, from 0.4% in 2019 to 1.4% in 2020, 1.7% in 2021 and 3.7% in 2022 (ACEA 2023). In 2022, 500,006 Chinese passenger cars were exported to the EU in 2022, out of which 313,723 were BEVs (62.7%) (ACEA 2023). BYD's models of EVs can be found in the higher priced EVs segment, but BYD sells also a very low-priced Mini EV microcars, which have also entered the European market in 2021 as the model FreZe Nikrob via the Latvian company Dartz Motorz at a starting price of €9,999, which is the cheapest EV available in the European EVs market (Hommen 2021). In the first months of 2023, Chinese EV manufacturers exported nearly 350,000 units of EVs to nine European countries, underlining that Chinese EV manufacturers will continue their efforts to export more EVs to Europe (Wang 2023, Frater/Thompson 2023).

Considering the situation at global level and the current increase of Chinese EVs registrations in Europe, it will only be a matter of time that Chinese EV manufacturers will export a greater variety and quantity of EV models also at lower prices to Europe. However, it also must be considered that the general rise in EV sales at global level is only limited to a part of the world, namely China, Europe, and the U.S., which account for about 95% of all global electric vehicle sales (Statista n.d.).

### 3. The European Commission's anti-subsidy investigation against Chinese EV imports

Already in her State of the Union Address on 13 September 2023, the president of the European Commission, Ursula von der Leyen, had pointed out concerns regarding an increasing presence of Chinese EV manufacturers in the European automobile market. Von der Leyen pointed out that the global market was already "flooded" with cheap Chinese EVs and that their price was kept artificially low by huge state subsidies, which also endangers the European market (von der Leyen 2023). For example, last June, the Chinese government offered EVs \$72.3bn worth of tax breaks over four years – the biggest incentive at a time when sales have slowed (Miller 2023).

Accordingly, on 4 October 2023, the European Commission formally launched an anti-subsidy investigation entitled "Notice of initiation of an anti-subsidy proceeding concerning imports of new battery electric vehicles designed for the transport of persons originating in the People's Republic of China" (C/2023/6731). Although there was no formal complaint from the EU's automobile industry, considering the evidence gathered on imports of low-priced and subsidised EVs from China into the EU, the European Commission decided to launch its own-initiative investigation (European Commission 2023). The Commission's investigation of subsidisation and injury will cover the period from 1 October 2022 to 30 September 2023 to clarify whether BEV value chains in China benefit from illegal subsidies and whether this causes or threatens to cause economic injury to European BEV producers (European Commission 2023, C/2023/6731). According to the Notice of Initiation, after an in-depth analysis of recent market developments, the European Commission points out to have found publicly available market information, which provides sufficient evidence that the Chinese EV manufacturers

benefit from countervailable subsidies provided by the Government of the People's Republic of China (C/2023/6731). These subsidies include (1) direct transfer of funds and potential direct transfers of funds or liabilities, (2) government revenue forgone or not collected, and (3) government provision of goods or services for less than adequate remuneration (C/2023/6731). The Commission has found evidence of various grants, provision of loans, export credits and credit lines provided by State-owned banks or bonds underwritten by State-owned banks and other financial institutions at preferential terms, the provision of preferential export insurance; income tax reductions and exemptions, dividend tax exemption, import and export tax rebates; VAT exemptions and rebates; and government provision of goods (such as raw and input materials as well as components) and services for less than adequate remuneration (C/2023/6731). These appear to be subsidies since they involve a financial contribution by the Government of the People's Republic of China or other regional governments (including public bodies), or by private bodies directed or entrusted by the Government of the People's Republic of China, and which confer a benefit to the recipients (C/2023/6731).

Those subsidies have allowed the subsidised imports to rapidly increase and to increase the Chinese manufacturers market share in the EU, causing a detrimental impact on the EU's industry. The available evidence shows the likelihood of substantially increased subsidised low-priced imports that would pose an imminent threat of injury to an already vulnerable EU industry (C/2023/6731).

