

Outlook 2024

War & Peace - Consequences for FVL

2023

2024

Outlook 2024—Impacts of War & Peace on FVL

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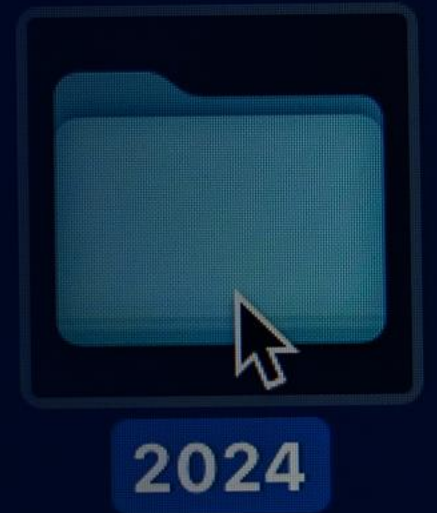


What the analysts say

Outlook 2024

2023

2024



AutoForecast Solutions forecasts EU sales to grow 6% in 2024



Sam Fiorani

VP, Global Vehicle Forecasting
25+ years

- How do you see the global market for light vehicle sales in 2024? Do you feel we are at a saturation point with a lull in demand for EVs and a nervousness to invest in ICEs with policy looking to ban these in the relatively near future?

Sam Fiorani, AutoForecast Solutions: “Global light vehicle sales are expected to continue their post-COVID growth. EU sales will grow by 6% bringing volume to 11.35 million, while U.S. sales will expand just over 3%. EVs continue to grow as a share of each market, although at a slower pace especially in the U.S. Saturation of “early adopter” buyers means manufacturers need to focus on converting “regular” car buyers at a faster rate. Providing significant rationale for their conversion is tougher than the earlier buyers who want to be on the cutting edge of technology or focus strongly on eco-friendly purchases. To convert the next group, manufacturers and salespeople need to address the cost benefits and the modern EV’s ability to fulfil the overwhelming majority of their vehicle use with minimal change to their daily routine.

Investments in ICE technology will continue, however these will be concentrated on lowering emissions through better exhaust treatments, lower-carbon fuels, and increased electrification. Fewer all-new engines are being developed as that money is being fed to improved battery and motor technologies for EVs. ICE vehicles will remain on the market, especially in heavier applications, easily through the 2030s and beyond, especially in North America.”



- How different do you see consumer demand for new light vehicles, i.e. passenger cars, in Europe to the US market?

Sam Fiorani, AutoForecast Solutions: “North American buyers relish their lower prices for petroleum and this manifests in their preference for larger, more powerful vehicles. Powered by plenty of six- and eight-cylinder engines, the most popular vehicles are large pickups. Tightening emissions regulations have driven manufacturers to replace many big V8 engines with turbocharged four- and six-cylinder engines, and buyers have largely accepted the change. However, the transition to vehicles with less than four cylinders has been slower.

European buyers enjoy a wide choice of practical and economical smaller, by American standards, vehicles. Despite decades of these fuel-sipping models, due to fuel costs double or more than the North American equivalent, Europeans are shifting their tastes toward crossovers. In this way, buyers on both sides of the Atlantic have found a common preference to taller, sometimes all-wheel drive wagons and hatches marketed as rugged-looking, pseudo-off-roaders. Again, due to the price of the fuel, Europeans are embracing the smaller variants of the form while Americans gravitate toward models stretching to five-metres in length and beyond.”

S&P Global Mobility forecasts 88.3M auto sales in 2024



Executive
Director, Global
Light Vehicle
Sales Forecast,
S&P Global
Mobility

Global new light vehicle sales in 2024 will see a 2.8% increase year-over-year, according to the forecast by S&P Global Mobility released in December 2023

"2024 is expected to be another year of cagey recovery, with the auto industry moving beyond clear supply-side risks, into a murkier macro-led demand environment," said Colin Couchman, executive director of global light vehicle forecasting for S&P Global Mobility. "A major concern is how 'natural' EV demand will fare as governments consider scaling back interventionist policy support - especially for incentives and subsidies, industrial policy, and OEM planning targets."

Full-year 2023 global light vehicle sales - projected to reach nearly 86.0 million units by S&P Global Mobility - represent an 8.9% increase from 2022 levels, with new auto demand benefiting from ongoing output gains from restocking inventories as supply chains normalize.

Wrapping up 2023, solid Western/Central European market momentum should deliver 14.7 million units (+12.8% y/y), as improved vehicle production levels help delivery times and inventory recovery. For 2024, S&P Global Mobility forecasts 15.1 million units, up by 2.9% y/y.

For more please see [S&P Global press release](#)

S&P Global Mobility forecasts 89.4m auto production in 2024



Executive Director,
Global Light
Vehicle Production
Forecast, S&P
Global Mobility

Global light vehicle production in 2023 is expected to finish at 89.8 million units - a 9.0% improvement over 2022 levels. For 2024, S&P Global Mobility forecasts light vehicle production levels to decline by 0.4%, to 89.4 million units.

"Vehicle output levels are flirting with the top of the current cycle, with faster-than-expected inventory restocking potentially colliding with real-world consumer demand levels," said Mark Fulthorpe, executive director of global light vehicle forecasting for S&P Global Mobility. **"During 2023, vehicle production has benefitted from a virtuous cycle of improving supply chains and strong order backlogs. As these conditions recede, manufacturing will have less support."**

Europe is expected to produce 17.4 million units in 2024, off by 1.8% from an estimated 17.8 million this year. Like in mainland China, inventory levels are estimated to be restored close to pre-crisis levels and will provide little upside in an environment marked by diminishing backlogs and weaker incoming demand. Growing imports from China are also expected to be felt.

For more please see [S&P Global press release](#)

War & Peace

Impact on FVL

- Russia-Ukraine Conflict
- Israel-Gaza Conflict



2023



2024

Israel-Gaza Conflict



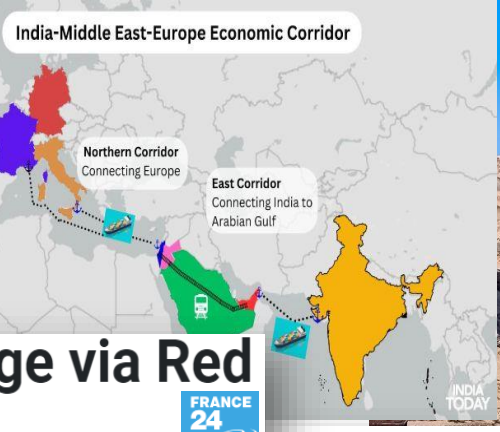
More shipping giants suspend passage via Red Sea after attacks

16/12/2023



The announcement by Italian-Swiss giant MSC and France's CMA CGM follows a similar decision Friday by two of the world's largest shipping companies, Maersk and Hapag-Lloyd.

Insurance costs have doubled for shippers moving through the Red Sea, which can add hundreds of thousands of dollars to a journey for the most expensive ships, said David Osler, insurance editor for Lloyd's List Intelligence, which provides analysis for the global maritime industry.



Red Sea Disruption



Global supply chain impacted as Red Sea becomes centre of air strikes



Maersk to pause all container ship traffic through the Red Sea

December 15, 2023

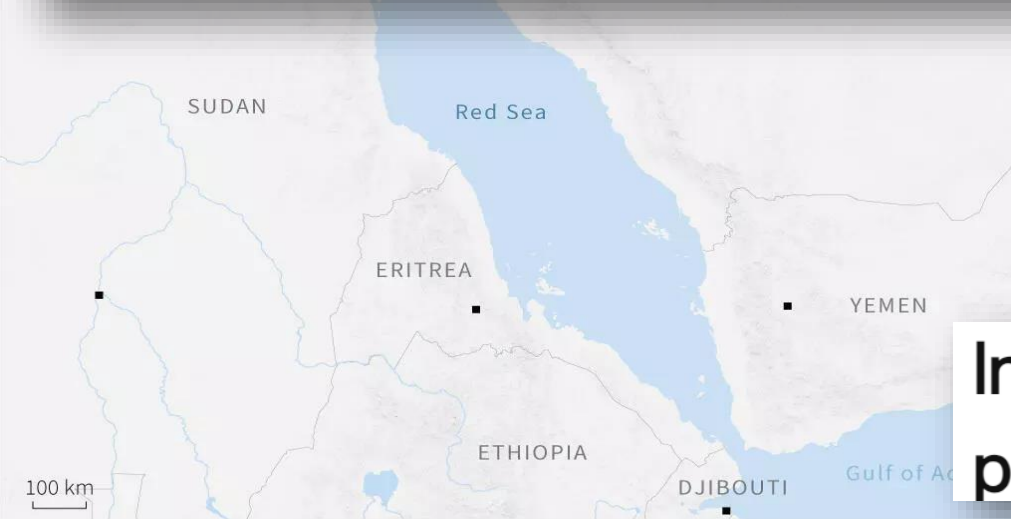


Major shipping companies suspend Red Sea journeys following Houthi attacks

December 16, 2023



Increased risk in the Red Sea results in rising insurance premiums



Alternative shipping route avoiding Red Sea

— Using Red Sea/Suez Canal

10,000 nautical miles (18,520km)

25.5 days*

— Around Cape of Good Hope

13,500 nautical miles (25,002km)

34 days*



Source: *VesselsValue*

Data correct as of 3rd January 2024

* Based on Pure Car Truck Carrier's (>3,000 CEU) average speed of 16.5 knots

VESON
NAUTICAL

Wallenius Wilhelmsen Reroutes All Vessels To Avoid Red Sea Voyages

19/12/2023

SHIPPING TELEGRAPH

Norway's Wallenius Wilhelmsen, a leading company in roll-on/roll-off (RoRo) shipping and vehicle logistics, is rerouting all of its vessels planned for Red Sea transit via the Cape of Good Hope, due to the deteriorating security situation in the region.

"The safety of our people is our number one priority. As a result of the current security situation in the southern parts of the Red Sea, Wallenius Wilhelmsen has until further notice decided to reroute all vessels to avoid the area. We will continue to monitor the situation closely and stay in direct consultation with authorities, industry bodies and all relevant counterparts," said **Lasse Kristoffersen**, president and chief executive.

The Company has notified charterers that its vessels are restricted from passing through the Red Sea for the time being. This is due to the increased risk levels in the area as reflected in the Norwegian Maritime Authority raising the security level in the southern part of the Red Sea to the highest level.

Red Sea Detour Elevates Shares of NYK, MOL, and Kawasaki Kisen Kaisha

Shipping experts note that the journey from Taiwan to Europe via the Red Sea route takes about 25.5 days at a speed of 16.48 knots, compared to 34 days via the Cape of Good Hope detour. This equates to an approximate increase of 10 days. However, 'the sea conditions off the Cape of Good Hope are often turbulent and challenging,' adds a shipping official.



Japanese shipping firms decide to avoid the Red Sea due to Houthi attacks



PCTC seized off Yemen

20 November 2023

The NYK Line-chartered pure car and truck carrier (PCTC) Galaxy Leader was seized on November 19 near Hodeida, Yemen, while sailing for India.

Al Jazeera reports that the vessel is owned by UK-headquartered Ray Car Carriers, which was founded by Israeli businessman Abraham Ungar.

PCTC liners re-route traffic to avoid Red Sea

The rerouting is expected to add between one to two weeks to voyage durations, as Wallenius Wilhelmsen claims.

Gram Car Carriers ASA restricts Red Sea passage

Oslo, 21 December 2023



Höegh Autoliners changes tack - opts out of passing through conflict-affected zone

21/12/2023

SHIPPINGWATCH



Expert Views on WAR impact on FVL

- The conflict regions have expanded in 2023 and while the Russia-Ukraine conflict continues, the escalation in the Red Sea area, as a result of the Israel-Gaza conflict, looks to further affect vehicle trade.



