**PRESS RELEASE**

# THE EUROPEAN CAR MARKET: NEW REGISTRATIONS IN JUNE FELL BY A THUMPING 7.9% AND BECAUSE OF THE EFFECTS OF THE CALENDAR IT CLOSED THE HALF YEAR AT -3.1%

## ACEA has revised both its end-of-year forecasts to -1% and has suggested that due to the implementation of RDE testing on all new vehicles from 1st September it could lead to further fluctuations in the market during the second half of the year as a result of the introduction of the standard

*Turin, 17th July 2019* – According to data released today by ACEA, in the enlarged European Union and EFTA countries, total new vehicle registrations in June reached 1,491,285 units. This was 7.9% down compared to June 2018.

In the first half of 2019 the number of vehicles registered reached 8,426,190 and dropped 3.1% on the same period in the previous year.

*"After a steady May 2019 the European car market slowed down again in June, with a fall of 7.9% in sales* – explains **Paolo Scudieri**, President of ANFIA. *To a large extent, this fall can be explained by the negative calendar effect we experienced this month: in June 2019, we averaged only 19 working days across the EU compared to 21 in June 2018. As a result of this, all five major markets experienced falls in sales during the period: France -8.4%, Spain -8.3%, the United Kingdom -4.9%, Germany -4.7% and Italy -2.1%. Sales of diesel cars continued to shrink in double-digits: Spain (-33%), France (-23%), Italy (-22.5%) and the United Kingdom (-20.5%), while in Germany the decrease was less significant at only (-4%). This was the second monthly fall for Germany in 2019 and followed the slight drop in April of 0.9%.*

*In the first half of 2019 the car market remained in a negative position finishing the period -3.1%. With the exception of Germany who increased their sales by 0.5%, each of the five major markets recorded a relatively contained drop in the period from January to June 2019: France recorded a drop of -1.8% and the United Kingdom a fall of -3.4%, Italy -3.5% and Spain -5.7%. In these five countries there was a total reduction in the number of diesel vehicles registered of 15% in the first six months of the year, resulting in a drop in volumes sold of more than 370,000 units.*

*At the end of June, ACEA revised the year-end forecasts for the EU car market negatively by -1%. Previous forecasts published in early 2019 estimated that growth would be up by 1% compared to 2018. In this respect, the slightly negative result now projected is based on total sales volumes of just over 15 million vehicles.*

*The introduction of the new Real Driving Emissions (RDE) test on all new vehicles registered after 1st September could again influence market trends by making them fluctuate due to the gradual implementation of the rollout, as happen with the new WLTP homologation test that came into force recently".*

**National Association of Automotive Industry (ANFIA)**

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In **Italy**, total registrations for June were 171,626 units (-2,1%). During the first six months of 2019 the number of vehicles registered totalled 1,082,197, this represented a drop of 3.5% compared with the same period in 2018.

According to data provided by ISTAT, in June the **Italian consumer price index** increased by 0.1% compared to the previous month and by 0.7% on a yearly basis (it was 0.8% in May). The slight drop in inflation was mainly due to the reversal in trends that relate to unregulated energy goods, which went from +2.4% to -0.6%.

In the unregulated energy goods sector, the slowdown was caused mainly by the performance in **Diesel** prices (from +2.9% to -1.3% in trend terms and -1.2% on a monthly basis) and **Petrol** (from +1.5% to -2% in trend terms, -1% compared to the previous month).

Analysing the **car market by fuel types**, in June 2019 there was another sharp drop in diesel car registrations (-22.5%) achieving a share of 42%, while sales of petrol cars reached 43% due to a 27% growth in sales volumes. Alternatively-fuelled cars represented 15.3% of the overall market, which was their highest share since August 2018 (+5.2%). Of these, 1% were cars with zero or very low emissions (a total of 1,851 units). The introduction of the bonus-malus incentive which has been in force since 1st March 2019 contributed to the increase in sales of electric cars. This incentive rewards car owners who have emissions that do not exceed 70 g/km of $CO_2$, in theory, both electric and hybrid plug-ins. Whilst electric cars more than tripled in June (from 442 units in June 2018 to 1,456 units in June 2019), hybrid plug-in cars dropped by 42%. From March to May, an average of 490 plug-in hybrid cars were sold per month since the introduction of the ecobonus, while in June "only" 395 units were sold, almost 100 below the average.

**Italian brands** recorded 90,249 new registrations in Europe during the month of June, a drop of 13.5%, with a market share of 6.1%. There was a favourable trend in June for both Jeep (+1.5%) and Lancia/Chrysler (+7.6%). In the first half of 2019, Italian makers registered 540,540 cars (-9.5%) representing a share of 6.4% and seeing growth for both Jeep (+2%) and Lancia/Chrysler (+27.4%).

The **Spanish** market recorded 130,519 registrations in June (-8.3%). In the first six months of 2019, total sales stood at 692,472 (-5.7%).

