



In June The Netherlands was 20% up year-on-year, easing to 9.7% up in July and 2.8% up in August. In September it stabilised at 2.9% year-on-year.

Overall, The Netherlands shows a similar trend as in most EU countries where Stock Turns of Petrol and Diesel are higher than more environmental powertrains, illustrating an ICE market more constrained by supply. Conversely, BEV and Hybrid stock turns are much lower, suggesting that freer supply allowed significant volume growth (102% and 54% respectively). Indeed, Stock turns on Electric vehicles dropped despite the volume increases, suggesting supply exceeding demand.

Stock turns of sub 1-year old cars are always naturally lower to other age groups, reflecting how the advertisement of slower moving (not really for sale) demonstrators. Volumes are down (-22.5%) in <1-year cars (reflecting the lack of OEM new car activity and lack of push for 0Km dealer registrations), however the reduction in turn by 10% suggests that demand is actually not that strong.

Conversely stock turns are particularly strong (and growing) in 1-3-year product and volumes increases suggest that demand is pushing the market upwards despite supply issues.

This supply shortage is reflected in pricing and from June the market has not followed the natural life-cycle drift down (we use a constant basket of cars) but remained very firm and indeed increasing.

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