Sam Fiorani,
VP Forecasting,
AutoForecast
Solutions

Sam Fiorani, Vice President, Global Vehicle Forecasting, AutoForecast Solutions: “While the automotive industry usually moves at a glacial pace to embrace technology, it can move very quickly when the supply chain is disrupted. After the invasion of Ukraine, manufacturers rerouted sources of components that were caught up in the conflict. The expansion of the Israel/Gaza conflict to the Red Sea is more direct as shipments rerouted from the Suez Canal will **add considerable time and expense to shipments, potentially delaying production and hampering sales of vehicles**. Again, an extended interruption of the flow of goods will lead to seeking alternative sources of components. Delays in shipping of full vehicles could change buyers’ minds if the wait time is too long.”



Dan Nash
Head of RoRo,
Vessels Value

Dan Nash, Head of VC & RoRo, VesselsValue: “The big question for me is the timeframe involved [in the Red Sea disruption] which nobody really knows yet. **If disruption continues say into mid-January, then this would be worse than the Ever Given incident in 2021, resulting in midterm pent-up demand from depleted inventories, squeezing up freight rates** and asset values because significantly less capacity has been supplied for a sustained period of time with notable variations by sector (Container, RoRo, Tanker, Bulker etc).”

In conversation with Dan Nash, Head of RoRo, VesselsValue



Dan Nash
Head of RoRo,
Vessels Value

The situation in the Red Sea area has not de-escalated. Can you confirm if all PCTC/RoRo vessels are now being re-routed?

Dan Nash, VesselsValue: “Leading Norwegian shipowner operators Wallenius Wilhelmsen and Hoegh Autoliners suspended services through the Red Sea on 19th and 21st of December . This was followed up by a strong circular from major tonnage provider Gram Car Carriers refusing passage for their fleet through the Red Sea which remains in place today.

Additionally, we note Iranian naval vessels are now present in the Red Sea which adds more risk. Shipowners in this sector are being highly cautious, and for good reason with so few ships about.”

What about the impact to freight rates? Do we expect sudden increases and who will bear the weight of these costs?

Dan Nash, VesselsValue: “Regarding the impact to freight rates, its minimal so far. This is because most cargo on board Vehicle Carriers is under long term OEM contracts of affreightment, so it’s protected to an extent.

Saying that, we expect to see charter rates firming as more ships transit via the Cape reducing overall supply already lagging demand, assuming a continuation into late Feb. Ultimately, this additional cost has to be paid by the shippers.”

RoRo
Focus

FVL Eurasian rail services escalate



Do you see an increase in demand for rail services for Asia to Europe due to the recent escalation in the Red Sea area?



Pavel Lagov, Hellman: “Yes, we do see increased demand for Eurasian rail due to the developments in the Red Sea. Please find attached our short Rail Market Update to illustrate the current realities.”

Pavel Lagov
Product Management
Director (CIS),
Rail Solutions
International,
Hellman Worldwide
Logistics



Hellmann Eurasian Rail Update January 2024

- ⇒ FCL- and LCL-transports
- ⇒ Buyers Consolidation
- ⇒ Transit time of ~ 20 days (terminal to terminal)
- ⇒ Transit time of ~ 30 days (door to door)
- ⇒ Several train departures per week
- ⇒ Routes not prone to weather conditions
- ⇒ Sustainable transport mode with reduced CO2-footprint



THINKING AHEAD – MOVING FORWARD

High-Speed Eurasian Rail Routings



Capacities, Rates, Transit Times



Rates West Bound Cargo

The rates increased due to the situation in the Red Sea.

Transit Times West Bound Cargo

The carriers are averaging a Terminal-to-Terminal transit time of 20-22 days for FCL and LCL, depending on possible border controls.

Rates East Bound Cargo

The rates increased due to the situation in the Red Sea.

Transit Times East Bound Cargo

The carriers are averaging a Terminal-to-Terminal transit time of 20-22 days for FCL and LCL, depending on possible border controls.

Express Rail Service for electric vehicles from China to Europe in only 30 days



Manufacturers of electric vehicles, car dealers, importing companies and mobility service providers in Western and Central Europe, as well as Scandinavia and the UK are experiencing long transportation times due to limited RO-RO vessel capacity. In times of booming consumer demand for electric cars from China, a long waiting time can result in a missed market entrance opportunity.

Hellmann has created a brand new door-to-door express rail service for entire vehicles and guarantees delivery from China to Europe in only 30 days! The cars are securely picked-up from the factory and transported to Hellmann loading stations in Shanghai, Zhengzhou and Chongqing, where they are loaded onto 40-Foot-Containers...



 THINKING AHEAD – MOVING FORWARD

Market Overview

- There are no congestions at the border crossings.
- Equipment and space are available.
- Rail route goes far away from conflict zone.
- Rail transportation through Russia and Belorussia is possible however a preliminary compliance check should be completed in order to check the cargo against the sanctions list. Letter of Indemnity signed by the shipper or consignee will be required.
- Shipments from or to the United Kingdom over the main railway routes are currently not possible due to the UK sanctions.





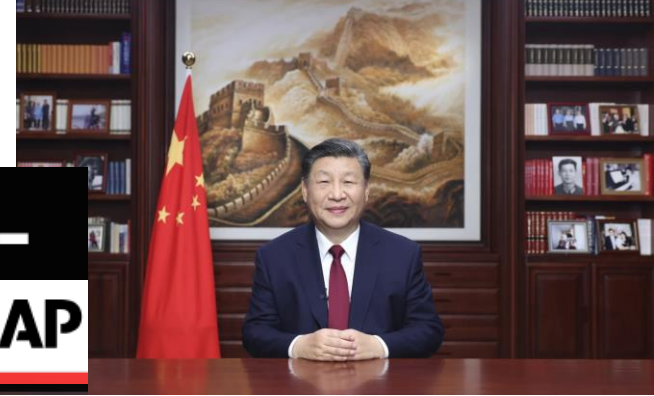
While the conflict in the Red Sea area dominates news, other conflicts continue, and potential conflicts need to be watched.....just in case.

Clashes could kill supply chain



Potential escalation of China-Taiwan...

Xi says China will 'surely be reunified' with self-ruled Taiwan in New Year's address



Taiwan president says ties with China must be decided by will of the people



Will China really invade? Caution and optimism in Taiwan



Beyond the Battlefield: China's Quiet Bid to Sway Taiwan's 2024 Election (and Future)



Need to closely monitor as chip suppliers continue to be Taiwan centric....

Taiwan's presidential election on January 13, 2024



Russia-Ukraine Conflict

War in Ukraine Has China Cashing In

The country's trade with Russia this year has exceeded \$200 billion, and makers of cars and trucks are the big winners.

Dec. 21, 2023

The New York Times

China, Uzbekistan and Kyrgyzstan to build a railroad to Europe bypassing Russia

Direct Trains to Europe, bypass Russia



War Slows But Doesn't Stop Ukraine's Auto Industry

WARDSAUTO.

In the early months of the war, Ukraine almost entirely stopped the production of vehicles, especially of Russian models, which became outlawed in Ukraine. Production has since revived, although some companies, such as Bogdan and AvtoKRAZ, have since focused capacity on supplying Ukraine's army.

Oct 2023: Zeekr 001 launches in Ukraine



Ukraine November 2023: Volkswagen (+266.2%) now #2 year-to-date, sales up 74.3%

The Ukrainian new car market bounces back up 74.3% year-on-year in November to 5,385 units, leading to a year-to-date tally up 61.9% to 54,972.

28 April 2023

RZD Logistics

RZD Logistics participated in the ceremony dedicated to the launch of special freight train taking Geely autos to Russia