The Spanish Association of Automobile Manufacturers and Trucks, ANFAC, points out that car sales have been in decline for three consecutive quarters. This market, therefore, can be described as ‘in crisis’ as the only economic indicator justifying this decline is based on consumer climate uncertainty. Nevertheless, it may be possible to reverse this trend, provided that all parties involved work positively together, with a plan for fleet renewal, co-ordination of measures to tackle climate change and the promotion of alternative fuelled cars.

In depth and in line with information from sales channels, the market in June was divided as follows: 50,408 sales to private individuals (down 18% with 39% share), 39,139 sales to companies (down 7% with 30% share) and 40,972 sales to rental companies (up 5% with

31% share). The first six months of 2019 saw the following market figures: 95,445 sales to private individuals (-12% and with a 43% share), 214,932 sales to companies (+2% and with a 31% share) and 182,095 sales to rentals (-2% and with a 26% share).

In relation to fuel type, sales of diesel cars fell by 33% in the month and had a 26% share, while petrol cars increased by 3%, with a 63% share. Lastly, alternatively-fuelled cars accounted for 11% of the market with 13,999 units (+20%).

In **France**, there were 230,964 new registrations recorded in June, down 8.4% on June 2018, however there was an increase of 1.2% on a like-for-like basis (19 working days in June 2019 compared to 21 working days in June 2018).

The cumulative figure for the first six months of 2019 was 1,166,442, reflecting a fall of 1.8% compared with the same period in 2018 (January-June) and 1% for the same number of working days (123 days for the same period in 2019 and 124 days for the same period in 2018).

The used car market, according to CCFA estimates, recorded 461,441 units sold in June, with a drop of 10.1% compared to the same month in 2018. In the period from January to June 2019 overall sales stood at 2,860,098 units and were down 0.2% on the same period in the previous year.

Based on fuel type, diesel car registrations in June 2019 accounted for 23% of the market (22,000 fewer units than in June 2018) and accounted for 34% of the market (40% in June 2018). Petrol cars, with a 59% market share, gained 5 percentage points compared to June 2018, down 0.3%. The market for alternatively fuelled cars represented 7% of the total and was up 14% with 16,000 units sold, of which 4,497 were electric cars (+42% and 2% share), 1,348 were plug-in hybrids (-10% and 0.6% share) and 9,971 were traditional hybrids (+11% and 4.3% share).

In the **German** market, 325,231 units (-4.7%) were registered in June. During the first six months of 2019, sales totalled 1,849,000 units (+0.5%), recording its best ever first half year figures in terms of sales volumes for the entire decade.

Domestic orders also showed some positive growth with orders up by just over 4% since the beginning of the year. Orders from abroad, on the other hand, fell by almost 6% in the first half of the year however, they rose by 3% in June.

In the month, sales to private individuals fell by 4%, achieving 36% of the market. The market balance by engine type for the first six months shows that 59.4% of new cars sold were petrol driven (-5.4%), 32.9% diesel powered (+3%) and 7.7% alternatively fuelled. There was positive growth in the sales of alternatively fuelled cars, which in the first half of 2019 totalled 31,059 electric cars (+80.2% and 1.7% share) and 102,995 hybrids (+69.1% and 5.6% share), as well as 16,525 plug-ins. In addition to this, 4,863 LPG vehicles were registered (+93% and 0.3% share) and 3,193 natural gas vehicles were registered (-55.6% and 0.2% share).

Average $CO_2$ emissions for newly registered cars in the first six months of 2019 stood at 157.7 g/km.

Finally, in June the **UK market** totalled 223,421 cars (-4.9%). In the first six months of the year, total sales volumes represented 1,269,245 units, a decrease of 3.4% compared to the same period in 2018, however this is in line with forecasts from The Society of Motor Manufacturers & Traders, SMMT.

SMMT point out that another month of decline is a cause for concern, especially the fact that sales of alternatively fuelled cars are slowing down. Manufacturers have invested billions of pounds in bringing these vehicles to market, but their efforts are now being undermined by confusing policies and untimely removal of purchasing incentives. If we want to see widespread use of these types of vehicles, which are an essential part of the transition to zero-emission transportation, we need long-term incentives and substantial investment in the infrastructure. Fleet renewal remains the fastest way to address environmental issues and consumers should have the support they need to choose the car that best meets their driving needs, whatever technology is used.

In June, sales to private individuals fell by 5% and accounted for 43% of total sales, while company fleets recorded a 3% drop in volumes with 54.7%. The downturn in diesel car sales continues (-18%), with a decrease of 27.7% in market share (4.6 percentage points lower than in June 2018) for both June and the first half of the year. By contrast, the share of new petrol-powered cars grew by almost 4 percentage points, reaching 65.7% of the market with a 1% increase; alternatively fuelled cars represented 6.6% of the market and increased by 11.7%.

