

EUROPEAN MARKET MONITOR CARS AND VANS: 2024

From the authors: With the next stage of the European Union's new vehicle carbon dioxide (CO₂) emission targets taking effect in 2025, lots of eyes are on automaker performance. To provide up-to-date data for discussion, we plan to release monthly updates on European passenger car registrations throughout 2025, and quarterly updates on van registrations and charging infrastructure developments.

PASSENGER CAR REGISTRATIONS

The average share of battery electric vehicles (BEVs) among total new registrations in Europe in 2024 was 14%, down slightly from 15% in 2023. Apart from Tesla (100%), the KG Mobility manufacturer pool had the highest BEV share in 2024 (37%) and a share of 49% in December alone. At 27%, Volvo-Polestar-Suzuki had the third-highest share of BEVs in 2024, and this was a seven-percentage-point increase over the previous year. BMW (22%) and Mercedes-Benz (18%) also had above-average BEV shares. While Subaru-Mazda-Toyota (2%), Renault-Nissan-Mitsubishi (8%), and Hyundai (11%) lagged in BEV sales, their shares of full hybrid electric vehicles (HEVs), at 65%, 23%, and 20%, respectively, were well above the 12% average of European manufacturer pools. For mild hybrid electric vehicles (MHEVs), Volvo-Polestar-Suzuki and Ford dominated in registration shares—47% and 41%, respectively. The share of plug-in hybrid electric vehicles (PHEVs) in new registrations in Europe fell to 7% in 2024, down one percentage point from 2023.

Figure 1
Share of battery electric in new passenger car registrations in Europe

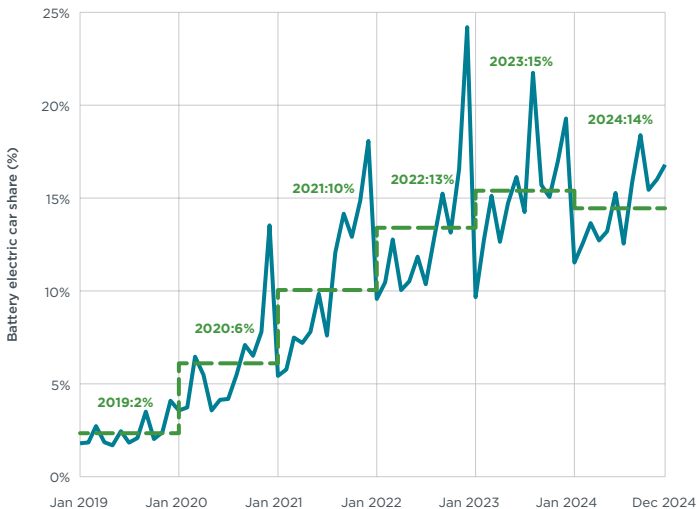
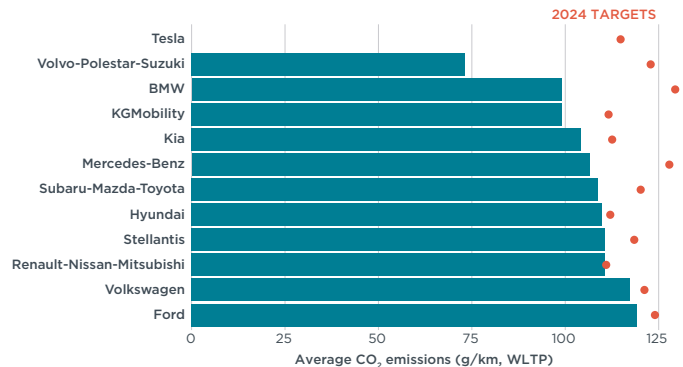


Figure 2
Average CO₂ emissions of manufacturer pools and Tesla, a large manufacturer not part of a pool, in 2024, including compliance credits, compared with their estimated 2024 targets



Note: All CO₂ values are estimates according to the Worldwide harmonized Light vehicles Test Procedure (WLTP). See the section on definitions, data sources, methodology, and assumptions for details.

