



Press release

A POSITIVE START TO 2023 FOR THE EUROPEAN CAR MARKET - WITH JANUARY +10.7% COMPARED TO THE FIRST MONTH OF 2022, WHICH RECORDED A RECORD NEGATIVE NUMBER OF REGISTRATIONS - BUT VOLUMES ARE STILL 25.7 LOWER THAN IN JANUARY 2019

Registrations of electric vehicles (BEVs) continued to grow by 13.9% to reach a share of 10.3% and traditional hybrids (HEVs) by 21.8% to achieve a market share of 26.8%, while plug-in hybrids (PHEVs) lost 9.2% to account for 7.1%.

The European Parliament's confirmation of the ban on endothermic engines from 2035 not only underlines the need to strengthen and partially revise national measures but also calls for the creation of a European fund specifically dedicated to the transition of the automotive industry as the only way to provide concrete support to companies facing this enormous challenge

Turin, 21 February 2023 - According to figures released today by ACEA, the European Union as a whole enlarged to include EFTA and the United Kingdom¹ car registrations in January totalled 911,064 units, 10.7% more than in January 2022.

"After closing 2022 at just under 11.3 million units (-4.1%), the European car market opens the year with a positive sign (+10.7%), achieving its sixth consecutive increase - says Paolo Scudieri, President of ANFIA. The excellent performance in January, however, is mainly due to the comparison with the negative volume record of January 2022, and therefore remains below pre-pandemic levels - the negative change compared to January 2019 is 25.7%.

Among the five main markets (including the United Kingdom), double-digit growth was recorded in Spain (+51.4%), which recorded the highest increase, Italy (+19%) and the United Kingdom (+14.7%), followed by France with more moderate growth (+8.8%). On the other hand, Germany showed negative trends, closing the first month of 2023 at -2.6%, although it remains the leader in the number of vehicles registered.

Registrations of electric vehicles (BEVs) and conventional hybrids (HEVs) continue to grow in Europe: in January 2023, the former grew by 13.9% and accounted for 10.3% of the market, while the latter increased by 21.8% (+24.7% in Italy) and accounted for 26.8% of total registrations. On the other hand, registrations of plug-in hybrids (PHEVs) fell by 9.2%, with a share of 7.1%, as sales in Germany - the largest market for this type of vehicle in 2022 - halved in the month. Norway (66.5%), Sweden (28.8%), Iceland (26.8%) and Finland (26%) have the most significant shares of electric cars in the EU, while Italy, the last of the five major markets, has a share of 2.6%.

¹EU 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.

In light of the recent vote by the European Parliament confirming the objective of reducing CO₂ emissions from cars and light commercial vehicles by 100% by 2035 compared to 2021 levels, we are called upon to accelerate the decarbonisation of mobility. In addition to highlighting the need to strengthen and, in some cases, redesign national policies, we call for the creation of a European fund specifically dedicated to this transition, as this is the only way to provide concrete support for investments and the productive conversion of companies that have to face this enormous challenge, as well as to speed up and set specific targets for the development of the infrastructure network, an essential element for the success of the energy transition".

In Italy, volumes totalled 128,437 (+19%) in January 2023.

According to ISTAT estimates, the **national consumer price index** rose by 0.2% on a monthly basis and by 10.1% on an annual basis in January (compared with +11.6% in the previous month). The fall in the inflation rate was mainly due to a sharp fall in the trend for regulated energy products (from +70.2% to -10.9%) and, to a lesser extent, for unregulated energy products (from +63.3% to +59.6%), unprocessed food and recreational, cultural and personal services. The trend for non-regulated energy was due to the fall in the prices of electricity on the free market (from +219.3% to +174.7%), town gas and natural gas on the free market (from +134.9% to +117.9%), heating oil (from +24.2% to +20.6%), other solid fuels (from +31.1% to +29.6%) and Other Fuels (from +6.1% to +5.2%; +0.3% compared to December); on the contrary, prices of Diesel for transport (from +9.5% to +13.9%; +4.6% on the month) and Gasoline (which reversed the trend, from -2.7% to +2.4%; +5.8% on the month) increased.

