



Is

a green leader?



Main markets are France, Italy, UK, and Spain (62% share).



Profits are increasing year-on-year and stand at €1.2 billion (an estimated €1.1 billion in the EU).



Multi-brand leasing company fully owned by Bank BNP Paribas Group.



What they say

“We remain committed to growing our share of EVs at twice the pace of the market”

“In terms of EV uptake, we are significantly ahead of the market in every country apart from Norway”

“Arval aims for the position of ‘European leader in sustainable mobility by 2025’”

“Arval aims to become a key leader in the energy transition and sustainability”

Green leadership barometer

<p>Good data disclosure?</p>	<p>Arval has shared data with T&E on new registrations by EV type for its European operations, but will not share data on its operations in EU markets.</p>
<p>End to fossil fuel cars?</p>	<p>Arval has no phase-out date for polluting cars.</p>
<p>BEV ambition?</p>	<p>Arval’s fleet target of 17.5% BEV uptake by 2025 is above the EU’s car CO₂ standards (14.9%) but below European carmaker production plans (22.7%) based on a three-four year turnover. Arval still targets 17.5% PHEVs in their fleet by 2025.</p>
<p>Higher BEV uptake?</p>	<p>Arval disclosed a BEV uptake of 15.6% in H1 2023, which is higher than the European market (14.3%). This is confirmed in Italy (4.1% vs 3.8%) but not in France (8.5% vs 15.0%), generating a mixed performance on BEV uptake.</p>
<p>Lower PHEV share of EVs?</p>	<p>Arval disclosed a PHEV share of EVs of 66% in H1 2023 across its European fleet. Based on a three to four year ownership period, this is a higher share of PHEVs than the European market (41%). This is confirmed by registration data in France (63% vs 36%) and Italy (81% vs 55%).</p>
<p>Lower CO₂ emissions?</p>	<p>Arval has higher CO₂ emissions than the market when PHEV are accounted for in France (132 vs 118g CO₂/km) and Italy (152 vs 143g CO₂/km). This same finding holds for ICE cars in France (132 vs 129g CO₂/km) and Italy (134 vs 130g CO₂/km).</p>
<p>Lower share of large cars?</p>	<p>Arval has a higher share of large segments than the market in France (19% vs 13%) and Italy (22% vs 11%).</p>

Conclusion

Arval is not a green leader, it is a PHEV leader. The company’s orientation towards plug-in hybrids masks their low uptake of battery electric vehicles and weak target. Moreover, the company leases large cars with higher CO₂ emissions than the rest of the market.

What they should do

- Target** a 2028 phase-out date for polluting vehicles and review their weak 2025 target.
- Disclose** the number of BEVs, PHEVs, and the average CO₂ emissions in their new registrations.
- Improve** their performance by leading the market in the uptake of efficient and zero-emission vehicles.