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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*

| | Giugno/June | | % Chg | Gennaio-Giugno/January-June | | % Chg |
|---|---|---|---|---|---|---|
| | 2019 | 2018 | 19/18 | 2019 | 2018 | 19/18 |
| **AUSTRIA** | 32.529 | 38.015 | -14,4 | 175.909 | 192.861 | -8,8 |
| **BELGIUM** | 50.044 | 56.211 | -11,0 | 310.488 | 331.369 | -6,3 |
| **BULGARIA** | 3.255 | 3.586 | -9,2 | 18.323 | 18.082 | +1,3 |
| **CROATIA** | 8.232 | 8.579 | -4,0 | 38.216 | 38.279 | -0,2 |
| **CYPRUS** | 1.183 | 1.173 | +0,9 | 6.578 | 7.651 | -14,0 |
| **CZECH REPUBLIC** | 21.902 | 25.932 | -15,5 | 128.498 | 143.784 | -10,6 |
| **DENMARK** | 20.715 | 22.518 | -8,0 | 122.245 | 120.726 | +1,3 |
| **ESTONIA** | 2.424 | 2.566 | -5,5 | 13.933 | 14.190 | -1,8 |
| **FINLAND** | 10.537 | 11.661 | -9,6 | 60.277 | 69.612 | -13,4 |
| **FRANCE** | 230.964 | 252.216 | -8,4 | 1.166.442 | 1.188.150 | -1,8 |
| **GERMANY** | 325.231 | 341.308 | -4,7 | 1.849.000 | 1.839.031 | +0,5 |
| **GREECE** | 13.133 | 12.571 | +4,5 | 65.557 | 62.312 | +5,2 |
| **HUNGARY** | 13.577 | 14.205 | -4,4 | 74.543 | 70.748 | +5,4 |
| **IRELAND** | 1.406 | 1.248 | +12,7 | 80.707 | 87.116 | -7,4 |
| **ITALY** | 171.626 | 175.273 | -2,1 | 1.082.197 | 1.121.649 | -3,5 |
| **LATVIA** | 1.612 | 1.728 | -6,7 | 9.485 | 9.070 | +4,6 |
| **LITHUANIA** | 4.546 | 3.221 | +41,1 | 23.491 | 15.966 | +47,1 |
| **LUXEMBOURG** | 5.199 | 5.627 | -7,6 | 31.123 | 30.655 | +1,5 |
| **NETHERLANDS** | 41.671 | 46.746 | -10,9 | 226.482 | 252.988 | -10,5 |
| **POLAND** | 45.050 | 46.090 | -2,3 | 278.332 | 273.045 | +1,9 |
| **PORTUGAL** | 25.305 | 26.217 | -3,5 | 128.595 | 134.561 | -4,4 |
| **ROMANIA** | 14.082 | 12.241 | +15,0 | 71.620 | 60.068 | +19,2 |
| **SLOVAKIA** | 9.396 | 9.467 | -0,7 | 52.075 | 51.891 | +0,4 |
| **SLOVENIA** | 6.794 | 7.378 | -7,9 | 39.847 | 41.677 | -4,4 |
| **SPAIN** | 130.519 | 142.397 | -8,3 | 692.472 | 734.671 | -5,7 |
| **SWEDEN** | 31.830 | 66.244 | -52,0 | 167.882 | 225.543 | -25,6 |
| **UNITED KINGDOM** | 223.421 | 234.945 | -4,9 | 1.269.245 | 1.313.994 | -3,4 |
| **EUROPEAN UNION** | **1.446.183** | **1.569.363** | **-7,8** | **8.183.562** | **8.449.689** | **-3,1** |
| **EU15[2]** | 1.314.130 | 1.433.197 | -8,3 | 7.428.621 | 7.705.238 | -3,6 |
| **EU12[3]** | 132.053 | 136.166 | -3,0 | 754.941 | 744.451 | +1,4 |
| *ICELAND* | *1.359* | *2.596* | *-47,7* | *7.283* | *11.883* | *-38,7* |
| *NORWAY* | *15.352* | *15.845* | *-3,1* | *78.209* | *76.745* | *+1,9* |
| *SWITZERLAND* | *28.391* | *31.476* | *-9,8* | *157.136* | *157.910* | *-0,5* |
| **EFTA** | 45.102 | 49.917 | -9,6 | 242.628 | 246.538 | -1,6 |
| **EU + EFTA** | **1.491.285** | **1.619.280** | **-7,9** | **8.426.190** | **8.696.227** | **-3,1** |
| **EU15 + EFTA** | 1.359.232 | 1.483.114 | -8,4 | 7.671.249 | 7.951.776 | -3,5 |

