Press Release

A QUIETLY FEBRUARY FOR THE EUROPEAN CAR MARKET: -7.2%

All the major markets experienced a decline in registrations in the month and in the first two months while what it concerns is the consequence of the COVID-19 emergency on the production and on the sales starting from March

Turin, March 18th 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 February cars registrations reached 1,066,794 units, with a slowdown of 7.2% respect to February 2019.

In the two first months of 2020, volumes registered reached 2,202,010 units, with a negative variation of 7.3% respect to the same period of 2019.

"*February is still a quiet month for the European car market, because of several factors, including vehicle taxation reforms in some Member States, which, have been already noted in January, produced an anticipation of purchases at the end of 2019, but also the weakening of the economy and the climate of consumer uncertainty* - says **Paolo Scudieri**, **President of ANFIA**.

All the five major markets - the U.K. included – which represent the 70% of the overall registered, see registrations decrease during the month and in the overall, they show a slowdown in line with the European average (-7.2%). The strongest contraction is represented by Germany (-10.8%), followed by Italy (-8.8%) and by Spain (-6%), while the U.K. and France keep they decrease with 2.9% and with 2.7% respectively.

In the overall of these five countries, keep slowing down new diesel cars registrations: -17% during the month, with a share of 31.6% on the overall (it was 35.4% in February 2019) and -19% in the first two months, with a share of 30.5%, 4 points less respect to the same period 2019. A good performance is registered also for alternative powered cars market, with penetration shares that in February reach the 20.4% in Italy, the 17.5% in the U.K., the 16.5% both in France and Spain and the 16.3% in Germany.

The COVID-19 pandemic, currently represent an emergency in all the European markets and it already affected the production (several OEM already announced the stop of the production sites) and the automotive market (in Italy have been closed all the delearships because of the emergency), even if the worst is waited for the next months. For this, each national Government and the UE are putting in place measures to safeguard the economies of the Member States and the competitiveness of the Union's

[1] EU 27 + EFTA + U.K. (Since February 1st the United Kingdom is not longer part of the European Union). Data for Malta are not available at the moment

industry, both at this difficult situation and for the crisis overcoming. The Italian Government launched emergency measures in support of families, companies and workers, like tax relief and financial support measures, especially for small and medium-sized companies, but ad hoc intervention may be needed in the coming months for the automotive sector, which has already been tested by the technological and production transition".

In **Italy**, registrations reached in February 162,793 units (-8.8%). In the first two months of 2020, the overall of registrations reached 318,545 units, with a decrease of 7.3% respect to the volumes of the same period in 2019.

On the general slowing down of registrations in this months, weigh the beginning of the coronavirus emergency. The difficulties registered by dealerships during February, in terms of decrease of visits – before the closing given by the Law– and from the orders, especially in the regions of the "red zone", which means an another slowing down of the market, as noticed in February where it was clear that the consumer sentiment index would get worse.

According to ISTAT data, in February **the national consumer price index** register a slowdown of 0.1% per month and a growth of 0.3% per year (+0.5% in January). The decrease of inflation is given by the dynamics of the prizes of the transportation services (from +2.6% to +1.5%) and by the not regulated energy goods (which pass from +3.2% to +1.2%). In this last sector, looking at the fuels prizes, **Diesel** is slowing down (from +3.8% to +0.5% in terms of trend, -1.9% per month) and also **Petrol** ones (from +6.7% to +3.7%, -1.7% the situation), while it slightly stops the slowing down of the **others fuels** (from -4-1% to -2.6%, +1.3% the situation).

Analyzing the **market by fuel type** keeps in February to decrease the diesel cars registrations (-30%, with a share of 34,5%, almost 11 percentage points less respect to February 2019). First two months period with -27%. Petrol cars decrease of 3% both in the month and in the cumulate, reaching a market share of 45% in February and of 46% in the two months period. Alternative powered cars register during the month a share of 20.4% (the highest since April 2010) growing of 51.5% during the month and of 45% in the two months period. LPG cars are in slowing down of 11% during the months and of 16% in the cumulate, with a share of 6%, both in February and in the first two months of 2020. Keeps, instead, the good performance of methane cars (+81% in February, with a share of 2.2%), with close with +107% the first two months period (share: 2.4%). Another strong growth for the electrified cars: mild and full hybrids +83% during the month (share: 10.3%) and with +79% in the first two months period (share: 10%). In the first two months of 2020, the rechargeable electrics and hybrids growth of almost 6 times respect to the same period of 2019. Rechargeable cars, with a price sale over 50.000 Euro VAT excluded and with emissions CO_2 60 g/km, take advantage of the ecobonus for their purchase.

