Press Release

INFLATED GROWTH SHOWN IN APRIL FOR THE EUROPEAN CAR MARKET, GIVEN THE COMPARISON WITH THE VERY LOW VOLUMES IN APRIL 2020

The numbers registered in the month are 22.7% lower than those of April 2019, while the first quarter of 2021 closes at -25% in the first quarter of 2019. Measures to stimulate demand are essential to support the recovery of the market and production levels so as not to interrupt the needed process of renewal of the circulating fleet, bearing in mind the decarbonisation targets of mobility that the EU has set according to its stringent roadmap

Turin, May 19th 2021 - According to figures released today by ACEA, in the **European Union as a whole, including EFTA and the United Kingdom**[1], car registrations in April amounted to 1,039,810 units against 292,153 units in April 2020. When compared to April 2019, however, the market is down 22.7%.

In the first four months of 2021, registered numbers reached 4,120,443 units, a positive change of 23.1% compared to the same period last year, but 25% less than in the first four months of 2019.

"As was the case in the previous month of March, the European car market was also up significantly in April 2021 by comparison with the heavy fall in April 2020 (-78%), the first month affected by the emergency measures to contain the Covid-19 pandemic in European countries in which more than 1 million registrations were lost", says **Paolo Scudieri**, President of ANFIA. *Therefore, this growth is misleading because the volume of sales in the fourth month of this year is approximately 300,000 units lower than that recorded in April 2019.*

Among the major markets (including the U.K.), Italy recorded the largest increase in the month (+3,276.8%), followed by the U.K. (+3,176.6%) and Spain (+1,787.9%), while growth in France was in triple-digit (+568.8%) and double-digit in Germany (+90%).

To support the recovery of the market and production levels, and not to interrupt the much-needed process of replacing older vehicles with the latest generation, bearing in mind the decarbonisation targets for mobility that the E.U. has set out in a stringent roadmap, it is essential to continue with measures to stimulate demand.

In Italy, we hope that the Decreto Sostegni Bis, the new 40 billion Euro manoeuvre to guarantee measures, interventions, and non-repayable contributions to activities affected by the health emergency (the text of which is expected to be presented to the Council of Ministers by tomorrow) will deliver incentives for the purchase of new cars with CO_2

[1] EU 27 + EFTA + U.K. (since February 1st, the United Kingdom is no longer part of the European Union). Data for Malta is not currently available.

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emissions in the 61-135 g/km range, which were prematurely depleted, will finally be refinanced.

At the same time, we renew our call for action in the same direction to replenish the fleet of light commercial vehicles. Linking the purchase subsidy to the scrapping of old cars so that the urban freight logistics sector can also encounter a full recovery and, above all, move swiftly towards efficiency and sustainability objectives, more so given the recent increase in online purchases and home delivery".

In **Italy**, total registrations in April 2021 stood at 145,033 units, compared to 4,295 units recorded in April 2020 (-17.1% compared to April 2019). In the first four months of 2021, total registrations amounted to 592,181 units, increasing 68.4% compared to volumes in the same period of 2020 (-16.9% compared to the first four months of 2019).

According to the latest ISTAT data, in April, **the national consumer price index** increased 0.4% monthly and 1.1% annually (from +0.8% in March). Inflation was mainly due to energy goods prices, which grew from +0.4% in March to +9.4% owing to the increase in prices of regulated goods (reversing the trend from -2.2% to +15.7%) and non-regulated goods (accelerating, from +1.7% to +6.6%). This is only partially offset by the reversal of unprocessed food and services related to transport (from +2.2% to -0.7%). Regarding unregulated energy goods, petrol prices rose from +2.7% to +9.6% (+1.3% compared to March), those of diesel from +1.7% to +8.3 (+0.9% on the month), and prices of other fuels from +4.5% to +7.3% (+1.3% on the month).