SOURCE: **NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS**

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

*[2] Member States before the 2004 enlargement*

*[3] 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*

| | Giugno/June | | | | | Gennaio-Giugno/January-June | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[2] 2019 | %[2] 2018 | Unità *Units* 2019 | Unità *Units* 2018 | Var % % Chg 19/18 | %[2] 2019 | %[2] 2018 | Unità *Units* 2019 | Unità *Units* 2018 | Var % % Chg 19/18 |
| **VW Group** | **24,6** | **25,0** | **355.296** | **392.766** | **-9,5** | **24,2** | **24,5** | **1.982.926** | **2.071.877** | **-4,3** |
| VOLKSWAGEN | 11,3 | 12,0 | 162.889 | 188.777 | -13,7 | 11,1 | 11,5 | 908.078 | 972.839 | -6,7 |
| AUDI | 4,8 | 4,9 | 69.673 | 76.866 | -9,4 | 4,8 | 5,0 | 394.644 | 421.123 | -6,3 |
| SKODA | 4,6 | 4,6 | 65.876 | 72.099 | -8,6 | 4,7 | 4,6 | 382.150 | 387.225 | -1,3 |
| SEAT | 3,5 | 3,0 | 50.218 | 46.740 | +7,4 | 3,2 | 2,9 | 261.497 | 246.704 | +6,0 |
| PORSCHE | 0,4 | 0,5 | 6.224 | 7.773 | -19,9 | 0,4 | 0,5 | 33.700 | 41.635 | -19,1 |
| OTHERS[2] | 0,0 | 0,0 | 416 | 511 | -18,6 | 0,0 | 0,0 | 2.857 | 2.351 | +21,5 |
| **PSA Group** | **16,2** | **16,2** | **234.195** | **254.686** | **-8,0** | **16,7** | **16,3** | **1.364.747** | **1.378.062** | **-1,0** |
| PEUGEOT | 6,1 | 6,3 | 87.908 | 98.253 | -10,5 | 6,4 | 6,3 | 520.447 | 535.577 | -2,8 |
| OPEL/VAUXHALL | 5,6 | 5,7 | 80.308 | 88.720 | -9,5 | 5,7 | 5,8 | 467.901 | 486.480 | -3,8 |
| CITROEN | 4,1 | 4,0 | 59.888 | 62.033 | -3,5 | 4,3 | 3,9 | 352.480 | 329.829 | +6,9 |
| DS | 0,4 | 0,4 | 6.091 | 5.680 | +7,2 | 0,3 | 0,3 | 23.919 | 26.176 | -8,6 |
| **RENAULT Group** | **12,9** | **12,3** | **186.016** | **192.866** | **-3,6** | **11,0** | **10,7** | **898.999** | **906.770** | **-0,9** |
| RENAULT | 8,7 | 8,7 | 126.360 | 135.769 | -6,9 | 7,1 | 7,4 | 582.309 | 621.283 | -6,3 |
| DACIA | 4,1 | 3,6 | 58.891 | 56.339 | +4,5 | 3,8 | 3,3 | 311.841 | 282.171 | +10,5 |
| ALPINE | 0,0 | 0,0 | 361 | 198 | +82,3 | 0,0 | 0,0 | 2.450 | 567 | +332,1 |
| LADA | 0,0 | 0,0 | 404 | 560 | -27,9 | 0,0 | 0,0 | 2.399 | 2.749 | -12,7 |
| **HYUNDAI Group** | **6,5** | **6,1** | **93.428** | **96.309** | **-3,0** | **6,6** | **6,4** | **538.806** | **542.219** | **-0,6** |
| HYUNDAI | 3,3 | 3,2 | 47.090 | 50.527 | -6,8 | 3,4 | 3,4 | 275.575 | 283.286 | -2,7 |
| KIA | 3,2 | 2,9 | 46.338 | 45.782 | +1,2 | 3,2 | 3,1 | 263.231 | 258.933 | +1,7 |
| **FCA Group** | **6,1** | **6,5** | **88.585** | **102.481** | **-13,6** | **6,5** | **6,9** | **531.272** | **586.881** | **-9,5** |
| FIAT | 4,3 | 4,7 | 62.765 | 73.885 | -15,1 | 4,6 | 5,0 | 376.064 | 418.867 | -10,2 |
| JEEP | 1,1 | 1,0 | 15.907 | 15.740 | +1,1 | 1,1 | 1,0 | 89.379 | 87.825 | +1,8 |
| LANCIA/CHRYSLER | 0,3 | 0,3 | 4.349 | 4.040 | +7,6 | 0,4 | 0,3 | 34.767 | 27.287 | +27,4 |
| ALFA ROMEO | 0,3 | 0,5 | 5.021 | 7.954 | -36,9 | 0,3 | 0,6 | 27.702 | 48.065 | -42,4 |
| OTHERS[3] | 0,0 | 0,1 | 543 | 862 | -37,0 | 0,0 | 0,1 | 3.360 | 4.837 | -30,5 |
| **BMW Group** | **6,7** | **6,8** | **96.862** | **107.137** | **-9,6** | **6,3** | **6,2** | **516.651** | **520.715** | **-0,8** |
| BMW | 5,2 | 5,3 | 75.227 | 83.698 | -10,1 | 5,0 | 4,9 | 411.000 | 410.417 | +0,1 |
| MINI | 1,5 | 1,5 | 21.635 | 23.439 | -7,7 | 1,3 | 1,3 | 105.651 | 110.298 | -4,2 |
| **FORD** | **5,7** | **5,6** | **83.054** | **87.211** | **-4,8** | **6,2** | **6,5** | **504.676** | **545.916** | **-7,6** |
| **DAIMLER** | **5,5** | **5,5** | **80.029** | **86.653** | **-7,6** | **5,9** | **5,8** | **485.558** | **489.703** | **-0,8** |
| MERCEDES | 4,9 | 4,9 | 71.350 | 76.134 | -6,3 | 5,3 | 5,2 | 434.006 | 438.670 | -1,1 |
| SMART | 0,6 | 0,7 | 8.679 | 10.519 | -17,5 | 0,6 | 0,6 | 51.552 | 51.033 | +1,0 |
| **TOYOTA Group** | **4,9** | **4,4** | **70.487** | **69.157** | **+1,9** | **4,9** | **4,7** | **399.256** | **397.957** | **+0,3** |
| TOYOTA | 4,6 | 4,1 | 65.964 | 64.938 | +1,6 | 4,6 | 4,4 | 372.654 | 373.917 | -0,3 |
| LEXUS | 0,3 | 0,3 | 4.523 | 4.219 | +7,2 | 0,3 | 0,3 | 26.602 | 24.040 | +10,7 |
| **NISSAN** | **2,3** | **2,9** | **33.793** | **45.406** | **-25,6** | **2,6** | **3,3** | **210.275** | **276.503** | **-24,0** |
| **VOLVO CAR CORP.** | **1,9** | **2,3** | **28.196** | **36.104** | **-21,9** | **2,0** | **1,9** | **165.179** | **160.327** | **+3,0** |
| **MAZDA** | **1,4** | **1,3** | **20.648** | **20.301** | **+1,7** | **1,5** | **1,4** | **120.077** | **119.736** | **+0,3** |
| **JAGUAR LAND ROVER Group** | **1,3** | **1,3** | **18.752** | **19.981** | **-6,2** | **1,5** | **1,4** | **119.444** | **121.835** | **-2,0** |
| LAND ROVER | 0,9 | 0,8 | 12.432 | 12.838 | -3,2 | 1,0 | 1,0 | 79.389 | 81.411 | -2,5 |
| JAGUAR | 0,4 | 0,5 | 6.320 | 7.143 | -11,5 | 0,5 | 0,5 | 40.055 | 40.424 | -0,9 |
| **MITSUBISHI** | **0,9** | **0,8** | **12.453** | **13.119** | **-5,1** | **0,9** | **0,8** | **76.436** | **67.283** | **+13,6** |
| **HONDA** | **0,7** | **0,8** | **9.579** | **11.888** | **-19,4** | **0,8** | **0,9** | **64.137** | **75.868** | **-15,5** |