Italian brands registered, in Europe, 74,852 registrations during the month in February (-6.9%), with a market share of 7%, like in February 2019. In growth FIAT brands sales (+1.6%) and Lancia/Chrysler (+1.8%). In the first two months period Italian brands registrations reached 142,971 units (-6.6%) with a penetration share of 6.5% (6.4% in January-February 2019).

Spain reached 94,620 registrations during February 2020, the 6% respect to February 2019, which had the same number of working days. In the first two months period of the year, the market is slowing down of 6.8%, with 181,063 units registered.

The Spanish Association of Automobile and Truck Manufacturers, ANFAC, underlines how the lack of the consumer sentiment and the difficulties in the choice of the type of car to buy, are factors which weigh negatively on the car market at the end of 2018, and also the companies are included for the renewal of the fleet. Private owners channel decreases of 11% during the month and (share: 43.5%), the seventeenth monthly decrease in row, with the only exception of September 2019, and it seems there is no chance to change this trend. Business cars, instead, register the first slowdown since August 2019, closing the month with -2% (quota: 34%) and also the rental cars sector is in slowdown (-2% during the month, with the share of 22.5%). ANFAC underlines, regarding the private owner purchase, because of a stalemate of new cars, how during January and February 2020, has been registered a growth over 20% of second-hand cars with more than 20 years old. Families, choose these affordable cars, even if they are more polluting, dominated by the uncertainty on the purchase of a new cars. Without a restart of the economy, the Association sees a closing for 2020 in decrease of 4% for the car market.

According to the fuel type, diesel car sales during the month decreased of 12% respect to February 2019 with a share of 28%, while petrol ones decreased of 13%, with a share of 56%. Alternative powered cars represent the 16.5% of the market of the month (+56%): while grow the electrics (+85% and 1.7% of share), hybrids plug-in (+183% and 1.3% of share), no rechargeable hybrids (+72% and 12.6% of share), while gas cars reduced (-54% and 0.9% of share).

Dealing with the COVID-19 emergency, ANFAC, together with the other Associations of the mobility sector, over to guarantee the respect of the national laws following the declaration of the State of Emergency, points out that the exceptional nature of the situation implies an extraordinary response not only in health and social terms, but also in economic and labour market terms, so that the impasse can be overcome while maintaining the competitiveness and employment levels of companies in the sector, which play a central role in the economy. The Association is at the Government and at the social parts disposal to develop a new plan of urgent measures, in addition to the ones already scheduled by the Government: simplification of the processes which regulate employment times and other economic and fiscal measures. The opening of an extraordinary aid fund for the sector to recover production and market levels is also envisaged, as is an ex post evaluation of the impact of this crisis on the achievement of the objectives set at European level for the sector.

In **France**, in February, registered 167,782 new registrations, with a slowdown of 2.7% respect to February 2019, which counted the same number of working days, (20 days). In the first two months period, the decrease reached 7.8%, for an overall of 302,011 registrations.

The second hand market, according to CCFA estimates registered during the month 496,225 units, the 9% more respect to February 2019, while, in the first two months period 2020 have been reached 999,080 units (+10.5%).

Diesel car sales reduced 4%, with a share of 35.2% (it was of 35.7% in February 2019). Petrol cars, with the 48.3% of the market, lost 9 points of share respect to February 2019, with volumes in slowdown of 18%. Alternative powered cars represent the 16.5% of February market, with 27,622 units (+139%): 9,451 electrics (+228% and 5.6% of share), 3,885 hybrids plug-in (+204% and 2.3% of share) and 13,976 traditional hybrids (+98% and 8.3% of share).

PFA (la Plateforme automobile, which included Manufactures, components manufactures, suppliers and other actors of the French mobility system), which represent a supply chain mostly paralyzed by the COVID-19 emergency, yesterday, welcomed the emergency measures issued by the government in support of businesses, calling for the preparation of a recovery plan for the exit from the crisis, given that the spread of the epidemic and the restrictive measures introduced by the government to contain it will weigh heavily on production and the automotive market.

