Press Release

SLOWDOWN: MORE MODERATE RATE OF DECLINE IN OCTOBER FOR THE EUROPEAN CAR MARKET (-7.4%), AFTER DOUBLE-DIGIT FALL IN SEPTEMBER

The five major markets were down overall by 5.3% in the month, again due to the effects of the introduction of the new WLTP test and accounted for 72.9% of the total number of vehicles registered in Europe

Turin, November 15th 2018 – According to the figures released today by ACEA, **in the enlarged European Union and EFTA countries[1]** the number of vehicle registrations in October totalled 1,118,859, a decrease of 7.4% compared to October 2017.

In the first ten months of 2018 the number of registered vehicles reached 13,424,360, an increase of 1.4% on the same period in the previous year.

"In October, the European car market continued to decelerate (-7.4%), albeit at a slower pace than in September – commented **Aurelio Nervo, President of ANFIA**. *The main reason for this was again the effects from the introduction of the new WLTP emission testing on 1st September, causing an unusually large increase in registrations during the summer period. As a result, demand for new vehicles fell in most EU countries in October, including the five major markets: Germany -7.4%, Italy -7.4%, Spain -6.6%, the United Kingdom -2.9%, and France -1.5%.*

In all major markets, sales of diesel engine vehicles continued to fall, and this had an impact on the increase in average CO2 emissions of new registered cars.

In the first ten months of the year, the market nevertheless maintained positive signs (+1.4%) - the same was true for Spain (+10%), which recorded its highest growth rate, France (+5.7%) and Germany (+1.4%), while registrations decreased in Italy (-3.2%) and the United Kingdom (-7.2%)".

In **Italy**, total vehicle registrations in October stood at 146,655 units (-7,4%). In the first ten months of 2018, the overall registrations were 1,638,364 units with a decrease of 3.2% compared to the volumes for the same period of 2017.

According to preliminary ISTAT estimates, in October **the national consumer price index** showed no change in monthly terms and an increase of 1.6% on a yearly basis (from +1.4% in September). The slight recovery in inflation was mainly due to the sharp rise in the prices of regulated energy goods and the acceleration in the prices of various services, partly mitigated by the slowdown in the prices of unprocessed food and transport services (from +2.5% to +1.9%). In the Non-regulated Energy Goods segment,

[1] EU 28 + EFTA. Data for Malta is not available at the moment.

National Association of Automotive Industry (ANFIA)

10128 Turin - Corso Galileo Ferraris, 61 – Phone: +39 011 5546511 – Fax: +39 011 545464 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 – Phone: +39 06 54221493 (4) – Fax: +39 06 54221418- E-mail: anfia.roma@anfia.it
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which includes fuels, there was very strong growth owing to price increases for all the main items comprising of: Diesel (+1.7% on a monthly basis, from +12.3% to +12.4% in trend terms), Petrol (+1.0% compared to the previous month, from +9.2% to +9.4% on a trend basis), Other fuels (+2.1% and +7.0% respectively).

Looking at the **fuel supply sector**, in October sales of diesel cars continued to fall, -26.5% in the month and 43.7% in share, (11 points less than in October 2017). On the other hand, the market for new petrol cars grew with an increase in sales during the month of 23%; market share reached 42% (10 points more than in October 2017), the highest share that has been recorded since March 2009. Alternative-fuelled cars (+0.4%) represent 14.3% of the market. The number of gas-powered cars registered decreased: LPG -3% and methane -63%. The month's market share for natural gas cars, which by October was 0.8%, has never fallen below 1% in the last ten years. Sales of electric cars, although with a market share of 0.4%, grew by 149% in October and hybrids grew by 31%. The outstanding performance of new hybrid and electric car registrations was worth 6.4% of the market. Between January and October, new registrations of alternative-fuelled cars accounted for 13% of the market with almost 218,000 cars.

Italian manufacturers reported 66,217 vehicle registrations in Europe in October (-13.3%), with a market share of 5.9%. The Jeep brand closed on a positive note, up 12.2%. In the period between January and October, Italian manufacturers registered 891,498 units (-1.8%), representing 6.6% of the total. Positive results for Jeep (+60.8%) and Alfa Romeo (+3.2%).

