Press Release

## ANOTHER FREE FALL FOR THE EUROPEAN CAR MARKET IN NOVEMBER: -13.5%

**The governments of several European countries had to bring in new containment measures for the second wave of the pandemic which affect in a negative way sales. Now, is always more important focus on the measures in support and for the incentive of the demand, to avoid the strong decrease of the first months of 2021 to going on with the renewal of the fleet on topic ecological and of technological advancement**

*Turin, December 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 November, cars registrations totalled 1,047.409 units, with a slowdown of 13.5% respect to November 2019.

From January to November 2020, the registered volumes reach 10,746.293 units, with a negative variation of 26.1% respect to the same period of the previous year.

"*Another strong contraction characterize the European car market in the second to last month of the taugh 2020* – says **Paolo Scudieri**, President of ANFIA – *where several European countries has to introduce new containment measures for the second wave of the pandemic.*

*In the UE-EFTA-UK area, in November, all markets show a negative sign, with the only exception of six countries (Norway, Ireland, Cyprus, Greece, Romania and Denmark). Negative performance, for all the five major markets (U.K. included), which represent the 71% of the total registered during the month: the worse decrease is the British one (-27,4%), followed by France (-27%) and by Spain (-18.7%), while Italy close with -8.3% and Germany contains the decrease to 3%.*

*In the first eleven months of 2020, all markets show a double-digit slowdown with the only exception of Norway, in decrease of 7.8%, and registrations lost respect to the same period of 2019 reach almost 3.5 million units.*

*In this moment, is always more important focus on support measures and for the incentive of the demand to avoid the strong decrease of the first months of 2021 to going on with the renewal of the fleet, helping the replacement of the eldest vehicles with low emissions ones, equipped with the last generation technologies.*

*The agreement reached by the Italian Government supported also by the Opposition about the measures for the Automotive is going to this direction, the news arrived yesterday with the hope to see it in the Budget Law 2021, letting breath also to the*

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

*renewal of the light commercial vehicles fleet, which is very important for the urban logistics of freights.*

*At the same time, it is necessary to accelerate the timing of the European resources expenditure planning for the Recovery Plan due to Italy, of which, in the current draft of the National Recovery and Resilience Plan, 74.3 billion would be allocated to the ecological transition, 48.7 to Digitalization and 27.7 to infrastructures, also in order not to accrue a decidedly penalizing delay in restarting compared to the other major EU countries".*

In **Italy**, the overall number of new registrations in November reached 138,405 units (-8.3%). In the first eleven months of 2020, the overall of registrations reached 1,261.802, with a slowdown of 29% respect to the volumes of the same period 2019.

According to ISTAT data, in November the **national consumer price index** registers a slowdown of 0.1% per month and of 0.2% per year (from -0.3% of the previous month). The negative inflation, for the seventh month in row, is given mainly by the decrease of the energy goods (-8.6%, from -8.7% of the previous month).

Analyzing the **market by fuel type**, the share of new diesel cars is of 28% during the month and of 33% in cumulate; volumes decrease of 29% in November and of 41% from the beginning of the year. Petrol cars share reaches the 31% during the month and the 38% in the cumulate, while volumes decrease of 37% during November and of 38% in the eleven months. Alternative powered cars registrations, double also in November, instead (+111%), reaching a share of 40%, while since the beginning of 2020 represent the 28% of the whole market (13 percentage points more than the same period of 2019), with a growth of 29%. Hybrids and electrics grow, in the same period of 108%, and this growth, in crosscurrent respect to the strong contraction of the market, contributes to the decrease of the average of $CO_2$ emissions of the new cars purchased: 102.7 g/km in November and 109.3 g/km in January-November 2020.

Looking at the private demand, registrations grow of 13% during the month, while since the beginning of the year the reduction is of 20%; the business demand is in slowdown of 32% in November and of 40% in the progressive 2020

**National brands** registers, in the UE-EFTA-UK area, 65,091 registrations during November (-4%), with a market share of 6.2% (5.6% in November 2019). Jeep is in growth during the month (+15.6%). In the first eleven months of 2020, volumes reaches 625,564 units (-28.7%).

**Spain** totalized 75,708 registrations in November 2020, the 18.7% less respect to November 2019. Strong double-digit decreases are registered in all selling channels with the only exception of the business demand, that contain the slowdown. In the first eleven months of 2020, the market is in decrease of 35.3%, with 745,369 units registered.

The three Associations which represent the production, commercialization and distribution of motor vehicles in Spain- ANFAC, FACONAUTO and GANVAM – show a strong concern for the situation of the car market in this last year. The exit from this crisis will be even more difficult because of the price increase for the registration tax which will start from January 2021: half of the vehicles sold in 2021 will see grow their taxation at the moment of the purchase because of the entering into force of the law related to the new European homologation procedure of the WLTP vehicles. This law, which goal is not increase the taxation but reform the method for the measuring of the emissions in Spain, as well in France and in Portugal, but not in all the European countries, will entail a growth (in Spain of 5%) of this tax, with a following negative impact on the value chain of the automotive sector but also on the employment and on the economy of the whole country, of which it represents, respectively the 9% of the workforce and of 11% of GDP. The three association, ask to act on the increase of the tax before January 1st 2021, to let reactivate the whole automotive sector and the supply chain to back to drive the Spanish economy.