In the **German market** have been registered in February 239,943 units (-10.3%). In the first two month period of 2020, registrations reached 486,243, in slowdown of 9%.

The German Automobile Association VDA shows a strong decrease of the orders collected during February 2020 (-19%), caused also by the comparison with February 2019 in strong growth in terms of orders because of a strong growth of the demand. Since the beginning of the year, national orders decreased of 18%. International orders present a contraction of 14% in February, for sure influenced by the decrease of the Chinese demand. In the first two months period, the international orders decrease of 10%.

Looking at the sales channels, in February sales to private owners decrease of 16% representing the 33% of the market, the ones to companies are in decrease of 8% representing the 67% of the overall.

Analyzing the market by fuel type, is underlined in February a share of 52% for petrol cars, in slowdown of 22%, of 32% the one related to Diesel cars (-13%) and of 16% of the alternative powered cars. Grow of 183% methane cars sales, with a market share of 0.3%, while the LPG cars decrease of 93%. 30,000 are the hybrids cars sold, which means the 12.5% of the market, almost doubled respect to February 2019. Among the hybrids, the rechargeable ones are the 3.5% of the market, in increase of 279% (8,354 units). Full electrics cars, in the end, reached 8,154 units, in growth of 76%, with a penetration share of 3.4%. Rechargeable reached 16,500 units, conquered a new record in the month in terms of sales. In February the German automakers improved their electric cars share on the National market reaching the 63% (from the 39% of February 2019).

The average of CO_2 emissions of the new cars registered in February 2020 is about 149.6 g/km.

The second hand market grow of 1.3% in February, with 565,020 owners transfers, bringing the German market to move in the overall 805,000 new and second hand cars, while in the first two months period second hand cars are 1,198,159, in growth of 3.4%.

British market, in the end, reached 79,594 new registrations (-2.9%), dragged down by a new contraction in sales to private owners (-7.4%, which means 2,741 units less respect to February 2019 and with a market share of 43%), in a weak consumer sentiment climate and of uncertainty on the purchase choices, about the power. In the fleet channel, sales are stable (+0,1%), with a penetration share of 55%. In any case, February is traditionally a month of contained volumes because comes before the change of plates of March.

In the first two months of the year, registrations reached 228,873, the 5.8% less respect to the first two month period of 2019.

Speaking about fuels, the contraction keeps going on with the slowing down of diesel in February (-27%, 35th decrease in row), with a reduction of share of 22% (7 percentage points less respect to February 2019). In the first two months of 2020, the slowing down is about 33%. New petrol cars decrease of 7% during the month and of 9% in the cumulate, with the 61% of share, while alternative powered cars value the 19% of February market (+132%). Battery-powered electric cars registrations grow of 243% and the hybrids plug-in of 50%. Full-hybrid cars in growth of 72%, while are having a great mild-hybrid diesel cars sales (+468%) and mild-hybrids petrol ones (+188%). Rechargeable cars gain the 6% of the market, so, still contained, while traditional hybrids represent the 12%.

The Society of Motor Manufacturers & Traders, SMMT, asks the introduction of important measures to make more available for consumers the new zero emissions cars, first of all the cancellation of VAT on new battery-electric cars and on hydrogen fuel cells. This action, would reduce, the purchase price of a battery-electric car for family about 5,600 pounds. Combined with further measures, such as the long-term prolongation of the current valuable incentive for plug-in cars and its reintroduction for plug-in hybrids, the exemption from circulation tax (VED) and insurance premium tax, the initial cost of these types of cars could be reduced by around 10,000 pounds, achieving a higher parity of cost compared to traditional powered cars.

Based on current market predictions, SMMT calculated that the VAT exemption alone would produce an increase in sales of battery-powered cars just under one million units between now and 2024, which would result in additional savings of 1.2 million tonnes of CO_2 emitted in the corresponding period. However, such a measure should be part of a wider package of zero-emission mobility incentives implemented in parallel with the necessary investment in recharging infrastructure.