Average CO₂ emissions among manufacturer pools and Tesla, a large manufacturer not part of an official pool, fell to 108 g CO₂/km in 2024, with an average of 103 g CO₂/km in December. All manufacturer pools reached their 2024 targets; on average, over-compliance was 12 g CO₂/km, based on an average target of 119 g CO₂/km. Volvo-Polestar-Suzuki showed the greatest over-compliance (50 g CO₂/km below) while Renault-Nissan-Mitsubishi just met its target. Looking at individual car brands, apart from Tesla, Volvo had the greatest over-compliance at 67 g CO₂/km below its pool target for 2024, followed by BMW (30 g CO₂/km below). Meanwhile, Nissan, Dacia, SEAT, and Citroën exceeded their 2024 pool targets by 10, 6, 4, and 1 g CO₂/km, respectively.

Table 1

Share of battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger cars by manufacturer pool and Tesla, a large manufacturer not part of a pool

	Dec 2024				2024				2023			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Tesla	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%
KG Mobility	49%	1%	0%	0%	37%	3%	0%	0%	33%	0%	0%	0%
Volvo-Polestar-Suzuki	24%	27%	3%	45%	27%	19%	5%	47%	20%	20%	5%	53%
Other	18%	20%	30%	5%	26%	13%	16%	8%	29%	16%	8%	10%
BMW	25%	15%	0%	37%	22%	14%	0%	33%	20%	15%	0%	27%
Mercedes-Benz	18%	22%	0%	37%	18%	21%	0%	36%	18%	19%	0%	29%
AVERAGE	17%	8%	14%	21%	14%	7%	12%	20%	15%	8%	9%	17%
Kia	14%	6%	16%	16%	12%	9%	16%	17%	13%	11%	11%	18%
Volkswagen	15%	7%	0%	16%	12%	6%	0%	13%	13%	6%	0%	11%
Hyundai	11%	5%	25%	16%	11%	4%	20%	18%	15%	5%	16%	18%
Stellantis	9%	3%	0%	33%	10%	4%	0%	26%	12%	7%	0%	16%
Renault-Nissan-Mitsubishi	11%	3%	25%	13%	8%	1%	23%	11%	11%	1%	18%	11%
Ford	13%	9%	9%	38%	7%	9%	9%	41%	4%	11%	8%	44%
Subaru-Mazda-Toyota	1%	5%	62%	11%	2%	5%	65%	9%	3%	5%	61%	9%

Table 2

Fleet-average CO₂ emissions of new passenger cars and market share by manufacturer pool and Tesla, a large manufacturer not part of a pool

	Target gap	Fleet-average CO ₂ of new passenger cars (g/km)						Market share 2024
		Dec 2024	2024 average	Compliance credits	Adj. 2024 average	Target 2024	Target gap	
		WLTP	WLTP	Eco-innovations	WLTP	WLTP	WLTP	
Tesla	-100%	0	0	0	0	115	-115	2%
Volvo-Polestar-Suzuki	-40%	70	74	0.8	73	123	-50	5%
BMW	-24%	93	100	1	99	129	-30	7%
Mercedes-Benz	-17%	102	107	0.3	106	128	-22	6%
KG Mobility	-11%	82	99	0	99	112	-13	<1%
AVERAGE	-11%	103	108	1	107	119	-12	
Subaru-Mazda-Toyota	-10%	117	109	0.5	109	120	-11	10%
Kia	-7%	107	105	0.9	104	113	-9	4%
Stellantis	-7%	113	112	1.4	111	118	-7	16%
Ford	-4%	113	121	1.6	119	124	-5	3%
Volkswagen	-3%	113	118	1	117	121	-4	26%
Hyundai	-2%	109	111	0.9	110	112	-2	4%
Renault-Nissan-Mitsubishi	0%	106	112	1.4	111	111	0	13%

Note: All CO₂ values are estimates according to the WLTP. See the section on definitions, data sources, methodology, and assumptions for details.

Table 3
New passenger car fleet-average CO₂ emissions level and market share of the 20 largest brands in terms of 2024 new registration numbers