According to the sales channels, November market is this way divided: 38,719 private demand (-24% with a share of 51%), 32,797 business demand (-8% and a share of 43%) and 4,192 rental demand (-35% with a share of 6%); from January to November is divided this way 375,495 private demand (the 50% of the overall, in slowdown of 30%), 281,166 business demand (38% of the overall, -29%) and 88,708 rental demand (12% of the overall, -60%).

Regarding fuel supply, in November decrease diesel cars (-20%) and petrol (-37%) registrations. The measures of the MOVES plan support, instead, the grow of the alternative powered cars sales, which grow of 49% during the month (market share of 29%). In the cumulate of 2020, are in slowdown the diesel, petrol and gas cars registrations, while grow the grow the ones of hybrids and electrics. The average of $CO_2$ emissions of new cars reach 107.5 g/km in November and 111.1 g/km since the beginning of the year.

In **France**, in November, are registered 126,047 new registrations, with a decrease of 27% respect to November 2019. The cumulate in the first eleven months 2020 is of 1,463.795 units, the 26.9% less respect from January to November 2019.

The second-hand market, according to CCFA valuations, registers 444,820 units in November, the 4% less respect the same month of 2019. From January to November 2020, the volumes in the overall reach 5,084.887 units, with a slowdown of 4.2% respect to the same period of the previous year.

Another strong negative sign for petrol cars, -45.5% during the month and -40% in the first eleven months of 2020. In slowdown also diesel cars, -35% in November and -33% in the cumulate. Alternative powered cars, are instead, in strong increase and during November grow of 112%, with electrics triplicated respect to November 2019 and the plug-in hybrids almost quadrupled (in the first eleven months variations have been respectively +137.5% and +266%). Traditional hybrids grow of 55.5% during the month and of 51% in the cumulate.

In the **German market** have been registered in November 290,150 units (-3%). On the first eleven months of the year, the market totalizes 2,606.284 registrations, in slowdown of 21.6%.

During the month, private demand confirm the positive trend, increasing of 23% and representing the 39% of the market, while business registrations slowdown of 15% reaching the 61% of the market. With 28,965 new registrations (6 times more respect to last November), electric cars gain a market share of 10%. With a reference to hybrids, which registered in the overall 71,904 cars, in growth of 177%, with the 25% of share, of which 30,621 plug-in, with +383% (11% of share). In spite of the decrease of registrations, endothermic cars still represent the largest part of the market. The 40% of new cars are powered by petrol (117,111 vehicles, -32% during the month) and the 24% is powered by diesel (70.624 vehicles, -25%). Gas cars represent the 0.5% of the market: 993 new LPG vehicles (0,3%) and 566 methane (0.2%).

The average of the $CO_2$ emissions of the new registered cars in November 2020 is 126.2 g/km.

**British market**, in the end, in November reaches 113,781 cars (-27.4%). In the cumulate from January to November 2020 the volumes in the overall reach 1,498.382 units, with a slowdown of 30.7% respect to the same period of 2019, a loss of over 660,000 units in 11 months: to respect what is expected for the closing of 2020 according to the valuation of the beginning of the year it should be necessary register 31,000 new cars for each working day of December.

The Society of Motor Manufacturers & Traders (SMMT) says that, in a month where dealers had to close because of the limiting measures of the new lockdown, registrations volumes back to the level of the 2008 recession. The slowdown of the market has been lower, anyway, respect the one of the last spring, since manufacturers and dealers could better prepare to fulfill orders via home delivery or click and collect service. Also consumers have been more ready to adapt to all the commercial solutions compatible to the limitations set. However, a loss of income of 1.3 billion of pounds given by the lack of new cars sales only in November, the importance of showroom transactions to the UK economy is clear and SMMT believes it is essential to ensure the opening also in case of new anti-Covid restrictions. Fortunately, thanks to the approving of the vaccine in the country, business and consumer confidence, a key factor for the health of the industry, can only improve, giving great optimism for the closing of the year.

The market share of privates owners, during the month reaches the 39%, with volumes in slowdown of 32%, while business cars decrease of 22% representing the 59.5% of the market.

