



Press Release

IN 2022 JUST UNDER 11.3 MILLION UNITS IN THE EUROPEAN CAR MARKET: -4.1% COMPARED TO 2021 AND -28.6% COMPARED TO 2019

Despite positive signs between August and December, the year ended with a downward trend and of the five major markets, only Germany, Europe's leading market, recorded growth (+1.1%), while Italy recorded the sharpest decline (-9.7%). The challenge of energy transition in the EU requires the introduction of extraordinary funds in 2023 to support and accelerate investments by companies to transform production. A specific transition fund should be set up to support the impact in different countries. Increasing tariffs on imports of Chinese electric cars into the EU is also a key issue

Turin, 18th January 2023 - According to data released today by ACEA, car registrations in the enlarged European Union, including EFTA and the United Kingdom¹ totalled 1,091,119 units in December, 14.8% more than in December 2021.

In the period January-December 2022, registrations reached 11,286,939 units, a decrease of 4.1% compared to the same period last year.

"The positive change in the European car market in December (+14.8%), the fifth consecutive month of growth, brought the year 2022 to a close at just under 11.3 million units, with sales volumes down 4.1% compared to 2021 and 28.6% compared to 2019, before the epidemic - said Paolo Scudieri, president of ANFIA. The overall market performance remained broadly in line with forecasts, impacted by the shortage of raw materials and semiconductors, which continued to affect the market, especially in the first half of the year, and from February onwards by the outbreak of the conflict in Ukraine. This conflict led to further supply and logistical difficulties, rising energy prices and a generally unstable international economic environment.

In December, three major markets (including the UK) posted solid double-digit growth: Germany +38.1%, Italy +21% and the UK +18.3%. In contrast, Spain fell by 14.1% and France remained stable (-0.1%). As a result, only Germany ended 2022 on a positive note (+1.1%), confirming its position as Europe's largest market in terms of registrations, while the other major markets recorded lower levels than in 2021, with Italy showing the sharpest decline (-9.7%).

In the five major markets as a whole, sales of rechargeable cars (BEVs and PHEVs) increased by 90.2% in December, with a market share of 36.2% (22.2% in December 2021), while for the whole of 2022 the growth was 29.7%, with a penetration share of 21.7% (16.1% in 2021).

¹EU 27 + EFTA + United Kingdom (remember that as of 1st February 2020, the United Kingdom is no longer part of the European Union). Data for Malta is currently not available.

Italian Association of Automotive Industry (ANFIA)

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The challenges of the energy transition in the EU require the introduction of extraordinary funds for 2023 to support and accelerate investments by companies for the conversion of production, through the creation of a specific transition fund that takes into account the impact of the transition in different countries. Another critical issue is the increase of tariffs on imports of Chinese electric cars, whose market share in Europe is expected to rise sharply. The aim would be to "ensure a level playing field for European car manufacturers exporting to China".

In Italy, sales in December 2022 totalled 104,915 units (+21%). For 2022, total registrations amounted to 1,316,702 units, a decrease of 9.7% compared to sales in 2021.

According to ISTAT data, the **national consumer price index** rose by 0.3% in December compared to the previous month and by 11.6% compared to last year (+11.8% in the previous month). The slowdown in trend inflation was mainly due to the prices of non-regulated energy goods (which fell from +69.9% to +63.3%). On the other hand, inflation was supported by the acceleration of regulated energy prices (from +57.9% to +70.2%), processed food, recreational, cultural and personal services and communication services. In the breakdown of non-regulated energy, prices of electricity on the free market slowed down (from +239.0% to +219.3%), as did those of heating oil (from +32% to +24.2%) and diesel for transport (from +13.4% to +9.5%; -4.5% compared to the previous month), while prices of other fuels accelerated (from +5.2% to +6.1%; +1.9% over the month) and those of petrol rose less (from -3.2% to -2.7%; -0.5% compared to November). It is also worth noting the fall (-8.5%) in the prices of town gas and natural gas on the open market.