SOURCE: **ACEA MEMBERS**

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

[2] *Includes Bentley, Lamborghini and Bugatti*

[3] *Includes Dodge and Maserati*

## EUROPA (EU28[1]+EFTA) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

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

*dati provvisori/provisional data*

| | Giugno/June | | | | | Gennaio-Giugno/January-June | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[2] 2019 | %[2] 2018 | Unità *Units* 2019 | Unità *Units* 2018 | Var % % Chg 19/18 | %[2] 2019 | %[2] 2018 | Unità *Units* 2019 | Unità *Units* 2018 | Var % % Chg 19/18 |
| **VW Group** | **24,6** | **25,1** | **367.044** | **406.091** | **-9,6** | **24,3** | **24,6** | **2.049.290** | **2.135.796** | **-4,1** |
| VOLKSWAGEN | 11,3 | 12,1 | 167.882 | 195.284 | -14,0 | 11,1 | 11,5 | 936.348 | 1.000.984 | -6,5 |
| AUDI | 4,8 | 4,9 | 71.925 | 79.064 | -9,0 | 4,8 | 5,0 | 406.977 | 433.101 | -6,0 |
| SKODA | 4,6 | 4,6 | 68.595 | 74.973 | -8,5 | 4,7 | 4,6 | 398.256 | 401.722 | -0,9 |
| SEAT | 3,5 | 3,0 | 51.541 | 47.971 | +7,4 | 3,2 | 2,9 | 269.143 | 253.271 | +6,3 |
| PORSCHE | 0,4 | 0,5 | 6.632 | 8.253 | -19,6 | 0,4 | 0,5 | 35.426 | 44.194 | -19,8 |
| OTHERS[2] | 0,0 | 0,0 | 469 | 546 | -14,1 | 0,0 | 0,0 | 3.140 | 2.524 | +24,4 |
| **PSA Group** | **16,0** | **16,0** | **237.951** | **259.101** | **-8,2** | **16,4** | **16,1** | **1.383.161** | **1.399.908** | **-1,2** |
| PEUGEOT | 6,0 | 6,2 | 89.175 | 99.605 | -10,5 | 6,3 | 6,3 | 527.561 | 543.653 | -3,0 |
| OPEL/VAUXHALL | 5,5 | 5,6 | 81.884 | 90.684 | -9,7 | 5,6 | 5,7 | 474.805 | 494.991 | -4,1 |
| CITROEN | 4,1 | 3,9 | 60.741 | 63.032 | -3,6 | 4,2 | 3,8 | 356.511 | 334.641 | +6,5 |
| DS | 0,4 | 0,4 | 6.151 | 5.780 | +6,4 | 0,3 | 0,3 | 24.284 | 26.623 | -8,8 |
| **RENAULT Group** | **12,6** | **12,1** | **188.599** | **196.321** | **-3,9** | **10,8** | **10,6** | **911.420** | **921.961** | **-1,1** |
| RENAULT | 8,6 | 8,5 | 128.023 | 137.986 | -7,2 | 7,0 | 7,3 | 590.022 | 631.155 | -6,5 |
| DACIA | 4,0 | 3,6 | 59.792 | 57.554 | +3,9 | 3,8 | 3,3 | 316.424 | 287.417 | +10,1 |
| ALPINE | 0,0 | 0,0 | 380 | 221 | +71,9 | 0,0 | 0,0 | 2.575 | 636 | +304,9 |
| LADA | 0,0 | 0,0 | 404 | 560 | -27,9 | 0,0 | 0,0 | 2.399 | 2.753 | -12,9 |
| **HYUNDAI Group** | **6,4** | **6,1** | **95.685** | **98.446** | **-2,8** | **6,6** | **6,4** | **552.701** | **554.469** | **-0,3** |
| HYUNDAI | 3,3 | 3,2 | 48.506 | 51.784 | -6,3 | 3,4 | 3,3 | 284.396 | 290.459 | -2,1 |
| KIA | 3,2 | 2,9 | 47.179 | 46.662 | +1,1 | 3,2 | 3,0 | 268.305 | 264.010 | +1,6 |