Analysing the **market by fuel type**, the decline of diesel and petrol cars continued in April, with their share of the market gradually shrinking, favouring hybrids and electric vehicles. For the third consecutive month, diesel cars did not exceed the 25% share threshold, accounting for 22.5% of the April market and 24.4% of the market for the first four months of 2021. The share of petrol-powered vehicles rose slightly compared to March: 32.1% for the month and 33% for the first four months. On the other hand, registrations of alternative fuels reached 45.4% in April 2021 and 42.6% in the first four months of the year. Specifically, electrified cars accounted for more than a third of the market (36.7% for the month and 34.3% year to date). Non-rechargeable hybrids accounted for 30% of the April market - the third consecutive month with a higher share than diesel - and 27.8% for the year to date. On the other hand, rechargeable cars accounted for a 6.6% share in April: plug-in hybrids 3.3% in the month and the aggregate, and electric cars 3.3% in the month and 3.1% in the aggregate. Finally, gas-powered vehicles accounted for 8.7% of the market in the fourth month of 2021 and 8.3% in the four months.

The **Stellantis Group recorded** 226,000 registrations in Europe in April 2021, compared to 49,328 units in April 2020, with a market share of 21.7% (it was 16.9% in April 2020), the second-largest automotive group. In January-April 2021, volumes totalled 895,328 units (+33.1%), with a share of 21.7% (20.1% in the first four months of 2020).

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Spain totalled 78,595 registrations in April 2021, compared to 4,163 units recorded in April 2020. These volumes are down 34.2% compared to April 2019. In the first four months of the year, the market grew by 18.8%, with 264,655 units registered, marking the first time the market has been positive since the beginning of the year.

According to the Spanish automotive association ANFAC, we are witnessing a constant weakness in the motor vehicle market, especially in the passenger car sector. Sales are down by almost half of the volumes needed to reach 1.3 million units, which would be good for a country like Spain. The recovery, estimated to be closer to the second half of the year, is lagging, and there are no signs of a change in trend now. Economic uncertainty, the slowdown in vaccinations and the lack of incentives for consumers continue to affect sales volumes. In the absence of incentives to renew the fleet, it would at least be advisable not to penalise the purchase of new vehicles and avoid creating a climate of uncertainty for consumers while keeping stable, valuable instruments for reducing pollution in cities, such as the environmental stickers issued by the DGT. The current system works well based on clear principles for citizens and municipalities and should be consolidated.

In detail, according to sales channels, in April, there were 29,349 sales to private individuals (37.3% share), 28,954 sales to companies (36.8%) and 20,292 sales for hire companies (25.9%), while the cumulative market was divided between 105,491 sales to private individuals (39.9%), 105,348 sales to companies (39.8%) and 53,816 sales for hire companies (20.3%).

Petrol cars accounted for 49.1% of the April market and 48.3% year-to-date, followed by non-rechargeable hybrids, which accounted for 23.1% of the month and 22.4% of the total. Diesel cars accounted for 20.5% of the April market and 22.2% in the first four months, followed by plug-in hybrids (3.9% for the month and year-to-date), electric cars (1.8% for the month and 1.9% for the year-to-date) and gas cars (1.6% for the month and 1.4% for the year-to-date).

The average CO_2 emissions of new cars stood at 127.4 g/km in April and 127.5 g/km since the beginning of the year.

In **France**, 140,426 new registrations were recorded in April 2021, compared with 20,997 in April 2020. In the first four months of the year, the increase was 51%, at 582,217 registrations.

According to CCFA estimates, the used car market recorded 523,966 units in April, a positive change compared to the same month in 2020. In the January-April 2021 period, total volumes stand at 2,094,834 units, up 44.7% on the same period last year.

All fuels were up in April in the car market, with petrol accounting for 43.6% of the registered vehicles. Hybrids had the same share as diesel (23.6%): rechargeable cars accounted for 8% of the market, and non-rechargeable vehicles for 15.6%. Finally, electric cars account for 6.8% of the market and gas cars for 2.5%. In the first four months of 2021, vehicles with all fuel types are also on the rise, with petrol cars accounting for 43.5% of the total registered.

In the **German market,** 229,650 units were registered in April (the second-lowest April result since German reunification), up 90% compared to April 2020. However, volumes have not yet returned to pre-crisis levels: the market is down 26% compared to April 2019. In January-April 2021, registrations stood at 886,102 units, up 7.8%, the first positive sign recorded in the cumulative 2021.