According to the fuel supply, diesel cars slowdown of 56% in November and of 55% in the cumulate, with a share decreased of 14% during the month and of 16% in the first eleven months of 2020. Petrol cars sales decrease of 42% during the month, with the 49% of share, losing the 39% in the cumulate, with the 56% of share. Alternative powered cars represent the 37% of the November market and the 27% of the market of the first eleven months. In details BEV cars represent the 9% of the market – the higher third monthly penetration during the month – and grow of 122% only in November, while in the cumulate the share is of 6% with a growth of volumes of 162%. In growth also rechargeable hybrid cars, +77%, the diesel mild-hybrid, +8%, the petrol mild-hybrid, +233% and the full- hybrid, +0.3%. Since the beginning of the year hybrid cars are divided this way: hybrids plug-in which grow of the 89% gaining the 4% of the market, while the full-hybrids sells gain the 10% with a market share of 7%, diesel mild-hybrid sells grow of 84% representing the 4% of the market and the petrol mild-hybrid sells grow of 178% representing the 7% of the market of the first eleven months.

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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 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 billion Euros of turnover, which means 11% of the Italian manufacturing sector turnover and of 6.2% of the Italian GDP
76.3 billion Euros 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*

| | Novembre/November | | % Chg | Gennaio-Novembre/January-November | | % Chg |
|---|---|---|---|---|---|---|
| | 2020 | 2019 | 20/19 | 2020 | 2019 | 20/19 |
| AUSTRIA | 20.055 | 23.271 | -13,8 | 224.968 | 306.681 | -26,6 |
| BELGIUM | 29.103 | 34.574 | -15,8 | 401.413 | 516.536 | -22,3 |
| BULGARIA | 1.544 | 2.819 | -45,2 | 20.661 | 32.511 | -36,4 |
| CROATIA | 2.646 | 3.458 | -23,5 | 33.953 | 58.914 | -42,4 |
| CYPRUS | 1.021 | 921 | +10,9 | 9.402 | 11.382 | -17,4 |
| CZECH REPUBLIC | 17.484 | 20.163 | -13,3 | 182.638 | 231.208 | -21,0 |
| DENMARK | 18.168 | 18.109 | +0,3 | 175.394 | 210.088 | -16,5 |
| ESTONIA | 1.504 | 2.028 | -25,8 | 17.285 | 24.703 | -30,0 |
| FINLAND | 7.374 | 8.683 | -15,1 | 88.280 | 105.988 | -16,7 |
| FRANCE | 126.047 | 172.731 | -27,0 | 1.463.795 | 2.003.085 | -26,9 |
| GERMANY | 290.150 | 299.127 | -3,0 | 2.606.284 | 3.323.878 | -21,6 |
| GREECE | 7.641 | 7.464 | +2,4 | 74.463 | 107.512 | -30,7 |
| HUNGARY | 13.265 | 14.214 | -6,7 | 115.307 | 141.761 | -18,7 |
| IRELAND | 913 | 761 | +20,0 | 87.723 | 116.885 | -24,9 |
| ITALY | 138.405 | 151.001 | -8,3 | 1.261.802 | 1.776.501 | -29,0 |
| LATVIA | 1.234 | 1.489 | -17,1 | 12.754 | 17.169 | -25,7 |
| LITHUANIA | 4.306 | 4.320 | -0,3 | 35.987 | 42.932 | -16,2 |
| LUXEMBOURG | 3.808 | 3.952 | -3,6 | 41.834 | 51.881 | -19,4 |
| NETHERLANDS | 33.499 | 39.092 | -14,3 | 315.501 | 403.613 | -21,8 |
| POLAND | 41.675 | 45.375 | -8,2 | 376.840 | 503.099 | -25,1 |
| PORTUGAL | 11.826 | 16.400 | -27,9 | 131.165 | 206.073 | -36,4 |
| ROMANIA | 13.253 | 13.091 | +1,2 | 110.377 | 147.789 | -25,3 |
| SLOVAKIA | 6.927 | 8.000 | -13,4 | 69.228 | 93.854 | -26,2 |
| SLOVENIA | 3.565 | 5.323 | -33,0 | 51.346 | 68.714 | -25,3 |
| SPAIN | 75.708 | 93.155 | -18,7 | 745.369 | 1.152.395 | -35,3 |
| SWEDEN | 26.571 | 30.502 | -12,9 | 257.362 | 307.907 | -16,4 |
| **EUROPEAN UNION (EU)** | **897.692** | **1.020.023** | **-12,0** | **8.911.131** | **11.963.059** | **-25,5** |
| **EU14[2]** | 789.268 | 898.822 | -12,2 | 7.875.353 | 10.589.023 | -25,6 |
| **EU12[3]** | 108.424 | 121.201 | -10,5 | 1.035.778 | 1.374.036 | -24,6 |
| *ICELAND* | *557* | *642* | *-13,2* | *8.565* | *11.136* | *-23,1* |
| *NORWAY* | *12.533* | *10.031* | *+24,9* | *120.838* | *131.127* | *-7,8* |
| *SWITZERLAND* | *22.846* | *24.228* | *-5,7* | *207.377* | *276.641* | *-25,0* |
| **EFTA** | 35.936 | 34.901 | +3,0 | 336.780 | 418.904 | -19,6 |
| UNITED KINGDOM | 113.781 | 156.621 | -27,4 | 1.498.382 | 2.162.143 | -30,7 |
| **TOTAL (EU + EFTA + UK)** | **1.047.409** | **1.211.545** | **-13,5** | **10.746.293** | **14.544.106** | **-26,1** |
| **WESTERN EUROPE (EU14 + EFTA + UK)** | 938.985 | 1.090.344 | -13,9 | 9.710.515 | 13.170.070 | -26,3 |