| **FCA Group** | **6,1** | **6,4** | **90.249** | **104.374** | **-13,5** | **6,4** | **6,9** | **540.540** | **596.980** | **-9,5** |
| FIAT | 4,3 | 4,6 | 63.652 | 74.846 | -15,0 | 4,5 | 4,9 | 380.570 | 423.848 | -10,2 |
| JEEP | 1,1 | 1,0 | 16.391 | 16.155 | +1,5 | 1,1 | 1,0 | 92.125 | 90.311 | +2,0 |
| LANCIA/CHRYSLER | 0,3 | 0,2 | 4.350 | 4.042 | +7,6 | 0,4 | 0,3 | 34.782 | 27.297 | +27,4 |
| ALFA ROMEO | 0,4 | 0,5 | 5.266 | 8.402 | -37,3 | 0,3 | 0,6 | 29.336 | 50.269 | -41,6 |
| OTHERS[3] | 0,0 | 0,1 | 590 | 929 | -36,5 | 0,0 | 0,1 | 3.727 | 5.255 | -29,1 |
| **BMW Group** | **6,7** | **6,9** | **100.329** | **111.639** | **-10,1** | **6,4** | **6,3** | **537.114** | **543.628** | **-1,2** |
| BMW | 5,2 | 5,4 | 78.181 | 87.528 | -10,7 | 5,1 | 4,9 | 428.544 | 429.740 | -0,3 |
| MINI | 1,5 | 1,5 | 22.148 | 24.111 | -8,1 | 1,3 | 1,3 | 108.570 | 113.888 | -4,7 |
| **FORD** | **5,7** | **5,5** | **84.528** | **89.349** | **-5,4** | **6,1** | **6,4** | **513.338** | **556.597** | **-7,8** |
| **DAIMLER** | **5,6** | **5,6** | **82.827** | **90.258** | **-8,2** | **5,9** | **5,8** | **501.232** | **508.725** | **-1,5** |
| MERCEDES | 5,0 | 4,9 | 74.009 | 79.541 | -7,0 | 5,3 | 5,3 | 448.502 | 456.593 | -1,8 |
| SMART | 0,6 | 0,7 | 8.818 | 10.717 | -17,7 | 0,6 | 0,6 | 52.730 | 52.132 | +1,1 |
| **TOYOTA Group** | **4,9** | **4,5** | **73.781** | **72.184** | **+2,2** | **4,9** | **4,8** | **414.870** | **413.835** | **+0,3** |
| TOYOTA | 4,6 | 4,2 | 69.047 | 67.829 | +1,8 | 4,6 | 4,5 | 387.360 | 389.063 | -0,4 |
| LEXUS | 0,3 | 0,3 | 4.734 | 4.355 | +8,7 | 0,3 | 0,3 | 27.510 | 24.772 | +11,1 |
| **NISSAN** | **2,3** | **2,9** | **34.749** | **47.345** | **-26,6** | **2,6** | **3,3** | **217.137** | **286.610** | **-24,2** |
| **VOLVO CAR CORP.** | **2,0** | **2,3** | **29.719** | **37.943** | **-21,7** | **2,1** | **2,0** | **174.999** | **170.829** | **+2,4** |
| **JAGUAR LAND ROVER Group** | **1,3** | **1,3** | **19.936** | **20.800** | **-4,2** | **1,5** | **1,4** | **125.302** | **125.467** | **-0,1** |
| LAND ROVER | 0,9 | 0,8 | 12.928 | 13.378 | -3,4 | 1,0 | 1,0 | 81.874 | 83.878 | -2,4 |
| JAGUAR | 0,5 | 0,5 | 7.008 | 7.422 | -5,6 | 0,5 | 0,5 | 43.428 | 41.589 | +4,4 |
| **MAZDA** | **1,4** | **1,3** | **21.600** | **21.510** | **+0,4** | **1,5** | **1,4** | **124.813** | **125.649** | **-0,7** |
| **MITSUBISHI** | **0,9** | **0,9** | **13.631** | **14.380** | **-5,2** | **1,0** | **0,8** | **82.151** | **72.348** | **+13,5** |
| **HONDA** | **0,7** | **0,8** | **9.939** | **12.296** | **-19,2** | **0,8** | **0,9** | **66.601** | **78.697** | **-15,4** |

