Press Release

NEGATIVE RECORD FOR THE CAR EUROPEAN MAREKT IN APRIL, FIRST MONTH OF THE APPILICATION OF THE CONTAITMENT MEASURES OF THE PANDEMIC IN THE EUROPEAN COUNTRIES: -78.3%

ANFIA joins the latest call by ACEA and CLEPA to the European Commission to get an alignment of the main Countries on the priority of a strong plan for the coordinated relaunch of the automotive sector

Turin, May 19th 2020 – According to data released today by ACEA, **across all the countries of the European Union enlarged to EFTA and the United Kingdom**[1] in April registrations of cars reached 292,182 units, with a decrease of 78.3% respect to April 2019.

In the first four months of 2020 registered volumes reached 3,346,193 units, with a slowdown of 39.1% respect to the period of the previous year.

"April is the first month interested by the emergency measures to contain the Covid-19 outbreak in the European countries – with the majority of dealerships closed – and it represents a negative record in terms of fall of volumes since ACEA started to analyze the market data – says **Paolo Scudieri**, **President of ANFIA.**

Each of 27 European Countries (included the UK) closed the month in a double figures slowdown, but Italy and the United Kingdom registered the worst contractions: -97.6% and -97.3% respectively, followed by Spain (-96.5%), with our Country which got the worst performance among the major markets for the second month in row. Also France has been hit by the crisis, with registrations in slowdown of 88.8% in April, while for Germany the slowdown is about 61.1%.

In the overall, the five major markets value for the 53% of the overall registered during the month, with a slowdown of the volumes of 84%, while their share in 2019 was about 71%. Also in this critical month, keeps going on the slowing down of the sales of diesel cars in the major market (-84%, with a share of 32%); the highest share of a diesel car respect to its market goes to Italy with the 41%. In the four months, the European market lost in the overall, 2,14 millions of units, with a strong impact on the secondary and the tertiary sectors, also in terms of labor market.

The recession of the European economy hit an already static car market, since the first two months of 2020 closed with -7.3% after a 2019 slightly over 2018 levels (+1.2%).

[1] EU 27 + EFTA + United Kingdom (since February 1st 2020, the United Kingdom is no more part of the European Union). Data for Malta is not available at the moment

ANFIA joins to the latest call by ACEA and CLEPA to the European Commission to get an alignment of the main Countries on the priority of a strong plan for the coordinated relaunch of the automotive sector, first of all acting with interventions in support of the market and for the renewal of the fleet, to restart the productive activities and to maintain the employment, with the goal to stimulate the recovery of the economy in the overall and to going on the path of the carbon neutrality and on the reduction of the environmental impact of mobility".

In **Italy**, registrations totalized in April reached 4,279 units (-97.6%). In the first four months of 2020, the overall of registrations reached 351,611 units, with a decrease of 50.7% respect to the volumes of the same period of 2019.

Italy, for the second month in row, is the country with the car market affected the most by the pandemic crisis, both in the month and in the cumulate. The closing of dealerships and the sales networks all over Italy strongly impacted on the registrations of April, but also the stop of the procedures of registrations given by the suspension of the activities of the motorization staff in the provinces.

According to ISTAT data, in April the **national consumer price index** registers an increase of 0.1% per month and null trend of variation (from +0.1% during the previous month). The resetting of the inflation is given by especially to the energetic goods which amplify their slowing down both on the regulated part (from -9.4% to -14.1%) both in the one not regulated (from -2.7% to -7.6%). In this last sector, looking at the trend of the fuels prices, **Diesel** prices going from -4.9% to -10.7% in the terms of trend (-5.4% per month), **Petrol** ones from -1.3% to -9% (-5.1% the situation) while the prices of the **Other fuels** from -4.3% to -5.3% (-1.3% respect to March).

Analyzing **market by fueling**, the share of new diesel cars grows in April to 41%, closing the four months with 34%, while it reduces the share of petrol cars, 35% in April, ten points less respect the first two months of the year. The share of powered alternative cars, instead, grows of 23% in the month and during March and April reached 27%, seven percentage point more the previous two months period (January-February). The share with alternative drive in the first four months is of 21% (it was 13.6% a year ago). During March and April, have been sold 1,429 BEV cars against the 1,828 of the same two months of 2019 (-22%), the respective share on the overall of the market in the two months is 4.4% against 0.5%. In the 1st four months the sales of alternative powered cars reduced per year of 24%, the half of the market in the overall (-51%).