Domestic orders rebounded sharply (+166% in the month and +10% in the aggregate).

Looking at the sales channels, cars registered to companies represent 65.7%, compared to 34.3% for vehicles registered to private individuals.

With 23,816 new registrations (+414%), electric cars achieved a market share of 10.4% and grew much more than the rest of the market. A total of 64,094 hybrid cars were registered in the month. With an increase of 287% and a 27.9% market share, 26,988 were plug-ins, up 380%, with an 11.8% share. However, internal combustion cars still make up most of the market. 39.2% of new cars are petrol (90,072 cars, +49.4%) and 21.9% are diesel (50,195 cars, +29%). Gas cars account for 0.6% of the market: 1,028 LPG cars (0.4%) and 399 CNG cars (0.2%). In the first four months of 2021, petrol cars account for 38.6% of the market, diesel cars 23.5%, hybrids 27.5% (11.9% of which are rechargeable), electric cars 10% and, finally, gas cars 0.5%.

The average CO_2 emission of new passenger cars registered in April 2021 is 126.4 g/km.

The second-hand market also showed strong growth: +67.6% in the month for a total of 590,760 transfers of ownership, while in the first four months of the year, growth was 8%, for a total of 2,174,399 units.

Finally, the **U.K. market** registered 141,583 new cars in April, compared to 4,321 units in April 2020, but was down 12.9% on the decade's average. In the first four months of the year, registrations stood at 567,108 units, 16.2% higher than in the first four months of 2020 (-32.5% compared to the average recorded in January-April over the 2010-2019 decade). Thus, the British automotive association SMMT has revised its closing forecast upwards for 2021: 1.86 million registrations, up 13.9% in 2020.

SMMT itself points out that, after one of the darkest years in automotive history, there is a light at the end of the tunnel. A complete industry recovery is still some way off, but with dealers open and consumers able to test drive the latest and most eco-friendly car models, the industry can finally get going again. Market confidence is improving, and we expect to end the year in a slightly better position than expected in February, thanks to a more buoyant economy and consumer confidence in the success of the vaccination campaign. This confidence should also translate into another record year for electric cars, which are likely to account for more than one in seven new registrations.

The growth in sales recorded in the month was mainly due to the private sector, accounting for 43.7% of the market; fleets also performed well, with a penetration share of 54.6%, while the share of company cars stood at 1.7% of the total registered.

By fuel type, diesel cars accounted for 9.9% for the month and 11% year-to-date, petrol cars for 50.3% for the month and 49.4% year-to-date, and non-rechargeable hybrids for 26.6% in April and 25.9% for the first four months of 2021. Finally, rechargeable cars accounted for 13.3% of the market for the month (6.5% BEVs and 6.8% PHEVs) and 13.6% since the beginning of the year (7.2% BEVs and 6.4% PHEVs).

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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
5,546 companies
278,000 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector
106.1 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