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*

| | Novembre/November | | | | | Gennaio-Novembre/January-November | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 |
| **VW Group** | **25,7** | **26,0** | **230.556** | **265.114** | **-13,0** | **25,6** | **25,1** | **2.281.473** | **3.003.395** | **-24,0** |
| VOLKSWAGEN | 12,0 | 12,8 | 107.762 | 130.592 | -17,5 | 11,4 | 11,8 | 1.019.062 | 1.412.160 | -27,8 |
| SKODA | 5,4 | 5,3 | 48.506 | 53.687 | -9,7 | 5,7 | 5,1 | 504.809 | 606.336 | -16,7 |
| AUDI | 4,8 | 4,1 | 43.183 | 42.063 | +2,7 | 4,7 | 4,4 | 422.736 | 531.478 | -20,5 |
| SEAT | 2,9 | 3,2 | 25.897 | 32.989 | -21,5 | 3,2 | 3,3 | 284.104 | 395.496 | -28,2 |
| PORSCHE | 0,6 | 0,5 | 4.977 | 5.602 | -11,2 | 0,5 | 0,5 | 48.045 | 54.920 | -12,5 |
| OTHERS[2] | 0,0 | 0,0 | 231 | 181 | +27,6 | 0,0 | 0,0 | 2.717 | 3.005 | -9,6 |
| **PSA Group** | **15,1** | **15,0** | **135.622** | **152.600** | **-11,1** | **15,4** | **16,7** | **1.368.808** | **1.999.523** | **-31,5** |
| PEUGEOT | 6,7 | 6,7 | 60.317 | 68.459 | -11,9 | 6,8 | 6,7 | 606.295 | 806.035 | -24,8 |
| CITROEN | 3,8 | 3,9 | 33.839 | 39.935 | -15,3 | 4,2 | 4,5 | 378.179 | 538.344 | -29,8 |
| OPEL/VAUXHALL | 4,2 | 4,0 | 37.841 | 40.608 | -6,8 | 3,9 | 5,1 | 349.205 | 614.817 | -43,2 |
| DS | 0,4 | 0,4 | 3.625 | 3.598 | +0,8 | 0,4 | 0,3 | 35.129 | 40.327 | -12,9 |
| **RENAULT Group** | **11,1** | **11,2** | **99.310** | **114.210** | **-13,0** | **11,5** | **11,7** | **1.023.934** | **1.399.461** | **-26,8** |
| RENAULT | 7,2 | 7,3 | 64.811 | 74.755 | -13,3 | 7,6 | 7,5 | 679.862 | 898.520 | -24,3 |
| DACIA | 3,8 | 3,8 | 34.275 | 38.950 | -12,0 | 3,8 | 4,1 | 341.197 | 492.723 | -30,8 |
| LADA | 0,0 | 0,0 | 105 | 293 | -64,2 | 0,0 | 0,0 | 1.958 | 4.545 | -56,9 |
| ALPINE | 0,0 | 0,0 | 119 | 212 | -43,9 | 0,0 | 0,0 | 917 | 3.673 | -75,0 |
| **HYUNDAI Group** | **6,5** | **6,8** | **57.968** | **69.425** | **-16,5** | **7,1** | **6,6** | **634.865** | **791.535** | **-19,8** |
| HYUNDAI | 3,2 | 3,7 | 29.068 | 37.278 | -22,0 | 3,6 | 3,5 | 323.029 | 423.349 | -23,7 |
| KIA | 3,2 | 3,2 | 28.900 | 32.147 | -10,1 | 3,5 | 3,1 | 311.836 | 368.186 | -15,3 |
| **FCA Group** | **6,9** | **6,3** | **62.224** | **63.913** | **-2,6** | **6,6** | **6,9** | **587.583** | **819.637** | **-28,3** |
| FIAT | 4,6 | 4,4 | 41.651 | 45.013 | -7,5 | 4,7 | 4,8 | 415.053 | 571.196 | -27,3 |
| JEEP | 1,4 | 1,0 | 12.754 | 10.634 | +19,9 | 1,2 | 1,2 | 102.957 | 144.813 | -28,9 |
| LANCIA/CHRYSLER | 0,5 | 0,4 | 4.221 | 4.333 | -2,6 | 0,4 | 0,5 | 38.370 | 54.979 | -30,2 |
| ALFA ROMEO | 0,4 | 0,4 | 3.313 | 3.620 | -8,5 | 0,3 | 0,4 | 28.049 | 43.716 | -35,8 |
| OTHERS[3] | 0,0 | 0,0 | 285 | 313 | -8,9 | 0,0 | 0,0 | 3.154 | 4.933 | -36,1 |
| **BMW Group** | **6,9** | **6,5** | **61.850** | **66.072** | **-6,4** | **6,5** | **5,8** | **579.997** | **699.377** | **-17,1** |
| BMW | 5,7 | 5,4 | 51.203 | 54.662 | -6,3 | 5,3 | 4,7 | 471.406 | 565.999 | -16,7 |
| MINI | 1,2 | 1,1 | 10.647 | 11.410 | -6,7 | 1,2 | 1,1 | 108.591 | 133.378 | -18,6 |
| **DAIMLER** | **7,2** | **7,5** | **64.659** | **76.029** | **-15,0** | **6,3** | **6,1** | **561.182** | **731.086** | **-23,2** |
| MERCEDES | 6,7 | 6,2 | 60.447 | 63.318 | -4,5 | 6,1 | 5,3 | 540.540 | 639.488 | -15,5 |
| SMART | 0,5 | 1,2 | 4.212 | 12.711 | -66,9 | 0,2 | 0,8 | 20.642 | 91.598 | -77,5 |
| **TOYOTA Group** | **5,8** | **5,1** | **51.812** | **52.247** | **-0,8** | **5,7** | **5,0** | **506.085** | **599.803** | **-15,6** |
| TOYOTA | 5,5 | 4,8 | 49.142 | 49.050 | +0,2 | 5,4 | 4,7 | 478.128 | 565.245 | -15,4 |
| LEXUS | 0,3 | 0,3 | 2.670 | 3.197 | -16,5 | 0,3 | 0,3 | 27.957 | 34.558 | -19,1 |
| **FORD** | **5,0** | **5,6** | **45.092** | **56.755** | **-20,5** | **5,0** | **5,5** | **447.924** | **652.098** | **-31,3** |
| **VOLVO CAR CORP.** | **2,3** | **2,3** | **20.792** | **23.144** | **-10,2** | **2,2** | **2,0** | **197.386** | **238.169** | **-17,1** |
| **NISSAN** | **1,9** | **1,9** | **16.916** | **19.650** | **-13,9** | **2,1** | **2,2** | **187.136** | **262.282** | **-28,7** |
| **MAZDA** | **1,3** | **1,9** | **12.052** | **19.156** | **-37,1** | **1,2** | **1,5** | **105.710** | **182.267** | **-42,0** |
| **MITSUBISHI** | **0,7** | **0,9** | **5.928** | **9.324** | **-36,4** | **0,9** | **0,9** | **80.677** | **113.579** | **-29,0** |
| **JAGUAR LAND ROVER Group** | **0,7** | **0,8** | **6.007** | **8.246** | **-27,2** | **0,7** | **0,8** | **61.038** | **94.803** | **-35,6** |
| LAND ROVER | 0,5 | 0,6 | 4.664 | 5.725 | -18,5 | 0,5 | 0,5 | 44.877 | 62.386 | -28,1 |
| JAGUAR | 0,1 | 0,2 | 1.343 | 2.521 | -46,7 | 0,2 | 0,3 | 16.161 | 32.417 | -50,1 |
| **HONDA** | **0,4** | **0,5** | **3.719** | **5.164** | **-28,0** | **0,5** | **0,6** | **44.359** | **66.043** | **-32,8** |