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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

	Febbraio/February		% Chg	Gennaio-Febbraio/January-February		% Chg
	2020	2019	20/19	2020	2019	20/19
AUSTRIA	21.067	23.640	-10,9	44.026	48.897	-10,0
BELGIUM	46.775	49.919	-6,3	98.615	100.993	-2,4
BULGARIA	1.988	2.809	-29,2	4.318	5.153	-16,2
CROATIA	3.576	3.559	+0,5	7.285	7.124	+2,3
CYPRUS	1.033	891	+15,9	2.199	1.912	+15,0
CZECH REPUBLIC	17.377	19.132	-9,2	36.509	38.125	-4,2
DENMARK	15.005	18.638	-19,5	33.676	39.950	-15,7
ESTONIA	1.691	1.755	-3,6	3.962	3.941	+0,5
FINLAND	8.271	8.085	+2,3	19.072	19.823	-3,8
FRANCE	167.782	172.438	-2,7	302.011	327.517	-7,8
GERMANY	239.943	268.867	-10,8	486.243	534.569	-9,0
GREECE	7.862	7.561	+4,0	17.647	16.771	+5,2
HUNGARY	11.078	11.227	-1,3	21.192	20.944	+1,2
IRELAND	13.884	15.069	-7,9	45.061	47.439	-5,0
ITALY	162.793	178.493	-8,8	318.545	343.764	-7,3
LATVIA	1.319	1.303	+1,2	2.803	2.843	-1,4
LITHUANIA	4.254	3.107	+36,9	8.492	6.243	+36,0
LUXEMBOURG	4.795	5.041	-4,9	9.114	9.246	-1,4
NETHERLANDS	29.868	29.780	+0,3	73.898	76.944	-4,0
POLAND	38.508	43.764	-12,0	77.979	89.691	-13,1
PORTUGAL	20.263	18.861	+7,4	34.686	34.545	+0,4
ROMANIA	8.836	12.071	-26,8	21.325	26.023	-18,1
SLOVAKIA	7.220	7.579	-4,7	13.953	14.675	-4,9
SLOVENIA	5.550	6.180	-10,2	11.765	12.958	-9,2
SPAIN	94.620	100.693	-6,0	181.063	194.231	-6,8
SWEDEN	21.694	23.146	-6,3	38.492	43.624	-11,8
EUROPEAN UNION (EU)	**957.052**	**1.033.608**	**-7,4**	**1.913.931**	**2.067.945**	**-7,4**
EU14[2]	854.622	920.231	-7,1	1.702.149	1.838.313	-7,4
EU12[3]	102.430	113.377	-9,7	211.782	229.632	-7,8
ICELAND	*694*	*800*	*-13,3*	*1.403*	*1.647*	*-14,8*
NORWAY	*10.346*	*11.106*	*-6,8*	*19.907*	*20.110*	*-1,0*
SWITZERLAND	*19.108*	*22.176*	*-13,8*	*37.896*	*43.107*	*-12,1*
EFTA	30.148	34.082	-11,5	59.206	64.864	-8,7
UNITED KINGDOM	79.594	81.969	-2,9	228.873	242.982	-5,8
TOTAL (EU + EFTA + UK)	**1.066.794**	**1.149.659**	**-7,2**	**2.202.010**	**2.375.791**	**-7,3**
WESTERN EUROPE (EU14 + EFTA + UK)	964.364	1.036.282	-6,9	1.990.228	2.146.159	-7,3

