Press Release

**ANOTHER STRONG SLOWDOWN FOR THE EUROPEAN CAR MARKET IN MAY, ALTHOUGH LOWER THAN IN APRIL: -56.8%**

**Despite the progressive loosening of the Covid-19 containment measures and the reopening of dealers in many countries, May shows a serious situation for the sector, with all 5 major markets still in double-digit decrease.**
**But while Germany, France and Spain have already relaunched the automotive sector, in Italy there is a delay that weighs on the country's competitive advantage**

*Turin, June 17th 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 May car registrations reached 623,812 units, with a slowdown of 56.8% respect to May 2019.

In the first five months of 2020 registered volumes reached 3,969.714 units, with a slowdown of 42.8% respect to the same period of the previous year.

*"During May 2020, despite the progressive loosening of the Covid-19 containment measures and the reopening of dealers in many countries, May shows a strong decrease (-56,8%), although lower respect to the one in April (-78.3%) – says* **Paolo Scudieri**, **President of ANFIA.**

*Each of the 27 European countries (The U.K. included) closed once again the month with a double-digit slowdown. Among the major markets, the worst contraction is registered by the United Kingdom (-89%) and by Spain (-72.7%), while sales fell by about half, on a trend level, in France (-50.3%), Italy (-49.6%) and Germany (-49.5%).*

*During the month, the five major markets represent the 67% of the overall of the car market, while their share in May 2019 was about 72%, registering a slowdown of registrations of 5.5%. In the first five months, the market lost in the overall almost 3 millions of cars.*

*Given such a serious situation, Germany has launched measures in support of the market, France an 8 billions of Euro plan to relaunch the automotive sector - to guarantee the country a leading position in tomorrow's mobility industry – and Spain recently announced a similar one, the other countries mentioned instead, including Italy, are delaying their get in action. And this delay pays off in terms of loss of competitive edge, even more because the actions are not following a single direction at EU level, as it should have been".*

[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

In **Italy**, the total number of new registrations in May reached 99,711 units (-49.6%). In the first five months of 2020, the overall of registrations reached 451,366 units, with a decreasement of 50.4% respect to volumes of the same period in 2019.

The opening of last May 4th, the dealer network had to deal with the economic difficulties of households and businesses, in a climate of great uncertainty and low propensity to purchase durable goods. It is necessary to act quickly both with short to medium term measures, to stimulate demand, and with medium to long term measures, to relaunch and manage the sector in the transition to new technologies, from alternative engines to autonomous driving and connected cars.

According to ISTAT data, the **national consumer price index** register a decrease of 0.2% both per month and per year (the variation trend was zero in the previous month). The general slowdown of the the consumer price index is given by the dynamics of the prices of unregulated energy goods, which accentuate this decreasement (from -7.6% to -12.2%). In this last sector, looking at the fuel trends, **Diesel** going from -10.7% to -16.2% in terms of trend (-5.1% the situation), **Petrol** ones from -9% to -15.2% (-4.7% per month), and the **Other Fuels** prices from -5.3% to -6.7% (-1.9% respect to April).

Analysing the **market by fuel type** shows the share of new diesel cars 35.7% in May and of 34.5% in the cumulate, while the share of petrol cars reached 41.5% in the month and 44.2% in the cumulate. Alternative powers fuels gain the 22.7% of the market during the month and the 21.3% in the cumulate. The sales of the alternative powered cars fall of 21% in May and of 23% in the first five months; the decreasement of the volumes is given by gas powered cars, -50% in the month and -48% in the cumulate. In countertrend, instead, the hybrid and electric cars sales, which register, during the month, the following increasements: BEV +51%, PHEV +145%, Hybrid BE +2% and Hybrid GE +76%. Only the Hybrid BE keep the negative sign in the cumulate (-9%).

**Italian brands** registered, in Europe, 44.099 registrations in May (-56.6%), with a market share of 7.1%. From January to May 2020, registrations of Italian brands reached 225,592 units (-49.9%), with a penetrations share of 5.7%.

**Spain** reached 34,337 registrations in May 2020, the 72.7% less respect to May 2019. In the first five months of the year, the market decreases of 54.2%, with 257,202 units registered.

According to sales channels, market in May is divided this way: 18,528 private owners sales (-66% and a share of 54%), 13,477 sales to businesses (-64% and a share of 39%) and 2,332 sales for rent (-93% and a share of 7%), while from January to May are divided this way: 117,960 private owners sales (the 46% in the overall, in slowdown of 52%), 91,968 sales to businesses (36% in the overall, -48%) and 47,274 sales for rent (18% in the overall, -66,5%).

The Spanish Association of Automobile and Truck Manufacturers, ANFAC underlines how data of May are the result of the progressive reopening of dealerships during the month and the unlock of registrations hat had been pending until now, dating back even before the lockdown period and the accumulated demand that this brought with it.