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

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

*dati provvisori/provisional data*

| | Novembre/November | | | | | Gennaio-Novembre/January-November | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 |
| **VW Group** | **25,7** | **25,9** | **269.235** | **313.598** | **-14,1** | **25,4** | **24,7** | **2.725.139** | **3.588.964** | **-24,1** |
| VOLKSWAGEN | 11,7 | 12,4 | 122.125 | 150.073 | -18,6 | 11,1 | 11,3 | 1.190.791 | 1.648.757 | -27,8 |
| SKODA | 5,3 | 5,1 | 55.077 | 62.007 | -11,2 | 5,4 | 4,8 | 582.033 | 703.659 | -17,3 |
| AUDI | 5,2 | 4,4 | 54.140 | 53.570 | +1,1 | 5,1 | 4,7 | 546.194 | 684.962 | -20,3 |
| SEAT | 2,8 | 3,3 | 29.804 | 39.533 | -24,6 | 3,1 | 3,3 | 336.340 | 473.910 | -29,0 |
| PORSCHE | 0,7 | 0,7 | 7.706 | 8.101 | -4,9 | 0,6 | 0,5 | 65.162 | 72.372 | -10,0 |
| OTHERS[2] | 0,0 | 0,0 | 383 | 314 | +22,0 | 0,0 | 0,0 | 4.619 | 5.304 | -12,9 |
| **PSA Group** | **14,5** | **14,3** | **152.213** | **173.044** | **-12,0** | **14,5** | **15,9** | **1.559.600** | **2.311.151** | **-32,5** |
| PEUGEOT | 6,3 | 6,1 | 66.085 | 74.432 | -11,2 | 6,2 | 6,1 | 669.311 | 892.832 | -25,0 |
| OPEL/VAUXHALL | 4,4 | 4,2 | 46.111 | 51.398 | -10,3 | 4,1 | 5,4 | 443.366 | 780.043 | -43,2 |
| CITROEN | 3,5 | 3,6 | 36.147 | 43.084 | -16,1 | 3,8 | 4,1 | 408.708 | 593.715 | -31,2 |
| DS | 0,4 | 0,3 | 3.870 | 4.130 | -6,3 | 0,4 | 0,3 | 38.215 | 44.561 | -14,2 |
| **RENAULT Group** | **10,0** | **10,0** | **104.442** | **121.723** | **-14,2** | **10,3** | **10,3** | **1.101.853** | **1.503.980** | **-26,7** |
| RENAULT | 6,5 | 6,6 | 68.552 | 79.428 | -13,7 | 6,8 | 6,6 | 733.319 | 965.979 | -24,1 |
| DACIA | 3,4 | 3,4 | 35.655 | 41.767 | -14,6 | 3,4 | 3,6 | 365.495 | 529.441 | -31,0 |
| LADA | 0,0 | 0,0 | 105 | 293 | -64,2 | 0,0 | 0,0 | 1.958 | 4.547 | -56,9 |
| ALPINE | 0,0 | 0,0 | 130 | 235 | -44,7 | 0,0 | 0,0 | 1.081 | 4.013 | -73,1 |
| **HYUNDAI Group** | **6,3** | **6,8** | **65.943** | **82.560** | **-20,1** | **7,1** | **6,8** | **767.112** | **987.273** | **-22,3** |
| KIA | 3,2 | 3,2 | 33.504 | 38.694 | -13,4 | 3,6 | 3,2 | 386.556 | 469.119 | -17,6 |
| HYUNDAI | 3,1 | 3,6 | 32.439 | 43.866 | -26,0 | 3,5 | 3,6 | 380.556 | 518.154 | -26,6 |
| **BMW Group** | **7,6** | **7,1** | **79.178** | **86.047** | **-8,0** | **7,1** | **6,5** | **758.858** | **950.844** | **-20,2** |
| BMW | 6,1 | 5,7 | 64.038 | 69.567 | -7,9 | 5,6 | 5,2 | 603.041 | 753.263 | -19,9 |
