Press release

AGAIN, A DOUBLE-DIGIT INCREASE FOR THE EUROPEAN CAR MARKET IN FEBRUARY, AT +12.2%, IN PART, THANKS TO THE COMPARISON WITH THE NEGATIVE RECORD OF FEBRUARY 2022 (-5.4% AND 804,028 UNITS), ALREADY AFFECTED BY THE IMPACT OF THE OUTBREAK OF THE RUSSIA-UKRAINE CONFLICT ON SUPPLY CHAINS

Electric car registrations (BEVs), at +33.6 % with a market share of 13.2 %, and traditional hybrid cars (HEVs), at +23.3 % with a share of 25.7 %, are still on a positive trend, while plug-in hybrids (PHEVs) are down 7.2 % (7.1 % share).
The context in which the automotive industry is moving at the beginning of 2023 remains very challenging, also in light of the recent European provisions on the new CO_2 targets - developments of which are awaited after the postponement of the European Council vote and which push the accelerator of innovation - and the proposal on the Euro 7 standard, for which ANFIA believes a thorough revision is necessary in terms of targets, timing and testing methods, as well as coordination with the CO_2 issue

Turin, 21 March 2023 - According to figures released today by ACEA, the **European Union as a whole enlarged to include EFTA and the United Kingdom**[1] car registrations in February amounted to 902,775 units, 12.2% more than in February 2022.

In the first two months of 2023, registered volumes reached 1,814,048 units, a positive change of 11.5% compared to last year.

"In February 2023, the European car market grew for the seventh consecutive month (+12.2%) - says **Paolo Scudieri, President of ANFIA** - *thanks to the comparison with the market result of February 2022 (-5.4% and 804,028 units), which had been the worst February in terms of volumes since ACEA has been conducting the survey.*

All five major markets (including the UK) reported a positive change: the most significant double-digit increases were in the UK (+26.2%), Spain (+19.2%) and Italy (+17.4%), followed by France (+9.4%) and Germany (+2.8%).

Looking at the fuel breakdown in EU-EFTA-UK, the month saw an increase in volumes for electric cars (BEVs) and conventional hybrids (HEVs): +33.6% for the former, with a market share of 13.2%, and +23.3% for the latter (25.7% share), thanks also to the contribution of Italy, where HEVs grew by 23.9% with 47,731 units registered. On the other hand, registrations of plug-in hybrids (PHEVs) in the EU-EFTA-UK were still down, at -7.2% and 7.1% share.

The context in which the automotive industry is moving at the beginning of 2023 remains very challenging, also in light of the recent European provisions on the new CO_2 targets - the developments of which we await after the postponement of the European Council vote

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

and which push the accelerator of innovation - and the proposal on the Euro 7 standard, which we believe needs a thorough review in terms of targets, timing and testing methods, as well as coordination with the CO_2 dossier. On this last front, recent statements by Frans Timmermans, Vice-President of the European Commission, seem to reinforce the possibility that the decarbonisation of mobility will be managed by opening up to other technologies in addition to electric vehicles - as ANFIA hopes, leaving room not only for e-fuels, but also for biofuels and hydrogen, which, by making a significant contribution to the achievement of the environmental targets set, would also give Europe, and Italy, a better chance of maintaining the competitiveness of the automotive industry.

With this in mind, the EU must take a decision as soon as possible because this situation of uncertainty further burdens the production chain, which is committed to investing in the reconversion of plants and the development of new technologies".

In **Italy**, volumes totalled 130,287 (+17.4%) in February 2023. In the first two months of 2023, total registrations amounted to 258,724 units, up 18.2% compared to volumes in the same period of 2022.

According to ISTAT estimates, in February, **the national consumer price index** recorded an increase of 0.2% on a monthly basis and 9.1% on an annual basis (from +10% in the previous month). The slowdown in inflation was due to the accentuation of the tendential decline in the prices of regulated energy goods (from -12% to -16.4%) and the deceleration of those of non-regulated energy goods (from +59.3% to +40.8%), the effects of which were only partly offset by the acceleration in the prices of food, tobacco, recreational, cultural and personal care services and those of services related to transport (from +5.9% to +6.4%). The slowdown in Non-regulated Energies is due to a generalised fall in the prices of Electricity on the free market (from +174.8% to +101.3%), City Gas and Natural Gas on the free market (from +117.8% to +72.9%), Heating Oil (from +18.6% to +13.2%), Transport Diesel (from +13.9% to +8.8%; +1% month-on-month), Other Fuels (from +5.2% to +4.2%; -1.2% month-on-month) and Petrol (from +2.4% to +1.6%; +4.0% month-on-month).