	Aprile/April		% Chg	Gennaio-Aprile/January-April		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	22.296	11.220	+98,7	85.818	65.900	+30,2
BELGIUM	37.192	5.296	+602,3	156.429	132.712	+17,9
BULGARIA	2.400	824	+191,3	7.984	6.751	+18,3
CROATIA	4.147	1.077	+285,1	14.621	11.078	+32,0
CYPRUS	925	234	+295,3	3.671	3.175	+15,6
CZECH REPUBLIC	18.976	10.679	+77,7	68.510	60.873	+12,5
DENMARK	15.525	10.198	+52,2	59.418	59.045	+0,6
ESTONIA	2.395	824	+190,7	8.123	6.471	+25,5
FINLAND	8.840	5.981	+47,8	36.819	34.253	+7,5
FRANCE	140.426	20.997	+568,8	582.217	385.676	+51,0
GERMANY	229.650	120.840	+90,0	886.102	822.202	+7,8
GREECE	10.198	2.434	+319,0	33.637	23.824	+41,2
HUNGARY	10.521	6.176	+70,4	42.714	38.847	+10,0
IRELAND	7.164	343	+1.988,6	55.205	50.138	+10,1
ITALY	145.033	4.295	+3.276,8	592.181	351.703	+68,4
LATVIA	1.396	683	+104,4	4.838	4.553	+6,3
LITHUANIA	3.613	1.378	+162,2	11.227	12.106	-7,3
LUXEMBOURG	4.327	1.192	+263,0	16.783	13.104	+28,1
NETHERLANDS	23.846	15.322	+55,6	104.497	118.375	-11,7
POLAND	40.149	15.239	+163,5	158.014	122.875	+28,6
PORTUGAL	14.809	2.749	+438,7	45.848	48.031	-4,5
ROMANIA	6.862	4.321	+58,8	27.624	32.300	-14,5
SLOVAKIA	6.787	3.424	+98,2	22.189	22.390	-0,9
SLOVENIA	4.281	1.846	+131,9	20.572	16.354	+25,8
SPAIN	78.595	4.163	+1.787,9	264.655	222.866	+18,8
SWEDEN	21.873	18.916	+15,6	112.743	85.057	+32,5
EUROPEAN UNION (EU)	**862.226**	**270.651**	**+218,6**	**3.422.439**	**2.750.659**	**+24,4**
EU14[2]	759.774	223.946	+239,3	3.032.352	2.412.886	+25,7
EU12[3]	102.452	46.705	+119,4	390.087	337.773	+15,5
ICELAND	*781*	*374*	*+108,8*	*2.870*	*2.856*	*+0,5*
NORWAY	*13.166*	*7.425*	*+77,3*	*49.475*	*39.783*	*+24,4*
SWITZERLAND	*22.054*	*9.382*	*+135,1*	*78.551*	*64.834*	*+21,2*
EFTA	36.001	17.181	+109,5	130.896	107.473	+21,8
UNITED KINGDOM	141.583	4.321	+3.176,6	567.108	487.878	+16,2
TOTAL (EU + EFTA + UK)	**1.039.810**	**292.153**	**+255,9**	**4.120.443**	**3.346.010**	**+23,1**
WESTERN EUROPE (EU14 + EFTA + UK)	937.358	245.448	+281,9	3.730.356	3.008.237	+24,0