These data, however, are still historically low and represent the second worst result of ever after the one recorded last April (4,163 units sold). Infact, who moves the car market are the sales to private owners and to businesses, because the rental channel, without tourism is still paralyzed. It could be that starting from June, this segment could restart in growing, but it is clear that the automotive sector in its overall needs incentives as soon as possible, in order to regain the pre-crisis dynamism. In addition to short-term measures, the industry and the automotive sector needs a national plan and a long-term strategy to trigger recovery in the immediate future and, in the medium term, to enhance the competitiveness of the production chain in the transformation process which is the future evolution of mobility.

ANFAC and the other associations of the Spanish automotive industry welcomed the recovery plan announced by the Spanish Government few days ago - with a budget in the overall of 3.75 billion euros for the renewal of the fleet and the promotion of electric mobility - which recognizes the importance of the sector as a driving force for the entire economy and is finalized, firstly, to face up to the negative impact of the current crisis, but with a medium-term strategy able to help the transition to the mobility of the future and reflects, largely, what ANFAC suggested with the presentation of the AUTO 2020-40 Plan last March 2nd. This is why they strongly call for the entered into force of the measures already planned as soon as possible.

In May, only the hybrid plug-in register a growth (+12%), while diesel cars decrease (-70%, with a share of 31% of the overall registered), petrol ones (-77%, 50.5% of share), electrics (-59%, 1% of share), gas ones (-83%, 1.5% of share) and traditional hybrids (-55%, 14% of share). In the overall the alternative powered cars lose, during the month, the 58% of registrations and represent the 18% of the market. In the cumulate are in slowdown all the fuels , with the only exception of electric cars (+3%) and of hybrid plug-in (+34%).

In **France**, May registered 96,310 new registrations, with a slowdown of 50.3% respect to May 2019. In the first five months of 2020, the slowdown register 48.5%, for an overall of 481,986 registrations.

The second-hand car market, according to CCFA estimates, registered 320,989 units, the 33.6% less respect to May 2019, while, in the first five months of 2020 1,769.038 units are registered (-26.2%).

In May, diesel cars registrations decrease of 59% with a share of 29%, six points less respect to May 2019. Petrol cars, with the 53% of the market, lose 4.5 points of share respect to May 2019, also in this case volumes are in slowdown of 54%. Alternative powered cars represent the 17% of the May market, with 16,716 units (+27%), among them 4,112 electric cars (+50% and 4.3% of share), 3,064 hybrid plug-in (+134% and 3.2%

of share) and 8,956 traditional hybrid (+0.6% and 9.3% of share). In the first five months of the year, fuels registrations are divided this way: 50% petrol cars, 32% diesel ones, 11% hybrids (among them 2,7% rechargeable), 6.5% electric cars.

At the end of May, the French Government launched an €8 billion plan to relaunch the automotive sector, with the aim of making France one of the largest producers of low-emission vehicles (the goal is to produce 1 million units within 5 years). The plan also provides incentives for the purchase of plug-in electric and hybrid cars for both private owners and businesses, plus a contribution to the scrapping of petrol cars registered before 2006 and diesel ones before 2011.

The **German market** have been registered in May 168,148 units (-49.5%). In the first five months of 2020, registrations reached 990,350 units, in slowdown of 35%, the lowest values from January to May from the reunification of Germany.

The national market orders strongly decreased in May respect to last year (-46%), while since the beginning of the year the slowdown is about 34%. International markets orders have been lower than 32% in May 2020 respect to the same month of 2019 and of 26% in the cumulate respect to the same period of the previous year.

During the month, sales to private owners decrease of 48%, representing the 38% of the market; ones to businesses are in slowdown of 50% representing the 62% of the overall. Petrol cars sales have been 85,904, with a market share of 51%; diesel cars 53,218 (-52%) with a share of 32% while the alternative powered ones value the 17%. Among them, hybrids are the 13.6%, (22,844 units, +18%), among them the 4% are rechargeable (6,755 units, +107%). Electric cars represent the 3.3% of the market, which means 5,578 registrations, in growing of 20.5%, while the sales of methane cars have been 378 while LPG ones, 200.

The average of $CO_2$ emissions of the new cars registered in May 2020 is about 154.8 g/km.

Also the German Government launched a number of measures to support the sector. In order to stimulate the car market, a reduction in VAT on purchases from 19% to 16% is planned until the end of 2020 (the reduced VAT rate is reduced from 7% to 5%), as well as incentives to purchase plug-in electric and hybrid cars both for private owners and businesses.

The **British market**, in the end, in May reached 20,247 new registrations (-89%). In the cumulate from January to May 2020, registrations reached 508,125, the 51.4% less respect to the same period of 2019.

The Society of Motor Manufacturers & Traders, SMMT underlines how the reopening of dealerships at the beginning of June - after the closing for two months and the inevitable, but devastating, impact on the market - represent an important moment for the entire automotive sector and for the work of the thousands of people employed in it.