| MINI | 1,4 | 1,4 | 15.140 | 16.480 | -8,1 | 1,4 | 1,4 | 155.817 | 197.581 | -21,1 |
| **DAIMLER** | **7,1** | **7,3** | **74.261** | **87.898** | **-15,5** | **6,4** | **6,3** | **690.405** | **916.824** | **-24,7** |
| MERCEDES | 6,7 | 6,2 | 69.930 | 75.110 | -6,9 | 6,2 | 5,6 | 668.055 | 819.828 | -18,5 |
| SMART | 0,4 | 1,1 | 4.331 | 12.788 | -66,1 | 0,2 | 0,7 | 22.350 | 96.996 | -77,0 |
| **TOYOTA Group** | **5,8** | **5,1** | **60.586** | **61.766** | **-1,9** | **5,8** | **5,1** | **627.230** | **742.898** | **-15,6** |
| TOYOTA | 5,4 | 4,7 | 56.933 | 57.317 | -0,7 | 5,4 | 4,8 | 585.001 | 691.611 | -15,4 |
| LEXUS | 0,3 | 0,4 | 3.653 | 4.449 | -17,9 | 0,4 | 0,4 | 42.229 | 51.287 | -17,7 |
| **FCA Group** | **6,2** | **5,6** | **65.091** | **67.832** | **-4,0** | **5,8** | **6,0** | **625.564** | **877.077** | **-28,7** |
| FIAT | 4,1 | 3,9 | 43.445 | 47.371 | -8,3 | 4,1 | 4,2 | 441.320 | 610.401 | -27,7 |
| JEEP | 1,3 | 1,0 | 13.440 | 11.625 | +15,6 | 1,0 | 1,1 | 110.414 | 155.423 | -29,0 |
| LANCIA/CHRYSLER | 0,4 | 0,4 | 4.222 | 4.335 | -2,6 | 0,4 | 0,4 | 38.372 | 55.011 | -30,2 |
| ALFA ROMEO | 0,3 | 0,3 | 3.631 | 4.066 | -10,7 | 0,3 | 0,3 | 31.554 | 49.727 | -36,5 |
| OTHERS[3] | 0,0 | 0,0 | 353 | 435 | -18,9 | 0,0 | 0,0 | 3.904 | 6.515 | -40,1 |
| **FORD** | **5,4** | **6,1** | **56.109** | **73.664** | **-23,8** | **5,6** | **6,1** | **596.429** | **882.831** | **-32,4** |
| **NISSAN** | **2,2** | **2,2** | **23.324** | **26.518** | **-12,0** | **2,4** | **2,5** | **260.133** | **361.352** | **-28,0** |
| **VOLVO CAR CORP.** | **2,5** | **2,4** | **26.434** | **29.041** | **-9,0** | **2,4** | **2,1** | **254.350** | **307.486** | **-17,3** |
| **JAGUAR LAND ROVER Group** | **1,3** | **1,4** | **13.190** | **17.031** | **-22,6** | **1,3** | **1,5** | **142.117** | **211.105** | **-32,7** |
| LAND ROVER | 0,9 | 1,0 | 9.355 | 11.890 | -21,3 | 1,0 | 1,0 | 102.187 | 139.777 | -26,9 |
| JAGUAR | 0,4 | 0,4 | 3.835 | 5.141 | -25,4 | 0,4 | 0,5 | 39.930 | 71.328 | -44,0 |
| **MAZDA** | **1,3** | **1,9** | **14.076** | **22.743** | **-38,1** | **1,2** | **1,6** | **133.858** | **228.786** | **-41,5** |
| **MITSUBISHI** | **0,7** | **0,9** | **6.966** | **11.207** | **-37,8** | **0,9** | **1,0** | **96.520** | **138.634** | **-30,4** |
| **HONDA** | **0,5** | **0,7** | **5.430** | **8.454** | **-35,8** | **0,7** | **0,8** | **72.757** | **111.692** | **-34,9** |