Spain totalled 88,410 registrations in October (-6.6%). In the first ten months of 2018 total volumes stood at 1,131,081 (+10%).

The Spanish Automotive Association ANFAC pointed out that the market is progressively returning to normal after the bias generated by the introduction of the WLTP regulation, which was in line with forecasts. The impact of this distortion was greater for company car and rental channels, which were more vibrant than the private sector and which is now being addressed. The market is expected to grow again, more moderately in November and then with more momentum in December to coincide with the end of the year.

According to sales channels, the October sales market breaks down as follows: 52,571 sales to private individuals (-3% and 59% share), 30,670 sales to companies (-9% and 35% share) and 4,989 sales for rental (-23% and 6% share). In total, sales to private individuals grew by 7.1% (49% share), sales to companies grew by 16.9% (31% share) and finally rental cars increased their share by 7.2% (20% share).

Sales of diesel cars in the month fell by 33.2% and had a share of 32.8%, while petrol cars increased their share by 58.5%. Finally, alternative fuels account for 8.7% of the car market (6.4% in the cumulated market).

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In **France**, 173,798 new registrations were recorded in October, down 1.5% to -5.8% with the same number of working days (23 days in October 2018 compared to 22 days in October 2017).

Cumulative figures for the first ten months of 2018 were 1,836,480 units, 5.7% more than in the period between January and October 2017, a figure that fell to +5.2% for the same number of working days (211 days year to date in 2018 and 210 days in 2017).

The second-hand market, according to CCFA estimates, recorded 532,504 units registered in October, with a positive growth of 2.8% compared to the same month in 2017. During the period from January to October 2018, total volumes stood at 4,772,777 units, down 1.4% from the same period of the previous year.

In October, diesel car registrations sold was 22% of the market and its market share stood at 36.2% (45.8% in October 2017). Petrol cars, with 56.4% of the market gained 7.8 points compared to October 2017, thanks to an increase in sales of 14%. The market for alternatively powered cars represented 7.4% of the market, with 12,800 eco-friendly cars, 2,861 of which were electric cars (+64% and 1.6% share), 1,027 plug-in hybrids (-11% and 0.6% share), and 8,717 traditional hybrids (+32% and 5% share).

Within the **German market**, 252,628 units (-7.4%) were registered in October. During the period from January to October 2018 the market totalled 2,926,046 units (+1.4%).

In October, the new emission measurement standards continued to affect the German car market. So far, 2.9 million vehicles have been registered in Germany (+1%).

In October, domestic orders fell by 8% and in the period between January and October 2018 they have slowed down by 2% compared to a year ago.

In October new registrations of petrol cars (157,304) fell by 5%, with a share of 62.3%. Diesel car registrations fell (80,313), -16% compared to October 2017 with a share of 31.8%. LPG cars rose by 13% and natural gas cars by 50%. Registrations of electric cars (3,390 units, 1.3% share) increased by 55.5%, while hybrid cars (11,057 units, 4.4% share) increased by 31.5%, but, among these, plug-in hybrids (1,996 units, 0.8% share) decreased by 31%. Sales to private customers represented 36% of the market with volumes down 10%.

The average CO_2 emission of new cars registered was 130.9 g/km (3.2 g/km more than in October 2017).

Finally, **the UK** market totalled 153,599 vehicles sold in October, a fall of 2.9% compared to October 2017, as model changes and backlogs at test centres where strict WLTP approval procedures have been applied and have caused some brands to become unavailable. In the first ten months of the year, with 2,064,419 registrations, the 2-

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million-unit threshold was exceeded however with a decrease of 7.2% compared to the same period in 2017. In the absence of further market disruptions, the automotive association, SMMT, is hoping for a recovery in the last months of 2018, as the current supply problems wane, so as to allow car manufacturers to meet the latent demand for some models.

The fall recorded in October affected both sales to private individuals (-1%) and fleets (-5,2%). In addition, the continuing uncertainty of government policies on diesel engines has caused a further 21.3% contraction for this category of cars. Petrol cars registered an increase of 7.1% in the month, while alternative-fuelled cars, also thanks to the push of new models, reported strong growth again: +30.1%. Electric cars showed a particularly positive performance, closing the month of October at +86.9%, with 584 more units than the same month last year. Hybrid and plug-in hybrid cars, which account for the largest proportion of alternative-fuelled cars thanks to their flexibility, also increased by 31% and 19.1% respectively. These percentages are not surprising given the recent announcement of a forthcoming cut in subsidies in force (Plug-in Car Grants) for pure electric cars and the failure to renew them for plug-in hybrid cars.