When analysing the market by fuel type, petrol cars grew by 15.5% in January, with a market share of 26.6%, while diesel cars grew by 21.4% year-on-year, with a share of 18.8%. Alternative fuel cars accounted for 54.6% of new registrations in January alone, an increase of 20%. Electrified vehicles accounted for 44% of the market in January, up 20.5%. Of these, mild and full hybrids grew by 24.7% in the month, with a market share of 36.7%. Registrations of rechargeable cars increased by 3.2% during the month (7.3% share). Of these, electric vehicles had a share of 2.6% and fell by 8.7% in volume terms during the month, while plug-in hybrids rose by 11.1% and accounted for 4.7% of the market in January. Finally, gas-powered cars accounted for 10.5% of new registrations in January, of which 10.3% were LPG cars (+31.8%), and 0.2% were CNG cars (-79.5%).

The Stellantis group recorded 156,553 registrations in Europe in January 2023 (-0.2%), representing a market share of 17.2%.

Spain recorded 64,147 registrations in January 2023, 51.4 per cent more than in the same month last year (but -26 per cent compared to January 2020).

Italian Association of the Automotive Industry



ANFAC, the Spanish automotive association, notes that the year started with a sales increase of more than 50%, a good figure but one that must be put into perspective. The pandemic and storm Filomena distorted the Spanish car market's validity in January last year. The critical fact is that the market is still 26% below the levels of January 2020, before Covid19. For the recovery of the automotive sector, 2023 will be a crucial year. Sales to private individuals are still meagre, and it remains to be seen how much of January's increase is due to vehicles needing to be delivered in the final months of 2022. While it is true that rising inflation is an essential factor influencing households' purchasing decisions, it is, therefore, necessary to take measures that act as a stimulus, both economically and fiscally, to reduce this inflationary pressure. 2023 will be a complex year in which political decisions will be crucial for the industry's future and its employees.

By sales channel, the market in January was as follows: 32,040 sales to private individuals (+48.6%), 27,962 sales to companies (+45.6%) and 4,145 sales to rental companies (+157.5%).

Petrol cars accounted for 40.3% of the market in January (+59.4%). Non-rechargeable hybrid cars followed with 32.6% of the market for the month (+59.3%). Diesel cars accounted for 13.1% of the market in January (+13.1%), followed by plug-in hybrids (6.4% share in the month and +28.2% year-on-year), electric cars (4.7% in the month and +72% year-on-year) and gas cars (2.8% market share).

Average CO₂ emissions in January remained virtually stable at 118.3 g/km, 0.1% less than in January 2022.

In France, 111,939 new registrations were recorded in January 2023, an increase of 8.8% compared to January 2022.

In January 2023, Diesel and mild hybrid cars are still declining. However, all other fuels are on the rise. As a result, electric cars have a market share of 13.1% in the month, compared to 9.9% 12 months ago.

In the German market, 179,247 units were registered in January, down 2.6 per cent (but down 33 per cent compared to January 2019).

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

Alternative powertrains open 2023 with a decline in volumes: hybrid cars (-6.2%) account for 28.3%, of which 4.9% are plug-in hybrids (-53.2%), while electric vehicles (BEVs) are down 13.2%, with a share of 10.1%. Finally, LPG cars (-32.7%) account for 0.6% of the market and natural gas cars (-47.8%) for 0.1%.

The average CO₂ emissions of newly registered cars increased by 5.8% to 131 g/km in January 2023.

Italian Association of the Automotive Industry

10128 Turin - Corso Galileo Ferraris, 61 - Phone: +39 011 5546511 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 - Phone: +39 06 54221493 (4) - E-mail: anfia.roma@anfia.it
www.anfia.it



Finally, the UK market recorded 131,994 new car registrations in January, up 14.7 per cent on the same month last year and the sixth consecutive month of growth.