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

	Febbraio/February					Gennaio-Febbraio/January-February				
	%[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	**25,1**	**24,5**	**240.115**	**253.610**	**-5,3**	**25,9**	**24,6**	**495.250**	**509.504**	**-2,8**
VOLKSWAGEN	11,2	11,6	106.755	119.858	-10,9	11,7	11,9	223.851	245.225	-8,7
SKODA	5,3	5,1	50.395	52.369	-3,8	5,4	5,1	103.526	105.842	-2,2
AUDI	4,6	4,6	44.431	47.388	-6,2	4,8	4,4	91.064	91.239	-0,2
SEAT	3,6	3,0	34.198	31.305	+9,2	3,5	3,0	67.585	61.604	+9,7
PORSCHE	0,4	0,2	4.063	2.465	+64,8	0,5	0,2	8.621	5.056	+70,5
OTHERS[2]	0,0	0,0	273	225	+21,3	0,0	0,0	603	538	+12,1
PSA Group	**17,6**	**17,9**	**168.737**	**185.225**	**-8,9**	**17,1**	**17,8**	**327.472**	**367.509**	**-10,9**
PEUGEOT	7,5	7,2	71.306	74.896	-4,8	7,3	7,3	139.951	149.931	-6,7
CITROEN	5,0	4,9	47.669	50.137	-4,9	4,8	4,7	91.954	97.465	-5,7
OPEL/VAUXHALL	4,6	5,6	44.314	57.519	-23,0	4,5	5,5	85.542	114.404	-25,2
DS	0,6	0,3	5.448	2.673	+103,8	0,5	0,3	10.025	5.709	+75,6
RENAULT Group	**10,5**	**11,3**	**100.261**	**117.010**	**-14,3**	**10,0**	**11,0**	**192.206**	**226.838**	**-15,3**
RENAULT	7,4	7,4	70.997	76.259	-6,9	7,0	7,0	133.978	144.194	-7,1
DACIA	3,0	3,9	29.024	39.946	-27,3	3,0	3,9	57.754	81.122	-28,8
LADA	0,0	0,0	190	480	-60,4	0,0	0,0	376	794	-52,6
ALPINE	0,0	0,0	50	325	-84,6	0,0	0,0	98	728	-86,5
FCA Group	**7,5**	**7,5**	**72.197**	**77.646**	**-7,0**	**7,1**	**7,1**	**136.428**	**146.389**	**-6,8**
FIAT	5,5	5,0	52.449	51.663	+1,5	5,1	4,7	97.110	97.412	-0,3
JEEP	1,1	1,5	10.500	15.678	-33,0	1,1	1,3	20.467	27.298	-25,0
LANCIA/CHRYSLER	0,6	0,6	5.949	5.841	+1,8	0,6	0,6	12.209	12.468	-2,1
ALFA ROMEO	0,3	0,4	3.057	3.976	-23,1	0,3	0,4	6.091	8.280	-26,4
OTHERS[3]	0,0	0,0	242	488	-50,4	0,0	0,0	551	931	-40,8
HYUNDAI Group	**7,1**	**6,5**	**67.675**	**66.964**	**+1,1**	**7,0**	**6,5**	**134.769**	**133.666**	**+0,8**
HYUNDAI	3,6	3,3	34.636	34.454	+0,5	3,7	3,5	70.958	71.979	-1,4
KIA	3,5	3,1	33.039	32.510	+1,6	3,3	3,0	63.811	61.687	+3,4
BMW Group	**5,8**	**5,2**	**55.577**	**53.922**	**+3,1**	**6,1**	**5,4**	**116.926**	**112.129**	**+4,3**
BMW	4,8	4,2	45.922	43.327	+6,0	5,1	4,4	97.209	90.303	+7,6
MINI	1,0	1,0	9.655	10.595	-8,9	1,0	1,1	19.717	21.826	-9,7
TOYOTA Group	**5,6**	**4,7**	**53.850**	**48.277**	**+11,5**	**6,0**	**4,9**	**114.509**	**102.116**	**+12,1**
TOYOTA	5,3	4,5	50.573	46.066	+9,8	5,6	4,7	107.769	97.131	+11,0
LEXUS	0,3	0,2	3.277	2.211	+48,2	0,4	0,2	6.740	4.985	+35,2
DAIMLER	**5,4**	**5,8**	**52.031**	**59.577**	**-12,7**	**5,5**	**5,7**	**104.394**	**117.990**	**-11,5**
MERCEDES	5,3	5,1	50.650	52.633	-3,8	5,3	5,0	102.278	104.327	-2,0
SMART	0,1	0,7	1.381	6.944	-80,1	0,1	0,7	2.116	13.663	-84,5
FORD	**4,9**	**5,6**	**46.496**	**57.950**	**-19,8**	**4,8**	**4,5**	**92.736**	**92.033**	**+0,8**
NISSAN	**2,6**	**2,5**	**24.611**	**26.337**	**-6,6**	**2,5**	**2,4**	**47.669**	**50.154**	**-5,0**
VOLVO CAR CORP.	**2,1**	**1,9**	**19.947**	**20.004**	**-0,3**	**1,9**	**2,0**	**37.283**	**41.177**	**-9,5**
MAZDA	**1,1**	**1,4**	**10.180**	**14.590**	**-30,2**	**1,1**	**1,5**	**21.098**	**30.247**	**-30,2**
MITSUBISHI	**1,0**	**1,0**	**9.845**	**10.193**	**-3,4**	**1,0**	**0,9**	**19.222**	**19.455**	**-1,2**
JAGUAR LAND ROVER Group	**0,8**	**0,9**	**7.805**	**9.662**	**-19,2**	**0,8**	**0,9**	**14.914**	**17.818**	**-16,3**
LAND ROVER	0,6	0,6	5.371	6.166	-12,9	0,6	0,6	10.577	11.457	-7,7
JAGUAR	0,3	0,3	2.434	3.496	-30,4	0,2	0,3	4.337	6.361	-31,8
HONDA	**0,5**	**0,7**	**4.748**	**6.737**	**-29,5**	**0,5**	**0,6**	**9.671**	**12.787**	**-24,4**