SMMT has published new industry forecasts for alternatively powered cars showing an 82.5% growth in demand by 2020 compared to 2017 levels. An increase of 88.3% is expected for plug-in electric cars. It is also estimated that battery-powered electric cars and plug-in hybrids will total 92,620 units by 2020, with a market share of 4%. This is at the lower end of the range sought for by the Government of between 3% and 7%, which will be even more difficult to achieve since the government has decided to cut subsidies in force.

SMMT reiterates that the revision of road tax rates (from April 2017) and the new standards for measuring emissions according to WLTP and the confusion of diesel policies have all had a destabilising impact on the market in the current year. It is encouraging however, that the plug-in car segment is bucking the trend, while still failing to compensate for losses.

The Association has always maintained that first-class ambitions require first-class incentives and therefore argues for policies that push the market instead of creating confusion. It hopes, therefore that the imminent revision of the impact of the WLTP on taxation will not unfairly penalize buyers of the latest generation of cars and thus discourage the renewal of the current fleet of vehicles.

For more information: ANFIA Press Office

Miriam Gangi (Ms.) - m.gangi@anfia.it
Telephone: +39 011 5546502
Mobile: +39 338 7303167

ANFIA – Italian Association of the Automotive Industry – is one of the leading Italian Trade Associations, members of CONFINDUSTRIA.
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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UNIONE EUROPEA[1] - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION [1] - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Ottobre/October		% Chg	Gennaio-Ottobre/January-October		% Chg
	2018	2017	18/17	2018	2017	18/17
AUSTRIA	22.513	28.244	-20,3	298.271	298.122	+0,05
BELGIUM	36.894	43.500	-15,2	492.616	478.841	+2,9
BULGARIA	2.562	3.000	-14,6	29.005	25.098	+15,6
CROATIA	3.978	3.604	+10,4	54.060	44.885	+20,4
CYPRUS	997	1.044	-4,5	11.393	11.377	+0,1
CZECH REPUBLIC	19.704	23.192	-15,0	227.488	228.703	-0,5
DENMARK	16.674	18.564	-10,2	186.718	187.267	-0,3
ESTONIA	1.724	2.031	-15,1	22.243	20.998	+5,9
FINLAND	7.935	8.752	-9,3	105.670	100.848	+4,8
FRANCE	173.798	176.492	-1,5	1.836.480	1.737.371	+5,7
GERMANY	252.628	272.855	-7,4	2.926.046	2.884.676	+1,4
GREECE	7.125	6.306	+13,0	91.201	76.164	+19,7
HUNGARY	10.923	10.363	+5,4	115.539	93.064	+24,2
IRELAND	1.700	1.943	-12,5	124.786	130.491	-4,4
ITALY	146.655	158.417	-7,4	1.638.364	1.692.767	-3,2
LATVIA	1.309	1.413	-7,4	14.798	14.115	+4,8
LITHUANIA[2]	2.800	2.316	+20,9	27.128	21.475	+26,3
LUXEMBOURG	4.298	4.670	-8,0	46.667	45.542	+2,5
NETHERLANDS	30.079	36.443	-17,5	389.444	359.372	+8,4
POLAND	39.908	40.507	-1,5	443.251	395.968	+11,9
PORTUGAL	13.956	15.898	-12,2	196.652	187.450	+4,9
ROMANIA	6.736	10.036	-32,9	110.331	88.805	+24,2
SLOVAKIA	8.071	8.446	-4,4	83.792	79.781	+5,0
SLOVENIA	5.548	6.446	-13,9	64.000	60.561	+5,7
SPAIN	88.410	94.676	-6,6	1.131.081	1.027.818	+10,0
SWEDEN	23.088	32.112	-28,1	304.916	311.951	-2,3
UNITED KINGDOM	153.599	158.192	-2,9	2.064.419	2.224.603	-7,2
EUROPEAN UNION	**1.083.612**	**1.169.462**	**-7,3**	**13.036.359**	**12.828.113**	**+1,6**
EU15[3]	979.352	1.057.064	-7,4	11.833.331	11.743.283	+0,8
EU12[4]	104.260	112.398	-7,2	1.203.028	1.084.830	+10,9
ICELAND	*804*	*1.114*	*-27,8*	*16.772*	*19.346*	*-13,3*
NORWAY	*11.655*	*12.472*	*-6,6*	*123.155*	*128.830*	*-4,4*
SWITZERLAND	*22.788*	*24.724*	*-7,8*	*248.074*	*256.207*	*-3,2*
EFTA	35.247	38.310	-8,0	388.001	404.383	-4,1
EU + EFTA	**1.118.859**	**1.207.772**	**-7,4**	**13.424.360**	**13.232.496**	**+1,4**
EU15 + EFTA	1.014.599	1.095.374	-7,4	12.221.332	12.147.666	+0,6