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

	Aprile/April					Gennaio-Aprile/January-April				
	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
VW Group	**26,9**	**29,1**	**232.188**	**78.695**	**+195,0**	**25,8**	**26,9**	**883.200**	**740.378**	**+19,3**
VOLKSWAGEN	11,9	12,7	102.563	34.470	+197,5	11,4	12,0	389.584	331.351	+17,6
SKODA	5,6	7,6	48.311	20.455	+136,2	5,6	5,9	190.764	160.972	+18,5
AUDI	5,1	5,1	43.718	13.770	+217,5	4,8	5,0	164.106	136.789	+20,0
SEAT[2]	3,8	2,9	33.046	7.794	+324,0	3,5	3,5	119.432	95.960	+24,5
PORSCHE	0,5	0,8	4.271	2.060	+107,3	0,5	0,5	18.277	14.325	+27,6
OTHERS[3]	0,0	0,1	279	146	+91,1	0,0	0,0	1.037	981	+5,7
STELLANTIS	**23,5**	**17,4**	**202.327**	**47.055**	**+330,0**	**23,6**	**21,9**	**806.594**	**601.512**	**+34,1**
PEUGEOT	7,2	5,3	62.487	14.404	+333,8	7,5	6,7	257.705	183.123	+40,7
FIAT	5,0	3,0	43.256	8.099	+434,1	4,9	4,4	166.898	121.613	+37,2
CITROEN	4,6	3,8	39.629	10.225	+287,6	4,6	4,4	156.738	119.915	+30,7
OPEL/VAUXHALL	4,1	4,1	35.500	11.231	+216,1	4,1	4,3	141.455	117.026	+20,9
JEEP	1,3	0,6	11.169	1.523	+633,4	1,3	0,9	44.578	25.886	+72,2
LANCIA/CHRYSLER	0,6	0,0	5.154	112	+4.501,8	0,5	0,5	18.169	12.837	+41,5
DS	0,4	0,3	3.217	855	+276,3	0,4	0,5	12.477	12.925	-3,5
ALFA ROMEO	0,2	0,2	1.690	566	+198,6	0,2	0,3	7.548	7.557	-0,1
OTHERS[4]	0,0	0,0	225	40	+462,5	0,0	0,0	1.026	630	+62,9
RENAULT Group	**9,2**	**10,3**	**79.149**	**27.818**	**+184,5**	**9,5**	**10,0**	**324.206**	**275.799**	**+17,6**
RENAULT	6,0	6,6	51.726	17.986	+187,6	6,2	6,9	211.900	188.592	+12,4
DACIA	3,1	3,6	27.119	9.656	+180,9	3,3	3,1	111.375	86.276	+29,1
LADA	0,0	0,1	180	143	+25,9	0,0	0,0	493	707	-30,3
ALPINE	0,0	0,0	124	33	+275,8	0,0	0,0	438	224	+95,5
HYUNDAI Group	**7,5**	**6,6**	**64.978**	**17.742**	**+266,2**	**7,2**	**7,2**	**247.623**	**197.507**	**+25,4**
KIA	3,9	3,4	33.927	9.298	+264,9	3,6	3,6	124.797	97.678	+27,8
HYUNDAI	3,6	3,1	31.051	8.444	+267,7	3,6	3,6	122.826	99.829	+23,0
BMW Group	**7,1**	**8,7**	**61.522**	**23.518**	**+161,6**	**6,9**	**6,7**	**235.893**	**184.033**	**+28,2**
BMW	5,7	7,3	49.098	19.793	+148,1	5,6	5,5	191.379	152.277	+25,7
MINI	1,4	1,4	12.424	3.725	+233,5	1,3	1,2	44.514	31.756	+40,2
TOYOTA Group	**6,1**	**5,7**	**52.920**	**15.383**	**+244,0**	**6,3**	**5,9**	**214.178**	**162.875**	**+31,5**
TOYOTA	5,8	5,4	50.356	14.750	+241,4	6,0	5,6	203.696	153.700	+32,5
LEXUS	0,3	0,2	2.564	633	+305,1	0,3	0,3	10.482	9.175	+14,2
DAIMLER	**6,2**	**6,1**	**53.214**	**16.438**	**+223,7**	**6,0**	**6,7**	**204.699**	**183.172**	**+11,8**
MERCEDES	5,8	5,9	49.899	15.926	+213,3	5,6	6,5	192.824	179.397	+7,5
SMART	0,4	0,2	3.315	512	+547,5	0,3	0,1	11.875	3.775	+214,6
FORD	**4,3**	**5,3**	**37.060**	**14.275**	**+159,6**	**4,6**	**4,7**	**157.379**	**130.096**	**+21,0**
VOLVO CAR CORP.	**2,1**	**3,0**	**18.291**	**8.205**	**+122,9**	**2,5**	**2,3**	**86.174**	**61.966**	**+39,1**
NISSAN	**1,6**	**1,4**	**14.004**	**3.709**	**+277,6**	**2,0**	**2,4**	**68.245**	**64.918**	**+5,1**
MAZDA	**1,3**	**1,1**	**10.854**	**2.866**	**+278,7**	**1,1**	**1,1**	**37.691**	**30.472**	**+23,7**
JAGUAR LAND ROVER Group	**1,1**	**0,5**	**9.100**	**1.267**	**+618,2**	**0,8**	**0,8**	**28.263**	**22.026**	**+28,3**
LAND ROVER	0,8	0,3	6.480	854	+658,8	0,6	0,6	20.999	15.408	+36,3
JAGUAR	0,3	0,2	2.620	413	+534,4	0,2	0,2	7.264	6.618	+9,8
MITSUBISHI	**0,6**	**1,4**	**5.029**	**3.799**	**+32,4**	**0,5**	**1,1**	**18.470**	**30.085**	**-38,6**
HONDA	**0,4**	**0,4**	**3.066**	**1.008**	**+204,2**	**0,3**	**0,5**	**11.660**	**13.505**	**-13,7**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Cupra