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

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VW Group	**25,2**	**24,5**	**269.242**	**281.712**	**-4,4**	**25,8**	**24,4**	**567.136**	**579.685**	**-2,2**
VOLKSWAGEN	11,2	11,5	119.281	132.136	-9,7	11,5	11,6	252.858	274.936	-8,0
SKODA	5,2	5,0	55.734	57.823	-3,6	5,3	5,0	115.720	118.821	-2,6
AUDI	4,8	4,7	51.095	53.557	-4,6	5,0	4,5	109.508	107.398	+2,0
SEAT	3,6	3,1	38.068	35.109	+8,4	3,5	3,0	77.856	71.607	+8,7
PORSCHE	0,4	0,2	4.666	2.751	+69,6	0,5	0,3	10.207	6.066	+68,3
OTHERS[2]	0,0	0,0	398	336	+18,5	0,0	0,0	987	857	+15,2
PSA Group	**17,0**	**17,3**	**181.439**	**198.336**	**-8,5**	**16,3**	**17,0**	**359.267**	**405.002**	**-11,3**
PEUGEOT	7,1	6,9	75.291	79.201	-4,9	6,8	6,8	149.598	161.030	-7,1
OPEL/VAUXHALL	4,7	5,5	50.111	63.340	-20,9	4,6	5,6	101.104	133.091	-24,0
CITROEN	4,7	4,6	50.309	53.021	-5,1	4,4	4,4	97.909	104.743	-6,5
DS	0,5	0,2	5.728	2.774	+106,5	0,5	0,3	10.656	6.138	+73,6
RENAULT Group	**9,8**	**10,6**	**104.259**	**121.613**	**-14,3**	**9,2**	**10,1**	**202.337**	**238.886**	**-15,3**
RENAULT	6,9	6,9	73.622	79.222	-7,1	6,4	6,4	140.985	151.360	-6,9
DACIA	2,8	3,6	30.386	41.558	-26,9	2,8	3,6	60.848	85.951	-29,2
LADA	0,0	0,0	190	480	-60,4	0,0	0,0	376	794	-52,6
ALPINE	0,0	0,0	61	353	-82,7	0,0	0,0	128	781	-83,6
HYUNDAI Group	**7,0**	**6,5**	**75.195**	**74.963**	**+0,3**	**7,0**	**6,6**	**154.696**	**157.663**	**-1,9**
HYUNDAI	3,6	3,4	38.307	38.518	-0,5	3,6	3,5	79.877	83.178	-4,0
KIA	3,5	3,2	36.888	36.445	+1,2	3,4	3,1	74.819	74.485	+0,4
BMW Group	**6,3**	**5,7**	**67.218**	**65.814**	**+2,1**	**6,5**	**5,9**	**144.223**	**139.911**	**+3,1**
BMW	5,2	4,6	55.095	52.942	+4,1	5,4	4,7	119.306	112.113	+6,4
MINI	1,1	1,1	12.123	12.872	-5,8	1,1	1,2	24.917	27.798	-10,4
FCA Group	**7,0**	**7,0**	**74.852**	**80.429**	**-6,9**	**6,5**	**6,4**	**142.971**	**153.123**	**-6,6**
FIAT	5,1	4,6	54.229	53.385	+1,6	4,6	4,3	101.463	101.639	-0,2
JEEP	1,0	1,4	10.990	16.304	-32,6	1,0	1,2	21.805	28.665	-23,9
LANCIA/CHRYSLER	0,6	0,5	5.950	5.843	+1,8	0,6	0,5	12.210	12.474	-2,1
ALFA ROMEO	0,3	0,4	3.405	4.337	-21,5	0,3	0,4	6.804	9.223	-26,2
OTHERS[3]	0,0	0,0	278	560	-50,4	0,0	0,0	689	1.122	-38,6
TOYOTA Group	**5,6**	**4,6**	**60.045**	**53.273**	**+12,7**	**6,0**	**5,0**	**132.238**	**118.586**	**+11,5**
TOYOTA	5,3	4,4	56.210	50.725	+10,8	5,6	4,7	123.377	112.142	+10,0
LEXUS	0,4	0,2	3.835	2.548	+50,5	0,4	0,3	8.861	6.444	+37,5
DAIMLER	**5,6**	**6,0**	**60.265**	**68.426**	**-11,9**	**5,7**	**6,0**	**126.154**	**141.753**	**-11,0**
MERCEDES	5,5	5,3	58.775	61.086	-3,8	5,6	5,3	123.795	127.059	-2,6
SMART	0,1	0,6	1.490	7.340	-79,7	0,1	0,6	2.359	14.694	-83,9
FORD	**5,2**	**6,0**	**55.497**	**69.393**	**-20,0**	**5,4**	**5,0**	**118.480**	**117.777**	**+0,6**
NISSAN	**2,7**	**2,6**	**28.275**	**29.825**	**-5,2**	**2,7**	**2,6**	**60.344**	**61.833**	**-2,4**
VOLVO CAR CORP.	**2,2**	**2,0**	**23.135**	**23.021**	**+0,5**	**2,1**	**2,1**	**46.239**	**50.093**	**-7,7**
JAGUAR LAND ROVER Group	**1,1**	**1,2**	**11.478**	**13.267**	**-13,5**	**1,2**	**1,3**	**26.916**	**29.727**	**-9,5**
LAND ROVER	0,7	0,7	7.895	8.072	-2,2	0,9	0,8	18.989	19.372	-2,0
JAGUAR	0,3	0,5	3.583	5.195	-31,0	0,4	0,4	7.927	10.355	-23,4
MAZDA	**1,1**	**1,5**	**11.602**	**16.735**	**-30,7**	**1,1**	**1,5**	**25.000**	**35.710**	**-30,0**
MITSUBISHI	**1,0**	**1,0**	**10.966**	**11.866**	**-7,6**	**1,0**	**1,0**	**22.382**	**23.141**	**-3,3**
HONDA	**0,6**	**0,8**	**6.660**	**8.966**	**-25,7**	**0,7**	**0,8**	**14.871**	**19.117**	**-22,2**