Since the varied subsidies favour several aspects relating to the production and selling of the EVs, the subsidised imports of Chinese EVs have the potential to negatively affect the European EV industry's economic situation. Therefore, such a surge of low-priced imports of

BEVs originating in the People's Republic of China lead to a significant gain in market shares and would ultimately lead to an injury of the European EVs industry, which could prove rapidly unsustainable and needs to be avoided (C/2023/6731).

Since the Commission sees sufficient evidence of subsidisation, threat of injury and the existence of a causal link for the initiation of an anti-subsidy proceeding, after informing the Member States, the Commission decided to proceed with the initiation of the anti-subsidy investigation ex-officio, even without having received a written complaint by or on behalf of the EU's EV manufacturing industry, in accordance with Article 10(8) of the basic Regulation (C/2023/6731).

If the conclusions of the investigations are affirmative that EVs imported from China under investigation are being subsidised and their imports cause injury to the European EV industry, the investigation will examine whether the imposition of measures would not be against the Union's interest (C/2023/6731).

Within a maximum of 13 months after the initiation, the investigation will be concluded and if legally warranted, any provisional anti-subsidy duties may be imposed 9 months after the investigation's initiation, with any definitive measures to be imposed up to 4 months later or within 13 months of the initiation of the investigation (European Commission 2023).

Based on its findings, the Commission will establish whether it is in the EU's interest to remedy the effects of the unfair trade practices found. The main measure could be to impose anti-subsidy duties on imports of BEVs from China (European Commission 2023). According to the European Commission this anti-subsidy investigation will follow strict legal procedures in line with EU and WTO rules (European Commission 2023). It will allow all parties concerned, including the Chinese

government and companies/exporters, to present their comments and evidence (European Commission 2023). This also includes that, as stipulated under EU and WTO rules, consultations were held with the Chinese government prior to the publication of the Notice of Initiation of the investigation (European Commission 2023).

#### 4. Conclusion

The European Green Deal's target of a 90% reduction of GHG emissions in the transport sector by 2050, and the 100% CO<sub>2</sub> emissions reduction for newly registered passenger cars and vans by 2035 can only be achieved by switching to EVs or other zero-emission fuels vehicles. Therefore, the EV market in the EU can be expected to further increase significantly in the next years. This expectation of market growth will also lead to an increase of Chinese EVs in the EU's automobile market, after the Chinese EV manufacturers have significantly expanded in their domestic market and at global level.

After the Chinese EVs market consolidation, the remaining Chinese EV producers will not only take over their domestic EV market, but also increase their presence in the other two major markets for EVs, Europe and the US.

Regarding the EU's EV market, it does not yet reflect the major Chinese EV manufacturers' expansion visible in the global EV market. However, the European Commission is already concerned about the Chinese EV manufacturers expansion and presented the Notice of initiation of an anti-subsidy proceeding concerning imports of new BEVs originating in the People's Republic of China (C/2023/6731) on 4 October 2023.

If the investigation concludes that the Chinese EVs imports in the EU are being subsidised by the Chinese government and if these subsidised imports cause injury to the EU's EVs industry, the European Commission will have to introduce anti-subsidy tariffs to protect the EU's EV manufacturers. However, the EU anti-subsidy

tariffs could trigger Chinese retaliation measures against the European EV manufacturers and their EV exports to China. This consideration regarding possible Chinese retaliation measures might also be a reason why none of the European automobile manufacturers has launched a complaint against the Chinese EV manufacturers so far, even if there was evidence on government subsidies to the Chinese EV producers.