First data show how the sales restart is good in relation to current circumstances, although it is too early to understand how demand will evolve in the coming weeks and months. The market restart is a crucial first step in driving the recovery of the major car manufacturers and the U.K. supply chain, and in supporting the economy in general. Giving people the confidence to invest in the latest generation of cars will not only promote safe travel, but will also help to support some of the environmental challenges facing the U.K. in the longer term.

The SMMT estimates 1.68 million new car registrations this year, the lowest level since 1992.

According to the fuel type, diesel cars slowdown of 93% during the month and of 66% in the period from January to May, while petrol cars decrease of 90.5% in the month and 55% in the cumulate, with a share of 60%. Alternative powered cars value the 28% of the May 2020 market (it was about 10% in 2019) and of 21% of the market in the first five months (it was about 8% in 2019). In May BEV cars are the 12% of the market and their volumes grow of 21.5%, while in the cumulate the share is about 4% with a rise of volumes of 132%.

The market share of private owners, during the month, reached the 64%, in slowdown of 84%, while business cars slowdown of 93% representing the 33% 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*

| | Maggio/May | | % Chg | Gennaio-Maggio/January-May | | % Chg |
|---|---|---|---|---|---|---|
| | 2020 | 2019 | 20/19 | 2020 | 2019 | 20/19 |
| AUSTRIA | 20.211 | 30.574 | -33,9 | 86.111 | 143.380 | -39,9 |
| BELGIUM | 34.752 | 51.081 | -32,0 | 167.464 | 260.444 | -35,7 |
| BULGARIA | 1.127 | 3.641 | -69,0 | 7.878 | 15.068 | -47,7 |
| CROATIA | 2.177 | 9.161 | -76,2 | 13.255 | 29.984 | -55,8 |
| CYPRUS | 791 | 1.120 | -29,4 | 3.966 | 5.395 | -26,5 |
| CZECH REPUBLIC | 13.385 | 24.059 | -44,4 | 74.258 | 106.596 | -30,3 |
| DENMARK | 11.432 | 19.070 | -40,1 | 70.488 | 101.512 | -30,6 |
| ESTONIA | 1.060 | 2.801 | -62,2 | 7.531 | 11.509 | -34,6 |
| FINLAND | 5.110 | 10.891 | -53,1 | 39.362 | 49.741 | -20,9 |
| FRANCE | 96.310 | 193.948 | -50,3 | 481.986 | 935.478 | -48,5 |
| GERMANY | 168.148 | 332.962 | -49,5 | 990.350 | 1.523.769 | -35,0 |
| GREECE | 4.497 | 13.832 | -67,5 | 28.321 | 52.424 | -46,0 |
| HUNGARY | 6.472 | 14.210 | -54,5 | 45.315 | 60.966 | -25,7 |
| IRELAND | 1.746 | 6.320 | -72,4 | 51.896 | 79.350 | -34,6 |
| ITALY | 99.711 | 197.881 | -49,6 | 451.366 | 910.872 | -50,4 |
| LATVIA | 744 | 1.768 | -57,9 | 5.297 | 7.873 | -32,7 |
| LITHUANIA | 2.041 | 4.218 | -51,6 | 14.147 | 18.854 | -25,0 |
| LUXEMBOURG | 3.041 | 5.415 | -43,8 | 16.145 | 25.934 | -37,7 |
| NETHERLANDS | 14.934 | 36.601 | -59,2 | 133.235 | 184.753 | -27,9 |
| POLAND | 21.149 | 47.094 | -55,1 | 144.024 | 233.282 | -38,3 |
| PORTUGAL | 5.741 | 22.724 | -74,7 | 53.772 | 103.290 | -47,9 |
| ROMANIA | 7.155 | 13.011 | -45,0 | 39.455 | 57.538 | -31,4 |
| SLOVAKIA | 4.123 | 9.888 | -58,3 | 26.513 | 42.679 | -37,9 |
| SLOVENIA | 5.086 | 7.447 | -31,7 | 21.440 | 34.155 | -37,2 |
| SPAIN | 34.337 | 125.623 | -72,7 | 257.202 | 561.930 | -54,2 |
| SWEDEN | 15.881 | 31.919 | -50,2 | 100.938 | 136.052 | -25,8 |
| **EUROPEAN UNION (EU)** | **581.161** | **1.217.259** | **-52,3** | **3.331.715** | **5.692.828** | **-41,5** |
| **EU14[2]** | 515.851 | 1.078.841 | -52,2 | 2.928.636 | 5.068.929 | -42,2 |
| **EU12[3]** | 65.310 | 138.418 | -52,8 | 403.079 | 623.899 | -35,4 |
| *ICELAND* | *516* | *2.013* | *-74,4* | *3.369* | *5.930* | *-43,2* |
| *NORWAY* | *7.998* | *13.117* | *-39,0* | *47.781* | *62.857* | *-24,0* |
| *SWITZERLAND* | *13.890* | *28.060* | *-50,5* | *78.724* | *128.745* | *-38,9* |
| **EFTA** | 22.404 | 43.190 | -48,1 | 129.874 | 197.532 | -34,3 |
| UNITED KINGDOM | 20.247 | 183.724 | -89,0 | 508.125 | 1.045.824 | -51,4 |
| **TOTAL (EU + EFTA + UK)** | **623.812** | **1.444.173** | **-56,8** | **3.969.714** | **6.936.184** | **-42,8** |
| **WESTERN EUROPE (EU14 + EFTA + UK)** | 558.502 | 1.305.755 | -57,2 | 3.566.635 | 6.312.285 | -43,5 |

