Press Release

EUROPEAN CAR MARKET IN JUNE: STILL BELOW PRE-PANDEMIC LEVELS, DOWN 14% COMPARED TO JUNE 2019

Only 151,000 more units than in June 2020, still severely impacted by the consequences of the aftermath of the pandemic and with a loss of more than 360,000 units compared to June 2019.
The volume recovery in the first half of 2021 also does not make up for last year's losses, 23% below January-June 2019 levels. Concern from ANFIA and other EU automotive associations regarding the proposals contained in the Fit for 55 regulatory package on tightening CO_2 targets for 2030-2035

Turin, 16th July 2021 – According to figures released today by ACEA, **across the European Union as a whole, including EFTA and the UK[1]**, car registrations in June totalled 1,282,503 units, 13.3% higher than in June 2020. However, when compared to June 2019, the market was down 14%.

In the first half of 2021, registered numbers reach 6,486,351 units, a positive increase of 27.1% compared to the same period last year, but still 23% lower than in January-June 2019.

"In June 2021, the European car market recorded another double-digit growth (+13.3%), more moderate compared to the previous month, which is equivalent, in terms of volumes, to just 151,000 units more than in June 2020, a month that had seen a loss of 360,000 registrations (-24%) and was still heavily affected by the consequences of the shock of the pandemic - **says Paolo Scudieri, Chairman of ANFIA**. *As a result, compared with the pre-pandemic June of 2019, the sixth months of the current year are actually down 14%.*

The five major markets, including the UK, accounted for 72% of total registrations in June, and Italy dropped another position in the volume ranking, becoming the fourth largest market after Germany, France and the UK. However, all five countries closed the month with positive figures, except France, which reported a market contraction of 14.7% compared to June 2020, when it was the only major market to record an initial recovery, thanks to the recently introduced incentive measures at the time.

The recovery in EU-EFTA-UK registered volumes in the first half of 2021 also failed to compensate for last year's losses, falling 23% below January-June 2019 levels.

[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.

At an already difficult time, when the market and supply chain must be able to count on measures to support the demand to restart and comply with the European objectives of progressive decarbonisation of mobility, the recent proposal to tighten CO_2 emission reduction targets for cars and LCVs to 2030 and 2035 is a source of great concern, as already expressed by ANFIA and other European automotive associations. The automotive industry is being asked to make an unsustainable investment that will undermine the survival of many component companies. These companies need to be supported in their transition towards sustainable production and fail to take into account the severe industrial, economic and social impacts of such ambitious and categorical choices".

In **Italy**, total registrations in June 2021 stood at 149,438 units, 12.6% more than in June 2020 (-13.2% compared to June 2019). In the first six months of 2021, total registrations amounted to 884,750 units, an increase of 51.4% compared to the volumes in the same period of 2020 (-18.3% compared to January-June 2019).

According to the latest ISTAT data, in June, **the national consumer price index** recorded an increase of 0.1% monthly and 1.3% on an annual basis (as in the previous month). Inflation was mainly due to sustained growth in the prices of energy goods (from +13.8% in May to +14.1%), both the regulated (from +16.8% to +16.9%) and the non-regulated (from +12.6% to +12.8%) components. In the latter sector, looking at the trend of fuel prices, the prices of diesel fuel (from +15.1% to +15.6%; +0.9% on the previous month), petrol prices (from +16.1% in May to +16.2%; +0.8% compared to the previous month), and the prices of other fuels (from +9.2% to +9.9%; -0.2% compared to May) accelerated further.

Analysing the **market by fuel type**, diesel cars were down 29.2% in June, for the fifth consecutive month, and did not exceed the 25% share threshold, accounting for 22.3% of the market in the month and 23.8% of the market in the first six months of 2021 (it was 34.7% in the first half of 2020). The petrol car market was also down 14.3% and 30.4% share in June, but up 13.1% in the first six months, with 32.3% share. On the other hand, registration of alternatively fuelled cars reached a share of 47.4% in June, up 116.8%, and 43.9% in the first six months, up 19.4%. Electrified vehicles accounted for more than a third of the market (36.8% for the month and 35.1% for the year). Non-rechargeable hybrids were up 154.8% in June, accounting for 27.3% of the market for the month (a higher share than diesel for the fifth consecutive month) and 27.4% overall. Rechargeable cars, up 265.6% in the sixth month of the year, accounted for 9.5% share in June and 7.7% in the six months (plug-in hybrids accounted for 4.8% in June and 4.3% in the six months, while electric cars accounted for 4.7% in June and 3.4% in the six months). Finally, gas-powered vehicles accounted for 10.6% of the market during the sixth month of 2021 and 8.7% for the first half-year. Among these, LPG cars had a market share of 8.2% and 6.4% cumulative, and CNG cars 2.4% in the month and 2.3% in the first six months.