Italian brands registered, in Europe, 10,952 registrations in March (-87.7%), with a market share of 3.7%. In the first four months, registrations of Italian brands reached 181.444 units (-48%) with a share of penetration of 5.4%.

Spain totalized 4,163 registrations during April 2020, the 96.5% less respect to April 2019. In the first four months of the year, the market slowdown, of 48.9%, with 222,866 units registered.

From January to April 2020, diesel cars represent the 27.3% of the market, petrol cars are the 55% and powered alternative cars are 17.7%, in slowdown of 10% respect to one year ago.

The Spanish Association of Manufacturers of Automobiles and Trucks (ANFAC) underlines that April 2020 will make history for having registered the worst result in terms of registrations, but the hope is that this will be an isolated case, given by the restriction of the activities and of transfers because of the Covid-19 emergency. The progressive opening of all sale networks during May, planned with all safety measures, has to be come with a strong plan for the demand stimulation, that help consumers, which need or desire to change their car, to choose among the current new vehicles range, all equipped with the highest environmental, safety and efficiency standards. If won't be taken measures for this, the fleet will get older even more because of this crisis: it is necessary to encourage the substitution and the retirement of the eldest and the most polluting vehicles, helping the most safe and efficient vehicles. In the mobility post Covid-19, private vehicle, it will be, in most occasions, the preferred means of transport, making even more important the spread of technologically advanced and less polluting cars. The automotive sector needs a national plan which shocks the market with special measures, for the demand stimulation and to save industry, and it must be applied as soon as possible.

In **France**, during April, are registered 20,997 new registrations, with a slowdown of 88.8% respect to April 2019. In the first four months of 2020, the slowdown reached 48%, for an overall of 385,676 registrations.

Second hand market, according to valuations of CCFA, registered during the month 115,424 units, the 77.1% less respect to April 2019, while, in the first four months of 2020, are registered 1,448,193 units (-24.4%).

In April, diesel cars registrations decrease of 89% with a share of 32%, a point less respect to April 2019. Petrol cars, with the 57% of the market, lose 3 points of share respect to April 2019, even in this case with volumes in slowdown of 89%. Alternative powered cars represent the 11% of the April market, with 2,341 units (-82%), among them 1,218 electric (-62% and 5.8% of share), 427 hybrid plug-in (-67% and 2% of share) and 616 traditional hybrids (-92% and 2.9% of share).

In the first four months, registrations for fueling are divided this way: 49% petrol cars, 33% diesel cars, 10.5% hybrid cars (the 2.6% of them are rechargeable), 7% electric cars.

PFA (la Plateforme automobile, which include Manufactures, Components, Suppliers and other actors in the system of French mobility) complains a slowly restart of the post-lockdown phase, saying that dealerships network sees the activity volumes reach 25% and it underlines that the worst must be avoided: the collapse of the Automotive supply chain companies and of their know-how, must, instead, holding the reins of the challenges of future mobility.

German market registered during April 120,840 units (-61.1%). In the first four months of 2020, registrations reached 822,202 units, in slowdown of 31%.

The closing of factories, the stop of supplies in the supply chain together with the decrease of both national and international demand strongly impacted on the automotive production. In April, German car manufacturers almost completely stopped their production.

The orders of the national market strongly slowing down during the month (-70%) and since the beginning of the year decreased of 32%. In April, orders of the international markets increased of 47% and in the cumulate since the beginning of the year have been less than 25% respect to the previous year.

During the month, private owners sales slowdown of 58%, representing the 42% of the market; business ones decrease of 63% and represent the 58% of the overall. Petrol cars sales have been 60,295, with a market share of 50%; diesel cars have been 38,836, with a share of 32%, and the alternative powered ones represent the 18%. Among these ones, hybrids represent the 13.7%, (16,573 units), the 4,6% of them rechargeable (5,618 units). Electric cars represent the 3.8%, which means 4,635 registrations, while sales of methane cars have been 286 and 191 the LPG ones.