SOURCE: **NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS**

[1] *Data for Malta n.a.*

[2] *Estimates*

[3] *Member States before the 2004 enlargement*

[4] *Member States having joined the EU since 2004*

EU 28[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 28[1] - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%[2] 2018	%[2] 2017	Unità *Units* 2018	Unità *Units* 2017	Var % *% Chg* 18/17	%[2] 2018	%[2] 2017	Unità *Units* 2018	Unità *Units* 2017	Var % *% Chg* 18/17
VW Group	**20,8**	**24,5**	**225.415**	**287.052**	**-21,5**	**23,9**	**23,6**	**3.117.936**	**3.029.215**	**+2,9**
VOLKSWAGEN	10,2	11,1	110.418	129.599	-14,8	11,1	10,8	1.453.522	1.387.689	+4,7
AUDI	2,7	5,5	29.543	64.114	-53,9	4,8	5,3	621.275	683.201	-9,1
SKODA	5,1	4,7	54.819	54.868	-0,1	4,6	4,4	596.498	568.989	+4,8
SEAT	2,6	2,8	28.607	33.135	-13,7	2,9	2,5	382.408	326.972	+17,0
PORSCHE	0,2	0,4	1.781	4.963	-64,1	0,5	0,5	60.242	58.361	+3,2
OTHERS[3]	0,0	0,0	247	373	-33,8	0,0	0,0	3.991	4.003	-0,3
PSA Group	**17,4**	**16,2**	**188.151**	**189.476**	**-0,7**	**16,2**	**11,6**	**2.117.493**	**1.488.666**	**+42,2**
PEUGEOT	7,2	6,5	78.187	76.493	+2,2	6,3	5,9	819.540	759.606	+7,9
OPEL/VAUXHALL[4]	5,8	5,7	62.311	66.776	-6,7	5,8	1,6	750.637	210.760	+256,2
CITROEN	4,1	3,7	44.881	43.079	+4,2	3,9	3,7	508.918	480.056	+6,0
DS	0,3	0,3	2.772	3.128	-11,4	0,3	0,3	38.398	38.244	+0,4
RENAULT Group	**9,7**	**10,6**	**105.519**	**124.044**	**-14,9**	**10,6**	**10,3**	**1.381.602**	**1.322.721**	**+4,5**
RENAULT	6,2	7,6	67.706	89.013	-23,9	7,2	7,3	940.186	934.238	+0,6
DACIA	3,4	3,0	37.371	34.562	+8,1	3,3	3,0	435.571	384.235	+13,4
LADA	0,0	0,0	327	468	-30,1	0,0	0,0	4.464	4.247	+5,1
ALPINE	0,0	0,0	115	1	∞	0,0	0,0	1.381	1	∞
FCA Group	**6,0**	**6,4**	**64.571**	**74.727**	**-13,6**	**6,7**	**7,0**	**875.000**	**892.002**	**-1,9**
FIAT	4,2	4,6	45.545	53.881	-15,5	4,7	5,3	618.081	675.186	-8,5
JEEP	1,0	0,8	10.441	9.362	+11,5	1,1	0,7	138.060	85.573	+61,3
ALFA ROMEO	0,3	0,5	3.505	6.219	-43,6	0,5	0,5	71.384	69.648	+2,5
LANCIA/CHRYSLER	0,4	0,4	4.483	4.504	-0,5	0,3	0,4	39.926	53.778	-25,8
OTHERS[5]	0,1	0,1	597	761	-21,6	0,1	0,1	7.549	7.817	-3,4