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 27[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

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

*dati provvisori/provisional data*

| | Maggio/May | | | | | Gennaio-Maggio/January-May | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[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** | **25,0** | **25,1** | **145.195** | **305.116** | **-52,4** | **26,5** | **24,7** | **883.983** | **1.405.416** | **-37,1** |
| VOLKSWAGEN | 11,2 | 11,4 | 64.978 | 139.055 | -53,3 | 11,9 | 11,6 | 395.055 | 661.313 | -40,3 |
| SKODA | 5,2 | 5,0 | 30.372 | 60.899 | -50,1 | 5,7 | 5,0 | 191.047 | 282.475 | -32,4 |
| AUDI | 5,2 | 4,6 | 30.077 | 55.940 | -46,2 | 5,0 | 4,5 | 166.864 | 258.062 | -35,3 |
| SEAT | 2,8 | 3,5 | 15.990 | 42.849 | -62,7 | 3,4 | 3,2 | 111.939 | 180.289 | -37,9 |
| PORSCHE | 0,6 | 0,5 | 3.572 | 6.044 | -40,9 | 0,5 | 0,4 | 17.895 | 21.757 | -17,8 |
| OTHERS[2] | 0,0 | 0,0 | 206 | 329 | -37,4 | 0,0 | 0,0 | 1.183 | 1.520 | -22,2 |
| **PSA Group** | **15,7** | **17,2** | **91.146** | **208.952** | **-56,4** | **15,7** | **17,4** | **524.205** | **987.711** | **-46,9** |
| PEUGEOT | 6,7 | 6,7 | 38.847 | 81.401 | -52,3 | 6,7 | 6,9 | 222.002 | 395.511 | -43,9 |
| CITROEN | 4,6 | 4,6 | 26.735 | 55.998 | -52,3 | 4,4 | 4,7 | 146.642 | 267.207 | -45,1 |
| OPEL/VAUXHALL | 4,0 | 5,6 | 23.229 | 67.704 | -65,7 | 4,2 | 5,4 | 140.296 | 308.619 | -54,5 |
| DS | 0,4 | 0,3 | 2.335 | 3.849 | -39,3 | 0,5 | 0,3 | 15.265 | 16.374 | -6,8 |
| **RENAULT Group** | **11,9** | **12,0** | **69.230** | **145.656** | **-52,5** | **10,4** | **11,7** | **345.057** | **667.002** | **-48,3** |
| RENAULT | 7,6 | 7,7 | 44.383 | 93.265 | -52,4 | 7,0 | 7,5 | 233.002 | 428.968 | -45,7 |
| DACIA | 4,2 | 4,2 | 24.613 | 51.575 | -52,3 | 3,3 | 4,1 | 110.890 | 234.004 | -52,6 |
| LADA | 0,0 | 0,0 | 128 | 414 | -69,1 | 0,0 | 0,0 | 835 | 2.006 | -58,4 |
| ALPINE | 0,0 | 0,0 | 106 | 402 | -73,6 | 0,0 | 0,0 | 330 | 2.024 | -83,7 |
| **HYUNDAI Group** | **6,8** | **6,3** | **39.791** | **76.222** | **-47,8** | **7,1** | **6,4** | **237.183** | **362.469** | **-34,6** |
| HYUNDAI | 3,5 | 3,2 | 20.124 | 39.449 | -49,0 | 3,6 | 3,3 | 119.839 | 190.367 | -37,0 |
| KIA | 3,4 | 3,0 | 19.667 | 36.773 | -46,5 | 3,5 | 3,0 | 117.344 | 172.102 | -31,8 |
| **BMW Group** | **6,2** | **5,9** | **35.812** | **72.251** | **-50,4** | **6,6** | **5,7** | **219.808** | **325.451** | **-32,5** |