The average of CO_2 emissions of the new registered cars in April 2020 is 150.9 g/km.

British market, in the end, in April totalized 4,321 new registrations (-97.3%), most of them have been deliveries to workers of essential services and assistance and public service realities. In the first four months of the market, registrations reached 487,878, the 43,4% less to the first four months of 2019.

The Society of Motor Manufacturers & Traders (SMMT) underlines that with the closing of the showrooms in the whole United Kingdom, in April, it is not a surprise that the market registers the worst performance ever. This data, even if it was expected, is pretty depressing, since, since the livelihoods of hundreds of thousands of people counts on this sector. A strong car market supports an health economy and since the Great Britain is planning a restart, the car trade needs to be in the limelight. Restart this sector safely, one of the most important and revitalizing what will inevitably be initially weak demand is the key to unlocking production and accelerating the United Kingdom economic recovery.

SMMT has also revised the closing of the year anticipations downwards, which should see 1.68 millions of new registrations, the lowest level since 1992, when market stopped with 1.59 millions of units. Below the level reached during the last economic and financial crisis and -27% respect to the 2.31 millions of cars registered in 2019.

According to fueling, decrease both registrations of diesel cars -98% during the month and -60% in the cumulate, with a share of 19%, and both the petrol ones, -98.5% during the month and -47.5% in the cumulate, with the 60% of share. Alternative powered cars value the39% of the April's market and the 21% of the market of the first four months. In April, BEV cars value the 32% of the market and register a loss of volumes of 10%, while in the cumulate the share is of 4%, with a growth of volumes of 161%. SMMT estimates a volumes of BEV cars double in 2020, until 77,300 units, thanks to new models. Since the beginning of the year, hybrids plug-in cars sales register a growth of 31% gain the 2.8% of the market, while hybrids one lose the 13.9% of the market with a share of 5.8%, and the sales of mild-hybrid cars grow of 111% representing the 8.2% of the market.

The share of the market of private owners, during the month, reaches the 20%, in slowdown of 99%, while business cars reduced of 97% representing the 71.5% of the market.

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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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The Automotive Production Supply Chain in Italy
5.529 companies
274.000 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector
105.9 billions of Euro of income, which means 11% of the total of the production in Italy and of 6.2% of the Italian GDP
76.3 billions of Euro of tax levy of motorization

UNIONE EUROPEA[1] - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

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

dati provvisori/provisional data

	Aprile/April		% Chg	Gennaio-Aprile/January-April		% Chg
	2020	2019	20/19	2020	2019	20/19
AUSTRIA	11.220	31.951	-64,9	65.900	112.806	-41,6
BELGIUM	5.296	53.498	-90,1	132.712	209.363	-36,6
BULGARIA	824	3.008	-72,6	6.751	11.427	-40,9
CROATIA	1.077	8.650	-87,5	11.078	20.823	-46,8
CYPRUS	234	1.475	-84,1	3.175	4.275	-25,7
CZECH REPUBLIC	10.679	22.921	-53,4	60.873	82.537	-26,2
DENMARK	10.199	16.178	-37,0	59.057	82.444	-28,4
ESTONIA	824	2.534	-67,5	6.471	8.708	-25,7
FINLAND	5.981	9.748	-38,6	34.252	38.850	-11,8
FRANCE	20.997	188.195	-88,8	385.676	741.530	-48,0
GERMANY	120.840	310.715	-61,1	822.202	1.190.807	-31,0
GREECE	2.434	12.303	-80,2	23.824	38.592	-38,3
HUNGARY	6.170	12.418	-50,3	38.841	46.756	-16,9
IRELAND	344	8.904	-96,1	50.328	73.030	-31,1
ITALY	4.279	174.924	-97,6	351.611	712.991	-50,7
LATVIA	683	1.644	-58,5	4.553	6.105	-25,4
LITHUANIA	1.378	4.436	-68,9	12.106	14.636	-17,3
LUXEMBOURG	1.192	5.642	-78,9	13.104	20.509	-36,1
NETHERLANDS	15.373	32.701	-53,0	118.458	148.152	-20,0
POLAND	15.239	46.379	-67,1	122.875	186.188	-34,0
PORTUGAL	2.749	21.121	-87,0	48.031	80.566	-40,4
ROMANIA	4.321	8.691	-50,3	32.300	44.527	-27,5
SLOVAKIA	3.424	8.894	-61,5	22.390	32.791	-31,7
SLOVENIA	1.846	6.446	-71,4	16.354	26.708	-38,8
SPAIN	4.163	119.417	-96,5	222.866	436.307	-48,9
SWEDEN	18.916	30.253	-37,5	85.057	104.133	-18,3
EUROPEAN UNION (EU)	**270.682**	**1.143.046**	**-76,3**	**2.750.845**	**4.475.561**	**-38,5**
EU14[2]	223.983	1.015.550	-77,9	2.413.078	3.990.080	-39,5
EU12[3]	46.699	127.496	-63,4	337.767	485.481	-30,4
ICELAND	*372*	*1.196*	*-68,9*	*2.853*	*3.917*	*-27,2*
NORWAY	*7.425*	*11.255*	*-34,0*	*39.783*	*49.740*	*-20,0*
SWITZERLAND	*9.382*	*28.620*	*-67,2*	*64.834*	*100.685*	*-35,6*
EFTA	17.179	41.071	-58,2	107.470	154.342	-30,4
UNITED KINGDOM	4.321	161.064	-97,3	487.878	862.100	-43,4
TOTAL (EU + EFTA + UK)	**292.182**	**1.345.181**	**-78,3**	**3.346.193**	**5.492.003**	**-39,1**
WESTERN EUROPE (EU14 + EFTA + UK)	245.483	1.217.685	-79,8	3.008.426	5.006.522	-39,9