FORD	**7,1**	**6,6**	**76.501**	**77.041**	**-0,7**	**6,4**	**6,7**	**839.223**	**853.073**	**-1,6**
BMW Group	**7,6**	**6,1**	**81.983**	**71.630**	**+14,5**	**6,3**	**6,4**	**827.569**	**827.289**	**+0,03**
BMW	5,9	4,8	63.654	56.258	+13,1	5,0	5,1	653.582	656.388	-0,4
MINI	1,7	1,3	18.329	15.372	+19,2	1,3	1,3	173.987	170.901	+1,8
DAIMLER	**7,6**	**6,6**	**82.785**	**76.983**	**+7,5**	**6,0**	**6,3**	**782.483**	**809.577**	**-3,3**
MERCEDES	6,8	5,9	73.806	68.461	+7,8	5,4	5,7	700.382	728.998	-3,9
SMART	0,8	0,7	8.979	8.522	+5,4	0,6	0,6	82.101	80.579	+1,9
TOYOTA Group	**5,4**	**4,7**	**58.237**	**55.005**	**+5,9**	**4,9**	**4,6**	**632.371**	**595.711**	**+6,2**
TOYOTA	5,1	4,4	55.193	51.793	+6,6	4,6	4,4	594.065	559.080	+6,3
LEXUS	0,3	0,3	3.044	3.212	-5,2	0,3	0,3	38.306	36.631	+4,6
HYUNDAI	**3,7**	**3,6**	**39.721**	**41.853**	**-5,1**	**3,5**	**3,3**	**454.822**	**428.658**	**+6,1**
NISSAN	**2,4**	**3,2**	**26.443**	**37.126**	**-28,8**	**3,2**	**3,7**	**422.087**	**478.452**	**-11,8**
KIA	**3,7**	**3,3**	**39.910**	**38.028**	**+4,9**	**3,2**	**3,1**	**417.698**	**394.835**	**+5,8**
VOLVO CAR CORP.	**2,3**	**2,0**	**25.446**	**23.218**	**+9,6**	**1,9**	**1,8**	**250.710**	**234.469**	**+6,9**
JAGUAR LAND ROVER Group	**1,5**	**1,2**	**16.169**	**14.274**	**+13,3**	**1,3**	**1,4**	**173.759**	**184.368**	**-5,8**
LAND ROVER	0,9	0,9	9.782	10.228	-4,4	0,8	1,0	106.864	126.312	-15,4
JAGUAR	0,6	0,3	6.387	4.046	+57,9	0,5	0,5	66.895	58.056	+15,2
HONDA	**0,8**	**0,8**	**8.558**	**8.998**	**-4,9**	**0,9**	**0,9**	**114.195**	**115.619**	**-1,2**
GM[4]	**0,0**	**0,0**	**222**	**156**	**+42,3**	**0,0**	**4,5**	**2.653**	**589.426**	**-99,5**

SOURCE: **ACEA MEMBERS**

[1] Includes data for ACEA members

[2] ACEA estimation based on total by market

[3] Includes Bentley, Lamborghini and Bugatti

[4] Following PSA acquisition of the Opel and Vauxhall brands, as of 1 August 2017 Opel/Vauxhall registrations are accounted in the PSA Group

[5] Includes Dodge and Maserati

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Associazione Nazionale Filiera Industria Automobilistica

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EUROPE (EU28[1] +EFTA) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