| BMW | 4,9 | 5,0 | 28.739 | 60.932 | -52,8 | 5,4 | 4,7 | 180.982 | 266.029 | -32,0 |
| MINI | 1,2 | 0,9 | 7.073 | 11.319 | -37,5 | 1,2 | 1,0 | 38.826 | 59.422 | -34,7 |
| **FCA Group** | **7,4** | **7,9** | **42.982** | **96.089** | **-55,3** | **6,4** | **7,4** | **212.143** | **421.156** | **-49,6** |
| FIAT | 5,4 | 5,8 | 31.347 | 70.508 | -55,5 | 4,6 | 5,2 | 153.468 | 296.483 | -48,2 |
| JEEP | 1,2 | 1,2 | 7.105 | 14.914 | -52,4 | 1,0 | 1,2 | 32.851 | 70.790 | -53,6 |
| LANCIA/CHRYSLER | 0,4 | 0,5 | 2.442 | 6.106 | -60,0 | 0,5 | 0,5 | 15.297 | 30.419 | -49,7 |
| ALFA ROMEO | 0,3 | 0,3 | 1.963 | 4.094 | -52,1 | 0,3 | 0,4 | 9.514 | 21.147 | -55,0 |
| OTHERS[3] | 0,0 | 0,0 | 125 | 467 | -73,2 | 0,0 | 0,0 | 1.013 | 2.317 | -56,3 |
| **DAIMLER** | **6,2** | **5,8** | **35.837** | **71.111** | **-49,6** | **5,8** | **5,7** | **193.793** | **322.714** | **-39,9** |
| MERCEDES | 6,0 | 5,1 | 34.934 | 62.122 | -43,8 | 5,7 | 5,0 | 189.437 | 284.146 | -33,3 |
| SMART | 0,2 | 0,7 | 903 | 8.989 | -90,0 | 0,1 | 0,7 | 4.356 | 38.568 | -88,7 |
| **TOYOTA Group** | **5,4** | **5,1** | **31.318** | **62.277** | **-49,7** | **5,8** | **4,9** | **193.144** | **277.485** | **-30,4** |
| TOYOTA | 5,1 | 4,8 | 29.576 | 58.292 | -49,3 | 5,5 | 4,6 | 182.332 | 261.634 | -30,3 |
| LEXUS | 0,3 | 0,3 | 1.742 | 3.985 | -56,3 | 0,3 | 0,3 | 10.812 | 15.851 | -31,8 |
| **FORD** | **5,1** | **5,2** | **29.462** | **63.531** | **-53,6** | **4,8** | **5,5** | **161.465** | **314.993** | **-48,7** |
| **NISSAN** | **1,7** | **2,0** | **10.033** | **24.427** | **-58,9** | **2,3** | **2,3** | **74.979** | **133.047** | **-43,6** |
| **VOLVO CAR CORP.** | **2,1** | **2,0** | **12.476** | **23.850** | **-47,7** | **2,2** | **2,0** | **74.876** | **112.076** | **-33,2** |
| **MAZDA** | **1,2** | **1,3** | **7.186** | **15.981** | **-55,0** | **1,1** | **1,4** | **37.656** | **81.637** | **-53,9** |
| **MITSUBISHI** | **1,1** | **0,9** | **6.378** | **10.972** | **-41,9** | **1,1** | **1,0** | **36.463** | **55.523** | **-34,3** |
| **JAGUAR LAND ROVER Group** | **0,7** | **0,6** | **3.976** | **7.613** | **-47,8** | **0,8** | **0,8** | **26.002** | **47.739** | **-45,5** |
| LAND ROVER | 0,5 | 0,4 | 2.982 | 4.760 | -37,4 | 0,6 | 0,5 | 18.390 | 30.805 | -40,3 |
| JAGUAR | 0,2 | 0,2 | 994 | 2.853 | -65,2 | 0,2 | 0,3 | 7.612 | 16.934 | -55,0 |
| **HONDA** | **0,4** | **0,5** | **2.451** | **5.928** | **-58,7** | **0,5** | **0,6** | **15.956** | **33.299** | **-52,1** |