SOURCE: **ACEA MEMBERS**

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

*[2] Includes Bentley, Lamborghini and Bugatti*

*[3] 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*

| | Giugno/June | | | | | Gennaio-Giugno/January-June | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[2] 2019 | %[2] 2018 | Unità Units 2019 | Unità Units 2018 | Var % % Chg 19/18 | %[2] 2019 | %[2] 2018 | Unità Units 2019 | Unità Units 2018 | Var % % Chg 19/18 |
| **VW Group** | **24,3** | **24,6** | **330.618** | **364.138** | **-9,2** | **23,9** | **24,0** | **1.830.170** | **1.906.590** | **-4,0** |
| VOLKSWAGEN | 11,4 | 12,2 | 155.254 | 180.492 | -14,0 | 11,2 | 11,6 | 862.813 | 924.076 | -6,6 |
| AUDI | 5,1 | 5,1 | 69.498 | 76.305 | -8,9 | 5,1 | 5,2 | 393.081 | 416.699 | -5,7 |
| SKODA | 3,7 | 3,6 | 50.139 | 53.593 | -6,4 | 3,7 | 3,6 | 283.393 | 283.563 | -0,1 |
| SEAT | 3,6 | 3,1 | 48.934 | 45.297 | +8,0 | 3,3 | 3,0 | 254.255 | 237.484 | +7,1 |
| PORSCHE | 0,5 | 0,5 | 6.358 | 7.932 | -19,8 | 0,4 | 0,5 | 33.728 | 42.368 | -20,4 |
| OTHERS[2] | 0,0 | 0,0 | 435 | 519 | -16,2 | 0,0 | 0,0 | 2.900 | 2.400 | +20,8 |
| **PSA Group** | **16,3** | **16,4** | **221.907** | **242.645** | **-8,5** | **16,9** | **16,5** | **1.295.272** | **1.312.643** | **-1,3** |
| PEUGEOT | 6,2 | 6,4 | 84.174 | 94.717 | -11,1 | 6,5 | 6,5 | 499.704 | 516.937 | -3,3 |
| OPEL/VAUXHALL | 5,5 | 5,6 | 74.297 | 82.546 | -10,0 | 5,7 | 5,7 | 433.757 | 452.355 | -4,1 |
| CITROEN | 4,2 | 4,0 | 57.354 | 59.628 | -3,8 | 4,4 | 4,0 | 337.729 | 316.868 | +6,6 |
| DS | 0,4 | 0,4 | 6.082 | 5.754 | +5,7 | 0,3 | 0,3 | 24.082 | 26.483 | -9,1 |
| **RENAULT Group** | **12,1** | **11,8** | **164.988** | **174.334** | **-5,4** | **10,3** | **10,3** | **793.147** | **817.165** | **-2,9** |
| RENAULT | 8,7 | 8,7 | 118.059 | 128.355 | -8,0 | 7,1 | 7,4 | 541.915 | 586.008 | -7,5 |
| DACIA | 3,4 | 3,1 | 46.346 | 45.482 | +1,9 | 3,2 | 2,9 | 247.389 | 229.082 | +8,0 |
| ALPINE | 0,0 | 0,0 | 376 | 219 | +71,7 | 0,0 | 0,0 | 2.561 | 628 | +307,8 |
| LADA | 0,0 | 0,0 | 207 | 278 | -25,5 | 0,0 | 0,0 | 1.282 | 1.447 | -11,4 |
| **BMW Group** | **7,1** | **7,3** | **95.983** | **107.975** | **-11,1** | **6,7** | **6,6** | **513.710** | **522.597** | **-1,7** |
| BMW | 5,5 | 5,7 | 74.315 | 84.275 | -11,8 | 5,3 | 5,2 | 407.409 | 411.290 | -0,9 |
| MINI | 1,6 | 1,6 | 21.668 | 23.700 | -8,6 | 1,4 | 1,4 | 106.301 | 111.307 | -4,5 |
| **FCA Group** | **6,1** | **6,7** | **83.522** | **98.854** | **-15,5** | **6,6** | **7,2** | **506.713** | **570.029** | **-11,1** |
| FIAT | 4,3 | 4,8 | 58.157 | 70.511 | -17,5 | 4,6 | 5,1 | 354.896 | 403.093 | -12,0 |