The solid start for the year is reflected in the latest market forecasts, which predict 1.79 million new car registrations in 2023, up 11.1 per cent in 2022 but still well below 2019 levels.

The SMMT points out that the automotive industry is already growing faster than the national trend and, in the proper context, is poised to accelerate the decarbonisation of the UK economy. The industry and the market are in transition but fragile due to the challenging economic outlook, rising cost of living and consumer uncertainty about new technologies. We need a government that reaffirms its commitment to net zero and sets out policies to drive green growth in the industry and the nation.

During the month, fleet registrations rose by 36.8 per cent, private registrations fell by 4.3 per cent, and business registrations rose by 45.6 per cent.

Sales of electric vehicles continued to develop positively: +19.8% and a market share of 13.1% in January. Plug-in hybrid electric vehicles (PHEVs) remained broadly stable (+0.7%), but with a share of 6.9%, were down 7.9% on January 2022. There is no stopping the decline of diesel cars (-12.1% in the month, with a share of 4%), while petrol cars are up 14.6% in volume compared to January 2022 and hold the same market share of 44.7%.

For more information: ANFIA Press Office

Miriam Gangi - m.gangi@anfia.it

Ph. +39 011 5546502

Mob. +39 338 7303167

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.

www.anfia.it

twitter.com/ANFIA_it

www.linkedin.com/company/anfia-it

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

Italian Association of the Automotive Industry

10128 Turin - Corso Galileo Ferraris, 61 - Phone: +39 011 5546511 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 - Phone: +39 06 54221493 (4) - E-mail: anfia.roma@anfia.it

www.anfia.it

UNIONE EUROPEA - IMMATRICOLAZIONI AUTOVETTURE PER PAESE
EUROPEAN UNION - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Gennaio/January		% Chg	Gennaio-Gennaio/January-January		% Chg
	2023	2022		2023	2022	
Austria	18.850	15.619	+20,7	18.850	15.619	+20,7
Belgium	39.847	33.947	+17,4	39.847	33.947	+17,4
Bulgaria	2.227	2.029	+9,8	2.227	2.029	+9,8
Croatia	3.360	2.944	+14,1	3.360	2.944	+14,1
Cyprus	1.275	1.111	+14,8	1.275	1.111	+14,8
Czech Republic	17.137	16.263	+5,4	17.137	16.263	+5,4
Denmark	10.403	9.402	+10,6	10.403	9.402	+10,6
Estonia	1.773	1.724	+2,8	1.773	1.724	+2,8
Finland	7.175	7.882	-9,0	7.175	7.882	-9,0
France	111.939	102.899	+8,8	111.939	102.899	+8,8
Germany	179.247	184.112	-2,6	179.247	184.112	-2,6
Greece	10.532	5.522	+90,7	10.532	5.522	+90,7
Hungary	8.314	8.091	+2,8	8.314	8.091	+2,8
Ireland	27.318	25.014	+9,2	27.318	25.014	+9,2
Italy	128.437	107.885	+19,0	128.437	107.885	+19,0
Latvia	1.375	1.199	+14,7	1.375	1.199	+14,7
Lithuania	2.036	2.241	-9,1	2.036	2.241	-9,1
Luxembourg	3.726	3.300	+12,9	3.726	3.300	+12,9
Malta	421	422	-0,2	421	422	-0,2
Netherlands	32.845	30.848	+6,5	32.845	30.848	+6,5
Poland	35.046	28.975	+21,0	35.046	28.975	+21,0
Portugal	14.639	9.867	+48,4	14.639	9.867	+48,4
Romania	12.266	9.337	+31,4	12.266	9.337	+31,4
Slovakia	6.680	5.739	+16,4	6.680	5.739	+16,4
Slovenia	4.425	4.320	+2,4	4.425	4.320	+2,4
Spain	64.147	42.377	+51,4	64.147	42.377	+51,4
Sweden	14.601	19.893	-26,6	14.601	19.893	-26,6
EUROPEAN UNION	760.041	682.962	+11,3	760.041	682.962	+11,3
EU14¹	663.706	598.567	+10,9	663.706	598.567	+10,9
EU13²	96.335	84.395	+14,1	96.335	84.395	+14,1
<i>Iceland</i>	732	884	-17,2	732	884	-17,2
<i>Norway</i>	1.860	7.957	-76,6	1.860	7.957	-76,6
<i>Switzerland</i>	16.437	15.899	+3,4	16.437	15.899	+3,4
EFTA	19.029	24.740	-23,1	19.029	24.740	-23,1
United Kingdom	131.994	115.087	+14,7	131.994	115.087	+14,7
EU + EFTA + UK	911.064	822.789	+10,7	911.064	822.789	+10,7
EU14 + EFTA + UK	814.729	738.394	+10,3	814.729	738.394	+10,3