#### References

- ACEA (European Automobile Manufacturers' Association, ACEA) (2023): EU-China vehicle trade. Fact Sheet September 2023. In: [https://www.acea.auto/files/ACEA\\_fact\\_sheet\\_EU\\_China\\_vehicle\\_trade-September\\_2023.pdf](https://www.acea.auto/files/ACEA_fact_sheet_EU_China_vehicle_trade-September_2023.pdf), September 2023, accessed 18 October 2023
- C/2023/6731: Notice of initiation of an anti-subsidy proceeding concerning imports of new battery electric vehicles designed for the transport of persons originating in the People's Republic of China C/2023/6731. In: OJ C, C/2023/160, [https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:C\\_202300160](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:C_202300160), 04.10.2023, accessed 18 October 2023
- COM/2019/640 final: Communication from the Commission to the European Parliament, the European Council, the European Economic and Social Committee and the Committee of the regions. The European Green Deal. In: <https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1588580774040&uri=CELEX%3A52019DC0640>
- Deutsche Bank Research (2023): Electromobility: Competition for market share intensifies. In: [https://www.dbresearch.com/PROD/RPS\\_EN-PROD/PROD000000000528990/Electromobility%3A\\_Co\\_mpetition\\_for\\_market\\_share\\_inte.pdf?undefined&ealload=yW9EpfG0EM3X60It3d/cMYtEiSgCKCIn9chy080CxqBzoItmT7c~k3opGlXsxbx](https://www.dbresearch.com/PROD/RPS_EN-PROD/PROD000000000528990/Electromobility%3A_Co_mpetition_for_market_share_inte.pdf?undefined&ealload=yW9EpfG0EM3X60It3d/cMYtEiSgCKCIn9chy080CxqBzoItmT7c~k3opGlXsxbx), 12 July 2023, accessed 16 October 2023
- Ecomento (2023): BYD will zehn Prozent E-Auto-Marktanteil in Deutschland. In:



<https://ecomento.de/2023/06/20/byd-will-zehn-prozent-e-auto-marktanteil-in-deutschland/>, 20.06.2023, accessed 16 October 2023

EEA (European Environment Agency, EEA) (2022a): Monitoring of CO<sub>2</sub> emissions from passenger cars - Regulation (EU) 2019/631. In: <https://www.eea.europa.eu/data-and-maps/data/co2-cars-emission-22>, 04 Oct 2022, accessed 16 October 2023

EEA (European Environment Agency, EEA) (2022b): New registrations of electric vehicles in Europe. In: <https://www.eea.europa.eu/ims/new-registrations-of-electric-vehicles>, 26 Oct 2022, accessed 16 October 2023

European Commission (n.d.): CO<sub>2</sub> emission performance standards for cars and vans. In: [https://climate.ec.europa.eu/eu-action/transport/road-transport-reducing-co2-emissions-vehicles/co2-emission-performance-standards-cars-and-vans\\_en](https://climate.ec.europa.eu/eu-action/transport/road-transport-reducing-co2-emissions-vehicles/co2-emission-performance-standards-cars-and-vans_en), no date, accessed 16 October 2023

Energy5: An Electric Car Price Comparison in Europe. In: <https://energy5.com/an-electric-car-price-comparison-in-europe>, 16 Mar 2023, accessed 12 September 2023

European Commission (2023): Commission launches investigation on subsidised electric cars from China. In: [https://ec.europa.eu/commission/presscorner/detail/en/ip\\_23\\_4752](https://ec.europa.eu/commission/presscorner/detail/en/ip_23_4752), 4 October 2023, accessed 18 October 2023

European Alternative Fuels Observatory (2023): 25% BEV Share In Europe! In: <https://alternative-fuels-observatory.ec.europa.eu/general-information/news/25-bev-share-europe>, 3 February 2023 accessed 16 October 2023

Frater, James and [Mark Thompson](#) (2023): Europe probes China's electric car subsidies as imports soar. In: <https://edition.cnn.com/2023/09/13/cars/europe-china-electric-car-subsidies/index.html>, 13 September 2023, accessed 13 September 2023

Hommen, Mario: Freze Nikrob EV: Das günstigste E-Auto der Welt? In: <https://www.autohaus.de/nachrichten/autohersteller/freze-nikrob-ev-das-guenstigste-e-auto-der-welt-2876474>, 15.04.2021, accessed 13 September 2023

IEA (International Energy Agency, IEA) (2023): Electric car registrations and sales share in China, United States and Europe, 2018-2022, IEA, Paris. In: <https://www.iea.org/data-and-statistics/charts/electric-car-registrations-and-sales-share-in-china-united-states-and-europe-2018-2022>, 05 Apr 2023, accessed 16 October 2023