In Europe, the **Stellantis Group** recorded 258,657 registrations in June 2021, +11.5% compared to June 2020, with a market share of 20.2%. In January-June 2021, volumes totalled 1,378,773 units (+32.1%), with a share of 21.3% (it was 20.5% in the first six months of 2020).

Spain totalled 96,785 registrations in June 2021, 17.1% more than in the same month last year, but down 25.8% compared to June 2019.

In the first six months of the year, the market was up 34.4%, with 456,833 units registered (down 34% compared to January-June 2019).

According to the Spanish automotive association ANFAC, although the rental channel has lifted the market in the first days of the month, it cannot compensate by itself for the severe weakness of the private channel, which recorded lower sales in June compared to the same month in both 2019 and 2020. This figure is significant because June is traditionally a month characterised by healthy sales, immediately preceding the summer holiday period and the arrival of tourists. Nevertheless, ANFAC is confident that the temporary reduction in registration tax, which will come into effect in July, added to a possible improvement in the tourism sector and the economic activity of companies, will have a positive impact on sales for the second half of the year.

In detail, according to sales channels, in June, there were 36,269 sales to private individuals (37.5% share), 31,347 sales to companies (32.4%) and 29,169 sales for rentals (30.1%), while the cumulative market was divided between 174,993 sales to private individuals (38.3%), 167,755 sales to companies (36.7%) and 114,085 sales for rentals (25%).

Since the beginning of the year, petrol cars accounted for 46.2% of the June market and 48% of the market. This was followed by non-rechargeable hybrid vehicles, with a 27.2% share for the month and 23.6% for the year-to-date. Diesel cars accounted for 18.2% of the June market and 21% during the first six months, followed by plug-in hybrids (4.6% for the month and 4.2% year-to-date), pure electric (2.7% for the month and 2% year-to-date) and gas cars (1.1% for the month and 1.2% for the year-to-date).

Average CO_2 emissions from new cars stood at 123.8 g/km in June and 126.3 g/km since the beginning of the year.

In **France**, 199,508 new registrations were recorded in June 2021, down 14.7% compared to June 2020. However, in the first six months, total volumes were 28.9% higher than in the first half of 2020, totalling 922,765 registrations.

In fuel types, petrol (-35.9%, with a 39.2% share) and diesel (-38.9%, with a 20.5% share) cars fell in June. With a 26.5% share, Hybrids outnumbered diesel: rechargeable cars accounted for 8.3% of the market and non-rechargeable cars for 18.2%. Lastly, electric cars account for 10.5% of the market and gas-powered cars 3.2%. In the first six months of 2021, diesel cars fell by 4.7%, while petrol cars grew, accounting for 42.3% of the market, non-rechargeable hybrids 16.5%, rechargeable hybrids 7.8%, pure electrics 7.9% and gas cars 2.5%.

In the **German** market, 274,152 units were registered in June, up 24.5% compared to June 2020.

In January-June 2021, registrations stood at 1,390,889 units, up 14.9%. However, volumes have not yet returned to pre-crisis levels: in fact, the market fell by 25% when compared with the same period in 2019.

Domestic orders in June were also down 2% year-on-year but grew by 13% overall.

Looking at sales channels, cars registered to companies accounted for 66.9%, compared to 33.1% for cars registered to private individuals.

With 33,420 new registrations (+312%), electric cars achieved a market share of 12.2%. A total of 76,564 hybrid cars were registered during the month, +153%, with a 27.9% share, including 31,314 plug-ins, +191.3%, with an 11.4% share. However, internal combustion cars still made up the majority of the market. 39.5% of new cars were petrol (108,302 units, -4.6%) and 19.9% diesel (54,677 units, -4.6%). Gas cars represented 0.4% of the market: 682 LPG cars (0.2%) and 467 CNG cars (0.2%). In the first six months of 2021, petrol cars represented 38.6% of the market, diesel cars 22.6%, hybrids 27.6% (11.8% of which are rechargeable), electric cars 10.7% and gas cars 0.5%.

The average CO_2 emissions of new passenger cars registered in June 2021 were 121.7 g/km.

Finally, the **UK** market totalled 186,128 new cars registered in June (up 28% on June 2020, the first month most dealers reopened after the first lockdown), but was down 26.8% on June 2019 and 16.4% below the decade average for this month.

For the first half of the year, registrations stood at 909,973 units, 39.2% higher than January-June 2020 (down 26.8% on the average recorded for January-June in the 2010-2019 decade).