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*

| | Maggio/May | | | | | Gennaio-Maggio/January-May | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[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** | **25,0** | **24,9** | **155.772** | **360.044** | **-56,7** | **26,2** | **24,4** | **1.041.522** | **1.690.089** | **-38,4** |
| VOLKSWAGEN | 11,0 | 11,1 | 68.856 | 160.227 | -57,0 | 11,5 | 11,2 | 456.748 | 776.080 | -41,1 |
| SKODA | 5,2 | 4,9 | 32.307 | 70.085 | -53,9 | 5,5 | 4,8 | 218.130 | 329.798 | -33,9 |
| AUDI | 5,3 | 4,9 | 33.071 | 71.237 | -53,6 | 5,3 | 4,8 | 209.138 | 335.088 | -37,6 |
| SEAT | 2,7 | 3,5 | 17.052 | 49.949 | -65,9 | 3,3 | 3,1 | 132.820 | 217.638 | -39,0 |
| PORSCHE | 0,7 | 0,6 | 4.200 | 7.981 | -47,4 | 0,6 | 0,4 | 22.731 | 28.814 | -21,1 |
| OTHERS[2] | 0,0 | 0,0 | 286 | 565 | -49,4 | 0,0 | 0,0 | 1.955 | 2.671 | -26,8 |
| **PSA Group** | **15,3** | **16,4** | **95.441** | **236.978** | **-59,7** | **14,8** | **16,5** | **587.414** | **1.145.393** | **-48,7** |
| PEUGEOT | 6,5 | 6,2 | 40.689 | 88.820 | -54,2 | 6,1 | 6,3 | 241.991 | 438.400 | -44,8 |
| OPEL/VAUXHALL | 4,0 | 5,7 | 24.945 | 82.565 | -69,8 | 4,3 | 5,7 | 171.325 | 392.992 | -56,4 |
| CITROEN | 4,4 | 4,2 | 27.344 | 61.375 | -55,4 | 4,0 | 4,3 | 157.628 | 295.841 | -46,7 |
| DS | 0,4 | 0,3 | 2.463 | 4.218 | -41,6 | 0,4 | 0,3 | 16.470 | 18.160 | -9,3 |
| **RENAULT Group** | **11,4** | **10,7** | **71.363** | **154.245** | **-53,7** | **9,3** | **10,4** | **368.431** | **718.579** | **-48,7** |
| RENAULT | 7,3 | 6,8 | 45.823 | 98.360 | -53,4 | 6,3 | 6,6 | 248.691 | 461.051 | -46,1 |
| DACIA | 4,1 | 3,8 | 25.296 | 55.027 | -54,0 | 3,0 | 3,7 | 118.496 | 253.326 | -53,2 |
| LADA | 0,0 | 0,0 | 128 | 415 | -69,2 | 0,0 | 0,0 | 835 | 2.007 | -58,4 |
| ALPINE | 0,0 | 0,0 | 116 | 443 | -73,8 | 0,0 | 0,0 | 409 | 2.195 | -81,4 |
| **HYUNDAI Group** | **6,8** | **6,4** | **42.479** | **92.886** | **-54,3** | **7,1** | **6,6** | **283.049** | **457.011** | **-38,1** |
| KIA | 3,4 | 3,1 | 21.082 | 45.106 | -53,3 | 3,6 | 3,2 | 143.786 | 221.126 | -35,0 |
| HYUNDAI | 3,4 | 3,3 | 21.397 | 47.780 | -55,2 | 3,5 | 3,4 | 139.263 | 235.885 | -41,0 |
| **BMW Group** | **6,4** | **6,4** | **39.631** | **92.131** | **-57,0** | **7,1** | **6,3** | **282.336** | **437.080** | **-35,4** |
| BMW | 5,1 | 5,3 | 31.901 | 76.433 | -58,3 | 5,7 | 5,1 | 228.093 | 350.665 | -35,0 |
| MINI | 1,2 | 1,1 | 7.730 | 15.698 | -50,8 | 1,4 | 1,2 | 54.243 | 86.415 | -37,2 |
| **DAIMLER** | **6,3** | **6,0** | **39.035** | **87.208** | **-55,2** | **6,0** | **5,9** | **238.567** | **408.594** | **-41,6** |
| MERCEDES | 6,1 | 5,4 | 38.107 | 77.594 | -50,9 | 5,9 | 5,3 | 233.736 | 366.687 | -36,3 |
| SMART | 0,1 | 0,7 | 928 | 9.614 | -90,3 | 0,1 | 0,6 | 4.831 | 41.907 | -88,5 |
| **TOYOTA Group** | **5,4** | **5,1** | **33.689** | **74.084** | **-54,5** | **5,9** | **4,9** | **233.707** | **341.392** | **-31,5** |
| TOYOTA | 5,1 | 4,8 | 31.720 | 68.941 | -54,0 | 5,5 | 4,6 | 217.794 | 318.607 | -31,6 |
| LEXUS | 0,3 | 0,4 | 1.969 | 5.143 | -61,7 | 0,4 | 0,3 | 15.913 | 22.785 | -30,2 |
| **FCA Group** | **7,1** | **7,0** | **44.099** | **101.498** | **-56,6** | **5,7** | **6,5** | **225.592** | **450.402** | **-49,9** |
| FIAT | 5,1 | 5,1 | 32.062 | 73.971 | -56,7 | 4,1 | 4,6 | 162.945 | 317.083 | -48,6 |
| JEEP | 1,2 | 1,1 | 7.358 | 16.117 | -54,3 | 0,9 | 1,1 | 35.152 | 75.713 | -53,6 |
| LANCIA/CHRYSLER | 0,4 | 0,4 | 2.442 | 6.109 | -60,0 | 0,4 | 0,4 | 15.298 | 30.439 | -49,7 |
| ALFA ROMEO | 0,3 | 0,3 | 2.087 | 4.668 | -55,3 | 0,3 | 0,3 | 10.903 | 24.069 | -54,7 |
| OTHERS[3] | 0,0 | 0,0 | 150 | 633 | -76,3 | 0,0 | 0,0 | 1.294 | 3.098 | -58,2 |
| **FORD** | **5,2** | **5,9** | **32.223** | **84.658** | **-61,9** | **5,3** | **6,1** | **209.948** | **425.726** | **-50,7** |
| **NISSAN** | **1,8** | **2,3** | **11.180** | **33.237** | **-66,4** | **2,6** | **2,6** | **102.814** | **182.448** | **-43,6** |
| **VOLVO CAR CORP.** | **2,3** | **2,1** | **14.626** | **30.041** | **-51,3** | **2,4** | **2,1** | **94.028** | **145.099** | **-35,2** |
| **JAGUAR LAND ROVER Group** | **0,9** | **1,2** | **5.455** | **17.607** | **-69,0** | **1,5** | **1,5** | **57.657** | **105.510** | **-45,4** |
| LAND ROVER | 0,6 | 0,8 | 3.885 | 11.285 | -65,6 | 1,0 | 1,0 | 40.592 | 69.058 | -41,2 |
| JAGUAR | 0,3 | 0,4 | 1.570 | 6.322 | -75,2 | 0,4 | 0,5 | 17.065 | 36.452 | -53,2 |
| **MAZDA** | **1,2** | **1,4** | **7.733** | **19.507** | **-60,4** | **1,2** | **1,5** | **47.053** | **102.980** | **-54,3** |
| **MITSUBISHI** | **1,1** | **0,9** | **6.958** | **13.397** | **-48,1** | **1,1** | **1,0** | **43.660** | **68.520** | **-36,3** |
| **HONDA** | **0,4** | **0,6** | **2.748** | **9.142** | **-69,9** | **0,7** | **0,8** | **26.241** | **56.658** | **-53,7** |