KBA (Kraftfahrzeugbundesamt, KBA) (n.d.): Zahlen, Daten, Fakten. Neuzulassungen und Besitzumschreibungen von Personenkraftwagen und Krafträdern nach Marken oder Herstellern. In: [https://www.kba.de/DE/Statistik/Fahrzeuge/Neuzulassungen/MarkenHersteller/n\\_marken\\_hersteller\\_node.html](https://www.kba.de/DE/Statistik/Fahrzeuge/Neuzulassungen/MarkenHersteller/n_marken_hersteller_node.html), no date, accessed 16 October 2023

KBA (Kraftfahrzeugbundesamt) (2023): Neuzulassungen von Personenkraftwagen im August 2023 nach Marken und Modellreihen (A bis M). In: [https://www.kba.de/DE/Statistik/Fahrzeuge/Neuzulassungen/MonatlicheNeuzulassungen/monatl\\_neuzulassungen\\_node.html](https://www.kba.de/DE/Statistik/Fahrzeuge/Neuzulassungen/MonatlicheNeuzulassungen/monatl_neuzulassungen_node.html), 2023, accessed 16 October 2023

Pontes, José (2023a): Open the Gates! 25% BEV Share in Europe! In: <https://cleantechnica.com/2023/02/02/open-the-gates-25-bev-share-in-europe/>, February 2023, accessed 16 October 2023

Pontes, José (2023b): World EV Sales 15% Of World Auto Sales. In: <https://cleantechnica.com/2023/09/10/world-ev-sales-15-of-world-auto-sales/>, 10 September 2023, accessed 16 October 2023

Regulation (EU) 2019/631: Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> emission performance standards for new passenger cars and for new light commercial vehicles, and repealing

Regulations (EC) No 443/2009 and (EU) No 510/2011.

In: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32019R0631>, OJ L 111, 25.4.2019, accessed 16 October 2023

Regulation (EU) 2023/851 amending Regulation (EU) 2019/631 as regards strengthening the CO2 emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition.

In: <https://www.europeansources.info/record/proposal-for-a-regulation-amending-regulation-eu-2019-631-as-regards-strengthening-the-co2-emission-performance-standards-for-new-passenger-cars-and-new-light-commercial-vehicles-in-line-with-the-un/>, OJ L 110, 25.4.2023, p. 5-20, accessed 16 October 2023

Statista (n.d.): Electric Vehicles - Europe.

In: <https://www.statista.com/outlook/mmo/electric-vehicles/europe>, no date, accessed 18 October 2023

Tesla (2023): Model Y. In: [https://www.tesla.com/de\\_de/modely/design](https://www.tesla.com/de_de/modely/design), accessed 12 September 2023

VDA (Verband der Automobilindustrie, VDA) (2023a): Deutscher Pkw-Markt im Januar leicht rückläufig. In: [https://www.vda.de/de/presse/Pressemeldungen/2023/230203\\_PM\\_Deutscher\\_Pkw-Markt\\_im\\_Januar\\_leicht\\_ruecklaeufig](https://www.vda.de/de/presse/Pressemeldungen/2023/230203_PM_Deutscher_Pkw-Markt_im_Januar_leicht_ruecklaeufig), 03. Februar 2023, accessed 16 October 2023

von der Leyen, Ursula (2023): 2023 State of the Union Address by President von der Leyen. In: [https://neighbourhood-enlargement.ec.europa.eu/news/2023-state-union-address-president-von-der-leyen-2023-09-13\\_en](https://neighbourhood-enlargement.ec.europa.eu/news/2023-state-union-address-president-von-der-leyen-2023-09-13_en), 13 September 2023, accessed 16 October 2023

Wang Zheng: Automobile exports to exceed 3 million units in 2022 (2022 年汽车出口超 300 万辆). In: [https://www.gov.cn/xinwen/2023-01/28/content\\_5738875.htm](https://www.gov.cn/xinwen/2023-01/28/content_5738875.htm), 2023-01-28 accessed 16 October 2023