RailFreight.com

China-Russia electric car transport volumes increasingly turn to rail

Published on 21-11-2023 at 10:45

China to Russia car trade booms



New Trans-Eurasian Railway Agreement to Bypass Russia and Save Transport Time

ECG Business Intelligence

BESTSELLINGCARS.BLOG

Market Outlook

2024

Light Vehicle Sales & Production Overview

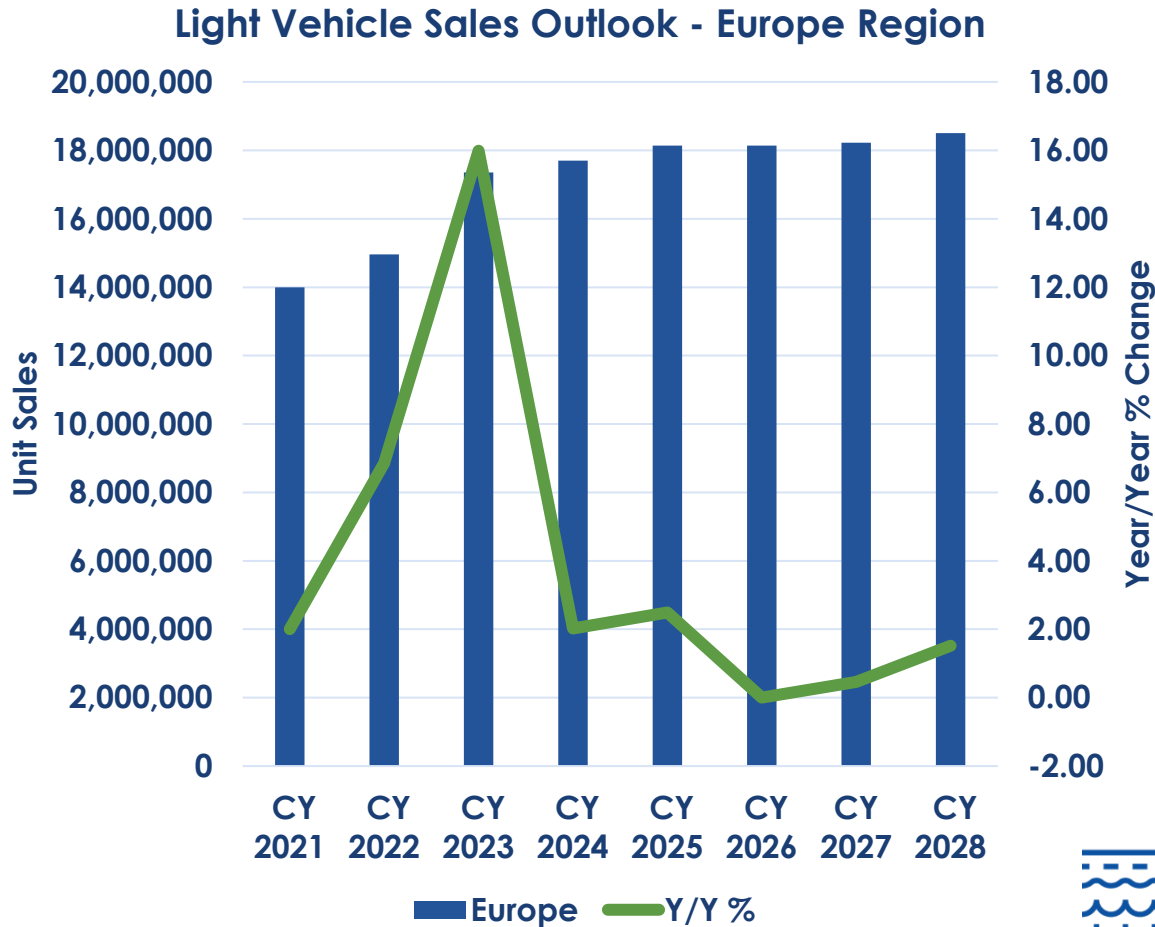


2023

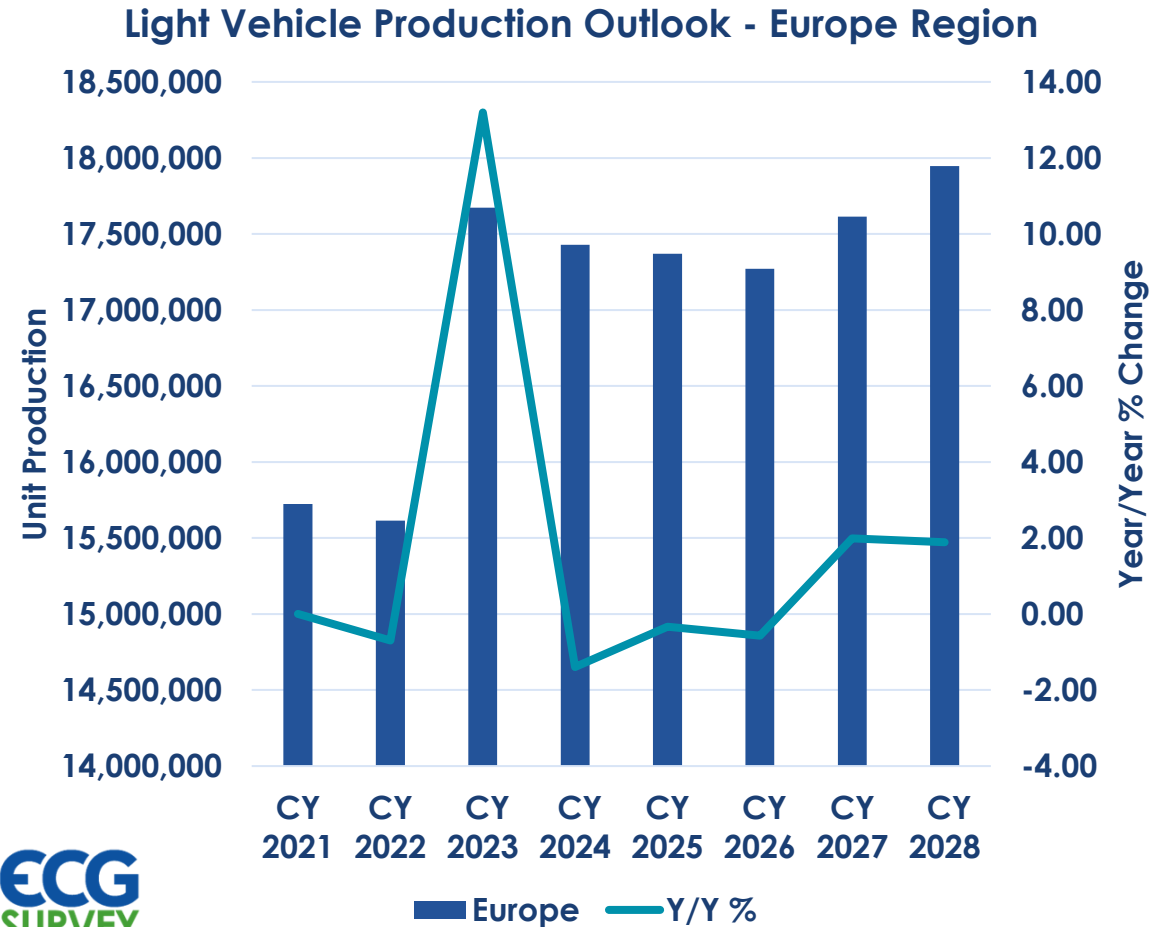


2024

Peak sales growth in 2023, but outlook positive



Peak production growth in 2023, but outlook to rise in future

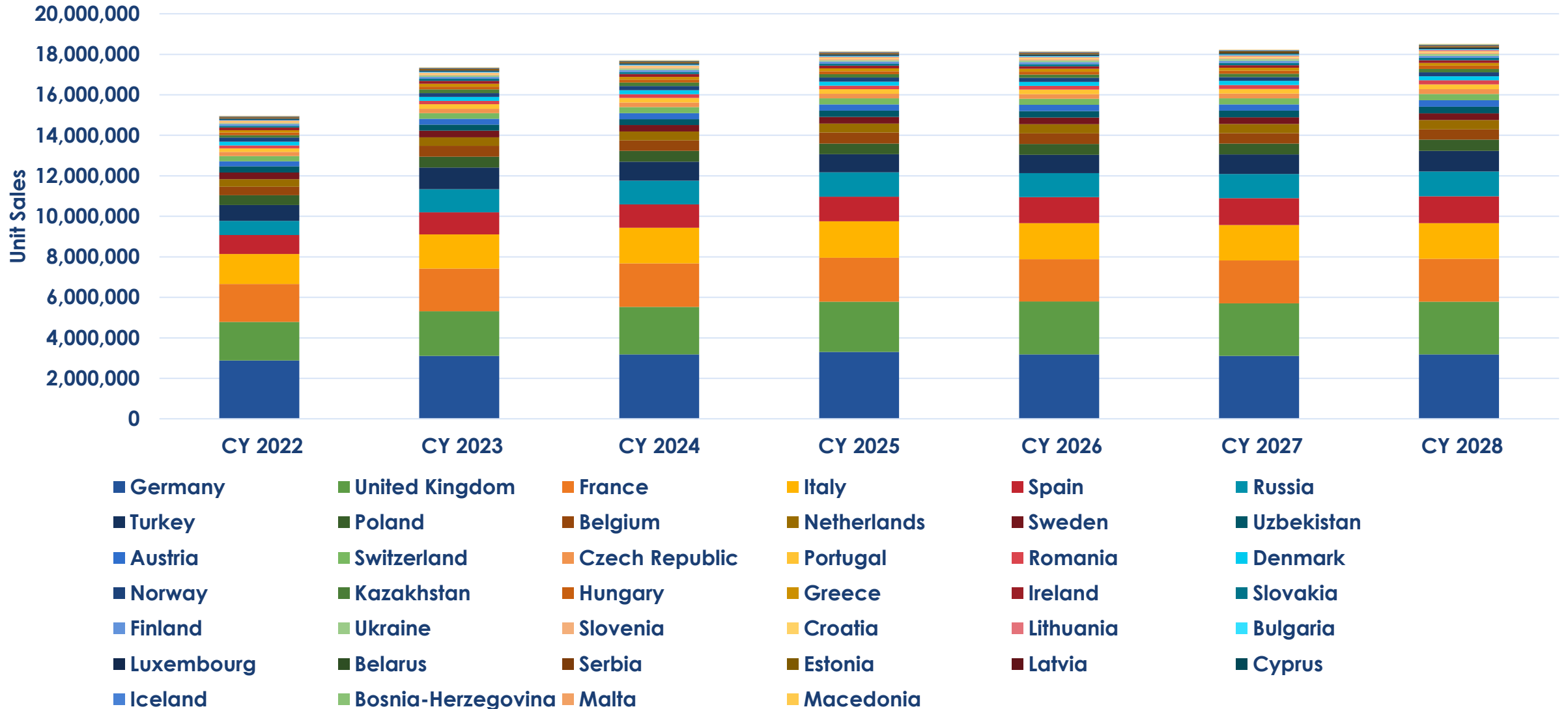


Special thanks to ECG Data Provider:
S&P Global Mobility



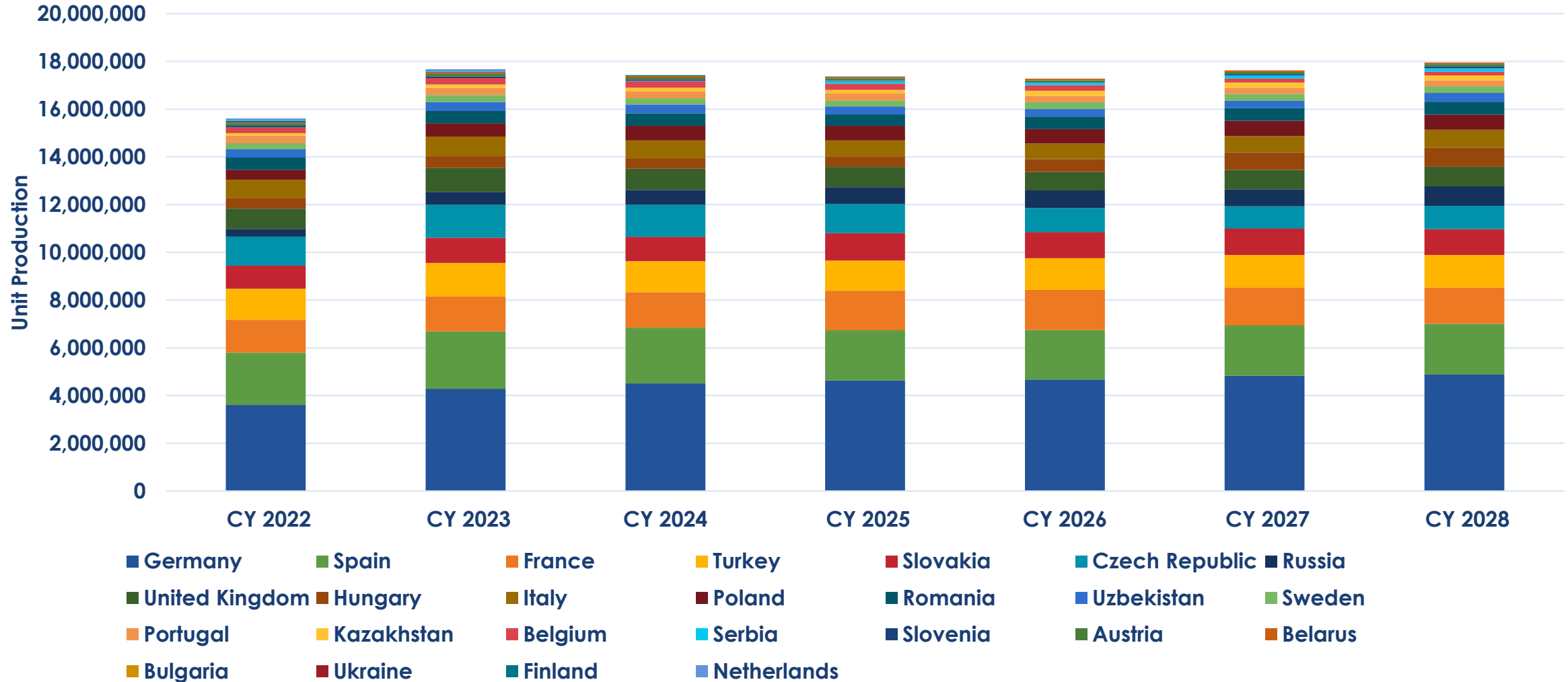
Light Vehicle Sales Outlook

Light Vehicle Sales-Europe Region by Country



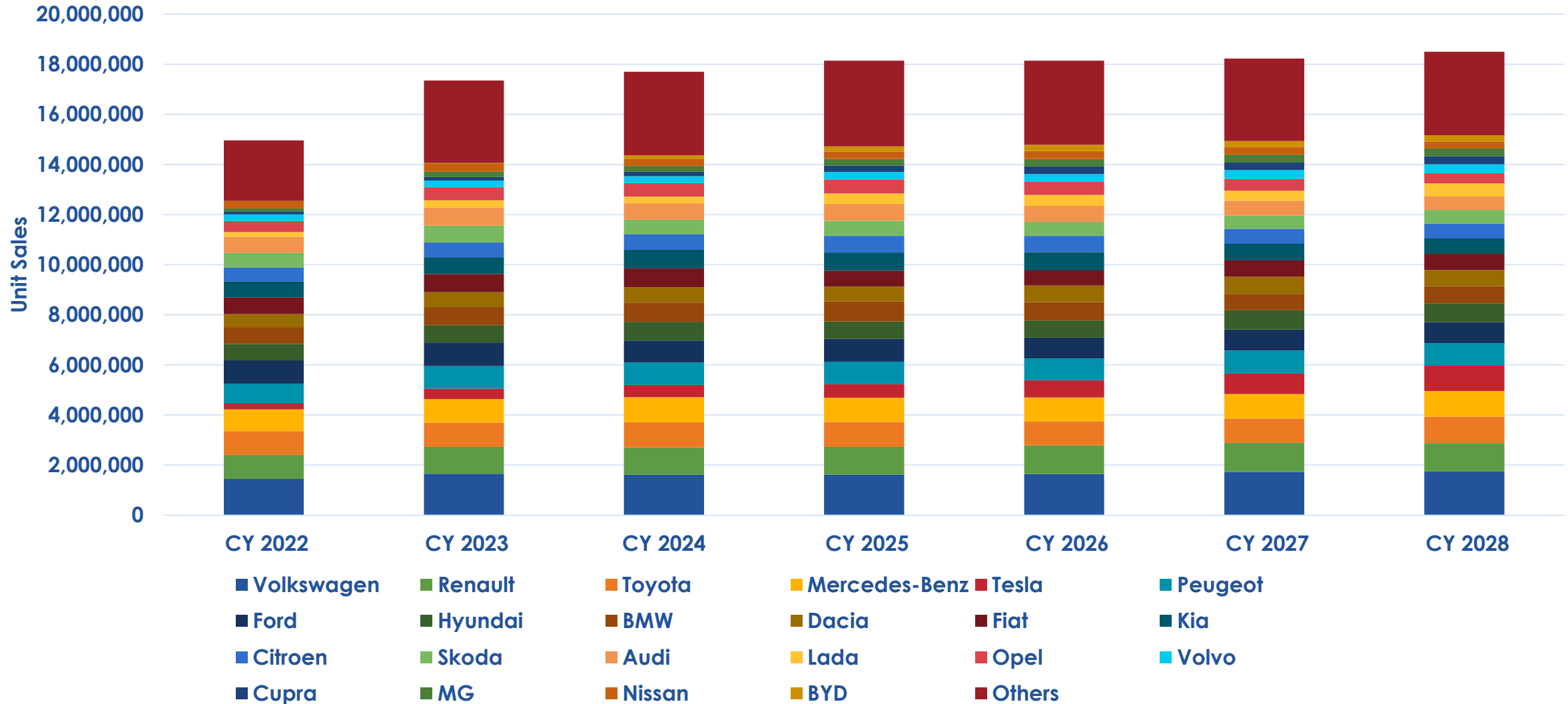
Light Vehicle Production Outlook

Light Vehicle Production-Europe Region by Country



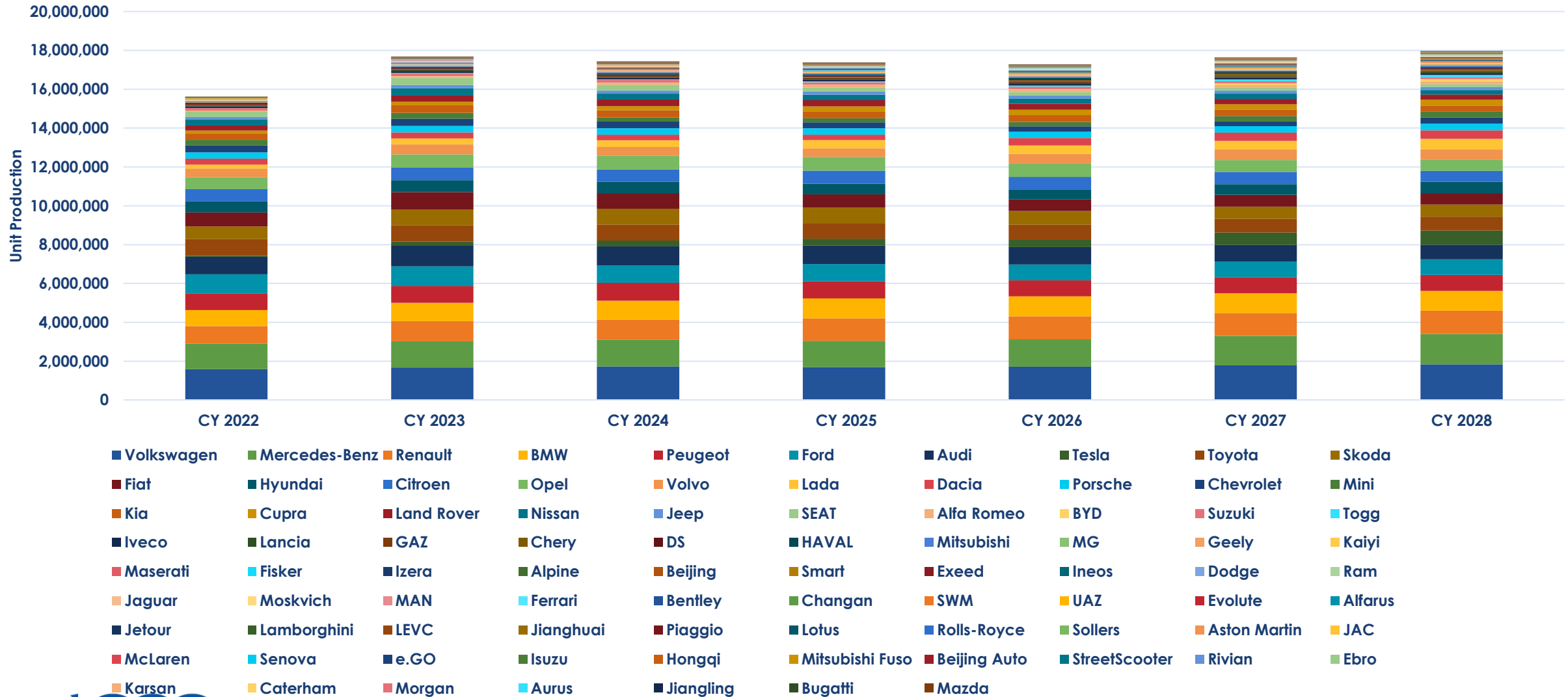
Light Vehicle Sales Outlook- Top 22 Brands

Light Vehicle Sales Outlook –Europe Region



Light Vehicle Production Outlook-By Brand

Light Vehicle Production Outlook-By Brand, Europe Region



Light Vehicle Production Outlook-Europe region, Top Volume Producers

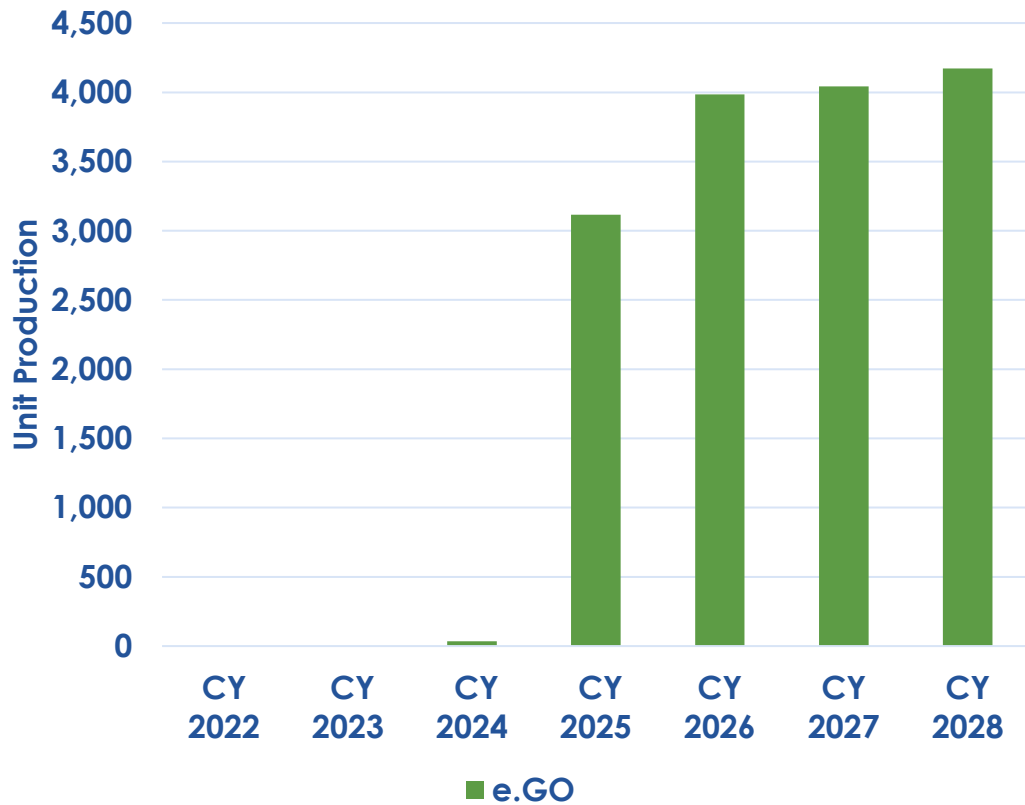
Brand	CY 2022	CY 2023	CY 2024	CY 2025	CY 2026	CY 2027	CY 2028
Volkswagen	1,586,552	1,670,140	1,725,595	1,692,469	1,713,126	1,777,647	1,837,827
Mercedes-Benz	1,304,973	1,358,485	1,380,842	1,351,173	1,408,605	1,524,129	1,566,829