When analysing the market by fuel type, petrol cars closed December with an increase of 17.3% and a market share of 25.8%. Diesel cars also grew (+23%), although their market share fell to 20.1%. In 2022, registrations of petrol cars fell by 16.4% (27.8% share) and diesel cars by 20.1% (19.6% share). In December alone, registrations of alternative fuel cars represented 54.1% of the market, with sales volumes increasing compared to the same month in 2021 (+22.1%). In 2022, the share of alternative fuels decreased by 0.7%, but remained higher than in the same period of 2021 (52.7% vs. 47.9%). Electrified cars (electric and hybrid cars of all types) accounted for 44.1% of the market in December and 42.9% for the year, with a very slight increase in sales volume (+0.9%). Among these, mild and full hybrids grew by 40.9% in the month, with a market share of 34.9%, while for the year as a whole they grew by 6.4%, with a share of 34.2%. On the other hand, registrations of rechargeable vehicles (BEVs and PHEVs) fell by 18.2% for the month (9.2% share) and by 16.4% for the year-to-date (8.6% share). Among these, electric cars had a market share of 4.3% and fell by 26.6% for the month, while plug-in hybrids fell by 9.1% and represented 4.9% of the market in December (also down for the year-to-date, -26.9% and -6.2% respectively). Finally, gas-powered cars represent 10% of new registrations in December, of which 9.5% are LPG cars (+40.5%) and 0.5% natural gas

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cars (-67%). Of the total for 2022, LPG cars will increase by 10.5% and CNG cars will decrease by 65.9%.

In Europe, 159 425 registrations (-10.3%) and a market share of 14.6% are forecast for December 2022. In 2022, sales total 2,052,543 units (-13.7%), representing a market share of 18.2%.

In Spain, 73,927 units were registered in December 2022, 14.1% fewer than in the same month of the previous year. In 2022, the market fell by 5.4%, with 813,396 units registered.

The Spanish automotive association ANFAC notes that 2022 has been confirmed as the year in which the market will again close below forecast. The semiconductor crisis was exacerbated by additional factors such as the war in Ukraine and the zero-Covid policy blockades in China. In addition to the economic crisis - rising energy prices, inflation and interest rates - the perfect storm was completed by bottlenecks in shipping and road transport. All this points to a problematic scenario for 2023 as well. Nevertheless, it is still conservatively hoped that the 900,000 mark will be exceeded. Everything will depend on the possible end of the conflict in Ukraine and the normalisation of the logistics chain, which would allow more new vehicles to be delivered. The government's acceleration of measures to promote fast-charging points and direct subsidies for electrified vehicles could also contribute to the recovery. However, with a market below one million units, there remains a real risk of investment and job losses.

In detail, by sales channel, new registrations in the name of companies will increase by 4.1% in 2022. On the other hand, the other sales channels show a decline: -1.7% for sales to private individuals and -35.1% for rental companies (which, however, increased by 54.6% in December alone compared to December 2021).

Petrol cars represent 39.9% of the market in December (-10.6%) and 41.9% in 2022 (-12.2%). Non-rechargeable hybrids followed with 30.3% of the market in December (-9.9%) and 29.4% year-to-date (+9.1%). Diesel cars accounted for 16.4% of the market in December (-32.4%) and 17.2% year to date (-18.4%).

(-18.4%), followed by plug-in hybrids (6.3% in December and 5.9% year to date), electric cars (4.6% in December and 3.8% year to date) and gas cars (2.4% in December and 1.8% year to date).

Average CO₂ emissions in December remained almost stable at 119 g/km, 2.3% lower than in December 2021. In 2022, emissions were reduced by 3.1% compared to the 2021 average.

In France, 158 027 new registrations were recorded in December 2022, a decrease of 0.1% compared with December 2021. In 2022, the decrease was 7.8%, with a total of 1,529,035 registrations.