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*

| | Maggio/May | | | | | Gennaio-Maggio/January-May | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | %[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** | **24,5** | **137.859** | **319.780** | **-56,9** | **25,7** | **23,9** | **916.695** | **1.507.019** | **-39,2** |
| VOLKSWAGEN | 11,4 | 11,3 | 63.576 | 147.347 | -56,9 | 11,7 | 11,3 | 418.066 | 714.971 | -41,5 |
| AUDI | 5,7 | 5,3 | 31.699 | 68.879 | -54,0 | 5,6 | 5,1 | 200.285 | 323.596 | -38,1 |
| SKODA | 4,0 | 3,7 | 22.417 | 48.477 | -53,8 | 4,2 | 3,7 | 149.927 | 233.251 | -35,7 |
| SEAT | 2,8 | 3,6 | 15.892 | 46.937 | -66,1 | 3,5 | 3,3 | 125.139 | 205.357 | -39,1 |
| PORSCHE | 0,7 | 0,6 | 4.014 | 7.611 | -47,3 | 0,6 | 0,4 | 21.496 | 27.380 | -21,5 |
| OTHERS[2] | 0,0 | 0,0 | 261 | 529 | -50,7 | 0,0 | 0,0 | 1.782 | 2.464 | -27,7 |
| **PSA Group** | **16,1** | **16,8** | **89.736** | **219.255** | **-59,1** | **15,5** | **17,0** | **552.055** | **1.073.522** | **-48,6** |
| PEUGEOT | 6,9 | 6,4 | 38.373 | 83.034 | -53,8 | 6,4 | 6,6 | 227.987 | 415.545 | -45,1 |
| OPEL/VAUXHALL | 4,1 | 5,7 | 22.970 | 74.666 | -69,2 | 4,5 | 5,7 | 159.665 | 359.533 | -55,6 |
| CITROEN | 4,6 | 4,4 | 25.953 | 57.376 | -54,8 | 4,2 | 4,4 | 148.125 | 280.443 | -47,2 |
| DS | 0,4 | 0,3 | 2.440 | 4.179 | -41,6 | 0,5 | 0,3 | 16.278 | 18.001 | -9,6 |
| **RENAULT Group** | **11,1** | **10,2** | **61.842** | **133.412** | **-53,6** | **8,9** | **10,0** | **316.710** | **628.221** | **-49,6** |
| RENAULT | 7,5 | 6,8 | 42.079 | 89.047 | -52,7 | 6,4 | 6,7 | 227.411 | 423.881 | -46,4 |
| DACIA | 3,5 | 3,3 | 19.524 | 43.700 | -55,3 | 2,5 | 3,2 | 88.126 | 201.079 | -56,2 |
| LADA | 0,0 | 0,0 | 124 | 225 | -44,9 | 0,0 | 0,0 | 770 | 1.076 | -28,4 |
| ALPINE | 0,0 | 0,0 | 115 | 440 | -73,9 | 0,0 | 0,0 | 403 | 2.185 | -81,6 |
| **BMW Group** | **6,7** | **6,7** | **37.183** | **87.780** | **-57,6** | **7,5** | **6,6** | **267.576** | **417.751** | **-35,9** |
| BMW | 5,3 | 5,5 | 29.612 | 72.444 | -59,1 | 6,0 | 5,3 | 214.615 | 333.126 | -35,6 |
| MINI | 1,4 | 1,2 | 7.571 | 15.336 | -50,6 | 1,5 | 1,3 | 52.961 | 84.625 | -37,4 |
| **HYUNDAI Group** | **6,2** | **6,1** | **34.559** | **79.926** | **-56,8** | **6,7** | **6,3** | **237.732** | **397.347** | **-40,2** |
| KIA | 3,0 | 3,0 | 16.974 | 38.739 | -56,2 | 3,4 | 3,0 | 121.799 | 192.323 | -36,7 |
| HYUNDAI | 3,1 | 3,2 | 17.585 | 41.187 | -57,3 | 3,3 | 3,2 | 115.933 | 205.024 | -43,5 |