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] (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

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

dati provvisori/provisional data

	Febbraio/February					Gennaio-Febbraio/January-February				
	%[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	**24,7**	**24,0**	**237.896**	**248.610**	**-4,3**	**25,1**	**23,8**	**498.918**	**511.394**	**-2,4**
VOLKSWAGEN	11,4	11,7	109.744	121.020	-9,3	11,6	11,7	230.800	251.081	-8,1
AUDI	5,1	5,0	48.772	51.539	-5,4	5,3	4,8	104.885	103.535	+1,3
SKODA	4,0	3,9	38.802	40.363	-3,9	4,0	3,9	79.203	82.668	-4,2
SEAT	3,7	3,2	35.843	32.751	+9,4	3,7	3,1	73.459	67.495	+8,8
PORSCHE	0,5	0,3	4.375	2.627	+66,5	0,5	0,3	9.653	5.824	+65,7
OTHERS[2]	0,0	0,0	360	310	+16,1	0,0	0,0	918	791	+16,1
PSA Group	**17,8**	**17,9**	**171.701**	**185.540**	**-7,5**	**17,1**	**17,7**	**340.871**	**379.566**	**-10,2**
PEUGEOT	7,4	7,3	71.478	75.195	-4,9	7,2	7,1	142.370	152.974	-6,9
OPEL/VAUXHALL	4,9	5,5	46.923	57.235	-18,0	4,8	5,6	95.274	121.039	-21,3
CITROEN	4,9	4,9	47.623	50.361	-5,4	4,7	4,6	92.696	99.489	-6,8
DS	0,6	0,3	5.677	2.749	+106,5	0,5	0,3	10.531	6.064	+73,7
RENAULT Group	**9,5**	**10,2**	**91.950**	**105.739**	**-13,0**	**9,0**	**9,7**	**179.946**	**209.248**	**-14,0**
RENAULT	7,1	7,0	68.582	72.620	-5,6	6,6	6,5	131.139	139.148	-5,8
DACIA	2,4	3,1	23.121	32.535	-28,9	2,4	3,2	48.319	68.916	-29,9
LADA	0,0	0,0	187	235	-20,4	0,0	0,0	364	408	-10,8
ALPINE	0,0	0,0	60	349	-82,8	0,0	0,0	124	776	-84,0
BMW Group	**6,6**	**6,0**	**63.902**	**62.624**	**+2,0**	**6,9**	**6,2**	**137.158**	**133.442**	**+2,8**
BMW	5,4	4,8	52.107	50.064	+4,1	5,7	5,0	112.885	106.248	+6,2
MINI	1,2	1,2	11.795	12.560	-6,1	1,2	1,3	24.273	27.194	-10,7
HYUNDAI Group	**6,6**	**6,2**	**63.383**	**63.943**	**-0,9**	**6,6**	**6,3**	**131.732**	**135.995**	**-3,1**
HYUNDAI	3,3	3,2	31.994	32.655	-2,0	3,4	3,3	67.158	71.203	-5,7