Analysing the market by fuel, petrol cars ended February up 16.3%, with a market share of 26.4%. Diesel passenger cars also increased (+2.2% over February 2022), albeit with a share of 18.7%. In the two months, petrol car registrations grew by 15.9% (26.5% share) and diesel car registrations by 11% (18.7% share for the year). Alternatively-fuelled cars accounted for 54.9% of the February market, up 24.3% compared to the same month in 2022. Over the year-to-date, alternatives increased by 22.2%, also maintaining a higher market share than the same period in 2022 (54.8%, compared to 53% over the year-to-date). Electrified cars accounted for 44.7% of the February market, while in cumulative terms, they had a 44.3% share, with volumes up 22.1%. Among these, mild and full hybrids were up 23.9% for the month, with a 36.6% market share, while in cumulative terms, they were up 24.3%, with a 36.7% share. Registrations of rechargeable cars grew by 23.3% in the month (market share: 8%) and by 12.9% in the aggregate (7.7% share). In detail, electric cars had a 3.7% share and increased by 54% in the month, while plug-in hybrids increased by 5.1% and accounted for 4.3% of the February market (also, in cumulative terms, both were up 20.4% and 8.2% respectively). Finally, gas-powered cars accounted for 10.4% of February's registrations, of which 10.2% were LPG cars (+43.1%), and 0.2% were CNG cars (-81.8%). In the two months, LPG cars were up 37.2%, and CNG cars were down 80.7%.

The Stellantis Group recorded 167,097 registrations in Europe in February 2023 (+2%), with a market share of 18.5%. In January-February 2023, volumes amounted to 323,838 units (+1%), with a share of 17.9%.

Spain totalled 74,001 registrations in February 2023, 19.2% more than in the same month last year (but -22% compared to February 2020). In January-February 2023, the market grew by 32.1%, with 138,039 units registered.

The Spanish automotive association ANFAC notes that February continues the upward trend with which the year opened. However, the market is still far from the volumes of February 2020, when there was no knowledge of the pandemic: 98,221 units were registered in February 2020, so in comparison, February 2023 lost more than 20,000 registrations. The parts supply chain continues to improve, but logistical bottlenecks remain. Prices are not helping either, with inflation continuing to rise, albeit more moderately. For these reasons, the industry insists that if subsidies for the purchase of electrified vehicles were direct and not supported, they would help revive the market as a whole, especially the market for low- and zero-emission vehicles, which has a significant impact on the renewal of a fleet that is approaching 14 years old.

In detail, according to sales channels, the February market breaks down as follows:

32,463 sales to private individuals (+8.6%), 32,041 sales to companies (+12.9%) and 9,497 sales for hire (+148.9%).

Petrol cars accounted for 42.6% of the February market (+19%). Next, non-rechargeable hybrid vehicles accounted for 30.5% of the month's market (+31,9%). Diesel cars accounted for 13.6% of the February market (+9.5%), followed by plug-in hybrids (6.5% share for the month and +22.3% over last year), electric cars (4.4% for the month +38.2% over February 2022) and gas cars (2.4% market share).

Average CO_2 emissions in February remained almost stable at 118.8 g/km, 0.1 per cent lower than in February 2022.

In **France**, 126,236 new registrations were recorded in February 2023, up 9.4% compared to February 2022. In the first two months of 2023, the increase was 9.1%, totalling 238,175 registrations.

Compared to the same month last year, diesel and super ethanol-powered cars are still falling. All other fuels, however, are on the rise. As a result, Electrics had a 15.5 per cent market share in the month, whereas 12 months ago, they had 11.7 per cent.

In the **German market**, 206,210 units were registered in February, up 2.8% (but -23% compared to February 2019). In January-February 2023, registrations stood at 385,457, up 0.2% compared to the same period in 2022.

Domestic orders in February 2023 were down again, -37% year-on-year.

Regarding fuels, hybrid cars (-0.2%) account for 28.6% of the market, of which 5.8% are plug-in hybrids (-44.8%). With a share of 15.7%, electric cars (BEVs) show an increase of 14.7%. Finally, LPG cars (-51.6%) accounted for 0.4% and natural gas cars (-62.5%) for 0.1% in the month.

The average CO_2 emissions of newly registered cars increased by 1.6% to 119.8 g/km in February 2023.