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

¹ Member states before the 2004 enlargement

² Member states having joined the EU since 2004

EU 27¹ - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
EU 27¹ - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Gennaio/January					Gennaio-Gennaio/January-January				
	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	26,1	197.490	178.554	+10,6	26,0	26,1	197.490	178.554	+10,6
Volkswagen	11,3	11,0	85.554	75.189	+13,8	11,3	11,0	85.554	75.189	+13,8
Skoda	5,8	5,7	43.919	38.868	+13,0	5,8	5,7	43.919	38.868	+13,0
Audi	5,0	4,8	37.713	32.685	+15,4	5,0	4,8	37.713	32.685	+15,4
Seat	2,3	3,0	17.343	20.385	-14,9	2,3	3,0	17.343	20.385	-14,9
Cupra	0,8	0,7	6.341	4.979	+27,4	0,8	0,7	6.341	4.979	+27,4
Porche	0,8	0,9	6.296	6.066	+3,8	0,8	0,9	6.296	6.066	+3,8
Others ²	0,0	0,1	324	382	-15,2	0,0	0,1	324	382	-15,2
Stellantis	18,6	20,5	141.160	139.958	+0,9	18,6	20,5	141.160	139.958	+0,9
Peugeot	5,6	6,9	42.538	47.162	-9,8	5,6	6,9	42.538	47.162	-9,8
Fiat ³	3,9	3,8	29.858	25.881	+15,4	3,9	3,8	29.858	25.881	+15,4
Citroen	3,2	3,6	24.561	24.664	-0,4	3,2	3,6	24.561	24.664	-0,4
Opel/Vauxhall	3,1	3,7	23.531	25.602	-8,1	3,1	3,7	23.531	25.602	-8,1
Jeep	1,2	1,3	9.469	8.757	+8,1	1,2	1,3	9.469	8.757	+8,1
DS	0,5	0,4	3.657	2.831	+29,2	0,5	0,4	3.657	2.831	+29,2
Lancia/Chrysler	0,5	0,5	3.586	3.271	+9,6	0,5	0,5	3.586	3.271	+9,6
Alfa Romeo	0,4	0,2	3.269	1.511	+116,3	0,4	0,2	3.269	1.511	+116,3
Others ⁴	0,1	0,0	691	279	+147,7	0,1	0,0	691	279	+147,7
Renault Group	11,7	10,4	88.636	71.150	+24,6	11,7	10,4	88.636	71.150	+24,6
Dacia	6,0	4,7	45.511	31.911	+42,6	6,0	4,7	45.511	31.911	+42,6
Renault	5,7	5,7	42.979	39.086	+10,0	5,7	5,7	42.979	39.086	+10,0
Alpine	0,0	0,0	146	153	-4,6	0,0	0,0	146	153	-4,6
Hyundai Group	9,0	9,7	68.344	66.306	+3,1	9,0	9,7	68.344	66.306	+3,1
Kia	4,7	5,2	35.961	35.749	+0,6	4,7	5,2	35.961	35.749	+0,6
Hyundai	4,3	4,5	32.383	30.557	+6,0	4,3	4,5	32.383	30.557	+6,0
Toyota Group	8,2	8,1	62.069	55.131	+12,6	8,2	8,1	62.069	55.131	+12,6
Toyota	7,8	7,7	59.568	52.842	+12,7	7,8	7,7	59.568	52.842	+12,7
Lexus	0,3	0,3	2.501	2.289	+9,3	0,3	0,3	2.501	2.289	+9,3
BMW Group	5,7	7,1	43.306	48.180	-10,1	5,7	7,1	43.306	48.180	-10,1
BMW	4,7	5,4	35.953	36.802	-2,3	4,7	5,4	35.953	36.802	-2,3
Mini	1,0	1,7	7.352	11.378	-35,4	1,0	1,7	7.352	11.378	-35,4
Mercedes-Benz	4,7	5,7	35.977	38.873	-7,4	4,7	5,7	35.977	38.873	-7,4
Mercedes	4,6	5,4	34.632	37.166	-6,8	4,6	5,4	34.632	37.166	-6,8
Smart	0,2	0,2	1.345	1.707	-21,2	0,2	0,2	1.345	1.707	-21,2
Ford	3,7	4,4	27.959	30.207	-7,4	3,7	4,4	27.959	30.207	-7,4
Volvo Cars	2,1	2,2	15.631	15.282	+2,3	2,1	2,2	15.631	15.282	+2,3
Nissan	1,8	1,6	13.537	11.166	+21,2	1,8	1,6	13.537	11.166	+21,2
Mazda	1,6	1,2	11.963	8.080	+48,1	1,6	1,2	11.963	8.080	+48,1
Suzuki	1,4	1,3	10.832	9.064	+19,5	1,4	1,3	10.832	9.064	+19,5
Jaguar Land Rover Group	0,6	0,5	4.923	3.643	+35,1	0,6	0,5	4.923	3.643	+35,1
Land Rover	0,6	0,4	4.278	2.934	+45,8	0,6	0,4	4.278	2.934	+45,8
Jaguar	0,1	0,1	645	709	-9,0	0,1	0,1	645	709	-9,0
Tesla	1,2	0,1	8.749	731	+1.096,8	1,2	0,1	8.749	731	+1.096,8
Mitsubishi	0,3	0,5	2.402	3.550	-32,3	0,3	0,5	2.402	3.550	-32,3
Honda	0,3	0,4	2.397	2.726	-12,1	0,3	0,4	2.397	2.726	-12,1