Renault	917,228	1,038,877	1,030,786	1,163,646	1,188,319	1,183,270	1,198,286
BMW	824,102	937,303	973,323	1,022,931	1,026,001	1,014,097	1,017,222
Peugeot	852,128	855,153	922,445	895,018	828,620	825,664	822,053
Ford	989,702	1,022,392	906,317	870,270	817,588	816,726	807,987
Audi	903,008	1,062,328	967,099	957,350	896,846	841,447	746,921
Tesla	51,630	207,485	299,289	348,023	395,588	642,339	726,970
Toyota	851,542	850,789	833,565	812,045	759,169	705,666	719,632
Skoda	653,512	808,583	814,690	801,317	692,616	621,948	617,731
Fiat	724,975	890,718	800,295	670,883	616,266	618,375	590,615
Hyundai	563,606	614,828	581,987	547,123	484,138	543,109	575,076
Citroen	633,914	637,804	626,307	675,183	659,014	632,187	573,124
Opel	612,197	693,855	704,138	705,356	681,393	611,568	565,240
Volvo	444,437	509,912	463,961	438,821	509,253	550,632	545,056
Lada	209,243	306,777	346,765	431,773	429,846	432,409	537,884
Dacia	304,997	311,994	283,828	280,476	382,653	424,282	436,755
Porsche	321,614	337,799	329,899	331,261	320,746	332,704	340,148
Chevrolet	362,568	376,984	351,077	297,584	276,421	260,817	323,823
Mini	285,344	294,110	207,749	217,871	228,522	272,753	309,716
Kia	334,105	384,311	367,275	353,242	349,551	318,129	304,103
Cupra	141,721	181,572	215,766	253,464	285,711	277,672	294,806
Land Rover	259,909	325,554	338,171	324,468	306,811	280,942	277,368
Nissan	305,994	368,996	302,150	278,923	264,902	259,426	231,954
Jeep	130,052	172,131	160,707	163,350	166,723	160,687	146,461
SEAT	273,032	364,150	302,103	206,332	168,262	156,026	145,472