[3] Includes Bentley, Lamborghini and Bugatti

[4] Includes Dodge, Maserati and RAM

EUROPA (EU27'+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

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

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VW Group	**27,0**	**29,2**	**280.262**	**85.333**	**+228,4**	**25,5**	**26,5**	**1.051.124**	**888.269**	**+18,3**
VOLKSWAGEN	11,6	12,7	120.627	36.971	+226,3	11,0	11,7	451.798	390.028	+15,8
SKODA	5,5	7,5	56.799	21.927	+159,0	5,3	5,6	218.920	186.144	+17,6
AUDI	5,5	5,2	57.438	15.269	+276,2	5,2	5,3	212.952	176.088	+20,9
SEAT[2]	3,8	2,9	39.015	8.542	+356,7	3,4	3,5	141.412	115.797	+22,1
PORSCHE	0,6	0,8	5.886	2.422	+143,0	0,6	0,6	24.193	18.539	+30,5
OTHERS[3]	0,0	0,1	497	202	+146,0	0,0	0,0	1.849	1.673	+10,5
STELLANTIS	**21,7**	**16,9**	**226.000**	**49.328**	**+358,2**	**21,7**	**20,1**	**895.328**	**672.776**	**+33,1**
PEUGEOT	6,8	5,2	70.361	15.103	+365,9	6,9	6,0	285.537	201.276	+41,9
OPEL/VAUXHALL	4,3	4,1	45.125	12.004	+275,9	4,3	4,4	177.741	146.338	+21,5
FIAT	4,4	2,9	45.317	8.424	+438,0	4,2	3,9	174.320	130.376	+33,7
CITROEN	4,1	3,6	42.700	10.431	+309,4	4,1	3,9	169.666	130.296	+30,2
JEEP	1,1	0,6	11.791	1.621	+627,4	1,1	0,8	46.913	27.941	+67,9
LANCIA/CHRYSLER	0,5	0,0	5.154	112	+4.501,8	0,4	0,4	18.169	12.838	+41,5
DS	0,3	0,3	3.319	921	+260,4	0,3	0,4	13.185	14.004	-5,8
ALFA ROMEO	0,2	0,2	1.931	654	+195,3	0,2	0,3	8.452	8.821	-4,2
OTHERS[4]	0,0	0,0	302	58	+420,7	0,0	0,0	1.345	886	+51,8
RENAULT Group	**8,1**	**9,8**	**83.916**	**28.763**	**+191,7**	**8,4**	**8,9**	**344.285**	**297.092**	**+15,9**
RENAULT	5,3	6,3	54.994	18.550	+196,5	5,5	6,1	225.785	202.880	+11,3
DACIA	2,7	3,4	28.590	10.032	+185,0	2,9	2,8	117.484	93.212	+26,0
ALPINE	0,0	0,0	152	38	+300,0	0,0	0,0	523	293	+78,5
LADA	0,0	0,0	180	143	+25,9	0,0	0,0	493	707	-30,3
BMW Group	**7,4**	**8,8**	**76.740**	**25.774**	**+197,7**	**7,4**	**7,3**	**303.413**	**242.749**	**+25,0**
BMW	5,8	7,4	60.623	21.668	+179,8	5,9	5,9	243.141	196.233	+23,9
MINI	1,5	1,4	16.117	4.106	+292,5	1,5	1,4	60.272	46.516	+29,6
HYUNDAI Group	**7,5**	**6,4**	**78.495**	**18.808**	**+317,3**	**7,3**	**7,2**	**300.529**	**240.684**	**+24,9**
KIA	4,1	3,3	42.408	9.678	+338,2	3,8	3,7	156.220	122.705	+27,3
HYUNDAI	3,5	3,1	36.087	9.130	+295,3	3,5	3,5	144.309	117.979	+22,3
TOYOTA Group	**6,2**	**5,6**	**64.818**	**16.418**	**+294,8**	**6,3**	**6,0**	**260.934**	**201.101**	**+29,8**
TOYOTA	5,9	5,4	61.128	15.733	+288,5	6,0	5,6	245.308	187.052	+31,1
LEXUS	0,4	0,2	3.690	685	+438,7	0,4	0,4	15.626	14.049	+11,2
DAIMLER	**6,4**	**6,0**	**66.195**	**17.672**	**+274,6**	**6,2**	**6,7**	**256.121**	**222.633**	**+15,0**
MERCEDES	5,9	5,9	61.809	17.127	+260,9	5,9	6,5	242.737	218.430	+11,1
SMART	0,4	0,2	4.386	545	+704,8	0,3	0,1	13.384	4.203	+218,4
FORD	**4,9**	**5,1**	**50.676**	**15.038**	**+237,0**	**5,1**	**5,3**	**208.721**	**175.886**	**+18,7**
VOLVO CAR CORP.	**2,4**	**3,2**	**24.689**	**9.335**	**+164,5**	**2,7**	**2,4**	**112.770**	**81.400**	**+38,5**
NISSAN	**1,9**	**1,5**	**19.598**	**4.338**	**+351,8**	**2,4**	**2,7**	**97.221**	**91.610**	**+6,1**
JAGUAR LAND ROVER Group	**1,8**	**0,6**	**18.344**	**1.852**	**+890,5**	**1,6**	**1,6**	**65.435**	**52.202**	**+25,3**
LAND ROVER	1,3	0,3	13.629	999	+1.264,3	1,2	1,1	50.392	36.707	+37,3
JAGUAR	0,5	0,3	4.715	853	+452,8	0,4	0,5	15.043	15.495	-2,9
MAZDA	**1,3**	**1,1**	**13.855**	**3.127**	**+343,1**	**1,2**	**1,2**	**47.788**	**39.305**	**+21,6**
MITSUBISHI	**0,6**	**1,4**	**6.228**	**4.092**	**+52,2**	**0,6**	**1,1**	**23.020**	**36.702**	**-37,3**
HONDA	**0,5**	**0,4**	**5.532**	**1.067**	**+418,5**	**0,5**	**0,7**	**19.415**	**23.491**	**-17,4**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Cupra