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In the cumulative year, sales of petrol cars, diesel cars, mild hybrids and, as in other major markets, PHEVs still declined. On the other hand, sales of electric cars and cars running on bioethanol increased.

In Germany, 314,318 units were registered in December, an increase of 38.1%. In January-December 2022, registrations totalled 2,651,357, up 1.1% compared with 2021 (but down 26% compared with 2019).

Domestic orders fell again in December 2022, -36% compared to the previous year, while for the whole of 2022 they fell by 15%.

Alternative engines close 2022 with almost exclusively positive signs. Hybrid cars (+9.6%) account for 31.2%, of which 13.7% are plug-in hybrids (+11.3%, with a share of 17.7%), while electric cars (BEVs) increase by +32.2%. Finally, LPG cars (48.3%) and natural gas cars (-52.9%) account for 0.6% and 0.1% respectively.

In 2022, the average CO₂ emissions of newly registered cars decrease by 7.7% to an average of 109.6 g/km (compared to 118.7 g/km in 2021).

Finally, the UK market recorded 128,462 new car registrations in December, 18.3% more than in the same month last year and the fifth consecutive month of growth. For 2022, registrations stood at 1,614,063 units, 2% lower than in 2021 (around 700,000 units below pre-covid levels).

The SMMT points out that the car market is still lagging behind pre-covid performance but could reverse the trend with significant growth in 2023. To secure this growth, while supporting the zero emissions target, the government will need to incentivise consumers to switch to electric and drive investment in charging infrastructure across the country. The ability to innovate and the commitment of manufacturers has helped make electric vehicles the second most popular type of car, but for a nation that aspires to be a leader in electric mobility, this must be accompanied by ad hoc policies to accelerate the path to net zero.

Recovering from previous months, fleet registrations increased by 42.9% in December 2022, but ended the year down (-7.5%) compared to 2021 sales. Private registrations, on the other hand, will end 2022 with an increase of 2%.

Sales of electric vehicles are still on a positive trend (+52.6% and a market share of 32.9% in December; +40.1% and a market share of 16.6% for the year as a whole). However, for plug-in hybrid electric vehicles (PHEVs), December 2022 was very similar to the same month in 2021 (+0.4%), but the annual total fell by 11.5% (around 13,000 units less than in 2021). As a result, PHEVs are the only electrified vehicles to show a negative trend in 2022.

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ANFIA - Italian Association of the Automotive Industry

Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector. The Association is structured in three product-based Groups, each one chaired by a President. Components: motor vehicle parts and components manufacturers; Car Coachbuilders and Designers: companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector; Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport.

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The Automotive Production Chain in Italy

5,156 companies

268,300 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector

92.7 billion Euros of turnover, which means 9.3% of the Italian manufacturing sector turnover and of 5.2% the Italian GDP