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	%[2] 2018	%[2] 2017	Unità *Units* 2018	Unità *Units* 2017	Var % % Chg 18/17	%[2] 2018	%[2] 2017	Unità *Units* 2018	Unità *Units* 2017	Var % % Chg 18/17
VW Group	**20,9**	**24,7**	**233.806**	**298.289**	**-21,6**	**24,0**	**23,7**	**3.219.137**	**3.140.498**	**+2,5**
VOLKSWAGEN	10,2	11,2	114.340	134.864	-15,2	11,2	10,9	1.498.260	1.437.684	+4,2
AUDI	2,8	5,5	31.274	66.487	-53,0	4,8	5,3	641.470	705.499	-9,1
SKODA	5,1	4,7	56.741	57.176	-0,8	4,6	4,5	618.773	593.931	+4,2
SEAT	2,6	2,8	29.199	34.136	-14,5	2,9	2,5	392.191	336.779	+16,5
PORSCHE	0,2	0,4	1.988	5.232	-62,0	0,5	0,5	64.165	62.290	+3,0
OTHERS[3]	0,0	0,0	264	394	-33,0	0,0	0,0	4.278	4.315	-0,9
PSA Group	**17,1**	**16,0**	**190.790**	**193.095**	**-1,2**	**16,0**	**11,4**	**2.151.343**	**1.515.062**	**+42,0**
PEUGEOT	7,1	6,4	79.180	77.688	+1,9	6,2	5,8	832.360	772.976	+7,7
OPEL/VAUXHALL[4]	5,7	5,7	63.379	68.413	-7,4	5,7	1,6	763.679	215.227	+254,8
CITROEN	4,1	3,6	45.423	43.809	+3,7	3,8	3,7	516.226	487.913	+5,8
DS	0,3	0,3	2.808	3.185	-11,8	0,3	0,3	39.078	38.946	+0,3
RENAULT Group	**9,6**	**10,4**	**107.358**	**125.710**	**-14,6**	**10,5**	**10,2**	**1.404.258**	**1.345.331**	**+4,4**
RENAULT	6,2	7,5	68.981	90.049	-23,4	7,1	7,2	954.815	949.189	+0,6
DACIA	3,4	2,9	37.929	35.192	+7,8	3,3	3,0	443.481	391.885	+13,2
LADA	0,0	0,0	327	468	-30,1	0,0	0,0	4.469	4.256	+5,0
ALPINE	0,0	0,0	121	1	∞			1.493	1	∞
FCA Group	**5,9**	**6,3**	**66.217**	**76.384**	**-13,3**	**6,6**	**6,9**	**891.498**	**907.932**	**-1,8**
FIAT	4,1	4,5	46.299	54.820	-15,5	4,7	5,2	626.208	684.329	-8,5
JEEP	1,0	0,8	10.914	9.724	+12,2	1,1	0,7	142.240	88.471	+60,8
ALFA ROMEO	0,3	0,5	3.837	6.482	-40,8	0,6	0,5	74.882	72.526	+3,2
LANCIA/CHRYSLER	0,4	0,4	4.497	4.505	-0,2	0,3	0,4	39.959	53.801	-25,7
OTHERS[5]	0,1	0,1	670	853	-21,5	0,1	0,1	8.209	8.805	-6,8
BMW Group	**7,6**	**6,2**	**85.251**	**75.042**	**+13,6**	**6,4**	**6,5**	**863.005**	**863.460**	**-0,1**
BMW	5,9	4,9	66.403	59.059	+12,4	5,1	5,2	683.362	687.114	-0,5
MINI	1,7	1,3	18.848	15.983	+17,9	1,3	1,3	179.643	176.346	+1,9
FORD	**7,0**	**6,5**	**78.003**	**78.677**	**-0,9**	**6,4**	**6,6**	**855.916**	**869.381**	**-1,5**
DAIMLER	**7,7**	**6,6**	**85.666**	**79.651**	**+7,6**	**6,0**	**6,4**	**811.381**	**842.158**	**-3,7**
MERCEDES	6,8	5,9	76.480	70.907	+7,9	5,4	5,7	727.366	759.518	-4,2
SMART	0,8	0,7	9.186	8.744	+5,1	0,6	0,6	84.015	82.640	+1,7
TOYOTA Group	**5,4**	**4,8**	**60.541**	**57.845**	**+4,7**	**4,9**	**4,7**	**657.369**	**624.725**	**+5,2**
TOYOTA	5,1	4,5	57.359	54.487	+5,3	4,6	4,4	617.729	586.717	+5,3
LEXUS	0,3	0,3	3.182	3.358	-5,2	0,3	0,3	39.640	38.008	+4,3
HYUNDAI	**3,7**	**3,6**	**40.863**	**42.881**	**-4,7**	**3,5**	**3,3**	**466.618**	**440.348**	**+6,0**
NISSAN	**2,5**	**3,2**	**28.210**	**38.201**	**-26,2**	**3,3**	**3,7**	**439.288**	**490.723**	**-10,5**
KIA	**3,6**	**3,2**	**40.740**	**38.978**	**+4,5**	**3,2**	**3,1**	**426.558**	**403.902**	**+5,6**
VOLVO CAR CORP.	**2,4**	**2,1**	**27.366**	**24.813**	**+10,3**	**2,0**	**1,9**	**266.967**	**249.354**	**+7,1**
JAGUAR LAND ROVER Group	**1,5**	**1,2**	**17.020**	**14.733**	**+15,5**	**1,3**	**1,4**	**179.203**	**188.741**	**-5,1**
LAND ROVER	0,9	0,9	10.097	10.526	-4,1	0,8	1,0	109.931	129.402	-15,0
JAGUAR	0,6	0,3	6.923	4.207	+64,6	0,5	0,4	69.272	59.339	+16,7
HONDA	**0,8**	**0,8**	**9.011**	**9.561**	**-5,8**	**0,9**	**0,9**	**118.416**	**120.485**	**-1,7**
GM[4]	**0,0**	**0,0**	**238**	**197**	**+20,8**	**0,0**	**4,5**	**2.966**	**600.606**	**-99,5**