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market²Bentley and Lamborghini³Includes Abarth

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

	Gennaio/January					Gennaio-Gennaio/January-January				
	quota %		Unità		Var %	quota %		Unità		Var %
	% share ¹	2023	2023	Units	2022	% chg	2023	2022	Units	2022
Volkswagen Group	26,1	25,8	238.000	212.657	+11,9	26,1	25,8	238.000	212.657	+11,9
Volkswagen	11,0	10,5	100.213	86.223	+16,2	11,0	10,5	100.213	86.223	+16,2
Skoda	5,6	5,4	51.241	44.204	+15,9	5,6	5,4	51.241	44.204	+15,9
Audi	5,3	5,3	48.241	43.652	+10,5	5,3	5,3	48.241	43.652	+10,5
Seat	2,3	2,9	20.968	24.063	-12,9	2,3	2,9	20.968	24.063	-12,9
Porche	0,9	1,0	8.597	8.001	+7,4	0,9	1,0	8.597	8.001	+7,4
Cupra	0,9	0,7	8.249	5.941	+38,8	0,9	0,7	8.249	5.941	+38,8
Others ²	0,1	0,1	491	573	-14,3	0,1	0,1	491	573	-14,3
Stellantis	17,2	19,1	156.553	156.807	-0,2	17,2	19,1	156.553	156.807	-0,2
Peugeot	5,1	6,3	46.789	52.171	-10,3	5,1	6,3	46.789	52.171	-10,3
Fiat ³	3,5	3,4	31.828	27.614	+15,3	3,5	3,4	31.828	27.614	+15,3
Opel/Vauxhall	3,2	4,0	29.048	32.695	-11,2	3,2	4,0	29.048	32.695	-11,2
Citroen	3,0	3,2	27.152	26.665	+1,8	3,0	3,2	27.152	26.665	+1,8
Jeep	1,1	1,1	9.927	9.147	+8,5	1,1	1,1	9.927	9.147	+8,5
DS	0,4	0,4	3.954	3.227	+22,5	0,4	0,4	3.954	3.227	+22,5
Lancia/Chrysler	0,4	0,4	3.586	3.271	+9,6	0,4	0,4	3.586	3.271	+9,6
Alfa Romeo	0,4	0,2	3.430	1.652	+107,6	0,4	0,2	3.430	1.652	+107,6
Others ⁴	0,1	0,0	839	365	+129,9	0,1	0,0	839	365	+129,9
Renault Group	10,4	9,3	94.889	76.524	+24,0	10,4	9,3	94.889	76.524	+24,0
Dacia	5,3	4,1	47.998	34.115	+40,7	5,3	4,1	47.998	34.115	+40,7
Renault	5,1	5,1	46.714	42.221	+10,6	5,1	5,1	46.714	42.221	+10,6