Finally, the **UK market** totalled 74,441 new passenger cars registered in February, up 26.2% compared to last year. In the first two months of the year, registrations stood at 206,435 units, 18.6% more than in January-February 2022.

The British Automotive Association SMMT notes that, after seven consecutive months of growth, the UK automotive market can face the future with increasing confidence. However, the government must take every opportunity to support the sector, which plays a significant role in the country's economy and commitment to Net Zero. With March, 'number plate change month' approaching, and with more of the latest generation of cars becoming available, the forthcoming Budget must include measures to support this transition, including increasing affordability and ease of charging for all consumers.

In the month, fleet registrations grew by 46.2 per cent, cars registered in the name of private individuals increased by 5.8 per cent, and those reported in the name of companies rose slightly by 0.7 per cent.

Sales of electric vehicles maintained a positive trend: +19.1% and a market share of 14.3% in February. Plug-in hybrids (PHEVs) remained essentially stable (+0.8%) but held a 6.7% share, 7.9% lower than in February 2022. There is no stopping the decline in diesel cars (-13.1% in the month, with a share dropping to 4.2%), while petrol cars are up 21% in volume compared to February 2022, holding the same market share of 44.2%.

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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

UNIONE EUROPEA - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Febbraio/February		% Chg	Gennaio-Febbraio/January-February		% Chg
	2023	2022	23/22	2023	2022	23/22
Austria	17.895	16.103	+11,1	36.745	31.722	+15,8
Belgium	39.883	32.201	+23,9	79.730	66.148	+20,5
Bulgaria	2.589	1.931	+34,1	5.101	3.960	+28,8
Croatia	3.646	2.879	+26,6	7.005	5.823	+20,3
Cyprus	1.011	1.101	-8,2	2.286	2.212	+3,3
Czech Republic	16.826	14.225	+18,3	33.963	30.488	+11,4
Denmark	11.597	10.197	+13,7	22.000	19.599	+12,3
Estonia	1.597	1.409	+13,3	3.370	3.133	+7,6
Finland	6.114	6.304	-3,0	13.289	14.186	-6,3
France	126.236	115.383	+9,4	238.175	218.282	+9,1
Germany	206.210	200.512	+2,8	385.457	384.624	+0,2
Greece	9.956	8.495	+17,2	20.488	14.017	+46,2
Hungary	9.747	9.448	+3,2	18.062	17.539	+3,0
Ireland	13.120	11.971	+9,6	40.435	36.985	+9,3
Italy	130.287	110.930	+17,4	258.724	218.815	+18,2
Latvia	1.389	1.102	+26,0	2.759	2.292	+20,4
Lithuania	2.009	1.901	+5,7	4.081	4.142	-1,5
Luxembourg	4.177	3.709	+12,6	7.903	7.009	+12,8
Malta	456	436	+4,6	884	858	+3,0
Netherlands	28.128	22.717	+23,8	60.973	53.565	+13,8
Poland	38.525	33.538	+14,9	73.571	62.513	+17,7
Portugal	16.080	11.618	+38,4	30.719	21.485	+43,0
Romania	12.449	8.616	+44,5	24.715	17.953	+37,7
Slovakia	6.623	6.006	+10,3	13.303	11.745	+13,3
Slovenia	3.770	3.813	-1,1	8.195	8.133	+0,8
Spain	74.001	62.102	+19,2	138.039	104.479	+32,1
Sweden	18.442	21.136	-12,7	33.043	41.029	-19,5
EUROPEAN UNION	**802.763**	**719.783**	**+11,5**	**1.563.015**	**1.402.736**	**+11,4**
EU14[3]	702.126	633.378	+10,9	1.365.720	1.231.945	+10,9
EU13[4]	100.637	86.405	+16,5	197.295	170.791	+15,5
Iceland	*934*	*882*	*+5,9*	*1.664*	*1.766*	*-5,8*
Norway	*7.439*	*8.148*	*-8,7*	*9.299*	*16.105*	*-42,3*
Switzerland	*17.198*	*16.607*	*+3,6*	*33.635*	*32.506*	*+3,5*
EFTA	25.571	25.637	-0,3	44.598	50.377	-11,5
United Kingdom	74.441	58.994	+26,2	206.435	174.081	+18,6
EU + EFTA + UK	**902.775**	**804.414**	**+12,2**	**1.814.048**	**1.627.194**	**+11,5**
EU14 + EFTA + UK	802.138	718.009	+11,7	1.616.753	1.456.403	+11,0