Brand	Pool	New car fleet-average CO ₂ (g/km)						Market share 2024
		Dec 2024	2024 average	Compliance credits	Adj. 2024 average	Pool target 2024	Pool target gap	
		WLTP	WLTP	Eco-innovations	WLTP	WLTP	WLTP	
Tesla		0	0	0	0			2%
Volvo	Volvo-Polestar-Suzuki	60	57	0.3	56	123	-67	3%
BMW	BMW	96	100	0.9	99	129	-30	6%
Cupra	Volkswagen	90	101	1	100	121	-21	2%
Renault	Renault-Nissan-Mitsubishi	97	104	1.3	103	111	-8	6%
Kia	Kia	107	105	0.9	104	113	-9	4%
Toyota	Subaru-Mazda-Toyota	115	106	0.5	105	120	-15	8%
Peugeot	Stellantis	110	106	1.4	105	118	-13	5%
AVERAGE	AVERAGE	104	107	1	106	119	-13	
Hyundai	Hyundai	109	111	0.9	110	112	-2	4%
Mercedes-Benz	Mercedes-Benz	105	111	0.3	111	128	-17	5%
Fiat	Stellantis	107	111	1	110	118	-8	3%
Opel/Vauxhall	Stellantis	119	114	1.5	113	118	-5	3%
Škoda	Volkswagen	111	115	1.1	114	121	-7	6%
VW	Volkswagen	112	119	0.9	118	121	-3	11%
Dacia	Renault-Nissan-Mitsubishi	115	119	1.6	117	111	6	5%
Citroën	Stellantis	116	120	1.6	119	118	1	3%
Ford	Ford	113	121	1.6	119	124	-5	3%
Audi	Volkswagen	128	121	0.8	120	121	-1	5%
Nissan	Renault-Nissan-Mitsubishi	122	122	1.1	121	111	10	2%
SEAT	Volkswagen	125	126	1.7	125	121	4	2%

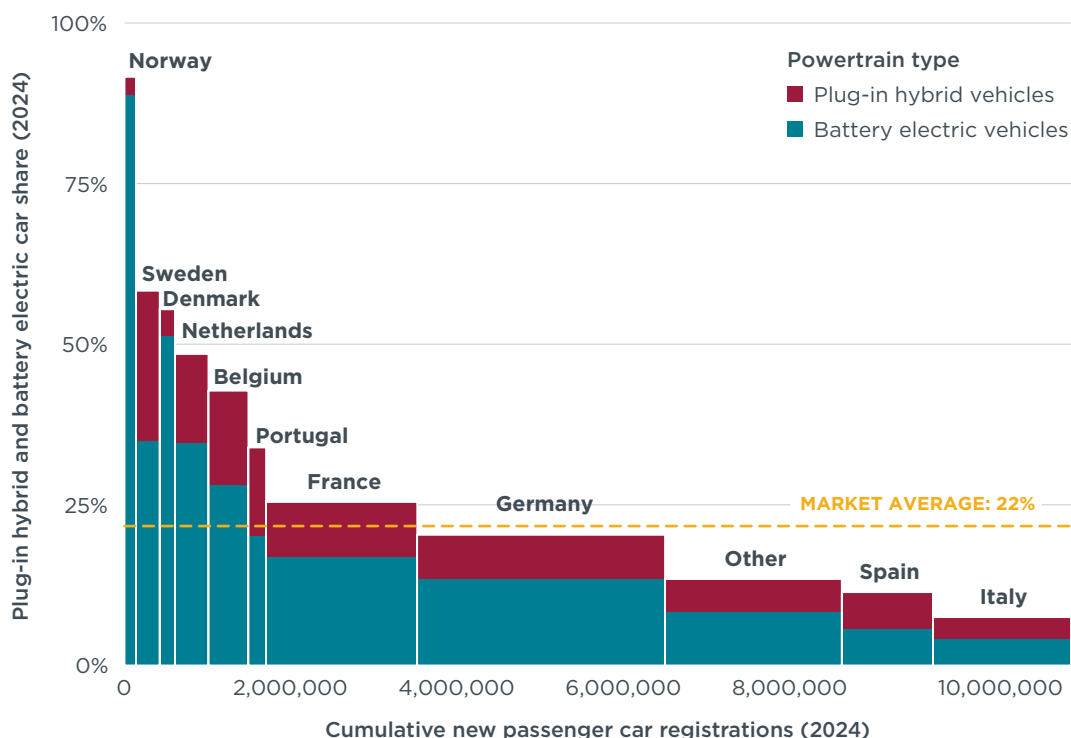
Note: All CO₂ values are estimates according to the WLTP. See the section on definitions, data sources, methodology, and assumptions for details.