76.3 billion Euros of tax levy of motorisation

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UNIONE EUROPEA¹ - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION¹ - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Dicembre/December		% Chg 22/21	Gennaio-Dicembre/January-December		% Chg 22/21
	2022	2021		2022	2021	
Austria	17.602	17.648	-0,3	215.050	239.803	-10,3
Belgium	24.584	20.377	+20,6	366.303	383.123	-4,4
Bulgaria	2.009	1.780	+12,9	28.684	24.537	+16,9
Croatia	2.693	2.446	+10,1	42.939	44.915	-4,4
Cyprus	776	494	+57,1	11.627	10.624	+9,4
Czech Republic	14.553	16.208	-10,2	192.087	206.876	-7,1
Denmark	15.219	17.764	-14,3	148.293	185.312	-20,0
Estonia	2.290	1.023	+123,9	21.571	22.336	-3,4
Finland	6.186	6.529	-5,3	81.698	98.484	-17,0
France	158.027	158.117	-0,1	1.529.035	1.659.003	-7,8
Germany	314.318	227.630	+38,1	2.651.357	2.622.132	+1,1
Greece	6.486	5.655	+14,7	105.283	100.911	+4,3
Hungary	8.001	8.742	-8,5	111.524	121.920	-8,5
Ireland	209	387	-46,0	105.253	104.932	+0,3
Italy	104.915	86.718	+21,0	1.316.702	1.458.032	-9,7
Latvia ²	1.183	1.007	+17,5	16.713	14.348	+16,5
Lithuania	1.457	1.781	-18,2	25.544	31.454	-18,8
Luxembourg	3.121	3.232	-3,4	42.094	44.372	-5,1
Netherlands	30.900	35.224	-12,3	312.129	322.318	-3,2
Poland	36.872	36.163	+2,0	419.749	446.647	-6,0
Portugal	14.752	12.608	+17,0	156.304	146.637	+6,6
Romania	12.437	11.858	+4,9	129.328	121.208	+6,7
Slovakia	6.449	5.510	+17,0	78.841	75.700	+4,1
Slovenia	2.525	2.543	-0,7	46.339	53.988	-14,2
Spain	73.927	86.081	-14,1	813.396	859.477	-5,4
Sweden	35.476	27.605	+28,5	288.087	301.006	-4,3
EUROPEAN UNION	896.967	795.130	+12,8	9.255.930	9.700.095	-4,6
EU14³	805.722	705.575	+14,2	8.130.984	8.525.542	-4,6
EU12⁴	91.245	89.555	+1,9	1.124.946	1.174.553	-4,2
<i>Iceland</i>	<i>1.456</i>	<i>1.236</i>	<i>+17,8</i>	<i>16.683</i>	<i>12.789</i>	<i>+30,4</i>
<i>Norway</i>	<i>39.497</i>	<i>20.567</i>	<i>+92,0</i>	<i>174.329</i>	<i>176.276</i>	<i>-1,1</i>
<i>Switzerland</i>	<i>24.737</i>	<i>24.523</i>	<i>+0,9</i>	<i>225.934</i>	<i>238.481</i>	<i>-5,3</i>
EFTA	65.690	46.326	+41,8	416.946	427.546	-2,5
United Kingdom	128.462	108.596	+18,3	1.614.063	1.647.181	-2,0
EU + EFTA + UK	1.091.119	950.052	+14,8	11.286.939	11.774.822	-4,1
EU14 + EFTA + UK	999.874	860.497	+16,2	10.161.993	10.600.269	-4,1