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

1 Member states before the 2004 enlargement

2 Member states having joined the EU since 2004

ANFIA Associazione Nazionale Filiera Industria Automobilistica

EU 27[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 27[1] - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Febbraio/February					Gennaio-Febbraio/January-February				
	quota % % share[1]		Unità *Units*		Var % % chg	quota % % share[1]		Unità *Units*		Var % % chg
	2023	2022	2023	2022	23/22	2023	2022	2023	2022	23/22
Volkswagen Group	**26,0**	**24,5**	**208.503**	**176.402**	**+18,2**	**26,0**	**25,0**	**405.827**	**349.983**	**+16,0**
Volkswagen	10,8	10,2	86.820	73.331	+18,4	11,0	10,6	172.009	148.519	+15,8
Skoda	5,6	5,3	44.993	37.990	+18,4	5,7	5,5	88.813	76.858	+15,6
Audi	5,4	5,0	43.004	36.129	+19,0	5,2	4,9	80.654	68.816	+17,2
Seat	2,3	2,6	18.537	18.704	-0,9	2,2	2,4	34.986	34.110	+2,6
Cupra	1,2	0,8	9.276	5.955	+55,8	1,1	0,8	16.412	10.934	+50,1
Porsche	0,7	0,6	5.570	4.012	+38,8	0,8	0,7	12.324	10.081	+22,2
Others[2]	0,0	0,0	303	281	+7,8	0,0	0,0	629	665	-5,4
Stellantis	**19,1**	**21,0**	**153.684**	**151.260**	**+1,6**	**36,7**	**40,5**	**294.925**	**291.218**	**+1,3**
Peugeot	6,3	6,5	50.205	46.634	+7,7	11,6	13,0	92.735	93.796	-1,1
Fiat[3]	3,7	4,1	29.393	29.429	-0,1	7,4	7,7	59.231	55.310	+7,1
Opel	3,5	3,9	27.951	28.220	-1,0	6,4	7,5	51.474	53.822	-4,4
Citroen	3,3	4,0	26.815	28.857	-7,1	6,4	7,4	51.335	53.521	-4,1
Jeep	1,2	1,3	9.232	9.343	-1,2	2,3	2,5	18.725	18.100	+3,5
DS	0,5	0,4	3.850	3.205	+20,1	0,9	0,8	7.504	6.036	+24,3
Alfa Romeo	0,4	0,2	3.269	1.388	+135,5	0,8	0,4	6.582	2.899	+127,0
Lancia/Chrysler	0,3	0,5	2.462	3.899	-36,9	0,8	1,0	6.048	7.170	-15,6
Others[4]	0,1	0,0	507	285	+77,9	0,2	0,1	1.291	564	+128,9
Renault Group	**10,8**	**9,5**	**86.779**	**68.706**	**+26,3**	**21,8**	**19,4**	**175.359**	**139.856**	**+25,4**
Dacia	5,3	3,9	42.390	28.419	+49,2	5,6	4,3	87.890	60.330	+45,7
Renault	5,5	5,6	44.295	40.180	+10,2	5,6	5,7	87.228	79.266	+10,0
Alpine	0,0	0,0	94	107	-12,1	0,0	0,0	241	260	-7,3
Hyundai Group	**8,4**	**9,3**	**67.764**	**66.839**	**+1,4**	**8,7**	**9,5**	**136.124**	**133.124**	**+2,3**
Kia	4,3	4,8	34.919	34.234	+2,0	4,5	5,0	70.880	69.983	+1,3
Hyundai	4,1	4,5	32.845	32.605	+0,7	4,2	4,5	65.244	63.141	+3,3
Toyota Group	**7,3**	**7,1**	**58.329**	**50.920**	**+14,6**	**7,9**	**7,6**	**123.481**	**106.052**	**+16,4**
Toyota	7,0	6,7	55.842	48.583	+14,9	7,5	7,2	117.943	101.426	+16,3
Lexus	0,3	0,3	2.487	2.337	+6,4	0,4	0,3	5.538	4.626	+19,7
Mercedes-Benz	**5,7**	**5,9**	**46.122**	**42.499**	**+8,5**	**5,9**	**5,8**	**92.439**	**81.372**	**+13,6**
Mercedes	5,6	5,6	44.690	40.639	+10,0	5,7	5,5	89.644	77.805	+15,2
Smart	0,2	0,3	1.432	1.860	-23,0	0,2	0,3	2.795	3.567	-21,6
BMW Group	**6,1**	**6,9**	**48.817**	**49.931**	**-2,2**	**5,9**	**7,0**	**92.293**	**98.127**	**-5,9**
BMW	4,9	5,4	39.463	39.098	+0,9	4,8	5,4	75.578	75.915	-0,4
Mini	1,2	1,5	9.355	10.833	-13,6	1,1	1,6	16.715	22.212	-24,7
Ford	**3,9**	**4,5**	**31.546**	**32.640**	**-3,4**	**3,8**	**4,5**	**59.655**	**62.851**	**-5,1**
Volvo Cars	**2,1**	**2,3**	**16.684**	**16.702**	**-0,1**	**2,1**	**2,3**	**32.377**	**31.984**	**+1,2**
Nissan	**2,0**	**1,7**	**15.776**	**12.198**	**+29,3**	**1,9**	**1,7**	**29.377**	**23.369**	**+25,7**
Tesla	**2,4**	**1,8**	**19.249**	**12.860**	**+49,7**	**1,8**	**1,0**	**27.914**	**13.591**	**+105,4**
Mazda	**1,4**	**1,1**	**10.974**	**7.951**	**+38,0**	**1,5**	**1,1**	**22.938**	**16.031**	**+43,1**
Suzuki	**1,3**	**1,3**	**10.742**	**9.472**	**+13,4**	**1,4**	**1,3**	**21.587**	**18.536**	**+16,5**
Jaguar Land Rover Group	0,6	0,5	4.947	3.432	+44,1	0,6	0,5	9.884	7.094	+39,3
Land Rover	0,5	0,3	4.198	2.426	+73,0	0,5	0,4	8.489	5.376	+57,9
Jaguar	**0,1**	**0,1**	**749**	**1.006**	**-25,5**	**0,1**	**0,1**	**1.395**	**1.718**	**-18,8**
Honda	**0,4**	**0,8**	**3.467**	**5.446**	**-36,3**	**0,5**	**0,8**	**7.996**	**10.723**	**-25,4**
Mitsubishi	**0,3**	**0,6**	**2.303**	**4.541**	**-49,3**	**0,3**	**0,6**	**4.705**	**8.091**	**-41,8**