Countries with jumps in Production –Europe Region

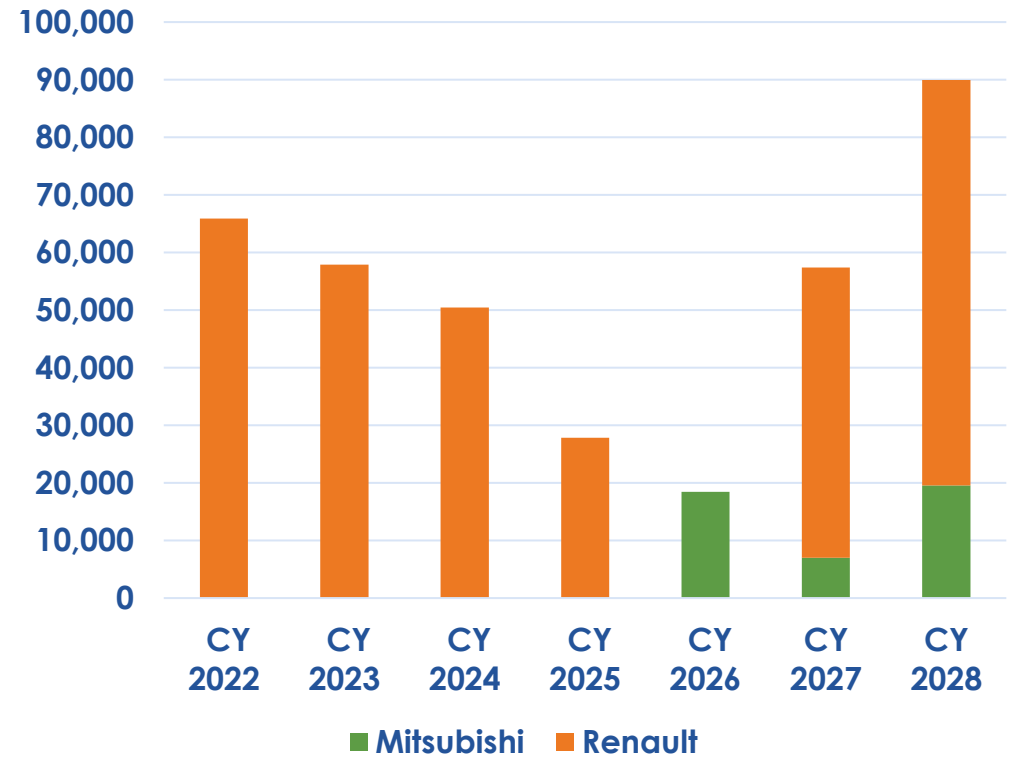
Bulgaria

Bulgaria LV Production Outlook



Slovenia

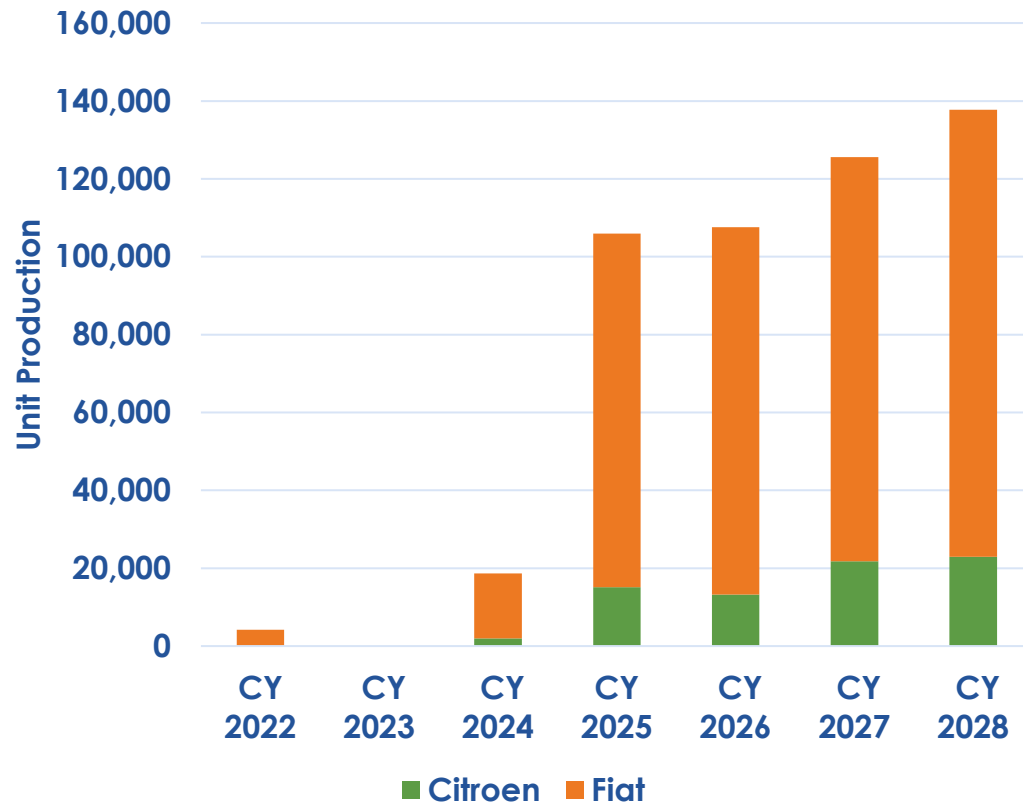
Slovenia LV production Outlook



Countries with jumps in Production –Europe Region

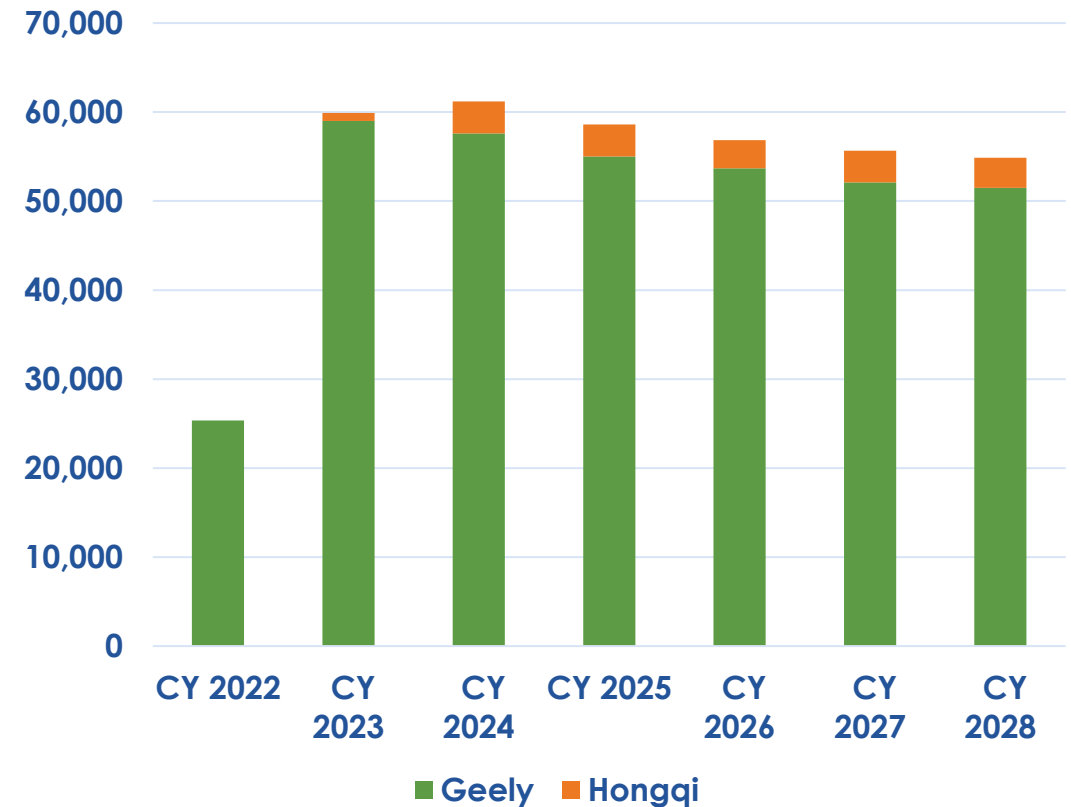
Serbia

Serbia LV Production Outlook



Belarus

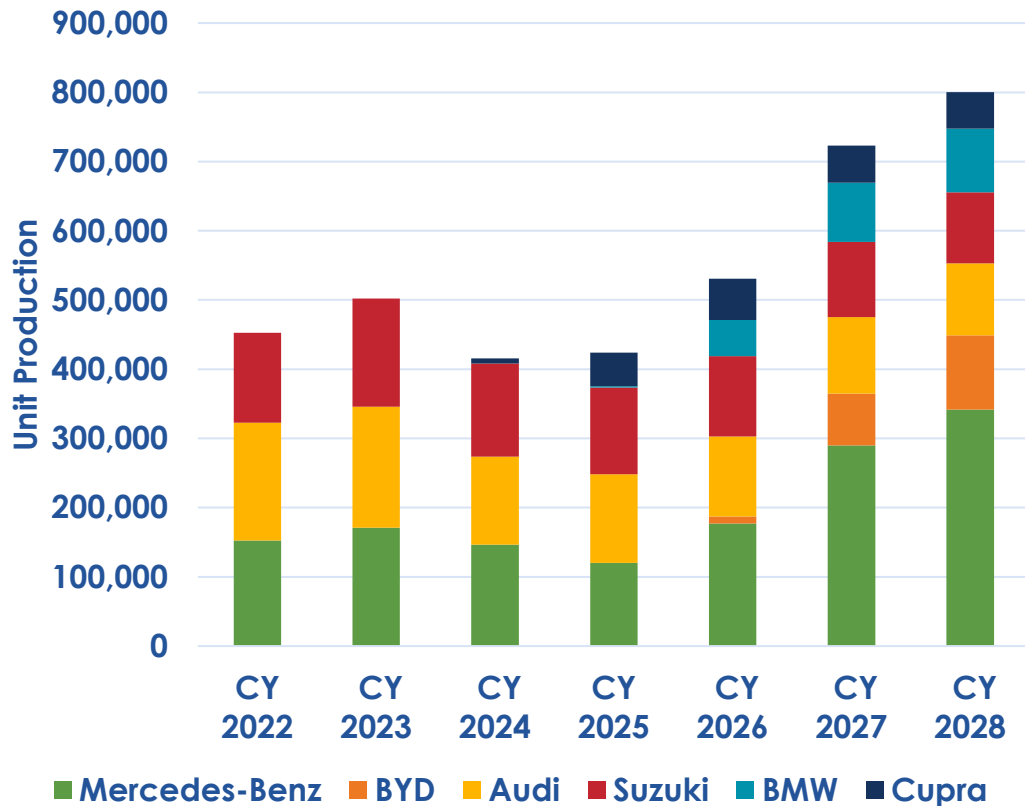
Belarus LV Production Outlook



Countries with jumps in Production –Europe Region

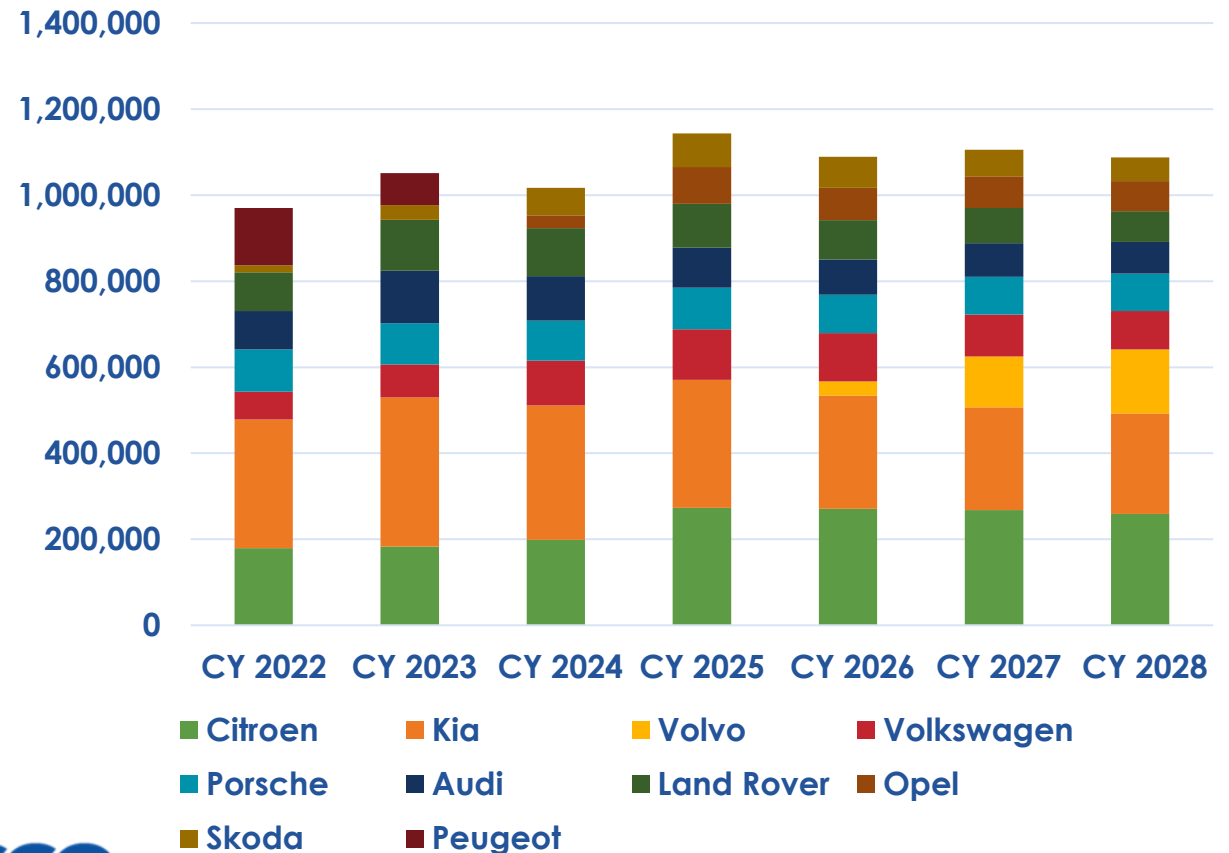
Hungary

Hungary LV Production Outlook



Slovakia

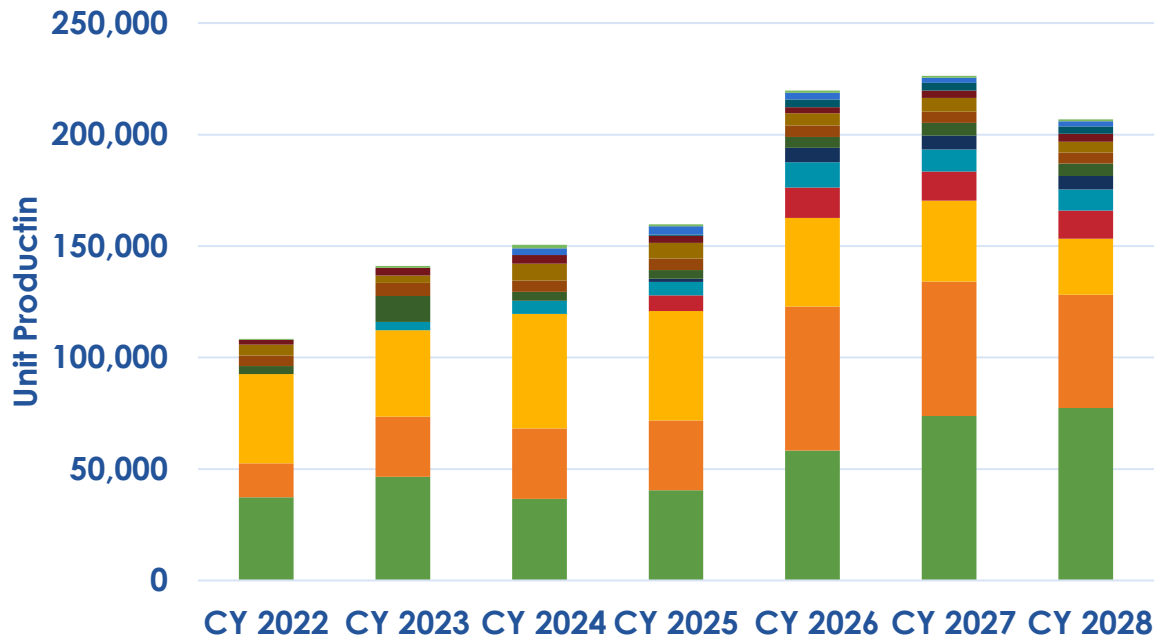
Slovakia LV Production Outlook



Countries with jumps in Production –Europe Region

Kazakhstan

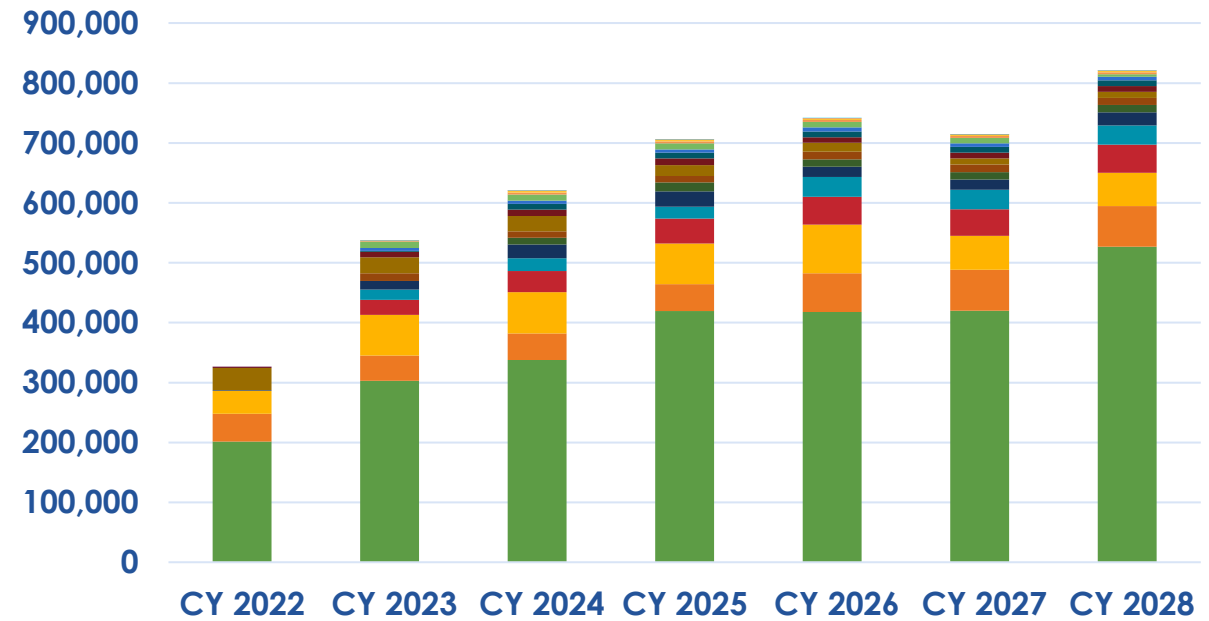
Kazakhstan LV Production Outlook



- Hyundai
- Kia
- Chevrolet
- Changan
- Jetour
- Chery
- JAC
- Jianghuai
- Lada
- GAZ
- HAVAL
- Skoda
- UAZ

Russia

Russia LV Production Outlook



- Lada
- GAZ
- HAVAL
- Kaiyi
- Beijing
- Moskvich
- Exeed
- SWM
- UAZ
- Evolute
- Alfarus
- Sollers
- Senova
- Jianghuai
- Beijing Auto
- Aurus

Special Focus

BYD



2023



2024

Special Focus: BYD

New Passenger Car plant & Existing Bus plant in Hungary

BYD to Build A New Energy Passenger Vehicle Factory in Hungary for Localised Production in Europe December 22, 2023

- New state-of-the-art passenger car factory to be built in Szeged, Hungary
- The new factory is expected to create thousands of local jobs
- The Szeged facility will be the first BYD passenger car factory in Europe



The new plant and industrial park will cover about 300 hectares (740 acres) and will create about 3,000 new jobs in the area.