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 27[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

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

dati provvisori/provisional data

	Aprile/April					Gennaio-Aprile/January-April				
	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19
VW Group	**28,8**	**24,9**	**77.862**	**284.783**	**-72,7**	**26,8**	**24,4**	**737.814**	**1.100.300**	**-32,9**
VOLKSWAGEN	12,6	11,6	34.161	133.146	-74,3	12,0	11,6	329.803	522.258	-36,9
SKODA	7,4	4,9	20.007	56.479	-64,6	5,8	4,9	160.048	221.576	-27,8
AUDI	5,1	4,4	13.741	50.547	-72,8	5,0	4,5	136.759	202.122	-32,3
SEAT	2,9	3,4	7.760	38.446	-79,8	3,5	3,0	95.914	137.440	-30,2
PORSCHE	0,8	0,5	2.048	5.830	-64,9	0,5	0,3	14.312	15.713	-8,9
OTHERS[2]	0,1	0,0	145	335	-56,7	0,0	0,0	978	1.191	-17,9
PSA Group	**13,6**	**17,1**	**36.718**	**195.393**	**-81,2**	**15,7**	**17,3**	**433.233**	**778.764**	**-44,4**
PEUGEOT	5,3	6,9	14.404	79.251	-81,8	6,7	7,0	183.348	314.112	-41,6
CITROEN	3,8	4,8	10.228	54.352	-81,2	4,4	4,7	119.911	211.210	-43,2
OPEL/VAUXHALL	4,1	5,1	11.231	58.451	-80,8	4,3	5,3	117.048	240.917	-51,4
DS	0,3	0,3	855	3.339	-74,4	0,5	0,3	12.926	12.525	+3,2
RENAULT Group	**10,2**	**11,6**	**27.740**	**132.337**	**-79,0**	**10,0**	**11,6**	**276.106**	**521.346**	**-47,0**
RENAULT	6,6	7,4	17.929	85.098	-78,9	6,9	7,4	188.888	335.703	-43,7
DACIA	3,6	4,1	9.669	46.400	-79,2	3,1	4,0	86.335	182.429	-52,7
LADA	0,0	0,0	110	382	-71,2	0,0	0,0	662	1.592	-58,4
ALPINE	0,0	0,0	32	457	-93,0	0,0	0,0	221	1.622	-86,4
HYUNDAI Group	**6,6**	**6,5**	**17.743**	**74.393**	**-76,1**	**7,2**	**6,3**	**197.384**	**286.255**	**-31,0**
HYUNDAI	3,1	3,4	8.445	39.069	-78,4	3,6	3,3	99.707	150.926	-33,9
KIA	3,4	3,1	9.298	35.324	-73,7	3,6	3,0	97.677	135.329	-27,8
BMW Group	**8,7**	**5,9**	**23.504**	**67.804**	**-65,3**	**6,7**	**5,6**	**184.008**	**253.200**	**-27,3**
BMW	7,3	4,9	19.778	55.754	-64,5	5,5	4,5	152.250	205.097	-25,8
MINI	1,4	1,1	3.726	12.050	-69,1	1,2	1,1	31.758	48.103	-34,0
FCA Group	**3,8**	**7,4**	**10.419**	**84.387**	**-87,7**	**6,1**	**7,2**	**169.112**	**325.067**	**-48,0**
FIAT	3,0	5,4	8.209	61.239	-86,6	4,4	5,0	122.123	225.975	-46,0
JEEP	0,5	1,1	1.483	12.757	-88,4	0,9	1,2	25.747	55.876	-53,9
LANCIA/CHRYSLER	0,0	0,5	113	5.749	-98,0	0,5	0,5	12.853	24.313	-47,1
ALFA ROMEO	0,2	0,4	570	4.146	-86,3	0,3	0,4	7.554	17.053	-55,7
OTHERS[3]	0,0	0,0	44	496	-91,1	0,0	0,0	835	1.850	-54,9
TOYOTA Group	**5,4**	**4,9**	**14.692**	**56.470**	**-74,0**	**5,9**	**4,8**	**162.676**	**215.208**	**-24,4**
TOYOTA	5,2	4,6	14.111	53.014	-73,4	5,6	4,5	153.556	203.342	-24,5
LEXUS	0,2	0,3	581	3.456	-83,2	0,3	0,3	9.120	11.866	-23,1
DAIMLER	**5,5**	**6,1**	**14.770**	**69.569**	**-78,8**	**5,7**	**5,6**	**157.956**	**251.603**	**-37,2**
MERCEDES	5,3	5,3	14.413	60.074	-76,0	5,6	4,9	154.503	222.024	-30,4
SMART	0,1	0,8	357	9.495	-96,2	0,1	0,7	3.453	29.579	-88,3
FORD	**5,5**	**5,4**	**14.976**	**62.211**	**-75,9**	**4,8**	**5,6**	**132.340**	**251.462**	**-47,4**
NISSAN	**1,4**	**2,1**	**3.771**	**24.337**	**-84,5**	**2,4**	**2,4**	**64.759**	**108.562**	**-40,3**
VOLVO CAR CORP.	**3,1**	**2,0**	**8.299**	**22.389**	**-62,9**	**2,3**	**2,0**	**62.411**	**88.283**	**-29,3**
MAZDA	**1,1**	**1,3**	**2.865**	**15.185**	**-81,1**	**1,1**	**1,5**	**30.470**	**65.656**	**-53,6**
MITSUBISHI	**1,4**	**0,9**	**3.799**	**10.356**	**-63,3**	**1,1**	**1,0**	**30.085**	**44.551**	**-32,5**
JAGUAR LAND ROVER Group	**0,5**	**0,6**	**1.267**	**7.209**	**-82,4**	**0,8**	**0,9**	**22.026**	**40.126**	**-45,1**
LAND ROVER	0,3	0,4	854	4.842	-82,4	0,6	0,6	15.408	26.045	-40,8
JAGUAR	0,2	0,2	413	2.367	-82,6	0,2	0,3	6.618	14.081	-53,0
HONDA	**0,4**	**0,5**	**1.008**	**5.922**	**-83,0**	**0,5**	**0,6**	**13.505**	**27.371**	**-50,7**