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley and Lamborghini

3Includes Abarth

ANFIA
Associazione Nazionale Filiera Industria Automobilistica

EUROPA (EU27[1]+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EUROPE (EU27[1] +EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Febbraio/February					Gennaio-Febbraio/January-February				
	quota % / % share[1]		Unità / *Units*		Var % / % chg	quota % / % share[1]		Unità / *Units*		Var % / % chg
	2023	2022	2023	2022	23/22	2023	2022	2023	2022	23/22
Volkswagen Group	**26,1**	**24,1**	**235.404**	**194.149**	**+21,2**	**26,1**	**24,6**	**473.314**	**400.871**	**+18,1**
Volkswagen	10,7	9,8	96.864	79.038	+22,6	10,8	10,2	196.725	165.260	+19,0
Skoda	5,6	5,2	50.851	41.907	+21,3	5,6	5,3	102.037	86.111	+18,5
Audi	5,5	5,2	49.456	41.471	+19,3	5,4	5,2	97.645	85.125	+14,7
Seat	2,3	2,5	20.671	20.069	+3,0	2,2	2,3	40.751	38.191	+6,7
Cupra	1,2	0,8	10.588	6.364	+66,4	1,1	0,8	19.632	12.305	+59,5
Porsche	0,7	0,6	6.557	4.903	+33,7	0,9	0,8	15.614	12.907	+21,0
Others[2]	0,0	0,0	417	397	+5,0	0,1	0,1	910	972	-6,4
Stellantis	**18,5**	**20,4**	**167.097**	**163.853**	**+2,0**	**17,9**	**19,7**	**323.838**	**320.660**	**+1,0**
Peugeot	5,9	6,3	53.527	50.347	+6,3	5,5	6,3	100.327	102.518	-2,1
Opel/Vauxhall	3,7	4,1	33.807	33.245	+1,7	3,5	4,1	62.844	65.940	-4,7
Fiat[3]	3,4	3,8	30.590	30.446	+0,5	3,4	3,6	62.454	58.060	+7,6
Citroen	3,2	3,9	28.925	31.121	-7,1	3,1	3,6	56.071	57.786	-3,0
Jeep	1,1	1,2	9.726	9.595	+1,4	1,1	1,2	19.677	18.742	+5,0
DS	0,5	0,4	4.102	3.384	+21,2	0,4	0,4	8.053	6.611	+21,8
Alfa Romeo	0,4	0,2	3.384	1.485	+127,9	0,4	0,2	6.858	3.137	+118,6
Lancia/Chrysler	0,3	0,5	2.463	3.899	-36,8	0,3	0,4	6.049	7.170	-15,6
Others[4]	0,1	0,0	573	331	+73,1	0,1	0,0	1.505	696	+116,2
Renault Group	**10,1**	**8,8**	**91.352**	**70.909**	**+28,8**	**10,3**	**9,1**	**186.182**	**147.433**	**+26,3**
Renault	5,1	5,2	46.482	41.647	+11,6	5,1	5,2	93.149	83.868	+11,1
Dacia	5,0	3,6	44.760	29.147	+53,6	5,1	3,9	92.745	63.262	+46,6
Alpine	0,0	0,0	110	115	-4,3	0,0	0,0	288	303	-5,0