Chinese Electric Car Manufacturer BYD to Open Massive Plant in Szeged

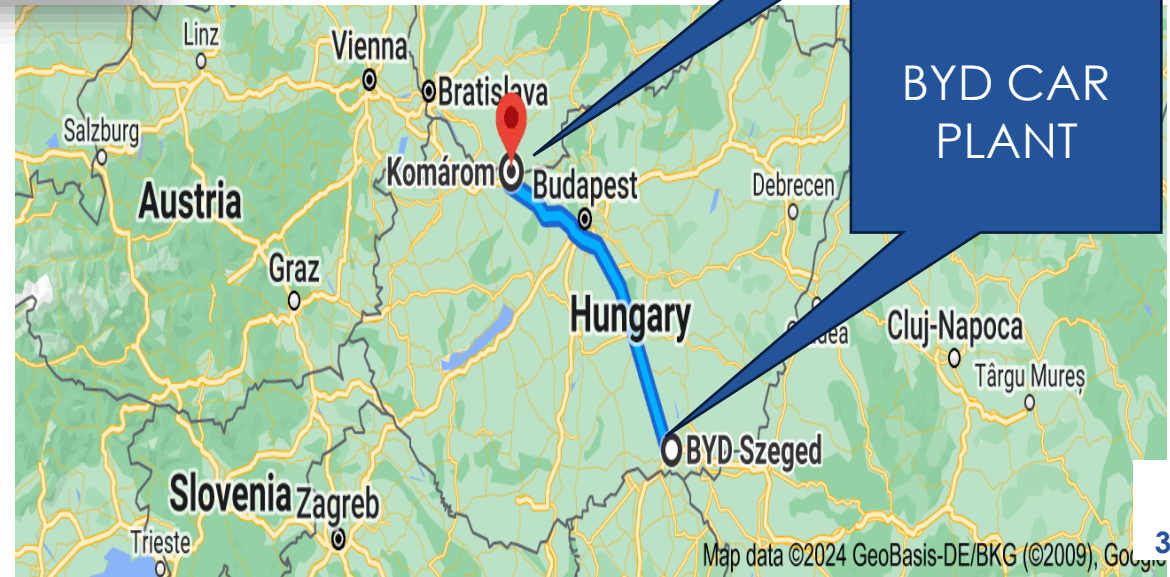
Hungarian Conservative

BYD Electric Bus & Truck Hungary Kft.



BYD Electric Bus & Truck Hungary Kft. was established in April 2016 in Komárom, a city in the northwest of Hungary.

The total planned investment of the factory is 20 million euros and the total employees are 300 people. The annual output of the double shift is 400 electric buses, and the products are provided for the whole European market. The Hungary factory also provides chassis for the UK factory in which BYD cooperates with Alexander Dennis (ADL).



Special Focus: BYD

10 Oct, 2023



26 September 2023,
BYD Uzbekistan

China's BYD steps up globalisation strategy with an electric-car plant in Uzbekistan targeting Central Asia

- The Warren Buffett-backed carmaker's joint venture UzAuto will start producing cars in the southeastern Uzbek city of Jizzakh from next year
- BYD will produce the Chazor compact EV and the Song Plus DM-i plug-in hybrid compact SUV



BYD launches electric vehicle production in Uzbekistan



BYD



O'zbekiston Respublikasi
bayrog'i qabul qilingan kun bilan!
С днём принятия флага Республики Узбекистан!



BYD UZBEKISTAN FACTORY

Build Your Dreams!

According to the document, BYD Auto and Uzavtosanoat JSC will create a joint venture "BYD Uzbekistan Factory" for the production of electric and hybrid cars in our country. The planned volume of production at the first and second stages of the investment project will be 50 thousand units, and with the completion of the third stage, the figure will reach 300 thousand cars.