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

¹ Data for Malta na

² Estimates

³ Member states before the 2004 enlargement

EU 27¹ - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

 EU 27¹ - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Dicembre/December					Gennaio-Dicembre/January-December				
	%	%	Unità	Unità	Var %	%	%	Unità	Unità	Var %
	2022	2021	Units 2022	Units 2021	% Chg 22/21	2022	2021	Units 2022	Units 2021	% Chg 22/21
Volkswagen Group	24,9	23,5	223.508	186.748	+19,7	25,1	25,2	2.321.030	2.447.943	-5,2
Volkswagen	11,2	10,4	100.691	82.468	+22,1	11,0	11,3	1.019.352	1.092.186	-6,7
Audi	5,4	4,4	48.102	34.821	+38,1	5,1	4,7	475.801	451.694	+5,3
Skoda	4,4	4,8	39.630	38.547	+2,8	5,0	5,2	461.925	504.281	-8,4
Seat ²	3,1	2,9	27.715	22.689	+22,2	3,2	3,5	297.886	338.437	-12,0
Porsche	0,8	1,0	7.182	7.967	-9,9	0,7	0,6	62.218	58.164	+7,0
Others ³	0,0	0,0	188	256	-26,6	0,0	0,0	3.848	3.181	+21,0
Stellantis	16,7	20,1	149.540	160.132	-6,6	19,7	21,9	1.823.725	2.122.729	-14,1
Peugeot	4,8	6,9	42.973	54.897	-21,7	6,0	6,7	556.591	649.428	-14,3
Fiat ⁴	3,3	3,6	29.860	28.710	+4,0	4,0	4,6	367.079	445.248	-17,6
Citroen	2,7	3,7	23.880	29.158	-18,1	3,7	4,2	340.962	409.006	-16,6
Opel/Vauxhall	3,3	3,6	29.529	28.860	+2,3	3,7	4,0	338.101	387.577	-12,8
Jeep	1,3	1,1	11.322	8.987	+26,0	1,1	1,2	98.356	120.613	-18,5
DS	0,5	0,6	4.884	4.376	+11,6	0,5	0,4	45.582	39.603	+15,1
Lancia/Chrysler	0,3	0,3	2.595	2.231	+16,3	0,4	0,5	41.077	43.775	-6,2
Alfa Romeo	0,4	0,3	3.714	2.533	+46,6	0,3	0,2	29.870	23.477	+27,2
Others ⁵	0,1	0,0	783	380	+106,1	0,1	0,0	6.107	4.002	+52,6
Renault Group	12,1	13,4	108.240	106.367	+1,8	10,6	10,6	984.558	1.028.884	-4,3
Renault	6,8	8,0	61.197	63.964	-4,3	5,9	6,6	541.493	638.221	-15,2
Dacia	5,2	5,3	46.612	41.832	+11,4	4,8	4,0	440.193	386.958	+13,8
Alpine	0,0	0,0	431	394	+9,4	0,0	0,0	2.872	2.144	+34,0
Lada ⁶			0,0	177		0,0	0,0		1.561	
Hyundai Group	7,0	8,1	63.063	64.288	-1,9	9,2	8,5	849.580	828.411	+2,6
Kia	3,2	3,5	28.854	27.877	+3,5	4,6	4,1	429.483	400.112	+7,3
Hyundai	3,8	4,6	34.209	36.411	-6,0	4,5	4,4	420.097	428.299	-1,9
Toyota Group	6,3	5,9	56.479	47.228	+19,6	7,2	6,3	662.280	615.083	+7,7
Toyota	6,0	5,7	53.483	44.958	+19,0	6,9	6,0	635.533	583.339	+8,9
Lexus	0,3	0,3	2.996	2.270	+32,0	0,3	0,3	26.747	31.744	-15,7
BMW Group	7,2	6,6	64.532	52.386	+23,2	6,8	6,8	624.940	658.788	-5,1
BMW	5,8	5,0	51.857	39.582	+31,0	5,4	5,5	503.781	534.136	-5,7
Mini	1,4	1,6	12.675	12.804	-1,0	1,3	1,3	121.159	124.652	-2,8
Mercedes-Benz	6,9	6,6	62.278	52.754	+18,1	5,9	5,7	549.023	548.965	+0,0
Mercedes	6,6	6,2	59.596	49.626	+20,1	5,7	5,3	529.222	515.262	+2,7
Smart	0,3	0,4	2.682	3.128	-14,3	0,2	0,3	19.801	33.703	-41,2
Ford	3,6	3,6	32.267	28.799	+12,0	4,1	4,0	380.380	389.421	-2,3
Volvo	2,9	2,7	25.884	21.308	+21,5	2,1	2,3	191.518	218.883	-12,5
Nissan	1,6	1,7	14.578	13.747	+6,0	1,7	1,8	155.012	172.591	-10,2
Mazda	1,3	1,0	11.638	7.570	+53,7	1,2	1,3	108.213	121.821	-11,2
Jaguar Land Rover Group	0,5	0,6	4.770	4.929	-3,2	0,6	0,7	58.492	69.692	-16,1
Land Rover	0,4	0,5	3.893	3.814	+2,1	0,5	0,5	46.540	52.178	-10,8
Jaguar	0,1	0,1	877	1.115	-21,3	0,1	0,2	11.952	17.514	-31,8
Mitsubishi	0,8	0,6	7.318	5.165	+41,7	0,6	0,7	54.057	63.122	-14,4
Honda	0,3	0,4	2.536	2.826	-10,3	0,4	0,4	39.923	38.248	+4,4
Lada ⁶	0,0		20			0,0		738		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market