SOURCE: **ACEA MEMBERS**

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

[2] *Includes Bentley, Lamborghini and Bugatti*

[3] *Includes Dodge and Maserati*

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

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

dati provvisori/provisional data

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	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19
VW Group	**28,9**	**25,1**	**84.396**	**337.001**	**-75,0**	**26,4**	**24,1**	**884.761**	**1.330.045**	**-33,5**
VOLKSWAGEN	12,5	11,4	36.543	153.894	-76,3	11,6	11,1	387.618	615.853	-37,1
SKODA	7,4	4,8	21.487	64.979	-66,9	5,5	4,7	185.196	259.713	-28,7
AUDI	5,2	4,8	15.260	64.953	-76,5	5,3	4,8	176.039	263.851	-33,3
SEAT	2,9	3,3	8.506	44.603	-80,9	3,5	3,0	115.733	167.689	-31,0
PORSCHE	0,8	0,6	2.409	8.030	-70,0	0,6	0,4	18.520	20.833	-11,1
OTHERS[2]	0,1	0,0	191	542	-64,8	0,0	0,0	1.655	2.106	-21,4
PSA Group	**13,2**	**16,3**	**38.461**	**218.717**	**-82,4**	**14,7**	**16,4**	**492.144**	**908.420**	**-45,8**
PEUGEOT	5,2	6,4	15.103	86.130	-82,5	6,0	6,3	201.495	349.582	-42,4
OPEL/VAUXHALL	4,1	5,2	12.009	70.430	-82,9	4,4	5,6	146.360	310.429	-52,9
CITROEN	3,6	4,4	10.430	58.648	-82,2	3,9	4,2	130.286	234.467	-44,4
DS	0,3	0,3	919	3.509	-73,8	0,4	0,3	14.003	13.942	+0,4
RENAULT Group	**9,8**	**10,4**	**28.631**	**139.744**	**-79,5**	**8,9**	**10,2**	**297.345**	**564.334**	**-47,3**
RENAULT	6,3	6,7	18.453	89.661	-79,4	6,1	6,6	203.135	362.691	-44,0
DACIA	3,4	3,7	10.031	49.218	-79,6	2,8	3,6	93.258	198.299	-53,0
LADA	0,0	0,0	110	382	-71,2	0,0	0,0	662	1.592	-58,4
ALPINE	0,0	0,0	37	483	-92,3	0,0	0,0	290	1.752	-83,4
BMW Group	**8,8**	**6,3**	**25.729**	**84.849**	**-69,7**	**7,3**	**6,2**	**242.686**	**344.949**	**-29,6**
BMW	7,4	5,2	21.630	69.679	-69,0	5,9	5,0	196.176	274.232	-28,5
MINI	1,4	1,1	4.099	15.170	-73,0	1,4	1,3	46.510	70.717	-34,2
HYUNDAI Group	**6,4**	**6,8**	**18.809**	**91.039**	**-79,3**	**7,2**	**6,6**	**240.562**	**364.133**	**-33,9**