| **DAIMLER** | **6,5** | **6,4** | **36.394** | **83.428** | **-56,4** | **6,3** | **6,2** | **224.149** | **391.850** | **-42,8** |
| MERCEDES | 6,4 | 5,7 | 35.482 | 73.933 | -52,0 | 6,2 | 5,6 | 219.413 | 350.343 | -37,4 |
| SMART | 0,2 | 0,7 | 912 | 9.495 | -90,4 | 0,1 | 0,7 | 4.736 | 41.507 | -88,6 |
| **FCA Group** | **7,4** | **7,3** | **41.131** | **95.731** | **-57,0** | **5,8** | **6,7** | **206.165** | **423.384** | **-51,3** |
| FIAT | 5,3 | 5,3 | 29.784 | 69.430 | -57,1 | 4,1 | 4,7 | 147.763 | 296.943 | -50,2 |
| JEEP | 1,2 | 1,2 | 6.818 | 15.153 | -55,0 | 0,9 | 1,1 | 31.665 | 70.138 | -54,9 |
| LANCIA/CHRYSLER | 0,4 | 0,5 | 2.439 | 6.109 | -60,1 | 0,4 | 0,5 | 15.289 | 30.428 | -49,8 |
| ALFA ROMEO | 0,3 | 0,3 | 1.948 | 4.429 | -56,0 | 0,3 | 0,4 | 10.212 | 22.910 | -55,4 |
| OTHERS[3] | 0,0 | 0,0 | 142 | 610 | -76,7 | 0,0 | 0,0 | 1.236 | 2.965 | -58,3 |
| **FORD** | **5,3** | **6,1** | **29.560** | **79.353** | **-62,7** | **5,5** | **6,3** | **195.778** | **398.642** | **-50,9** |
| **TOYOTA Group** | **4,9** | **4,8** | **27.091** | **62.447** | **-56,6** | **5,3** | **4,6** | **190.026** | **290.751** | **-34,6** |
| TOYOTA | 4,6 | 4,4 | 25.455 | 57.943 | -56,1 | 5,0 | 4,3 | 176.595 | 270.916 | -34,8 |
| LEXUS | 0,3 | 0,3 | 1.636 | 4.504 | -63,7 | 0,4 | 0,3 | 13.431 | 19.835 | -32,3 |
| **NISSAN** | **1,7** | **2,3** | **9.728** | **30.240** | **-67,8** | **2,6** | **2,7** | **94.387** | **168.010** | **-43,8** |
| **VOLVO CAR CORP.** | **2,4** | **2,2** | **13.678** | **28.500** | **-52,0** | **2,4** | **2,2** | **87.146** | **136.579** | **-36,2** |
| **JAGUAR LAND ROVER Group** | **0,9** | **1,3** | **5.215** | **16.992** | **-69,3** | **1,6** | **1,6** | **55.739** | **102.249** | **-45,5** |
| LAND ROVER | 0,7 | 0,8 | 3.694 | 10.905 | -66,1 | 1,1 | 1,1 | 39.159 | 66.849 | -41,4 |
| JAGUAR | 0,3 | 0,5 | 1.521 | 6.087 | -75,0 | 0,5 | 0,6 | 16.580 | 35.400 | -53,2 |
| **MAZDA** | **1,3** | **1,3** | **6.983** | **16.894** | **-58,7** | **1,2** | **1,4** | **42.537** | **90.794** | **-53,1** |
| **MITSUBISHI** | **1,1** | **0,9** | **6.352** | **12.322** | **-48,4** | **1,1** | **1,0** | **40.449** | **63.254** | **-36,1** |
| **HONDA** | **0,4** | **0,6** | **2.147** | **7.663** | **-72,0** | **0,6** | **0,8** | **21.977** | **48.706** | **-54,9** |

SOURCE: **ACEA MEMBERS**

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

*[2] Includes Bentley, Lamborghini and Bugatti*

*[3] Includes Dodge and Maserati*