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*

| | Novembre/November | | | | | Gennaio-Novembre/January-November | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 | % 2020 | % 2019 | Unità *Units* 2020 | Unità *Units* 2019 | Var % % Chg 20/19 |
| **VW Group** | **25,2** | **25,4** | **236.559** | **277.255** | **-14,7** | **24,8** | **24,2** | **2.412.831** | **3.191.575** | **-24,4** |
| VOLKSWAGEN | 11,8 | 12,7 | 111.174 | 138.310 | -19,6 | 11,3 | 11,5 | 1.097.455 | 1.517.325 | -27,7 |
| AUDI | 5,5 | 4,7 | 51.371 | 51.404 | -0,1 | 5,4 | 5,0 | 522.402 | 660.022 | -20,9 |
| SKODA | 4,1 | 3,9 | 38.798 | 42.195 | -8,1 | 4,2 | 3,8 | 409.009 | 494.537 | -17,3 |
| SEAT | 2,9 | 3,4 | 27.457 | 37.274 | -26,3 | 3,3 | 3,4 | 317.879 | 445.810 | -28,7 |
| PORSCHE | 0,8 | 0,7 | 7.404 | 7.779 | -4,8 | 0,6 | 0,5 | 61.866 | 68.991 | -10,3 |
| OTHERS[2] | 0,0 | 0,0 | 355 | 293 | +21,2 | 0,0 | 0,0 | 4.220 | 4.890 | -13,7 |
| **PSA Group** | **15,1** | **14,8** | **141.987** | **161.191** | **-11,9** | **15,1** | **16,4** | **1.467.126** | **2.156.541** | **-32,0** |
| PEUGEOT | 6,6 | 6,4 | 62.141 | 70.150 | -11,4 | 6,5 | 6,4 | 632.134 | 843.822 | -25,1 |
| OPEL/VAUXHALL | 4,5 | 4,3 | 42.236 | 46.452 | -9,1 | 4,2 | 5,4 | 411.999 | 708.470 | -41,8 |
| CITROEN | 3,6 | 3,7 | 33.801 | 40.505 | -16,6 | 4,0 | 4,3 | 385.297 | 560.084 | -31,2 |
| DS | 0,4 | 0,4 | 3.809 | 4.084 | -6,7 | 0,4 | 0,3 | 37.696 | 44.165 | -14,6 |
| **RENAULT Group** | **9,4** | **9,6** | **88.657** | **105.084** | **-15,6** | **9,8** | **9,9** | **954.227** | **1.306.459** | **-27,0** |
| RENAULT | 6,7 | 6,7 | 62.542 | 72.549 | -13,8 | 7,0 | 6,7 | 674.927 | 887.081 | -23,9 |
| DACIA | 2,8 | 2,9 | 25.931 | 32.152 | -19,3 | 2,8 | 3,1 | 276.483 | 413.003 | -33,1 |
| LADA | 0,0 | 0,0 | 56 | 151 | -62,9 | 0,0 | 0,0 | 1.752 | 2.383 | -26,5 |
| ALPINE | 0,0 | 0,0 | 128 | 232 | -44,8 | 0,0 | 0,0 | 1.065 | 3.992 | -73,3 |
| **BMW Group** | **8,1** | **7,6** | **75.750** | **82.573** | **-8,3** | **7,4** | **6,9** | **723.131** | **907.731** | **-20,3** |
| BMW | 6,5 | 6,1 | 60.929 | 66.417 | -8,3 | 5,9 | 5,4 | 570.663 | 714.384 | -20,1 |
| MINI | 1,6 | 1,5 | 14.821 | 16.156 | -8,3 | 1,6 | 1,5 | 152.468 | 193.347 | -21,1 |
| **HYUNDAI Group** | **5,9** | **6,4** | **55.039** | **70.158** | **-21,5** | **6,8** | **6,5** | **656.463** | **851.128** | **-22,9** |
| KIA | 3,0 | 3,0 | 27.703 | 32.799 | -15,5 | 3,4 | 3,1 | 332.190 | 404.334 | -17,8 |
| HYUNDAI | 2,9 | 3,4 | 27.336 | 37.359 | -26,8 | 3,3 | 3,4 | 324.273 | 446.794 | -27,4 |