KIA	3,3	3,3	9.678	43.846	-77,9	3,7	3,2	122.704	176.020	-30,3
HYUNDAI	3,1	3,5	9.131	47.193	-80,7	3,5	3,4	117.858	188.113	-37,3
DAIMLER	**5,7**	**6,3**	**16.759**	**84.326**	**-80,1**	**6,0**	**5,8**	**199.532**	**321.386**	**-37,9**
MERCEDES	5,6	5,5	16.361	74.218	-78,0	5,8	5,2	195.629	289.093	-32,3
SMART	0,1	0,8	398	10.108	-96,1	0,1	0,6	3.903	32.293	-87,9
FCA Group	**3,7**	**6,6**	**10.952**	**88.888**	**-87,7**	**5,4**	**6,3**	**181.444**	**348.904**	**-48,0**
FIAT	2,9	4,8	8.534	64.126	-86,7	3,9	4,4	130.885	243.112	-46,2
JEEP	0,5	1,0	1.582	13.671	-88,4	0,8	1,1	27.795	59.596	-53,4
LANCIA/CHRYSLER	0,0	0,4	113	5.755	-98,0	0,4	0,4	12.854	24.330	-47,2
ALFA ROMEO	0,2	0,3	661	4.670	-85,8	0,3	0,4	8.819	19.401	-54,5
OTHERS[3]	0,0	0,0	62	666	-90,7	0,0	0,0	1.091	2.465	-55,7
FORD	**5,4**	**6,0**	**15.724**	**81.295**	**-80,7**	**5,3**	**6,2**	**178.079**	**341.068**	**-47,8**
TOYOTA Group	**3,8**	**4,1**	**11.130**	**54.618**	**-79,6**	**4,9**	**4,1**	**164.558**	**228.304**	**-27,9**
TOYOTA	3,7	3,8	10.741	50.793	-78,9	4,6	3,9	152.656	212.973	-28,3
LEXUS	0,1	0,3	389	3.825	-89,8	0,4	0,3	11.902	15.331	-22,4
NISSAN	**1,5**	**2,4**	**4.398**	**31.830**	**-86,2**	**2,7**	**2,7**	**91.447**	**149.153**	**-38,7**
VOLVO CAR CORP.	**3,1**	**2,1**	**9.032**	**28.217**	**-68,0**	**2,4**	**2,1**	**79.413**	**115.115**	**-31,0**
JAGUAR LAND ROVER Group	**0,6**	**1,2**	**1.852**	**16.272**	**-88,6**	**1,6**	**1,6**	**52.202**	**87.903**	**-40,6**
LAND ROVER	0,3	0,8	999	10.923	-90,9	1,1	1,0	36.707	57.773	-36,5
JAGUAR	0,3	0,4	853	5.349	-84,1	0,5	0,5	15.495	30.130	-48,6
MAZDA	**1,1**	**1,3**	**3.126**	**17.966**	**-82,6**	**1,2**	**1,5**	**39.317**	**83.607**	**-53,0**
MITSUBISHI	**1,4**	**0,9**	**4.092**	**12.011**	**-65,9**	**1,1**	**1,0**	**36.702**	**55.123**	**-33,4**
HONDA	**0,4**	**0,7**	**1.067**	**9.266**	**-88,5**	**0,7**	**0,9**	**23.493**	**47.516**	**-50,6**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Bentley, Lamborghini and Bugatti