[3] Includes Bentley, Lamborghini and Bugatti

[4] Includes Dodge, Maserati and RAM

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

	Aprile/April					Gennaio-Aprile/January-April				
	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
VW Group	**26,3**	**29,1**	**246.142**	**71.540**	**+244,1**	**24,9**	**26,0**	**927.477**	**781.638**	**+18,7**
VOLKSWAGEN	11,8	13,4	110.408	32.855	+236,0	11,1	11,9	414.505	357.231	+16,0
AUDI	5,8	5,8	54.400	14.286	+280,8	5,4	5,6	201.863	168.601	+19,7
SKODA	4,2	5,8	39.496	14.154	+179,0	4,1	4,2	154.305	127.532	+21,0
SEAT[2]	3,8	3,2	35.901	7.850	+357,3	3,5	3,6	132.385	109.264	+21,2
PORSCHE	0,6	0,9	5.476	2.226	+146,0	0,6	0,6	22.699	17.489	+29,8
OTHERS[3]	0,0	0,1	461	169	+172,8	0,0	0,1	1.720	1.521	+13,1
STELLANTIS	**22,8**	**17,8**	**213.256**	**43.652**	**+388,5**	**22,7**	**20,9**	**846.440**	**627.476**	**+34,9**
PEUGEOT	7,1	5,5	66.501	13.433	+395,1	7,3	6,3	271.002	189.584	+42,9
OPEL/VAUXHALL	4,5	4,2	42.226	10.404	+305,9	4,5	4,5	167.596	136.652	+22,6
FIAT	4,6	3,0	43.002	7.414	+480,0	4,4	3,9	164.487	118.177	+39,2
CITROEN	4,3	3,8	40.006	9.343	+328,2	4,3	4,1	160.466	122.179	+31,3
JEEP	1,2	0,6	11.094	1.403	+690,7	1,1	0,8	42.871	25.111	+70,7
LANCIA/CHRYSLER	0,5	0,0	5.152	112	+4.500,0	0,5	0,4	18.162	12.834	+41,5
DS	0,3	0,4	3.270	900	+263,3	0,3	0,5	12.948	13.835	-6,4
ALFA ROMEO	0,2	0,2	1.733	591	+193,2	0,2	0,3	7.635	8.260	-7,6
OTHERS[4]	0,0	0,0	272	52	+423,1	0,0	0,0	1.273	844	+50,8
RENAULT Group	**8,0**	**8,9**	**75.424**	**21.842**	**+245,3**	**8,3**	**8,5**	**310.367**	**254.880**	**+21,8**
RENAULT	5,5	6,4	51.782	15.749	+228,8	5,7	6,2	212.794	185.331	+14,8
DACIA	2,5	2,4	23.329	5.943	+292,5	2,6	2,3	96.600	68.615	+40,8
LADA	0,0	0,0	166	112	+48,2	0,0	0,0	459	646	-28,9
ALPINE	0,0	0,0	147	38	+286,8	0,0	0,0	514	288	+78,5
BMW Group	**7,7**	**9,6**	**72.369**	**23.593**	**+206,7**	**7,7**	**7,7**	**286.875**	**230.398**	**+24,5**