PASSENGER CAR REGISTRATIONS BY COUNTRY

Passenger car registrations in Europe increased slightly in 2024, reaching just over 10.8 million, and there were over 920,000 in December alone. While registrations in Poland increased 16% over 2023, those in Sweden fell 7% compared with the previous year. Combined BEV and PHEV market shares averaged 22% in Europe in 2024, down one percentage point from 2023. Norway (92%), Sweden (58%), and Denmark (55%) all had shares above 50%, and Finland (50%), the Netherlands (48%), and Belgium (43%) also recorded combined BEV and PHEV market shares well above the average for Europe. Among the largest markets, the highest increase in BEV registrations occurred in Belgium, where shares increased 9 percentage points in 2024 compared with 2023. In the Netherlands, new BEV registrations reached an all-time high of 47% in December, and the BEV sales share was 35% for 2024. After the phaseout of government subsidies at the end of 2023, BEV registrations dropped significantly in Germany to 14% in 2024 compared with 18% the previous year. Of the major markets, 2024 PHEV registration shares were the highest in Sweden (23%), HEV shares were highest in Poland (22%), and MHEV shares were highest in Italy (28%).

Figure 3

Share of plug-in hybrid and battery electric passenger cars by country, including information on market size (total new car registrations)



THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION [THEICCT.ORG](https://www.theicct.org)

Table 4

New passenger car registrations by country

	Dec 2024	vs. Dec 2023	2024	vs. 2023
Germany	224,721	-7%	2,817,331	-1%
France	183,665	1%	1,718,423	-3%
Italy	106,156	-5%	1,569,543	-1%
Spain	107,239	29%	1,035,820	8%
Poland	55,735	32%	552,281	16%
Belgium	23,556	-9%	454,051	-6%
Netherlands	37,087	40%	381,227	3%
Sweden	26,278	-10%	270,285	-7%
Austria	21,800	16%	256,478	6%
Czechia	17,890	18%	231,600	5%
Other	116,526	11%	1,515,496	2%
ALL	920,653	5%	10,802,535	1%

Table 5

Share of battery electric, plug-in hybrid, full hybrid, and mild hybrid passenger cars by country

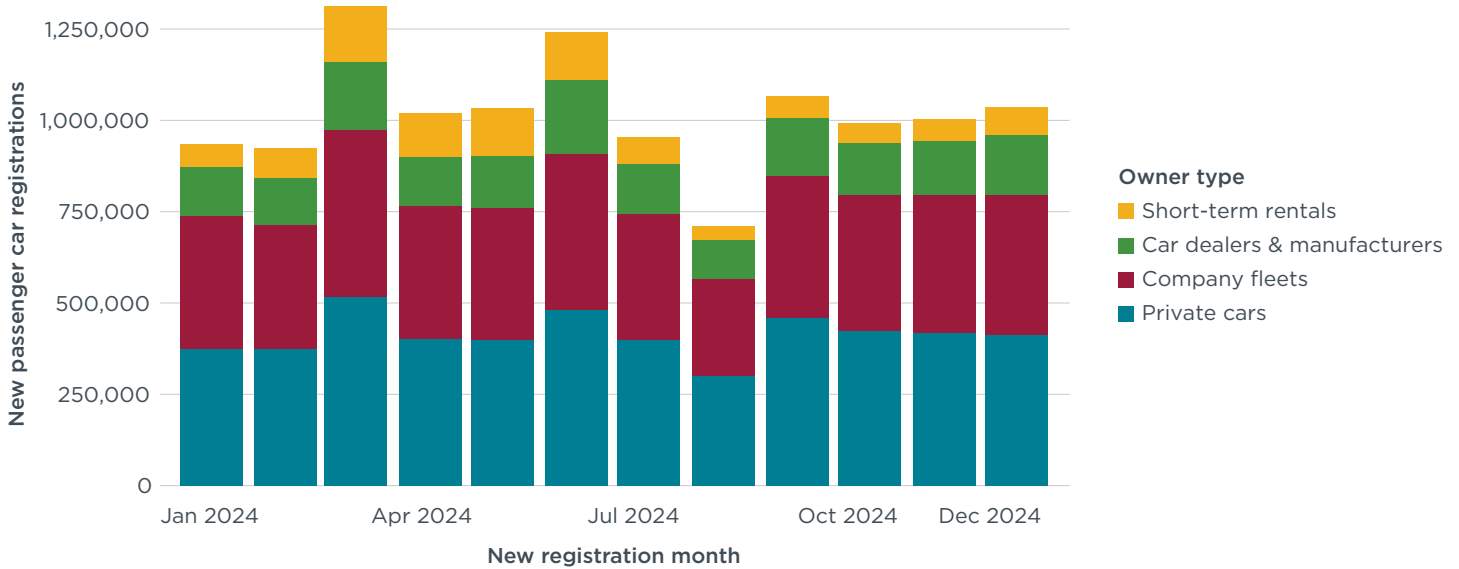
	Dec 2024				2024				2023			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Sweden	41%	22%	8%	12%	35%	23%	9%	12%	39%	21%	9%	11%
Netherlands	47%	9%	12%	10%	35%	14%	14%	14%	31%	13%	11%	14%
Belgium	32%	8%	10%	18%	28%	15%	9%	16%	19%	21%	8%	13%
Other	29%	7%	11%	15%	22%	7%	11%	15%	21%	8%	9%	13%
Austria	20%	6%	11%	16%	17%	7%	7%	18%	20%	7%	6%	15%
France	16%	13%	22%	16%	17%	9%	19%	15%	17%	9%	15%	10%
AVERAGE	17%	8%	14%	21%	14%	7%	12%	20%	15%	8%	9%	17%
Germany	15%	9%	6%	25%	14%	7%	5%	22%	18%	6%	3%	20%
Spain	8%	6%	18%	25%	6%	6%	16%	21%	6%	7%	14%	18%
Czechia	5%	3%	9%	14%	5%	3%	8%	12%	3%	3%	6%	10%
Italy	5%	3%	14%	26%	4%	3%	12%	28%	4%	4%	10%	26%
Poland	3%	3%	21%	25%	3%	3%	22%	24%	4%	3%	19%	21%