[3] Includes Dodge and Maserati

ANFIA
Associazione Nazionale Filiera Industria Automobilistica

EUROPA OCC.[1] (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

WESTERN EUROPE[1] (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Aprile/April					Gennaio-Aprile/January-April				
	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19	%[2] 2020	%[2] 2019	Unità *Units* 2020	Unità *Units* 2019	Var % % Chg 20/19
VW Group	**29,1**	**24,6**	**71.402**	**299.551**	**-76,2**	**25,9**	**23,6**	**778.825**	**1.187.239**	**-34,4**
VOLKSWAGEN	13,3	11,6	32.704	141.620	-76,9	11,8	11,3	354.488	567.624	-37,5
AUDI	5,8	5,1	14.305	62.640	-77,2	5,6	5,1	168.586	254.717	-33,8
SKODA	5,8	3,7	14.160	45.197	-68,7	4,2	3,7	127.514	184.774	-31,0
SEAT	3,2	3,5	7.847	42.015	-81,3	3,6	3,1	109.246	158.420	-31,0
PORSCHE	0,9	0,6	2.225	7.592	-70,7	0,6	0,4	17.483	19.769	-11,6
OTHERS[2]	0,1	0,0	161	487	-66,9	0,1	0,0	1.508	1.935	-22,1
PSA Group	**13,9**	**16,8**	**34.086**	**204.192**	**-83,3**	**15,4**	**16,9**	**462.494**	**854.272**	**-45,9**
PEUGEOT	5,5	6,7	13.432	81.295	-83,5	6,3	6,6	189.806	332.513	-42,9
OPEL/VAUXHALL	4,2	5,3	10.412	63.936	-83,7	4,5	5,7	136.678	284.869	-52,0
CITROEN	3,8	4,6	9.344	55.472	-83,2	4,1	4,4	122.176	223.068	-45,2
DS	0,4	0,3	898	3.489	-74,3	0,5	0,3	13.834	13.822	+0,1
RENAULT Group	**8,9**	**10,1**	**21.737**	**122.384**	**-82,2**	**8,5**	**9,8**	**255.158**	**494.809**	**-48,4**
RENAULT	6,4	6,7	15.665	81.765	-80,8	6,2	6,6	185.598	334.834	-44,6
DACIA	2,4	3,3	5.928	39.930	-85,2	2,3	3,1	68.646	157.379	-56,4
LADA	0,0	0,0	107	208	-48,6	0,0	0,0	629	851	-26,1
ALPINE	0,0	0,0	37	481	-92,3	0,0	0,0	285	1.745	-83,7
BMW Group	**9,6**	**6,6**	**23.571**	**80.538**	**-70,7**	**7,7**	**6,5**	**230.380**	**329.971**	**-30,2**
BMW	8,0	5,4	19.643	65.822	-70,2	6,1	5,2	184.993	260.682	-29,0
MINI	1,6	1,2	3.928	14.716	-73,3	1,5	1,4	45.387	69.289	-34,5
HYUNDAI Group	**5,6**	**6,5**	**13.768**	**78.623**	**-82,5**	**6,8**	**6,3**	**203.180**	**317.429**	**-36,0**
