ANFIA

Associazione Nazionale Filiera Industria Automobilistica

Press Release

ANOTHER NEGATIVE SIGN IN SEPTEMBER FOR THE ITALIAN AUTOMOTIVE INDUSTRY (-4%), WHICH CLOSE THE THIRD TRIMESTER OF 2020 IN STRONG RECOVER RESPECT TO THE PREVIOUS TRIMESTER (+142%)[1]

Third positive variation in row, per year, for the index of the motor vehicles production (+19.7% in September), always in line with the recover of the productive volumes of cars (+36% during the month), while the one related to the production of components and accessories for vehicles and their engines is in slowdown of 21.5%

Turin, November 10th 2020 – In September 2020, according to ISTAT data, the **Italian automotive production in its overall[2]** registers a trend of decrease of 4%, while it closes the first nine months of 2020 with -30.9%.

Looking at the **each productive field of the sector**, the manufacturing of vehicles[3] (Ateco Code 29.1) registers the third positive variation in row per year, +19.7% in September 2020, while it decreases of 28.2% in the cumulate 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) back in double-digit slowdown both during the month (-29.2%) and in the cumulate (-30.7%), while the one related to the manufacturing of components and accessories for vehicles and their engines[4] decreases of 21.5% during the month and of 34.2% in the cumulate.

According to ANFIA data, in September 2020 the **national car production** in Italy registers another strong recover signal, with a growth of 36%, and reduces the decrease since the beginning of the year –34.5% respect to the same period of 2019. The 57% of the national production is addressed to the export. The overall of the car production decreases, between January and September of 29% and the 68% of the produced vehicles is addressed to abroad.

The trend of the automotive production is located in a contest where the overall of the Italian industry production is in decrease after an August 2020 in substantial balance: in September 2020, in fact, the **index of the industrial production in the overall**[5] closes with -5.1%, in slowdown of 14.2% in the first nine months of the year.

[1] Seasonally adjusted data.

[2] Ateco Code 29: production of cars, car bodies, trailers and semitrailers and production of components and accessories for vehicles and their engines (with the only exception of tires).

[3] With "motor vehicles" are meant cars and heavy and light commercial vehicles.

[4] Codice Ateco 29.3, tires are not included.

[5] Corrected for the calendar effect: working days have been 22 in September 2020 against 21 in September 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 of 2010=100).**

Italian Association of Automotive Industry (ANFIA)

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The **overall of the industry orders** (with the only exception of the Manufacture field), show a trend of growth of 6.1% in August (last data available), with positive variations on both markets (+6.8% the inner part and +5.3% the international one).
Nei primi otto mesi del 2020, la diminuzione tendenziale è del 16,8% (-17,5% la componente interna e -15,9% la componente estera).

The **income of industry** (with the only exception of the Manufacture sector) is in slowdown of 3.9% during the month (-2.1% on the national market and -7% on the international ones) and it closes with -16.1% the period from January to August 2020 (-16.3% the national market and -15.6% the international ones).

"*Another decrease in September for the index of the Italian Automotive Production Industry (-4%), even if less strong than the previous month one* – says **Gianmarco Giorda, Director of ANFIA.** *It is encouraging, however, that for the third month in row the motor vehicle manufacturing index is growing per year (+19.7% after +3.4% in July and +5.9% in August), as the recovery trend in Italian car production continues to show, with double-digit growth during the month, bringing the contraction since the beginning of the year to 34.5% (-29% on the overall number of vehicles produced). Unfortunately, the index for the production of components and accessories for vehicles and their engines keeps strongly in slowdown (-21.5%). The latest data available on the value of the components*[6] *exports also show a sector in difficulty, with a decrease of 26% in the first 7 months of the year, even if it keeps a positive balance of trade (2.6 billion Euro). At the economic level, the seasonally adjusted index for the overall automotive supply chain production in September is substantially aligned (-0.1%).*

*After the alignment registered by the Italian industrial production (*with the only exception of the Manufacture sector*), in August 2020 respect to August 2019 - which followed a slowing down of eighteen months in row - in September the trend is negative, because of the index in slowdown of 5.1%, in spite of the positive the calendar effects. Also respect to August 2020, the seasonally adjusted industrial production index decreased in September of 5.6%, reversing the positive trend registered in the previous four months. A positive result for the third trimester of 2020, where the average production levels grew of 28.6% respect to the previous trimester.*

Also Europe is going through a phase of deep uncertainty in the fight against the pandemic, with negative reflections in all the main countries with slow recovery previsions. In EU27, the automotive sector production, registered a slowing down of 20.3% in July.
On the Italian side, the car market, pushed by the incentive measures, in October was stable (-0.2%), gaining for the third month in row the best performance among the major European markets (including the U.K.). Light commercial vehicles and light

[6] Value of exports of components of the direct supply chain by economic activity (Ateco 29.3, which does not include components attributed to other economic activities, for example tires that are included in Ateco 22 "Rubber items").

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trailers sales are gradually recovering too, meanwhile all the other sectors slowdown in October.
Supporting not only the market, but also the industrial supply chain, with a special referring to investments in research and innovation and first industrialization and to th upgrade of human capital in line with an increasingly quickly and complex technological transformation, remain the priorities and the necessity is to act soon".

For the **automotive sector** in its overall, **orders[7]** register a trend of growth of 13.5% in August, thanks to a inner part in double-digit increase (+38.3%), while the international one decrease of 7.9%. In the first eight months of 2020 orders decrease of 24.9%, with an inner part in slowdown of 24.5% (-25.5% the international markets).

For the production of **components and accessories for vehicles and their engines**, orders register a decrease of 4.3% in August (-6.2% for the national market, -2.9% for the international one), and of 25% in the cumulate (-28.4% national market and -22.2% the international one).

In August 2020 (last data available), however, the value of the **export of vehicles** from Italy is about 960 millions of Euro, the 8% more respect to the same month in 2019, which means the 3.5% of the total exported, while the import represents 1.14 billion of Euro (-25%) and the 4.8% of the total imported in Italy. The U.S.A. in terms of value, represent the first country as destination for the export of vehicles from Italy with a share of 20%, followed by Germany and France, respectively with a share of 15.5% and of 15%.

The **income[8] of the automotive sector in the overall**, in the end, presents a negative variation of 6.9% in August (-1.3% the national income and -12.6% the international one). In the first eight months of 2020, the income decreases of 30.2% (-32.4% the national income and -27.5% the international one).

In the end, **the income of the production of components and accessories for vehicles and their engines** presents a slowing down of 5.9% in August, (-1.3% the inner part and -8.7% the international one). In the first eight months of 2020 the index of the income registers a slowdown of 26,8%, with an inner part in slowdown of 30.4% (-23.8% the international income).

[7] Unrefined Data. The update data for August will be published by ISTAT on November 20th, 2020.
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ANFIA - Italian Association of the Automotive Industry
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

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