PASSENGER CAR REGISTRATIONS BY OWNER

Private cars made up over 40% of new registrations in Europe in 2024, and these were followed by company fleets with 36%, and then car dealers and manufacturers and short-term rentals, which made up 14% and 9% of the total registrations, respectively. Short-term rental registrations fluctuated more than other owner types; they ranged from nearly 13% of sales in May to only 5% in October 2024.

Figure 4

New passenger car registrations by owner for 20 select European countries



THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION [THEICCT.ORG](https://www.theicct.org)

VAN REGISTRATIONS

Over 1.5 million new vans were registered in Europe in 2024, a 7% increase over 2023. Of newly registered vans, 7% were battery electric in the fourth quarter of 2024, and the share for full-year 2024 was 6%, a slight decrease from the 7% average in 2023. While Volkswagen and other smaller manufacturing pools had BEV van shares of 8% in 2024, the Renault-Nissan (5%) and Ford (3%) pools remained below the European average. Looking at countries, the market share of battery electric vans dropped three percentage points to 5% in Germany in 2024, while the share other major countries either remained the same or dropped by one percentage point compared with the previous year. All manufacturers met their CO₂ targets for 2024, with average over-compliance of 8 g CO₂/km. Among manufacturer pools, Stellantis, with a market share of 30%, stood out with over-compliance of 15 g CO₂/km, and Renault-Nissan over-complied by 1%.

Table 6
Share of battery electric, plug-in hybrid, hybrid, and mild hybrid vans by manufacturer pool

	Q4/2024				2024				2023			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Other	8%	0%	3%	5%	8%	0%	2%	4%	9%	0%	2%	4%
Volkswagen	7%	0%	0%	0%	8%	0%	0%	0%	7%	0%	0%	0%
Mercedes-Benz	7%	0%	0%	0%	7%	0%	0%	0%	8%	0%	0%	0%
Stellantis	7%	0%	0%	2%	6%	0%	0%	2%	9%	0%	0%	1%
AVERAGE	7%	1%	1%	1%	6%	0%	1%	1%	7%	0%	1%	2%
Renault-Nissan	5%	0%	2%	0%	5%	0%	2%	0%	6%	0%	2%	0%
Ford	7%	4%	0%	1%	3%	1%	0%	2%	3%	0%	0%	5%

Table 7
New van fleet-average CO₂ emissions and market share by manufacturer pool

	Target gap	New van fleet average CO ₂ (g/km)						Market share 2024	
		Q4/2024		2024 average		Credits	Adj. 2024 average		
		WLTP	WLTP	WLTP	WLTP		Target 2024		Target gap
Stellantis	-8%	170	172	0.3	172	187	-15	30%	
Volkswagen	-5%	190	187	0.8	186	196	-10	13%	
AVERAGE	-4%	183	188	0.5	188	196	-8		
Ford	-1%	187	200	0	200	203	-3	15%	
Mercedes-Benz	-1%	211	218	0.4	218	221	-3	10%	
Renault-Nissan	-1%	178	189	1	188	189	-1	19%	

Note: All CO₂ values are estimates according to the WLTP. See the section on definitions, data sources, methodology, and assumptions for details.