KIA	2,9	3,1	7.051	37.327	-81,1	3,5	3,0	104.825	153.584	-31,7
HYUNDAI	2,7	3,4	6.717	41.296	-83,7	3,3	3,3	98.355	163.845	-40,0
DAIMLER	**6,1**	**6,6**	**14.925**	**80.820**	**-81,5**	**6,2**	**6,1**	**187.755**	**308.422**	**-39,1**
MERCEDES	5,9	5,8	14.532	70.806	-79,5	6,1	5,5	183.931	276.410	-33,5
SMART	0,2	0,8	393	10.014	-96,1	0,1	0,6	3.824	32.012	-88,1
FORD	**5,5**	**6,3**	**13.543**	**76.213**	**-82,2**	**5,5**	**6,3**	**166.233**	**319.289**	**-47,9**
FCA Group	**3,9**	**6,8**	**9.490**	**83.301**	**-88,6**	**5,5**	**6,5**	**164.985**	**327.653**	**-49,6**
FIAT	3,0	4,9	7.377	59.986	-87,7	3,9	4,5	117.981	227.513	-48,1
JEEP	0,6	1,0	1.359	12.586	-89,2	0,8	1,1	24.848	54.985	-54,8
LANCIA/CHRYSLER	0,0	0,5	110	5.753	-98,1	0,4	0,5	12.848	24.319	-47,2
ALFA ROMEO	0,2	0,4	598	4.338	-86,2	0,3	0,4	8.267	18.481	-55,3
OTHERS[3]	0,0	0,1	46	638	-92,8	0,0	0,0	1.041	2.355	-55,8
TOYOTA Group	**4,5**	**4,5**	**11.130**	**54.618**	**-79,6**	**5,5**	**4,5**	**164.558**	**228.304**	**-27,9**
TOYOTA	4,4	4,2	10.741	50.793	-78,9	5,1	4,2	152.656	212.973	-28,3
LEXUS	0,2	0,3	389	3.825	-89,8	0,4	0,3	11.902	15.331	-22,4
NISSAN	**1,4**	**2,4**	**3.543**	**28.627**	**-87,6**	**2,8**	**2,7**	**84.409**	**137.770**	**-38,7**
VOLVO CAR CORP.	**3,3**	**2,2**	**8.021**	**26.362**	**-69,6**	**2,4**	**2,1**	**73.479**	**108.136**	**-32,0**
JAGUAR LAND ROVER Group	**0,7**	**1,3**	**1.765**	**15.745**	**-88,8**	**1,7**	**1,7**	**50.524**	**85.257**	**-40,7**
LAND ROVER	0,4	0,9	935	10.524	-91,1	1,2	1,1	35.465	55.944	-36,6
JAGUAR	0,3	0,4	830	5.221	-84,1	0,5	0,6	15.059	29.313	-48,6
MAZDA	**1,1**	**1,3**	**2.650**	**15.402**	**-82,8**	**1,2**	**1,5**	**35.551**	**74.034**	**-52,0**
MITSUBISHI	**1,6**	**0,9**	**3.809**	**10.981**	**-65,3**	**1,1**	**1,0**	**34.097**	**50.932**	**-33,1**
HONDA	**0,3**	**0,6**	**726**	**7.759**	**-90,6**	**0,7**	**0,8**	**19.830**	**41.043**	**-51,7**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Bentley, Lamborghini and Bugatti

[3] Includes Dodge and Maserati