



Press Release

BREAKDOWN OF THE ITALIAN AUTOMOTIVE INDUSTRY PRODUCTION IN APRIL, FIRST MONTH TO BE FULLY AFFECTED BY THE COVID-19 CONTAINMENT MEASURES: -85%

Turin, June 11th 2020 - In April 2020, according to ISTAT data, the **Italian automotive production in its overall**¹ registers a trend of decrease of 85%, while it closes the first four months of 2020 with -36.9% (the trend of variation was about -21.6% in the first three months).

Looking at the each **productive field of the sector**, the manufacturing of vehicles (Ateco Code 29.1) sees its index slowing down of 98.4% in April 2020 respect to the same month of 2019, while it decreases of 42.5% in the first four months of 2020 respect to the same period of 2019; the one related to the manufacturing of bodies for vehicles, trailers and semitrailers (Ateco Code 29.2) decreases of 73.1% during the month and of 39.4% in the cumulate, in the end the one related to the manufacturing of components and accessories for vehicles and their engines² decreases of 75.4% during the month and of 33.4% in the cumulate.

According to ANFIA data, in March 2020 the **national car production** in Italy registers 400 units, over the 99% less respect the 49.000 produced in April 2019. The production in the first four months of the year decreases of 45% respect the same period of 2019.

The trend of the automotive production is located in a contest where the overall of the Italian industry production is in slowdown for fourteenth months in row: also in April 2020, in fact, **the index of the industrial production in the overall**³ registers a double figures slowdown, -42.5%, and it decreases of 18.7% in the average in the first four months of the year, at the trend level. Among the most relevant negative variations, the one of textile industry, clothing, leathers and accessories (-80.5%) and the one related to the manufacturing of means of transport (-74%), while the lower decrease concerned the food industry, beverages and tobacco (-8.1%).

For the **automotive sector** in its overall, **orders** (with the only exception of the Manufacture field), show a trend of decrease of 26.6% during March (last data available), with decreasements on both markets (-29.3% the inner part and -23.1% the international one) with a slowdown of 10.8% at the trend level in the first three months of 2020 (-12% the inner part and -9.2% the international one).

¹Ateco Code 29: production of cars, car bodies, trailers and semitrailers and production of components and accessories for vehicles and their engines.

²Ateco Code 29.3, tires are not included.

³Corrected for the calendar effect: working days have been 21 in April 2020 against 20 in April 2019 (Manufacture field is not included). Since the beginning of 2018, the index of the industrial production published by ISTAT, based on 2015=100 (until the past month it was based on 2010=100).



The **Income of Industry** (with the only exception of the Manufacture field) is in slowdown of 22.8% during the month (-25.4% on the national market and -17.9% on the international ones) and it closes with -7.7% the period from January to March 2020 (-9.2% the national market and -5.2% the international one).

“ The breakdown of the Automotive Industry Production in Italy in April, the first month to be fully affected by the containment measures applied to fight against the Covid-19 outbreak, was predictable, but not for this reason less striking - says Gianmarco Giorda, Director of ANFIA. Fewer than 500 cars were produced during the month and the index of car production was practically zero (-98.4%) and closed the first four month with -42.5%, while the index of the components production was reduced by three quarters during the month and 33.4% in the first four months: numbers show the exceptional gravity of the situation.

The companies in our sector that had to stop their production because not part of the chain of the essential activities and services, restarted between the end of April and the beginning of May, but in an extremely difficult context, on the one hand because of the weakness of a stalled market in the major European countries - where, in May, car sales were almost halved in Italy as in Germany and France, and still almost zeroed in the United Kingdom (-89%) and Spain (-73%), while sales of commercial vehicles in the whole European market closed the first four months at -35%, - on the other hand, due to the liquidity problems only partially addressed by the measures introduced by the Commission, moreover slowed down by bureaucratic obstacles.

Unblocking the demand through incentives to renew the fleet according to a formula consistent with the European objectives of progressive carbon neutrality of mobility, and also aimed at the disposal of the hundreds of thousands of vehicles in stock, is more urgent than ever to give the necessary boost to the recovery of acceptable production levels.

At the same time, it is necessary to think in perspective, working, industry and institutions together, to a medium-long term strategic plan to relaunch the automotive sector in the transition to new technologies, from electrified engines, to autonomous driving and connected cars”.

For the **automotive sector** in its overall, orders ⁴ register a trend of slowdown of 51.2% in March, with a inner part in decrease of 63.7% and an international one of -33.6%. In the first three months of 2020, orders decreases of 17.3%, with an inner part in slowdown of 21.1% (-12.9% the foreign markets).

For the **production of components and accessories for vehicles and their engines** orders register a decrease of 31.7% in March (-39.3% the national market, -24.5% the foreign one), and of 11.3% in the cumulate (-15.7% national market and -7.8% the foreign market).

⁴ Unrefined Data. The update data for March will be published by ISTAT on June 17th 2020.



In March 2020 (last data available), however, the value of the **export of vehicles** from Italy is about 1.18 billion of Euro, the 41% less respect the same month of 2019, the 3.3% of the total exported. The import of cars, instead, values, 2.12 billions of Euro in decrease of 36%, representing the 7% of the total imported in Italy. Germany is, in terms of value, the first country as destination for the export of vehicles from Italy, with a share of 15%, followed by the United States of America and France, respectively with a share of 14.5% and of 14%.

The **income⁵ of the automotive sector** in the overall, in the end, shows a negative variation of 47.8% in March (-59.1% the national income and -32% the foreign one). In the first three months of 2020, the income decreases of 15.5% (-20.5% the national income and -9.2% the foreign one).

In the end, the **income of the production of components and accessories for vehicles and their engines** presents a decrease of 33.8% during March, (-41.2% the inner part and -27.4% the international one). In the first three months of 2020 the index of the income registers a slowdown of 12.5%, with an inner part in decrease of 16.3% (-9.2% the foreign income).

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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

75.14 billions of Euro of tax levy of motorization

⁵ Unrefined Data. The update data for March will be published by ISTAT on June 17th 2020.