Alpine	0,0	0,0	177	188	-5,9	0,0	0,0	177	188	-5,9
Hyundai Group	9,4	10,3	85.444	84.846	+0,7	9,4	10,3	85.444	84.846	+0,7
Kia	5,1	5,7	46.094	47.174	-2,3	5,1	5,7	46.094	47.174	-2,3
Hyundai	4,3	4,6	39.350	37.672	+4,5	4,3	4,6	39.350	37.672	+4,5
Toyota Group	8,0	8,0	73.299	65.796	+11,4	8,0	8,0	73.299	65.796	+11,4
Toyota	7,7	7,6	69.978	62.485	+12,0	7,7	7,6	69.978	62.485	+12,0
Lexus	0,4	0,4	3.321	3.311	+0,3	0,4	0,4	3.321	3.311	+0,3
BMW Group	6,1	7,6	55.448	62.173	-10,8	6,1	7,6	55.448	62.173	-10,8
BMW	5,0	5,7	45.147	47.003	-3,9	5,0	5,7	45.147	47.003	-3,9
Mini	1,1	1,8	10.300	15.170	-32,1	1,1	1,8	10.300	15.170	-32,1
Ford	4,1	4,7	37.609	38.380	-2,0	4,1	4,7	37.609	38.380	-2,0
Mercedes-Benz	3,9	4,7	35.977	38.873	-7,4	3,9	4,7	35.977	38.873	-7,4
Mercedes	3,8	4,5	34.632	37.166	-6,8	3,8	4,5	34.632	37.166	-6,8
Smart	0,1	0,2	1.345	1.707	-21,2	0,1	0,2	1.345	1.707	-21,2
Volvo Cars	2,3	2,4	20.736	19.685	+5,3	2,3	2,4	20.736	19.685	+5,3
Nissan	2,1	1,9	19.343	15.950	+21,3	2,1	1,9	19.343	15.950	+21,3
Mazda	1,6	1,3	14.950	10.520	+42,1	1,6	1,3	14.950	10.520	+42,1
Suzuki	1,4	1,3	12.581	10.432	+20,6	1,4	1,3	12.581	10.432	+20,6
Jaguar Land Rover Group	1,1	0,9	9.729	7.629	+27,5	1,1	0,9	9.729	7.629	+27,5
Land Rover	0,9	0,8	8.008	6.194	+29,3	0,9	0,8	8.008	6.194	+29,3
Jaguar	0,2	0,2	1.721	1.435	+19,9	0,2	0,2	1.721	1.435	+19,9
Tesla	1,2	0,1	9.469	844	+1.021,9	1,2	0,1	9.469	844	+1.021,9
Honda	0,5	0,7	4.690	5.467	-14,2	0,5	0,7	4.690	5.467	-14,2
Mitsubishi	0,3	0,5	2.496	3.747	-33,4	0,3	0,5	2.496	3.747	-33,4

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market²Bentley and Lamborghini³Includes Abarth