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| NEW COMMERCIAL VEHICLE REGISTRATIONS, EUROPEAN UNION[[1]](#footnote-2) |
| **EMBARGOED PRESS RELEASE**  6.00 CET (5.00 GMT), 28 January 2025 |

**New commercial vehicle registrations: vans +8.3%, trucks -6.3%, buses +9.2% in 2024**

A graph of a vehicle registration

Description automatically generated

In **2024**, **new EU van sales** increased by 8.3%, reaching 1,586,688 units, driven by positive results in all four key markets. Spain led with a remarkable 13.7% rise, followed by Germany at 8.4%, France at 1.1%, and Italy at 0.9%.

By contrast, **new EU truck** **registrations** declined by 6.3% in 2024, totalling 327,896 units. This reduction was primarily driven by an 8.5% drop in heavy-truck sales, partially mitigated by a 5.6% increase in medium-truck registrations. Among the four major markets, Germany (-6.9%), France (-2.9%), and Italy (-0.7%) experienced declines, while Spain recorded a notable 12% increase.

**New EU bus sales** rose by 9.2% in 2024 compared to 2023, totalling 35,579 units. Italy recorded a noteworthy double-digit 26.7% growth, Spain saw a 10.3% increase, and France grew by 2.2%. On the other hand, Germany experienced a 2% decline.

NEW COMMERCIAL VEHICLES BY POWER SOURCE

A graph of electric vehicles

Description automatically generated

Vans

Diesel remained the preferred choice for new EU van buyers in 2024, with registrations rising by 10.5% to 1,340,003 units. This growth increased its market share by 1.7 percentage points, reaching 84.5%. Petrol models saw an increase of 3%, stabilising at a 6% market share. Electrically chargeable vans experienced a significant decline of 9.1%, reducing their market share to 6.1% from 7.2% the previous year. Hybrid-electric van sales also fell by 4.8%, accounting for just 2% of the market.

Trucks

Diesel trucks continued to dominate in 2024, accounting for 95.1% of new EU registrations, despite a 6.2% decline. Electrically chargeable truck registrations fell by 4.6%, with their market share remaining stable at 2.3% as compared to last year. Results for electrically chargeable models varied across countries: Germany (+57.4%), Italy (+115.2%), and Sweden (+59.6%) experienced strong growth, but these gains were insufficient to offset significant declines in France (-57.4%) and the Netherlands (-42.3%).

Buses

New EU electrically chargeable bus registrations rose by 26.8% in 2024, with the market share increasing from 15.9% to 18.5%. Italy became the largest market by volume, with an impressive growth of 161.7%, while Spain increased by 17.5%, becoming the fourth-largest market for this power type. The German market also showed resilience, growing by 4.9%, whereas the French market declined by 11.4%. Hybrid-electric bus sales fell by 16.1%, making up a 9.8% share. Diesel bus registrations grew by 11.1%, increasing their market share to 63.1%, up 1 percentage point compared to 2023.

NEW VAN1[[2]](#footnote-3)registrations



NEW MEDIUM TRUCK1[[3]](#footnote-4)REGISTRATIONS



NEW HEAVY TRUCK1[[4]](#footnote-5)REGISTRATIONS



TOTAL NEW TRUCK1[[5]](#footnote-6)REGISTRATIONS



NEW BUS1[[6]](#footnote-7)REGISTRATIONS



1. Data source: the European Automobile Manufacturers’ Association (ACEA), based on aggregated data provided by national automobile associations, ACEA members and S&P Global Mobility.

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2. 1 Light commercial vehicles up to 3.5 tonnes

   2 Includes battery electric and plug-in hybrids

   3 Includes full and mild hybrids

   4 Includes fuel cell electric vehicles (FCEVs) and vehicles powered by natural gas, liquefied petroleum gas (LPG), E85/ethanol, and other fuels [↑](#footnote-ref-3)
3. 1 Medium commercial vehicles between 3.5 and 16 tonnes

   2 Includes battery electric and plug-in hybrids

   3 Includes full and mild hybrids

   4 Includes fuel cell electric vehicles (FCEVs) and vehicles powered by natural gas, liquefied petroleum gas (LPG), E85/ethanol, and other fuels [↑](#footnote-ref-4)
4. 1 Heavy commercial vehicles of 16 tonnes and over

   2 Includes battery electric and plug-in hybrids

   3 Includes full and mild hybrids

   4 Includes fuel cell electric vehicles (FCEVs) and vehicles powered by natural gas, liquefied petroleum gas (LPG), E85/ethanol, and other fuels [↑](#footnote-ref-5)
5. 1 Medium and heavy commercial vehicles over 3.5 tonnes

   2 Includes battery electric and plug-in hybrids

   3 Includes full and mild hybrids

   4 Includes fuel cell electric vehicles (FCEVs) and vehicles powered by natural gas, liquefied petroleum gas (LPG), E85/ethanol, and other fuels [↑](#footnote-ref-6)
6. 1 Medium and heavy buses and coaches over 3.5 tonnes

   2 Includes battery electric and plug-in hybrids

   3 Includes full and mild hybrids

   4 Includes fuel cell electric vehicles (FCEVs) and vehicles powered by natural gas, liquefied petroleum gas (LPG), E85/ethanol, and other fuels [↑](#footnote-ref-7)