| JEEP | 1,1 | 1,0 | 15.481 | 15.257 | +1,5 | 1,1 | 1,1 | 85.603 | 85.914 | -0,4 |
| LANCIA/CHRYSLER | 0,3 | 0,3 | 4.350 | 4.042 | +7,6 | 0,5 | 0,3 | 34.771 | 27.282 | +27,5 |
| ALFA ROMEO | 0,4 | 0,5 | 4.972 | 8.150 | -39,0 | 0,4 | 0,6 | 27.881 | 48.680 | -42,7 |
| OTHERS[3] | 0,0 | 0,1 | 562 | 894 | -37,1 | 0,0 | 0,1 | 3.562 | 5.060 | -29,6 |
| **HYUNDAI Group** | **6,0** | **5,8** | **82.005** | **85.983** | **-4,6** | **6,2** | **6,1** | **479.337** | **484.600** | **-1,1** |
| HYUNDAI | 3,1 | 3,0 | 41.695 | 44.899 | -7,1 | 3,2 | 3,2 | 246.704 | 253.176 | -2,6 |
| KIA | 3,0 | 2,8 | 40.310 | 41.084 | -1,9 | 3,0 | 2,9 | 232.633 | 231.424 | +0,5 |
| **DAIMLER** | **5,8** | **5,8** | **78.583** | **85.943** | **-8,6** | **6,3** | **6,1** | **480.244** | **486.695** | **-1,3** |
| MERCEDES | 5,1 | 5,1 | 69.873 | 75.350 | -7,3 | 5,6 | 5,5 | 428.022 | 435.035 | -1,6 |
| SMART | 0,6 | 0,7 | 8.710 | 10.593 | -17,8 | 0,7 | 0,6 | 52.222 | 51.660 | +1,1 |
| **FORD** | **5,8** | **5,6** | **79.195** | **82.748** | **-4,3** | **6,2** | **6,5** | **476.700** | **515.968** | **-7,6** |
| **TOYOTA Group** | **4,7** | **4,2** | **63.332** | **62.996** | **+0,5** | **4,6** | **4,5** | **353.791** | **355.753** | **-0,6** |
| TOYOTA | 4,4 | 4,0 | 59.185 | 59.151 | +0,1 | 4,3 | 4,2 | 329.813 | 334.233 | -1,3 |
| LEXUS | 0,3 | 0,3 | 4.147 | 3.845 | +7,9 | 0,3 | 0,3 | 23.978 | 21.520 | +11,4 |
| **NISSAN** | **2,3** | **2,9** | **31.546** | **43.668** | **-27,8** | **2,6** | **3,3** | **199.571** | **263.991** | **-24,4** |
| **VOLVO CAR CORP.** | **2,1** | **2,4** | **28.046** | **35.857** | **-21,8** | **2,1** | **2,0** | **164.418** | **160.936** | **+2,2** |
| **JAGUAR LAND ROVER Group** | **1,4** | **1,4** | **19.237** | **20.371** | **-5,6** | **1,6** | **1,5** | **121.492** | **122.483** | **-0,8** |
| LAND ROVER | 0,9 | 0,9 | 12.464 | 13.111 | -4,9 | 1,0 | 1,0 | 79.316 | 81.972 | -3,2 |
| JAGUAR | 0,5 | 0,5 | 6.773 | 7.260 | -6,7 | 0,5 | 0,5 | 42.176 | 40.511 | +4,1 |
| **MAZDA** | **1,4** | **1,3** | **18.937** | **19.290** | **-1,8** | **1,4** | **1,4** | **109.874** | **112.242** | **-2,1** |
| **MITSUBISHI** | **0,9** | **0,9** | **12.539** | **13.018** | **-3,7** | **1,0** | **0,8** | **75.793** | **66.422** | **+14,1** |
| **HONDA** | **0,6** | **0,7** | **8.555** | **10.764** | **-20,5** | **0,7** | **0,9** | **57.270** | **69.403** | **-17,5** |

SOURCE: **ACEA MEMBERS**

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

*[2] Includes Bentley, Lamborghini and Bugatti*

*[3] Includes Dodge and Maserati*