SOURCE: **ACEA MEMBERS**

[1] *Includes data for ACEA members*

[2] *ACEA estimation based on total by market*

[3] *Includes Bentley, Lamborghini and Bugatti*

[4] *Following PSA acquisition of the Opel and Vauxhall brands, as of 1 August 2017 Opel/Vauxhall registrations are accounted in the PSA Group*

[5] *Includes Dodge and Maserati*

EUROPA OCC.[1] (EU15+EFTA) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

WESTERN EUROPE [1] (EU15+EFTA) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%[2] 2018	%[2] 2017	Unità Units 2018	Unità Units 2017	Var % % Chg 18/17	%[2] 2018	%[2] 2017	Unità Units 2018	Unità Units 2017	Var % % Chg 18/17
VW Group	**19,7**	**24,0**	**200.046**	**262.733**	**-23,9**	**23,3**	**23,1**	**2.852.511**	**2.806.203**	**+1,7**
VOLKSWAGEN	10,2	11,2	103.405	123.121	-16,0	11,2	10,9	1.374.035	1.325.557	+3,7
AUDI	2,9	5,8	29.207	63.619	-54,1	5,0	5,6	615.259	680.582	-9,6
SKODA	3,7	3,5	37.793	38.825	-2,7	3,5	3,5	432.120	421.829	+2,4
SEAT	2,7	2,9	27.672	31.735	-12,8	3,0	2,6	365.966	314.313	+16,4
PORSCHE	0,2	0,5	1.715	5.052	-66,1	0,5	0,5	61.089	59.756	+2,2
OTHERS[3]	0,0	0,0	254	381	-33,3	0,0	0,0	4.042	4.166	-3,0
PSA Group	**17,7**	**16,5**	**179.610**	**181.031**	**-0,8**	**16,5**	**11,8**	**2.011.112**	**1.438.714**	**+39,8**
PEUGEOT	7,4	6,8	75.170	74.223	+1,3	6,5	6,1	789.280	739.140	+6,8
OPEL/VAUXHALL[4]	5,8	5,7	58.485	62.175	-5,9	5,7	1,6	696.064	196.761	+253,8
CITROEN	4,3	3,8	43.166	41.481	+4,1	4,0	3,8	486.936	464.324	+4,9
DS	0,3	0,3	2.789	3.152	-11,5	0,3	0,3	38.832	38.489	+0,9
RENAULT Group	**8,9**	**10,0**	**90.753**	**109.418**	**-17,1**	**10,1**	**9,8**	**1.235.420**	**1.196.366**	**+3,3**
RENAULT	6,2	7,5	63.294	82.280	-23,1	7,2	7,3	882.650	883.241	-0,1
DACIA	2,7	2,5	27.140	26.866	+1,0	2,9	2,6	348.826	310.678	+12,3
LADA	0,0	0,0	202	271	-25,5	0,0	0,0	2.472	2.446	+1,1
ALPINE	0,0	0,0	117	1	∞	0,0	0,0	1.472	1	∞
FCA Group	**6,1**	**6,6**	**61.931**	**72.666**	**-14,8**	**6,9**	**7,2**	**844.233**	**870.612**	**-3,0**
FIAT	4,2	4,7	43.032	51.815	-17,0	4,8	5,4	589.916	655.272	-10,0
JEEP	1,0	0,8	10.113	9.238	+9,5	1,1	0,7	134.055	82.937	+61,6
ALFA ROMEO	0,4	0,6	3.653	6.279	-41,8	0,6	0,6	72.443	70.381	+2,9