Ministry of Investment,
Industry and Trade of the
Republic of Uzbekistan

26 September 2023,
BYD Uzbekistan



比亞迪股份有限公司

BYD COMPANY LIMITED

(A joint stock company incorporated in the People's Republic of China with limited liability)

(Stock Code: 01211 (HKD Counter) and 81211 (RMB Counter))

Website: www.bydglobal.com

BYD 2023 PRODUCTION & SALES (GLOBAL)

BYD	Production Jan-Dec 2023	Production Jan-Dec 2022	Production year/year % change
New Energy Vehicle	3,045,231	1,877,034	62.24%
Passenger Vehicle	3,033,662	1,870,919	62.15%
-Battery Electric PV	1,589,571	917,118	73.32%
-Plug in hybrid PV	1,444,091	953,801	51.40%
Commercial Vehicle	11,569	6,115	89.19%
--Bus	4,705	4,870	-3.39%
--Others	6,864	1,245	451.33%
Oil fuelled vehicle	0	4,653	-100.00%
-Sedan	0	1,458	-100.00%
-SUV	0	3,177	-100.00%
-MPV	0	0	0.00%

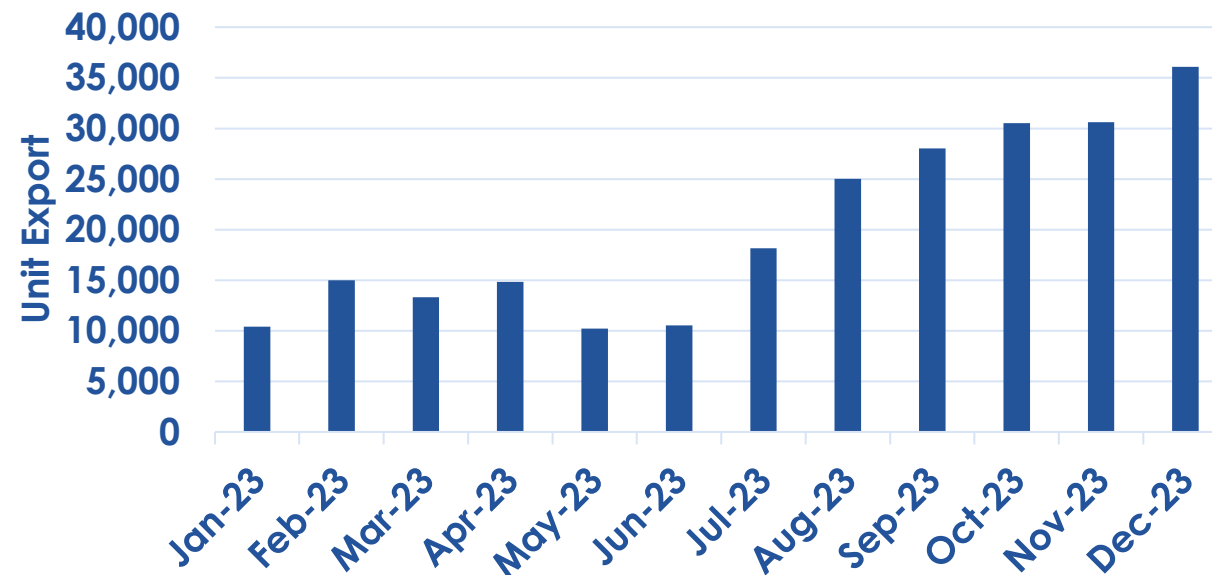
BYD	Sales Jan-Dec 2023	Sales Jan-Dec 2022	Sales year/year % change
New Energy Vehicle	3,024,417	1,863,494	62.30%
Passenger Vehicle	3,012,906	1,857,379	62.21%
-Battery Electric PV	1,574,822	911,140	72.84%
-Plug in hybrid PV	1,438,784	946,239	51.98%
Commercial Vehicle	11,511	6,115	88.24%
--Bus	4,705	4,870	-3.39%
--Others	6,806	1,245	446.67%
Oil fuelled vehicle	0	5,049	-100.00%
-Sedan	0	1,544	-100.00%
-SUV	0	3,505	-100.00%
-MPV	0	0	0.00%



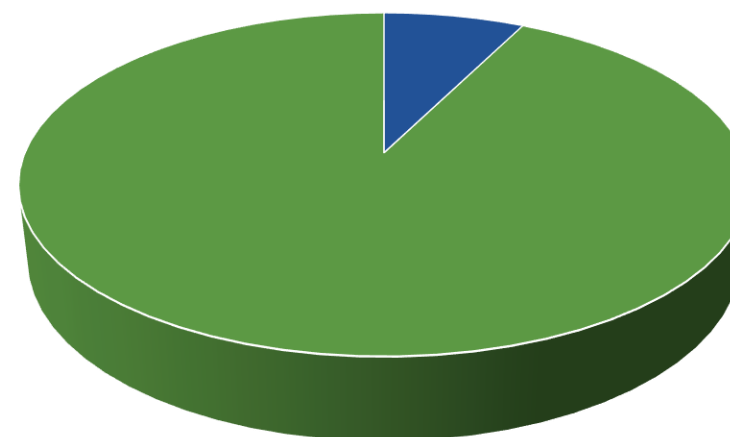
BYD EXPORTS - 2023

	Month	Export Volume
NEV	Dec-23	36,095
NEV	Nov-23	30,629
NEV	Oct-23	30,521
NEV	Sep-23	28,039
NEV	Aug-23	25,023
NEV	Jul-23	18,169
NEV	Jun-23	10,536
NEV	May-23	10,203
NEV	Apr-23	14,827
NEV	Mar-23	13,312
NEV	Feb-23	15,002
NEV	Jan-23	10,409
TOTAL EXPORTS	FULL YEAR 2023	242,765

BYD Export Volume -2023

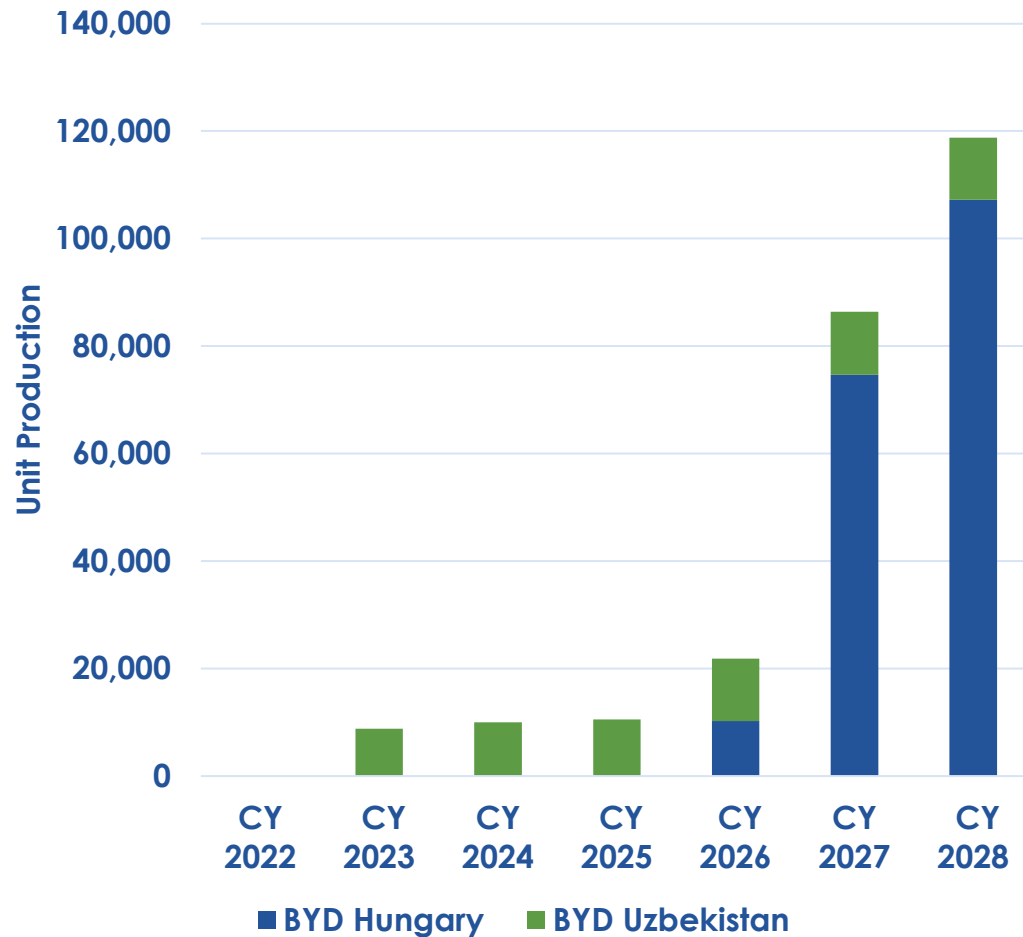


BYD EXPORTS ONLY 8.02% OF TOTAL SALES

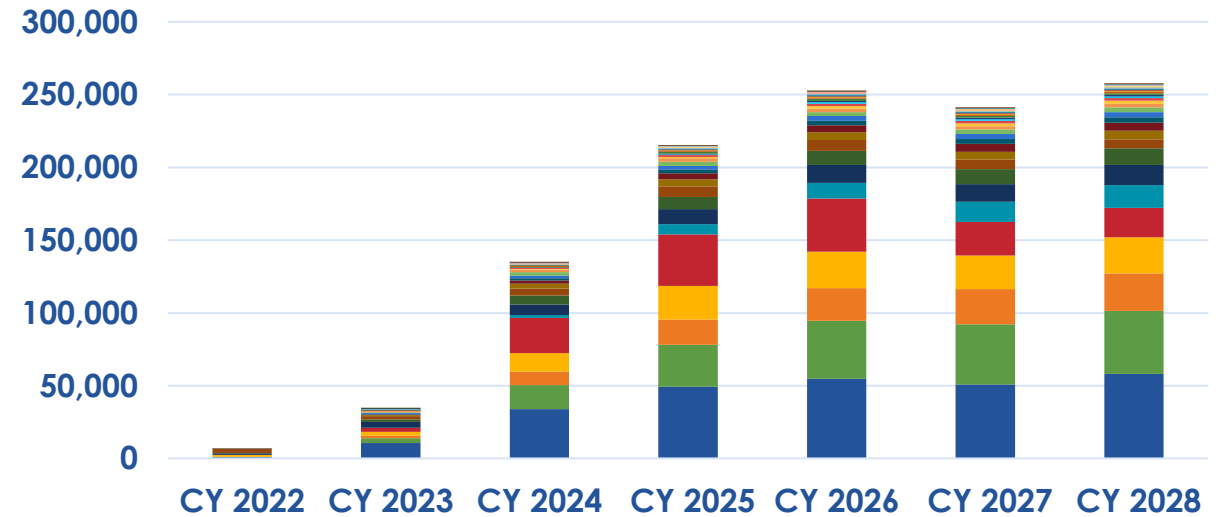


BYD Europe-LV Production & Sales Outlook

BYD Production Outlook - Europe Region



BYD Sales Outlook - Europe Region



- Germany
- France
- Sweden
- Denmark
- Belgium
- Romania
- Slovakia
- Luxembourg
- Slovenia
- Hungary
- Russia
- Macedonia
- United Kingdom
- Italy
- Netherlands
- Greece
- Switzerland
- Ireland
- Czech Republic
- Bulgaria
- Iceland
- Latvia
- Serbia
- Spain
- Turkey
- Norway
- Portugal
- Austria
- Lithuania
- Finland
- Poland
- Croatia
- Ukraine
- Bosnia-Herzegovina

BYD PCTC fleet plans



- BYD vessel Explorer 1, is a 7,000 CEU, dual fuel PCTC completes 7-day trial at sea in December 2023
- In 2022 BYD ordered 8 vessels from Yantai shipyard in Shandong (China), of which 6 are confirmed while 2 are options
- In 2023 BYD ordered 2 vessels from Guangzhou Shipyard
- Total BYD fleet of PCTCs expected to be 10 when completed.

Special Focus

Tesla



2023



2024

Special Focus: Tesla

Tesla 'Model 2': £22,000 EV tipped for production in Germany

Long-awaited entry-level Tesla is in line to be built in Berlin, using new, cost-reducing construction methods

AUTOCAR

New baby Tesla 'Model 2' hatchback teaser image released

AUTO EXPRESS

Tesla wants to turn its Berlin factory into Europe's biggest car plant

CNN BUSINESS

London/Berlin (CNN) — Tesla has lodged an application to double the production capacity of its plant near Berlin to 1 million electric vehicles a year.



EXCLUSIVE RENDER:
CARWOW PREVIEWS NEW
ENTRY-LEVEL TESLA
COMPACT EV

January 03, 2024

CARWOW

NEW TESLA MODEL 2?!
Carwow has taken a few teaser images and used them to predict this new car's design
SOP 2025

Tesla lays out steps to building Europe's biggest car plant

Tesla requests approval from German authorities to make big changes to Berlin factory.

