

Is MOBILIZE FINANCIAL SERVICES a green leader?



Captive leasing company fully owned by the Renault Group.



Third largest EU leasing company with an estimated global fleet of 2.3 million cars (an estimated 2.0 million in the EU).



Large profits stand at €0.7 billion (an estimated €0.6 billion in the EU).



What they say

“2022 is the year in which we will work towards defining a global green strategy with the aim of reaching the ambitious target of a Zero CO₂ in line with Renault Group Sustainability Strategy.”

“The number of electric vehicle financing contracts is maintained in 2022 (82,179 files vs. 82,153 in 2021) demonstrating Mobilize Financial Services’ ability to support the Alliance’s customers towards more sustainable mobility.”

What they do

<p>Good data disclosure?</p>	<p>Mobilize F.S. publishes data on new registrations of BEVs (not PHEVs) across its operations, but refuses to share data for the EU.</p>
<p>End to fossil fuel cars?</p>	<p>Mobilize F.S. has no phase-out date for polluting cars.</p>
<p>BEV ambition?</p>	<p>Mobilize F.S. has no BEV target. This contrasts with the 2030 100% ZEV target of parent company Renault Group.</p>
<p>Higher BEV uptake?</p>	<p>Mobilize F.S. reports an EV uptake of 5.5% in H1 2023, which, even if all EVs were BEVs, is well behind the Renault Alliance (9.4%) and the whole European market (14.3%). This is confirmed in France (14.0% vs 15.0%) but not in Italy (7.1% vs 3.8%).</p>
<p>Lower PHEV share of EVs?</p>	<p>Mobilize F.S. has a much lower PHEV share of EVs than the market and France (2% vs 36%) and Italy (1% vs 55%)</p>
<p>Lower CO₂ emissions?</p>	<p>Mobilize F.S. is in line with the market for average CO₂ emissions of its leases in France (103 vs 99g CO₂/km WLTP) and Italy (119 vs 120g CO₂/km WLTP).</p>
<p>Lower share of large cars?</p>	<p>Mobilize F.S. has a much lower share of large segments than the market in France (2% vs 13%) and Italy (1% vs 11%).</p>

Conclusion

Mobilize F.S. is not a green leader. The company has not set any target for the transition to zero-emission mobility and is lagging behind the market in the uptake of zero-emission vehicles.

What they should do

- Target** a 2028 phase-out date for polluting vehicles with intermediate BEV targets.
- Disclose** the number of PHEVs and the average CO₂ emissions in their new registrations. Continue to disclose the number BEVs in their new registrations.
- Improve** their performance by leading the market in the uptake of efficient and zero-emission vehicles.