KIA	3,3	3,0	31.389	31.288	+0,3	3,2	3,0	64.574	64.792	-0,3
FCA Group	**7,1**	**7,3**	**68.786**	**75.486**	**-8,9**	**6,6**	**6,7**	**131.204**	**143.566**	**-8,6**
FIAT	5,1	4,8	49.517	49.866	-0,7	4,6	4,4	92.130	94.791	-2,8
JEEP	1,0	1,5	9.820	15.099	-35,0	1,0	1,2	19.762	26.418	-25,2
LANCIA/CHRYSLER	0,6	0,6	5.949	5.842	+1,8	0,6	0,6	12.208	12.469	-2,1
ALFA ROMEO	0,3	0,4	3.233	4.137	-21,9	0,3	0,4	6.440	8.824	-27,0
OTHERS[3]	0,0	0,1	267	542	-50,7	0,0	0,0	664	1.064	-37,6
DAIMLER	**5,9**	**6,3**	**56.921**	**65.483**	**-13,1**	**6,0**	**6,4**	**119.657**	**136.317**	**-12,2**
MERCEDES	5,8	5,6	55.464	58.199	-4,7	5,9	5,7	117.359	121.730	-3,6
SMART	0,2	0,7	1.457	7.284	-80,0	0,1	0,7	2.298	14.587	-84,2
FORD	**5,4**	**6,2**	**51.807**	**64.141**	**-19,2**	**5,6**	**5,2**	**111.459**	**111.149**	**+0,3**
TOYOTA Group	**5,2**	**4,3**	**49.732**	**44.561**	**+11,6**	**5,5**	**4,7**	**109.324**	**100.694**	**+8,6**
TOYOTA	4,8	4,1	46.538	42.412	+9,7	5,1	4,4	101.756	95.313	+6,8
LEXUS	0,3	0,2	3.194	2.149	+48,6	0,4	0,3	7.568	5.381	+40,6
NISSAN	**2,7**	**2,6**	**26.093**	**27.373**	**-4,7**	**2,8**	**2,7**	**55.955**	**57.209**	**-2,2**
VOLVO CAR CORP.	**2,2**	**2,1**	**21.127**	**21.367**	**-1,1**	**2,2**	**2,2**	**43.065**	**47.209**	**-8,8**
JAGUAR LAND ROVER Group	**1,1**	**1,2**	**10.916**	**12.696**	**-14,0**	**1,3**	**1,3**	**25.813**	**28.716**	**-10,1**
LAND ROVER	0,8	0,7	7.465	7.662	-2,6	0,9	0,9	18.182	18.640	-2,5
JAGUAR	0,4	0,5	3.451	5.034	-31,4	0,4	0,5	7.631	10.076	-24,3
MAZDA	**1,1**	**1,4**	**10.304**	**14.664**	**-29,7**	**1,1**	**1,5**	**22.507**	**31.261**	**-28,0**
MITSUBISHI	**1,0**	**1,0**	**9.986**	**10.778**	**-7,3**	**1,0**	**1,0**	**20.477**	**21.116**	**-3,0**
HONDA	**0,6**	**0,7**	**5.619**	**7.463**	**-24,7**	**0,6**	**0,8**	**12.521**	**16.214**	**-22,8**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Bentley, Lamborghini and Bugatti

[3] Includes Dodge and Maserati