² Including Cupra

³ Including Bentley, Lamborghini and Bugatti

EUROPA (EU27¹+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
EUROPE (EU27¹+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Dicembre/December					Gennaio-Dicembre/January-December				
	%	%	Unità Units	Unità Units	Var % % Chg	%	%	Unità Units	Unità Units	Var % % Chg
	2022	2021	2022	2021	22/21	2022	2021	2022	2021	22/21
Volkswagen Group	25,1	23,6	274.137	224.375	+22,2	24,7	25,1	2.789.828	2.957.738	-5,7
Volkswagen	11,1	10,1	121.618	96.152	+26,5	10,6	10,9	1.197.455	1.286.148	-6,9
Audi	5,6	4,8	61.162	45.292	+35,0	5,4	5,1	614.545	597.231	+2,9
Skoda	4,4	4,8	47.702	45.533	+4,8	4,8	5,0	538.623	588.863	-8,5
Seat ²	2,9	2,7	31.880	25.700	+24,0	3,1	3,4	345.704	402.069	-14,0
Porsche	1,1	1,2	11.464	11.283	+1,6	0,8	0,7	87.147	78.048	+11,7
Others ³	0,0	0,0	311	415	-25,1	0,1	0,0	6.354	5.379	+18,1
Stellantis	14,6	18,7	159.425	177.712	-10,3	18,2	20,2	2.052.543	2.377.398	-13,7
Peugeot	4,1	6,4	45.209	60.437	-25,2	5,5	6,2	619.173	724.313	-14,5
Opel/Vauxhall	3,1	3,8	33.334	35.673	-6,6	3,8	4,1	428.145	486.406	-12,0
Fiat ⁴	2,9	3,2	31.309	30.677	+2,1	3,5	4,0	395.378	474.104	-16,6
Citroen	2,3	3,3	25.255	31.083	-18,7	3,3	3,8	375.578	445.558	-15,7
Jeep	1,1	1,0	11.841	9.534	+24,2	0,9	1,1	103.174	128.879	-19,9
DS	0,5	0,5	5.042	4.723	+6,8	0,4	0,4	49.999	42.689	+17,1
Lancia/Chrysler	0,2	0,2	2.595	2.237	+16,0	0,4	0,4	41.096	43.783	-6,1
Alfa Romeo	0,4	0,3	3.942	2.776	+42,0	0,3	0,2	32.737	26.465	+23,7
Others ⁵	0,1	0,1	898	572	+57,0	0,1	0,0	7.263	5.201	+39,6
Renault Group	10,6	11,8	115.999	112.110	+3,5	9,4	9,3	1.061.560	1.093.448	-2,9
Renault	6,2	7,1	67.219	67.337	-0,2	5,2	5,8	582.766	678.709	-14,1