Hyundai Group	**8,6**	**9,5**	**77.375**	**76.302**	**+1,4**	**9,0**	**9,9**	**162.835**	**161.127**	**+1,1**
Kia	4,4	4,9	39.424	39.165	+0,7	4,7	5,3	85.518	86.339	-1,0
Hyundai	4,2	4,6	37.951	37.137	+2,2	4,3	4,6	77.317	74.788	+3,4
Toyota Group	**7,2**	**7,1**	**65.059**	**56.869**	**+14,4**	**7,8**	**7,5**	**141.322**	**122.666**	**+15,2**
Toyota	6,9	6,7	62.067	54.061	+14,8	7,4	7,2	134.462	116.547	+15,4
Lexus	0,3	0,3	2.992	2.808	+6,6	0,4	0,4	6.860	6.119	+12,1
BMW Group	**6,2**	**7,4**	**56.092**	**59.468**	**-5,7**	**6,2**	**7,5**	**111.718**	**121.634**	**-8,2**
BMW	4,9	5,7	44.667	45.682	-2,2	5,0	5,7	89.984	92.682	-2,9
Mini	1,3	1,7	11.425	13.786	-17,1	1,2	1,8	21.734	28.952	-24,9
Mercedes-Benz	**5,5**	**6,0**	**50.017**	**48.013**	**+4,2**	**5,7**	**5,9**	**102.821**	**95.293**	**+7,9**
Mercedes	5,4	5,7	48.565	46.080	+5,4	5,5	5,6	99.959	91.543	+9,2
Smart	0,2	0,2	1.452	1.933	-24,9	0,2	0,2	2.862	3.750	-23,7
Ford	**4,3**	**4,7**	**39.209**	**37.859**	**+3,6**	**4,2**	**4,7**	**77.001**	**76.243**	**+1,0**
Volvo Cars	**2,2**	**2,4**	**19.996**	**19.295**	**+3,6**	**2,2**	**2,4**	**40.803**	**38.980**	**+4,7**
Nissan	**2,1**	**1,7**	**19.377**	**14.023**	**+38,2**	**2,1**	**1,8**	**38.776**	**29.978**	**+29,3**
Tesla	**2,9**	**2,0**	**23.449**	**15.928**	**+47,2**	**2,0**	**1,0**	**32.835**	**16.772**	**+95,8**
Mazda	**1,4**	**1,2**	**12.487**	**9.730**	**+28,3**	**1,5**	**1,2**	**27.438**	**20.250**	**+35,5**
Suzuki	**1,3**	**1,3**	**12.051**	**10.682**	**+12,8**	**1,4**	**1,3**	**24.646**	**21.114**	**+16,7**
Jaguar Land Rover Group	0,8	0,6	7.005	5.053	+38,6	0,9	0,8	16.748	12.701	+31,9
Land Rover	0,7	0,4	5.893	3.596	+63,9	0,8	0,6	13.914	9.806	+41,9
Jaguar	**0,1**	**0,2**	**1.112**	**1.457**	**-23,7**	**0,2**	**0,2**	**2.834**	**2.895**	**-2,1**
Honda	**0,4**	**0,7**	**3.681**	**5.711**	**-35,5**	**0,5**	**0,7**	**8.371**	**11.178**	**-25,1**
Mitsubishi	**0,3**	**0,6**	**2.397**	**4.757**	**-49,6**	**0,3**	**0,5**	**4.893**	**8.504**	**-42,5**

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley and Lamborghini

3Includes Abarth