Table 8
New van registrations by country

	Q4/2024	vs. Q4/2023	2024	vs. 2023
France	91,456	-11%	379,106	1%
Germany	71,533	9%	279,859	9%
Italy	45,641	-16%	188,571	0%
Spain	38,362	1%	148,100	9%
Other	166,460	29%	580,766	13%
ALL	413,452	6%	1,576,402	7%

Table 9
Share of battery electric, plug-in hybrid, full hybrid, and mild hybrid vans by country

	Q4/2024				2024				2023			
	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV	BEV	PHEV	HEV	MHEV
Other	9%	1%	0%	0%	8%	0%	0%	0%	9%	0%	0%	1%
France	7%	1%	2%	2%	7%	0%	2%	1%	7%	0%	2%	1%
AVERAGE	7%	1%	1%	1%	6%	0%	1%	1%	7%	0%	1%	2%
Germany	6%	0%	0%	1%	5%	0%	0%	1%	8%	0%	0%	1%
Spain	3%	1%	0%	0%	3%	0%	0%	1%	4%	0%	0%	3%
Italy	3%	0%	2%	5%	2%	0%	2%	6%	3%	1%	2%	7%

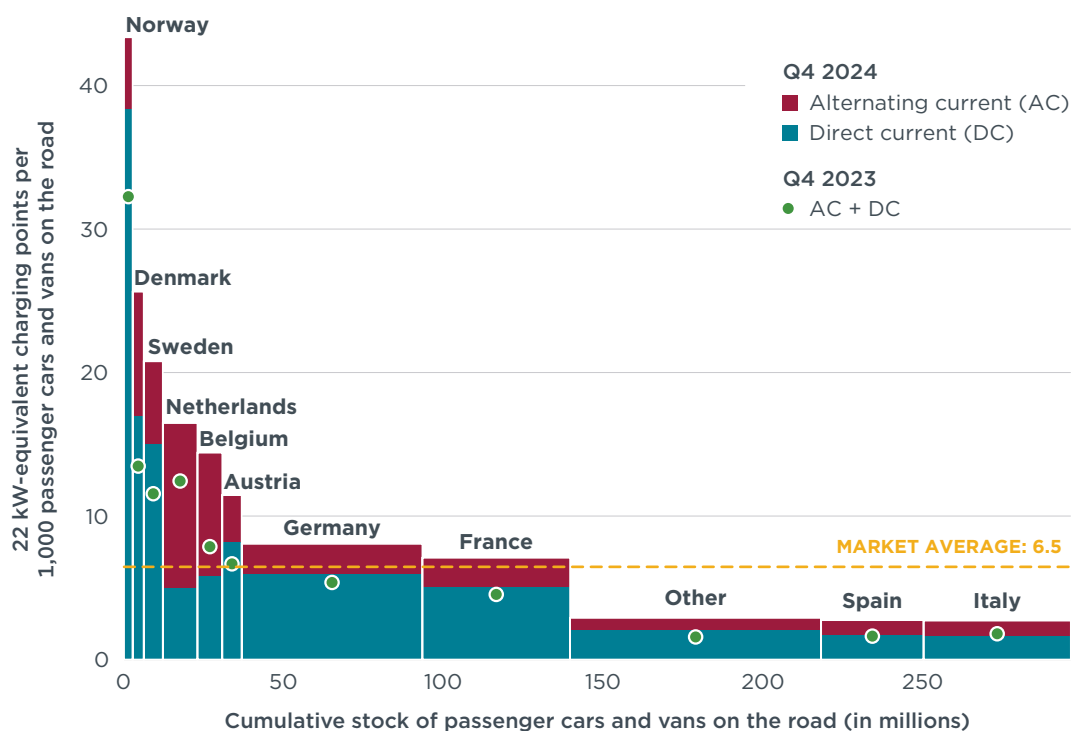
CHARGING INFRASTRUCTURE DEVELOPMENT

Over 950,000 public charging points were installed in Europe by the end of 2024, up from around 700,000 at the end of 2023. For alternating current (AC) charging, this represents an increase of around 32% compared with the end of 2023. Direct current (DC) charging points showed even greater growth, increasing 61% over the end of 2023. Approximately 82% of Europe's public charging points supply AC, while the remaining 18% supply DC. Norway, the country with the highest BEV market shares, also recorded the largest growth in DC chargers in 2024 compared with 2023 (+141%); Italy followed in second with a substantial increase in both DC and AC publicly accessible charging points of +76% and +72%, respectively. There were on average about 6.5 22 kW-equivalent publicly accessible charging points installed per thousand passenger cars and vans on the road in Europe at the end of December 2024, up from