Dacia	4,4	4,7	48.313	44.184	+9,3	4,2	3,5	475.511	410.739	+15,8
Alpine	0,0	0,0	467	412	+13,3	0,0	0,0	3.283	2.439	+34,6
Lada ⁶		0,0		177		0,0			1.561	
Hyundai Group	6,8	7,9	74.268	75.020	-1,0	9,4	8,7	1.060.989	1.018.637	+4,2
Kia	3,0	3,4	33.230	32.098	+3,5	4,8	4,3	542.423	502.677	+7,9
Hyundai	3,8	4,5	41.038	42.922	-4,4	4,6	4,4	518.566	515.960	+0,5
BMW Group	7,8	7,2	85.424	68.794	+24,2	7,2	7,3	817.993	859.036	-4,8
BMW	6,2	5,2	67.288	49.529	+35,9	5,7	5,8	646.538	683.164	-5,4
Mini	1,7	2,0	18.136	19.265	-5,9	1,5	1,5	171.455	175.872	-2,5
Toyota Group	6,3	5,9	68.983	56.103	+23,0	7,1	6,5	805.952	760.071	+6,0
Toyota	5,9	5,6	63.989	53.010	+20,7	6,8	6,1	766.769	712.505	+7,6
Lexus	0,5	0,3	4.994	3.093	+61,5	0,3	0,4	39.183	47.566	-17,6
Mercedes-Benz	6,4	6,7	69.854	63.822	+9,5	5,8	5,8	655.962	679.822	-3,5
Mercedes	6,1	6,4	67.075	60.511	+10,8	5,6	5,5	634.697	644.450	-1,5
Smart	0,3	0,3	2.779	3.311	-16,1	0,2	0,3	21.265	35.372	-39,9
Ford	3,8	3,7	41.822	34.877	+19,9	4,6	4,4	516.614	518.401	-0,3
Nissan	2,2	2,2	23.833	21.076	+13,1	2,1	2,1	238.017	249.627	-4,7
Volvo	3,0	2,6	32.222	25.113	+28,3	2,0	2,2	222.081	255.295	-13,0
Mazda	1,3	1,0	14.460	9.098	+58,9	1,2	1,3	140.108	155.439	-9,9
Jaguar Land Rover Group	0,8	1,0	8.813	9.513	-7,4	1,1	1,3	119.861	149.784	-20,0
Land Rover	0,6	0,7	6.953	6.907	+0,7	0,8	0,9	94.884	111.745	-15,1
Jaguar	0,2	0,3	1.860	2.606	-28,6	0,2	0,3	24.977	38.039	-34,3
Honda	0,3	0,5	3.436	4.726	-27,3	0,6	0,6	67.144	68.346	-1,8
Mitsubishi	0,7	0,6	7.579	5.781	+31,1	0,5	0,6	56.918	73.370	-22,4
Lada ⁶	0,0		20			0,0		738		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market² Including Cupra³ Including Bentley, Lamborghini and Bugatti