LANCIA/CHRYSLER	0,4	0,4	4.494	4.503	-0,2	0,3	0,4	39.936	53.579	-25,5
OTHERS[5]	0,1	0,1	639	831	-23,1	0,1	0,1	7.883	8.443	-6,6
BMW Group	**8,0**	**6,5**	**81.376**	**71.529**	**+13,8**	**6,8**	**6,8**	**829.032**	**828.388**	**+0,1**
BMW	6,2	5,1	62.870	55.888	+12,5	5,3	5,4	653.269	655.552	-0,3
MINI	1,8	1,4	18.506	15.641	+18,3	1,4	1,4	175.763	172.836	+1,7
FORD	**7,0**	**6,6**	**71.076**	**72.127**	**-1,5**	**6,4**	**6,6**	**783.826**	**807.545**	**-2,9**
DAIMLER	**8,0**	**6,9**	**81.577**	**75.948**	**+7,4**	**6,3**	**6,6**	**775.047**	**807.038**	**-4,0**
MERCEDES	7,1	6,1	72.457	67.285	+7,7	5,7	6,0	691.871	724.941	-4,6
SMART	0,9	0,8	9.120	8.663	+5,3	0,7	0,7	83.176	82.097	+1,3
TOYOTA Group	**5,1**	**4,5**	**51.889**	**49.834**	**+4,1**	**4,6**	**4,5**	**561.419**	**542.138**	**+3,6**
TOYOTA	4,9	4,3	49.239	47.085	+4,6	4,3	4,2	527.056	509.178	+3,5
LEXUS	0,3	0,3	2.650	2.749	-3,6	0,3	0,3	34.363	32.960	+4,3
HYUNDAI	**3,4**	**3,3**	**34.640**	**36.526**	**-5,2**	**3,3**	**3,2**	**404.406**	**383.641**	**+5,4**
NISSAN	**2,5**	**3,2**	**25.610**	**34.834**	**-26,5**	**3,3**	**3,8**	**403.297**	**456.994**	**-11,8**
KIA	**3,4**	**3,1**	**34.206**	**33.826**	**+1,1**	**3,0**	**2,9**	**372.111**	**354.002**	**+5,1**
VOLVO CAR CORP.	**2,6**	**2,2**	**26.112**	**23.677**	**+10,3**	**2,1**	**1,9**	**252.161**	**236.160**	**+6,8**
JAGUAR LAND ROVER Group	**1,6**	**1,3**	**16.547**	**14.273**	**+15,9**	**1,4**	**1,5**	**174.545**	**183.911**	**-5,1**
LAND ROVER	1,0	0,9	9.795	10.200	-4,0	0,9	1,0	107.123	125.776	-14,8
JAGUAR	0,7	0,4	6.752	4.073	+65,8	0,6	0,5	67.422	58.135	+16,0
HONDA	**0,8**	**0,7**	**7.663**	**7.982**	**-4,0**	**0,9**	**0,9**	**104.123**	**107.488**	**-3,1**
GM[4]	**0,0**	**0,0**	**231**	**196**	**+17,9**	**0,0**	**4,6**	**2.940**	**554.245**	**-99,5**

SOURCE: **ACEA MEMBERS**

[1] Includes data for ACEA members

[2] ACEA estimation based on total by market

[3] Includes Bentley, Lamborghini and Bugatti

[4] Following PSA acquisition of the Opel and Vauxhall brands, as of 1 August 2017 Opel/Vauxhall registrations are accounted in the PSA Group

[5] Includes Dodge and Maserati