BMW	6,0	8,0	56.707	19.657	+188,5	6,1	6,2	228.064	185.007	+23,3
MINI	1,7	1,6	15.662	3.936	+297,9	1,6	1,5	58.811	45.391	+29,6
DAIMLER	**6,6**	**5,9**	**61.686**	**14.378**	**+329,0**	**6,4**	**6,2**	**238.805**	**185.989**	**+28,4**
MERCEDES	6,1	5,7	57.315	13.996	+309,5	6,0	6,1	225.473	182.174	+23,8
SMART	0,5	0,2	4.371	382	+1.044,2	0,4	0,1	13.332	3.815	+249,5
HYUNDAI Group	**6,1**	**5,5**	**57.399**	**13.387**	**+328,8**	**6,0**	**5,9**	**223.664**	**178.153**	**+25,5**
HYUNDAI	3,2	2,7	29.986	6.716	+346,5	3,2	3,3	120.722	98.354	+22,7
KIA	2,9	2,7	27.413	6.671	+310,9	2,8	2,7	102.942	79.799	+29,0
TOYOTA Group	**5,5**	**4,5**	**51.795**	**11.125**	**+365,6**	**5,7**	**5,5**	**212.464**	**164.089**	**+29,5**
TOYOTA	5,2	4,4	48.906	10.736	+355,5	5,4	5,1	199.885	152.190	+31,3
LEXUS	0,3	0,2	2.889	389	+642,7	0,3	0,4	12.579	11.899	+5,7
FORD	**4,9**	**5,5**	**46.350**	**13.568**	**+241,6**	**5,1**	**5,5**	**191.845**	**166.282**	**+15,4**
VOLVO CAR CORP.	**2,4**	**3,4**	**22.814**	**8.324**	**+174,1**	**2,8**	**2,5**	**104.986**	**75.466**	**+39,1**
NISSAN	**1,9**	**1,4**	**17.734**	**3.542**	**+400,7**	**2,4**	**2,8**	**89.789**	**84.664**	**+6,1**
JAGUAR LAND ROVER Group	**1,9**	**0,7**	**17.652**	**1.765**	**+900,1**	**1,7**	**1,7**	**63.368**	**50.524**	**+25,4**
LAND ROVER	1,4	0,4	13.071	935	+1.298,0	1,3	1,2	48.704	35.465	+37,3
JAGUAR	0,5	0,3	4.581	830	+451,9	0,4	0,5	14.664	15.059	-2,6
MAZDA	**1,3**	**1,1**	**12.211**	**2.651**	**+360,6**	**1,1**	**1,2**	**42.588**	**35.539**	**+19,8**
MITSUBISHI	**0,6**	**1,6**	**5.758**	**3.809**	**+51,2**	**0,6**	**1,1**	**21.234**	**34.097**	**-37,7**
HONDA	**0,5**	**0,3**	**4.904**	**726**	**+575,5**	**0,5**	**0,7**	**17.025**	**19.828**	**-14,1**

SOURCE: **ACEA MEMBERS**

[1] ACEA estimation based on total by market

[2] Includes Cupra

[3] Includes Bentley, Lamborghini and Bugatti

[4] Includes Dodge, Maserati and RAM