EUROPA OCC.¹ (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
WESTERN EUROPE¹ (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Dicembre/December					Gennaio-Dicembre/January-December				
	%	%	Unità	Unità	Var %	%	%	Unità	Unità	Var %
	2022	2021	Units	Units	% Chg	2022	2021	Units	Units	% Chg
Volkswagen Group	24,9	23,3	248.757	200.732	+23,9	24,4	24,8	2.476.557	2.628.978	-5,8
Volkswagen	11,4	10,4	114.464	89.536	+27,8	10,8	11,2	1.101.674	1.187.525	-7,2
Audi	5,8	4,9	58.195	42.523	+36,9	5,7	5,3	579.089	565.251	+2,4
Skoda	3,5	3,9	34.529	33.324	+3,6	3,8	4,0	385.665	421.649	-8,5
Seat ²	3,1	2,8	30.499	24.253	+25,8	3,2	3,5	323.145	376.172	-14,1
Porsche	1,1	1,2	10.780	10.718	+0,6	0,8	0,7	81.175	73.450	+10,5
Others ³	0,0	0,0	290	378	-23,3	0,1	0,0	5.809	4.931	+17,8
Stellantis	15,3	19,6	153.267	168.616	-9,1	19,1	21,1	1.944.481	2.234.818	-13,0
Peugeot	4,3	6,8	43.164	58.208	-25,8	5,8	6,5	587.648	684.593	-14,2
Opel/Vauxhall	3,2	3,8	32.297	33.001	-2,1	3,9	4,3	398.802	451.543	-11,7
Fiat ⁴	3,0	3,4	30.329	29.328	+3,4	3,7	4,2	380.196	445.619	-14,7
Citroen	2,4	3,4	23.912	29.427	-18,7	3,5	4,0	355.822	420.210	-15,3
Jeep	1,1	1,0	11.433	8.801	+29,9	0,9	1,1	95.838	118.627	-19,2
DS	0,5	0,5	4.940	4.668	+5,8	0,5	0,4	48.066	41.873	+14,8
Lancia/Chrysler	0,3	0,3	2.594	2.236	+16,0	0,4	0,4	41.063	43.763	-6,2
Alfa Romeo	0,4	0,3	3.734	2.399	+55,6	0,3	0,2	30.139	23.607	+27,7
Others ⁵	0,1	0,1	864	548	+57,7	0,1	0,0	6.907	4.983	+38,6
Renault Group	10,2	11,3	101.750	97.552	+4,3	9,1	9,1	928.429	961.916	-3,5
Renault	6,3	7,3	62.882	62.651	+0,4	5,3	5,9	540.982	630.442	-14,2
Dacia	3,8	4,0	38.403	34.329	+11,9	3,8	3,1	384.221	327.651	+17,3
Alpine	0,0	0,0	465	405	+14,8	0,0	0,0	3.226	2.394	+34,8
Lada ⁶	0,0	0,0	167			0,0	0,0		1.429	
Hyundai Group	6,5	7,5	64.725	64.215	+0,8	8,8	8,1	898.580	861.274	+4,3
Kia	2,9	3,2	28.878	27.790	+3,9	4,5	4,0	460.147	427.584	+7,6
Hyundai	3,6	4,2	35.847	36.425	-1,6	4,3	4,1	438.433	433.690	+1,1
BMW Group	8,1	7,6	81.099	65.464	+23,9	7,6	7,6	768.084	810.041	-5,2
BMW	6,3	5,4	63.433	46.686	+35,9	5,9	6,0	601.491	638.500	-5,8
Mini	1,8	2,2	17.666	18.778	-5,9	1,6	1,6	166.593	171.541	-2,9
Toyota Group	5,6	5,2	55.985	44.467	+25,9	6,4	5,8	654.936	618.888	+5,8
Toyota	5,2	4,8	52.157	41.719	+25,0	6,1	5,5	624.495	580.139	+7,6
Lexus	0,4	0,3	3.828	2.748	+39,3	0,3	0,4	30.441	38.749	-21,4
Mercedes-Benz	6,5	7,0	64.908	60.025	+8,1	6,0	6,0	608.625	633.200	-3,9
Mercedes	6,2	6,6	62.146	56.734	+9,5	5,8	5,6	587.540	598.008	-1,8
Smart	0,3	0,4	2.762	3.291	-16,1	0,2	0,3	21.085	35.192	-40,1
Ford	3,9	3,7	39.329	31.949	+23,1	4,7	4,5	475.528	478.547	-0,6
Nissan	2,3	2,3	22.756	19.572	+16,3	2,2	2,2	221.536	228.457	-3,0
Volvo	3,0	2,7	29.927	23.298	+28,5	2,0	2,2	201.892	234.747	-14,0
Mazda	1,3	0,9	12.918	7.938	+62,7	1,2	1,3	122.033	136.546	-10,6
Jaguar Land Rover Group	0,8	1,1	8.413	9.181	-8,4	1,1	1,4	114.573	144.456	-20,7
Land Rover	0,7	0,8	6.661	6.621	+0,6	0,9	1,0	90.650	107.477	-15,7
Jaguar	0,2	0,3	1.752	2.560	-31,6	0,2	0,3	23.923	36.979	-35,3
Honda	0,3	0,5	2.771	4.030	-31,2	0,6	0,6	58.353	59.632	-2,1
Mitsubishi	0,7	0,6	7.324	5.475	+33,8	0,5	0,6	53.782	68.633	-21,6
Lada ⁶	0,0	0,0	17			0,0	0,0	634		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market² Including Cupra³ Including Bentley, Lamborghini and Bugatti⁴ Including Abarth