Tesla delivers record Q4 cars, but China's

BYD steals top EV spot

REUTERS January 3, 2024

Tesla reported 485,000 deliveries for the fourth quarter, bringing 2023 total to 1.8 million

Tesla Buyers Left Waiting as Australia Sends "Biohazard" PCTC Back to China

The Maritime Executive

DEC 28, 2023

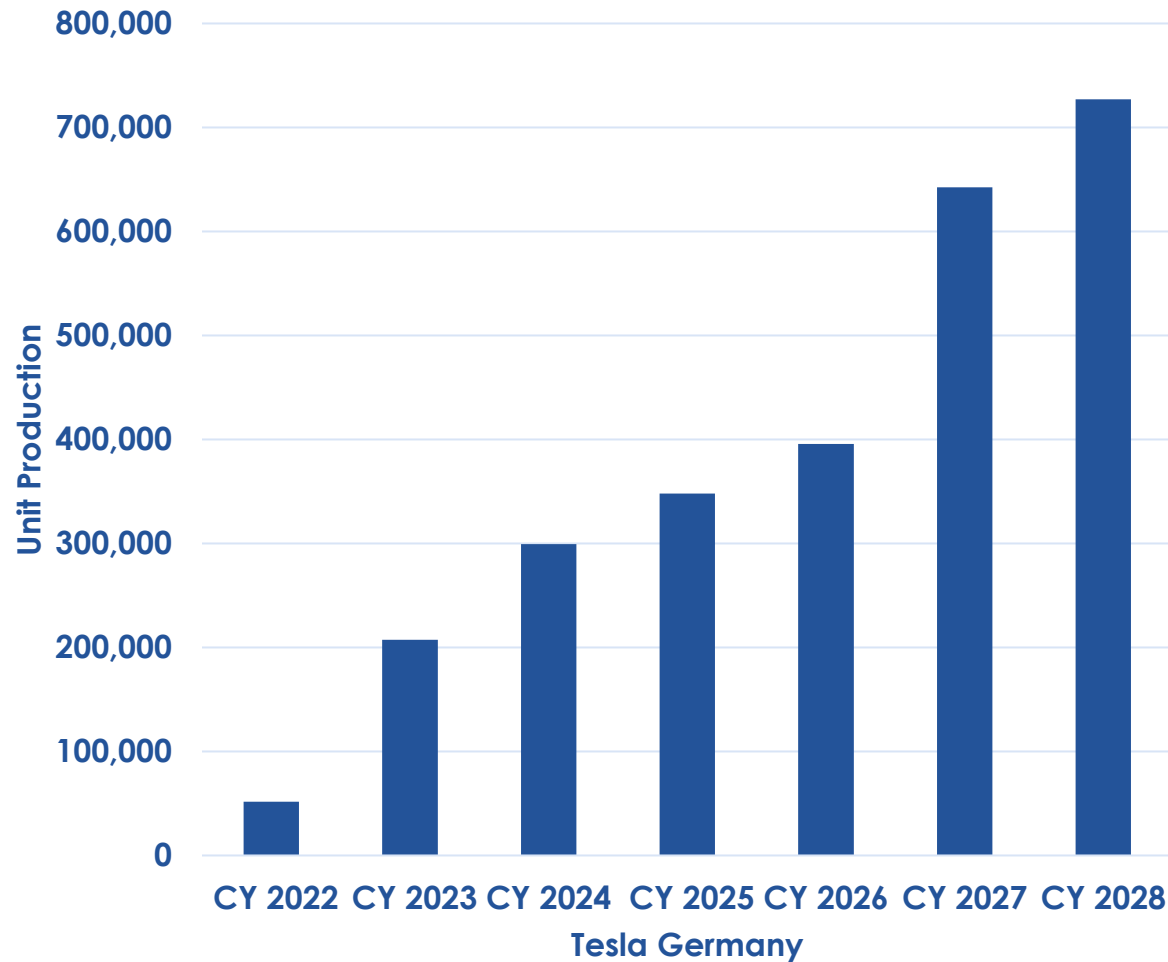
ECG
Business Intelligence

PUBLISHED TUE, JAN 2 2024•8:51 AM EST | UPDATED TUE, JAN 2 2024•1:46 PM EST

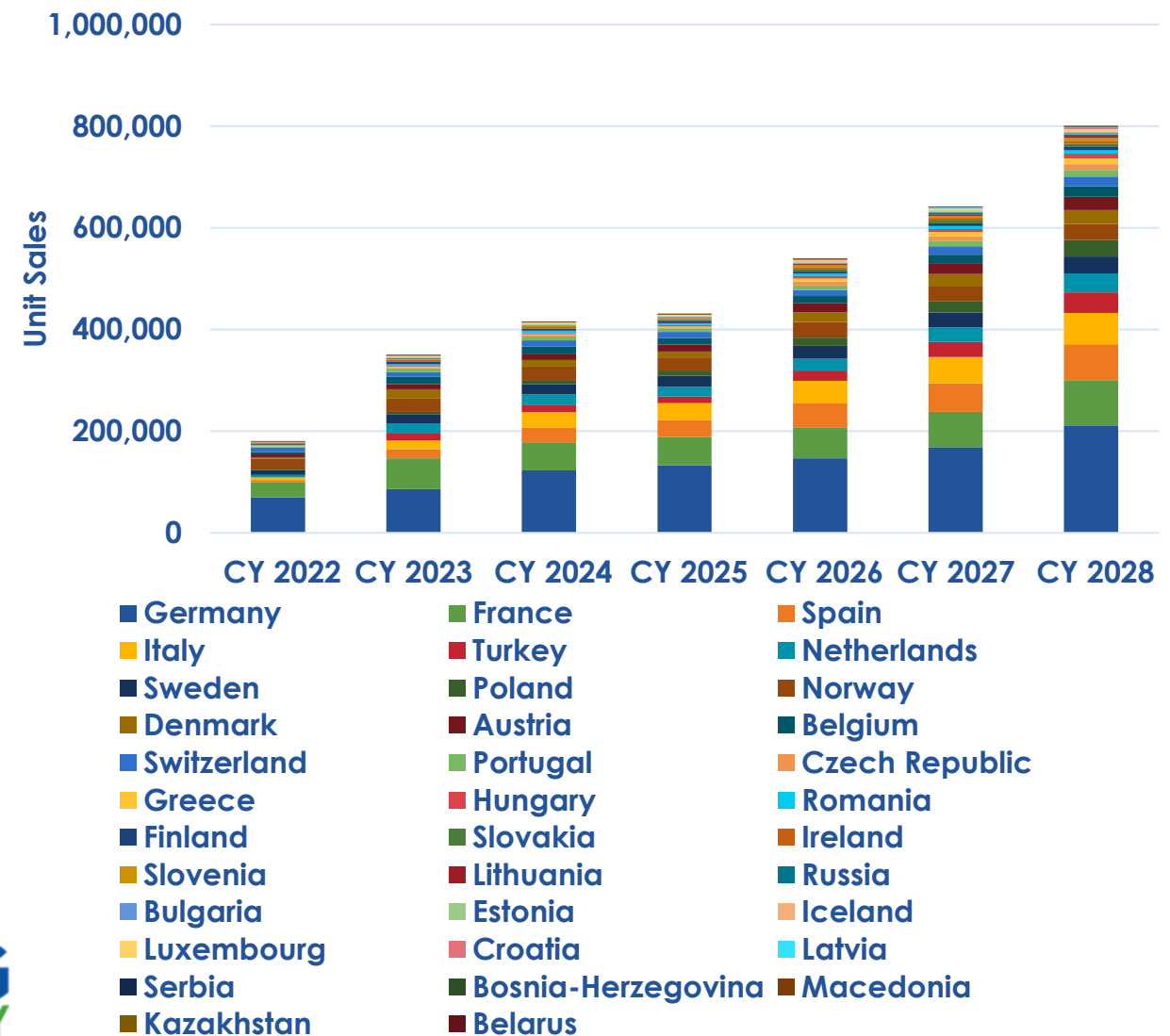
CNBC

Tesla Europe – LV Production & Sales Outlook

Tesla Production Outlook - Europe Region



Tesla Sales Outlook - Europe Region



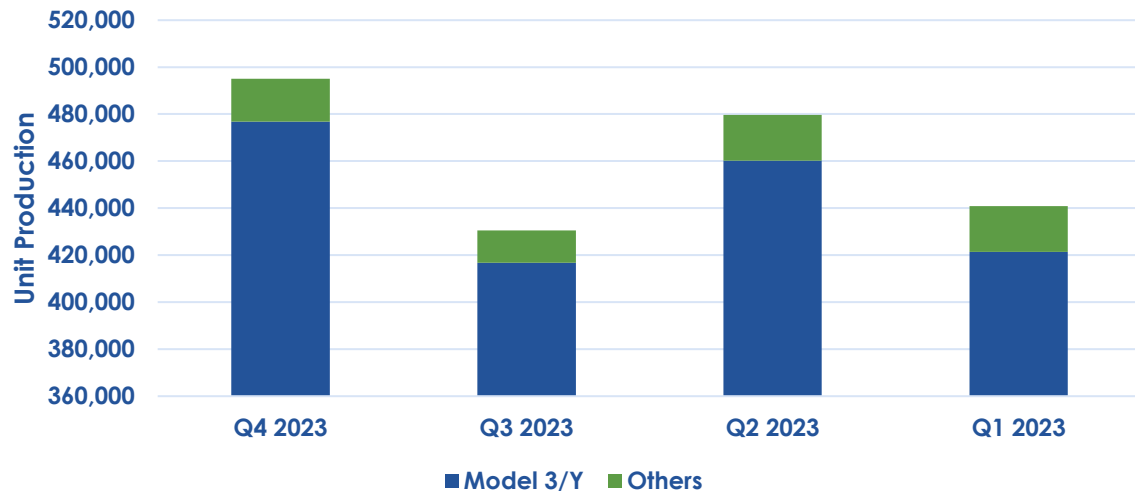
Tesla Global Production & Sales 2023



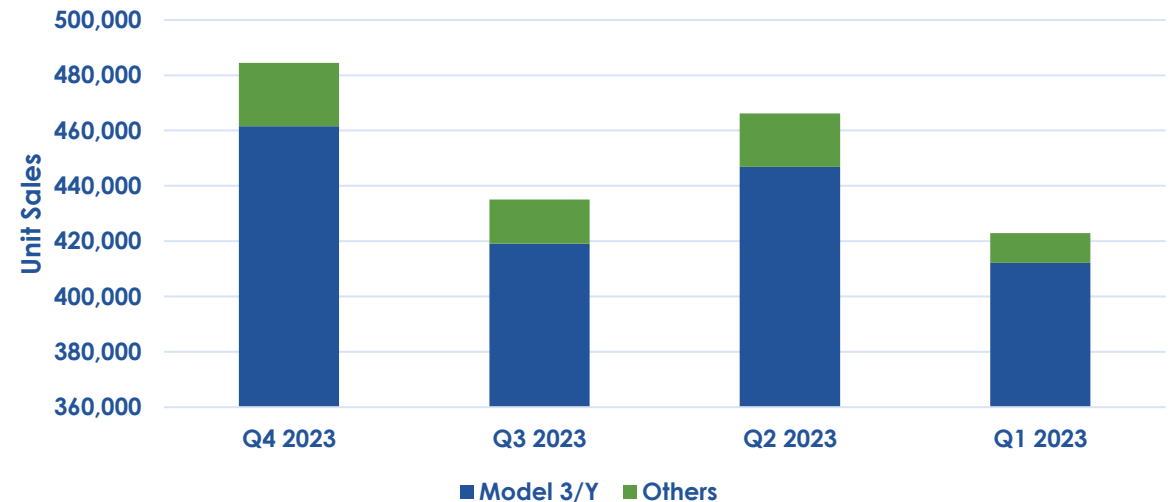
Tesla Production	Full Year 2023	Q4 2023	Q3 2023	Q2 2023	Q1 2023
Model 3/Y	1,775,159	476,777	416,800	460,211	421,371
Other Models	70,826	18,212	13,688	19,489	19,437
Total	1,845,985	494,989	430,488	479,700	440,808

Tesla Sales	Full Year 2023	Q4 2023	Q3 2023	Q2 2023	Q1 2023
Model 3/Y	1,739,707	461,538	419,074	446,915	412,180
Other Models	68,874	22,969	15,985	19,225	10,695
Total	1,808,581	484,507	435,059	466,140	422,875

Tesla-Global Production 2023



Tesla -Global Sales 2023



Thank You

For more information please email: namrita.chow@ecgassociation.eu



2023



2024