4.2 at the end of 2023. With 43 22 kW-equivalent publicly accessible charging points per thousand passenger cars and vans, Norway continues to lead Europe in charging infrastructure, followed by Iceland (32), Denmark (26), and Sweden (21). Italy and Spain (both 2.7) remain well below the European average.

Figure 5

22 kW-equivalent publicly accessible charging points installed per thousand passenger cars and vans in Europe by the end of December 2024



Note: The width of the bars represents stock size estimates as of the end of 2024. The unit 22 kW-equivalent is used to account for different power outputs while allowing for comparison among countries.

THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION [THEICCT.ORG](https://www.theicct.org)

Table 10

Number of publicly accessible charging points installed by country and type of power output

	Q4/2024		vs. Q4/2023	
	AC	DC	AC	DC
Netherlands	177,889	6,048	26%	33%
Germany	124,849	38,707	26%	50%
France	113,902	32,749	24%	63%
Belgium	72,230	4,996	72%	76%
Italy	52,797	12,764	30%	66%
Sweden	45,260	9,541	36%	70%
Spain	39,048	12,290	48%	75%
Denmark	30,523	5,800	45%	141%
Austria	26,231	6,681	37%	71%
Norway	18,783	12,611	—	27%
Other	76,685	33,688	37%	72%
Total	778,197	175,875	32%	61%

DEFINITIONS, DATA SOURCES, METHODOLOGY, AND ASSUMPTIONS

Manufacturer pools: Automakers are allowed to form pools to jointly comply with CO₂ targets. For this publication, the 2024 pools are defined according to the European Commission's "M1 pooling list," version of 15 January 2025, and the main brands are: BMW Group (BMW, Mini), Ford (Ford), Hyundai (Hyundai), KG Mobility (Great Wall Motor, Xpeng), Kia (Kia), Mercedes-Benz (Mercedes-Benz, Smart), Renault-Nissan-Mitsubishi (Dacia, Mitsubishi, Nissan, Renault), Stellantis (Alfa Romeo, Citroën, Fiat, Jeep, Lancia, Opel, Peugeot), Subaru-Mazda-Toyota (Lexus, Mazda, Subaru, Toyota), Volkswagen (Audi, Cupra, Porsche, SEAT, Škoda, VW), and Volvo-Polestar-Suzuki (Polestar, Suzuki, Volvo). For vans, the 2024 pools listed in "N1 pooling list," version of 15 January 2025, applies: Ford (Ford), Mercedes-Benz (Mercedes-Benz, Mitsubishi Fuso), Renault-Nissan (Nissan, Renault), Stellantis (Citroën, Fiat, Opel, Peugeot), Volkswagen (MAN, Volkswagen). Tesla is a large M1 manufacturer that is not part of a pool.

Abbreviations: **AC** = alternating current; **CO₂** = carbon dioxide emissions; **DC** = direct current; **g/km** = grams per kilometer.

Technical scope: This publication focuses on new **passenger car** and **van** registrations.

Battery electric vehicles (BEVs) are powered exclusively by an electric motor, with no additional source of propulsion. **Plug-in hybrid electric vehicles** (PHEVs) combine a conventional combustion engine with an electric propulsion system that can be recharged via an external power source. **Hybrid electric vehicles** here include full hybrid electric vehicles (HEVs) and mild hybrid electric vehicles (MHEVs). HEVs and MHEVs integrate two propulsion systems, usually a combustion engine and an electric propulsion system, which cannot be recharged via an external power source. Key differences between HEVs and MHEVs are the system voltage and system power. This enables HEVs to drive partially pure electric, while the electric propulsion system of MHEVs is typically only capable of assisting the combustion engine. For more on HEVs and MHEVs see: Jan Dornoff, John German, Ashok Deo, and Athanasios Dimaratos, *Mild-Hybrid Vehicles: A Near Term Technology Trend for CO₂ Emissions Reduction* (International Council on Clean Transportation, 2022), <https://theicct.org/publication/mild-hybrid-emissions-jul22/>.