| **DAIMLER** | **7,5** | **7,6** | **70.678** | **83.310** | **-15,2** | **6,7** | **6,6** | **652.587** | **875.579** | **-25,5** |
| MERCEDES | 7,1 | 6,5 | 66.382 | 70.572 | -5,9 | 6,5 | 5,9 | 630.548 | 779.467 | -19,1 |
| SMART | 0,5 | 1,2 | 4.296 | 12.738 | -66,3 | 0,2 | 0,7 | 22.039 | 96.112 | -77,1 |
| **FCA Group** | **6,2** | **5,6** | **58.361** | **60.625** | **-3,7** | **5,9** | **6,2** | **572.688** | **813.636** | **-29,6** |
| FIAT | 4,1 | 3,8 | 38.778 | 41.162 | -5,8 | 4,1 | 4,3 | 401.865 | 562.063 | -28,5 |
| JEEP | 1,2 | 1,0 | 11.642 | 10.836 | +7,4 | 1,0 | 1,1 | 99.372 | 143.440 | -30,7 |
| LANCIA/CHRYSLER | 0,4 | 0,4 | 4.221 | 4.334 | -2,6 | 0,4 | 0,4 | 38.356 | 54.992 | -30,3 |
| ALFA ROMEO | 0,4 | 0,4 | 3.382 | 3.880 | -12,8 | 0,3 | 0,4 | 29.376 | 46.908 | -37,4 |
| OTHERS[3] | 0,0 | 0,0 | 338 | 413 | -18,2 | 0,0 | 0,0 | 3.719 | 6.233 | -40,3 |
| **FORD** | **5,4** | **6,2** | **51.116** | **67.148** | **-23,9** | **5,7** | **6,2** | **555.532** | **821.531** | **-32,4** |
| **TOYOTA Group** | **5,3** | **4,8** | **49.713** | **51.829** | **-4,1** | **5,4** | **4,8** | **520.910** | **629.706** | **-17,3** |
| TOYOTA | 5,0 | 4,4 | 46.662 | 47.864 | -2,5 | 5,0 | 4,4 | 484.647 | 584.471 | -17,1 |
| LEXUS | 0,3 | 0,4 | 3.051 | 3.965 | -23,1 | 0,4 | 0,3 | 36.263 | 45.235 | -19,8 |
| **NISSAN** | **2,2** | **2,2** | **20.987** | **24.321** | **-13,7** | **2,5** | **2,5** | **238.323** | **331.136** | **-28,0** |
| **VOLVO CAR CORP.** | **2,6** | **2,5** | **24.736** | **27.361** | **-9,6** | **2,4** | **2,2** | **237.762** | **289.467** | **-17,9** |
| **JAGUAR LAND ROVER Group** | **1,4** | **1,5** | **12.725** | **16.379** | **-22,3** | **1,4** | **1,5** | **137.481** | **203.996** | **-32,6** |
| LAND ROVER | 1,0 | 1,1 | 8.953 | 11.449 | -21,8 | 1,0 | 1,0 | 98.645 | 134.962 | -26,9 |
| JAGUAR | 0,4 | 0,5 | 3.772 | 4.930 | -23,5 | 0,4 | 0,5 | 38.836 | 69.034 | -43,7 |
| **MAZDA** | **1,4** | **1,7** | **12.806** | **18.862** | **-32,1** | **1,3** | **1,5** | **121.500** | **199.281** | **-39,0** |
| **MITSUBISHI** | **0,7** | **0,9** | **6.188** | **10.011** | **-38,2** | **0,9** | **1,0** | **88.233** | **127.371** | **-30,7** |
| **HONDA** | **0,5** | **0,6** | **4.675** | **6.948** | **-32,7** | **0,6** | **0,7** | **62.610** | **95.887** | **-34,7** |

SOURCE: **ACEA MEMBERS**

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

*[2] Includes Bentley, Lamborghini and Bugatti*

*[3] Includes Dodge and Maserati*