Geographic scope: The European CO₂ regulation for vehicle manufacturers applies to all countries of the European Economic Area (EEA). This includes the 27 Member States of the European Union plus Iceland, Liechtenstein, and Norway. Data for new car and van registrations and shares of electric vehicles in this publication cover all of these countries, with the exception of Bulgaria, Liechtenstein, and Malta. Data for CO₂ emission levels additionally omits Romania. Charging infrastructure data are presented for the 27 EU members plus the four European Free Trade Association countries (Iceland, Liechtenstein, Norway, and Switzerland).

Data sources: Dataforce (new vehicle registrations), Eco-Movement (charging points), European Environment Agency (EEA) (vehicle mass and eco-innovation credits).

Results may change over time: Registrations and/or CO₂ data may be retrospectively updated by some of the national type-approval authorities. Similarly, charging infrastructure data may also be retrospectively updated by Eco-Movement. Historical values are regularly updated to reflect all latest data available.

Test procedures: CO₂ values are provided according to the Worldwide harmonized Light vehicles Test Procedure (**WLTP**).

Flexible compliance mechanisms: To facilitate meeting their CO₂ targets, manufacturers can make use of a number of compliance mechanisms. Manufacturers

can reduce their CO₂ level by up to 7 g/km by deploying **eco-innovation** technologies. As a conservative estimate, we apply the 2023 level of eco-innovation CO₂ emission reductions per brand. For more on the methodology used, see: Uwe Tietge, Peter Mock, and Jan Dornoff, *Overview and Evaluation of Eco-Innovations in European Passenger Car CO₂ Standards* (International Council on Clean Transportation, 2018), <https://theicct.org/publications/eco-innovations-european-passenger-car-co2-standards>.

Mass-based targets: For each manufacturer pool, a specific **2024 CO₂ target value** applies, depending on the average mass of the new vehicles registered. For this publication, we assume the average mass per manufacturer pool remains the same as in 2023; the average 2023 BEV and non-BEV mass for each manufacturer was calculated based on EEA data and then weighted according to their 2024 BEV market shares. For more on the methodology used see: Uwe Tietge, Jan Dornoff, and Peter Mock, *CO₂ Emissions From New Passenger Cars in Europe: Car Manufacturers' Performance in 2023* (International Council Clean Transportation, 2024), <https://theicct.org/publication/co2-emissions-new-pv-europe-car-manufacturers-performance-2023-sept24/>.

Charging point: As defined in the Alternative Fuels Infrastructure Regulation, a charging point “means a fixed or mobile interface that allows for the transfer of electricity to an electric vehicle, which, whilst it may have one or several connectors to accommodate different connector types, is capable of recharging only one electric vehicle at a time, and excludes devices with a power output less than or equal to 3.7 kW the primary purpose of which is not recharging electric vehicles.”

Owner types: This publication considers four types of owners: private cars, company fleets, short-term rentals, and car dealers and manufacturers. The private car category includes all registrations under private individuals, including those of self-employed persons, provided the vehicles are not registered under a company name. Private leasing is also included. Company fleets encompass all vehicles registered to companies, excluding those intended for resale or rental. This category includes company and public administration fleets, commercial long-term rentals, commercial leases, taxis, driving schools, diplomats, etc. The size of the fleet and the extent to which the vehicles are used privately are not considered relevant. The short-term rentals type covers all registrations under large or small national and local rental companies. It also covers all vehicles flagged by authorities as being used for self-drive rental purposes. The car dealers and manufacturers type includes all vehicles registered by car dealers and manufacturers. For automakers, this includes vehicles used for press purposes as well as those for their own employees. New registrations data by registration type is aggregated for the following 20 European countries: Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Iceland, Italy, Latvia, Lithuania, the Netherlands, Norway, Poland, Portugal, Slovakia, Spain, Sweden, Switzerland, and United Kingdom.



CONTACT Peter Mock

+49 30 233 268 410

peter@theicct.org

www.theicct.org

communications@theicct.org

[@theicct.org](https://twitter.com/theicct.org)

THIS PUBLICATION IS A COLLABORATION BETWEEN THE ICCT, IMT-IDDRI, AND ECCO THINK TANK