The British Automotive Association SMMT notes that with the final stages of the vaccination campaign well underway in the UK and confidence rising, the automotive sector is now battling another 'long Covid' where the challenges lie within the vehicle supply chain. In addition, semiconductor shortages resulting from tight production due to the global pandemic affect vehicle production, disrupting supply on some models and limiting the industry's recovery. However, recovery for the next decade is now well underway, thanks to investment in local battery production and several new electrified models already available in showrooms. Furthermore, with the likely end of national anti-Covid restrictions at the end of this month, business and consumer optimism should improve further, fuelling a greater propensity to consume. As a result, the industry is already looking ahead to September and advancing orders following the next change of number plates.

Private individuals accounted for 47.7% of the market share for the month, while cars destined for companies accounted for 49.9%.

By fuel type, diesel cars accounted for 8.1% for the month and 10.2% cumulatively, petrol cars for 46.4% for the month and 48.6% cumulatively, and non-rechargeable hybrids for 28.3% in June and 26.7% for the first six months of 2021. Finally, rechargeable cars accounted for 17.2% of the market in the month (10.7% BEVs and 6.5% PHEVs) and 14.5% since the beginning of the year (8.1% BEVs and 6.4% PHEVs).

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ANFIA – Italian Association of the Automotive Industry
Founded in March 1912, over the plus one hundred years, ANFIA's mission has always been to represent the best interests of its associate members and to ensure effective communication between Italian motor vehicle industries on the one hand and Public Administration and Italian political bodies on the other, concerning all technical, economic, fiscal, legal, statistical and quality-related issues referring 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 parts and components for the automotive industry; Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans and unique 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 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

	Giugno/June		% Chg	Gennaio-Giugno/January-June		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	26.075	26.676	-2,3	134.396	112.787	+19,2
BELGIUM	41.126	49.141	-16,3	232.391	216.605	+7,3
BULGARIA	2.953	2.283	+29,3	12.926	10.161	+27,2
CROATIA	6.887	4.168	+65,2	25.975	17.423	+49,1
CYPRUS	1.095	947	+15,6	5.794	4.913	+17,9
CZECH REPUBLIC	22.561	20.771	+8,6	112.805	95.029	+18,7
DENMARK	20.271	17.930	+13,1	96.506	88.395	+9,2
ESTONIA	2.611	1.602	+63,0	12.940	9.133	+41,7
FINLAND	9.941	8.026	+23,9	56.730	47.392	+19,7
FRANCE	199.508	233.814	-14,7	922.765	715.798	+28,9
GERMANY	274.152	220.272	+24,5	1.390.889	1.210.622	+14,9
GREECE	13.875	8.249	+68,2	58.362	36.570	+59,6
HUNGARY	11.361	10.355	+9,7	64.794	55.674	+16,4
IRELAND	2.764	1.006	+174,8	63.861	52.885	+20,8
ITALY	149.438	132.691	+12,6	884.750	584.237	+51,4
LATVIA	1.469	1.272	+15,5	7.684	6.569	+17,0
LITHUANIA	3.488	2.674	+30,4	18.648	16.821	+10,9
LUXEMBOURG	4.471	4.648	-3,8	25.287	20.793	+21,6
NETHERLANDS	33.318	24.754	+34,6	163.173	157.971	+3,3
POLAND	43.711	35.797	+22,1	243.113	179.821	+35,2
PORTUGAL	18.936	11.076	+71,0	81.445	64.848	+25,6
ROMANIA	11.853	10.161	+16,7	47.169	49.615	-4,9
SLOVAKIA	8.223	7.502	+9,6	38.449	34.015	+13,0
SLOVENIA	5.176	6.563	-21,1	31.009	28.001	+10,7
SPAIN	96.785	82.651	+17,1	456.833	339.855	+34,4
SWEDEN	36.095	24.747	+45,9	173.163	125.685	+37,8
EUROPEAN UNION (EU)	**1.048.143**	**949.776**	**+10,4**	**5.361.857**	**4.281.618**	**+25,2**
EU14[2]	926.755	845.681	+9,6	4.740.551	3.774.443	+25,6
EU12[3]	121.388	104.095	+16,6	621.306	507.175	+22,5
ICELAND	*1.835*	*822*	*+123,2*	*6.044*	*4.193*	*+44,1*
NORWAY	*20.392*	*11.443*	*+78,2*	*83.930*	*59.224*	*+41,7*
SWITZERLAND	*26.005*	*24.477*	*+6,2*	*124.547*	*103.201*	*+20,7*
EFTA	48.232	36.742	+31,3	214.521	166.618	+28,8
UNITED KINGDOM	186.128	145.377	+28,0	909.973	653.502	+39,2
TOTAL (EU + EFTA + UK)	**1.282.503**	**1.131.895**	**+13,3**	**6.486.351**	**5.101.738**	**+27,1**
WESTERN EUROPE (EU14 + EFTA + UK)	1.161.115	1.027.800	+13,0	5.865.045	4.594.563	+27,7

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

	Giugno/June					Gennaio-Giugno/January-June				
	% 2021	% 2020	Unità Units 2021	Unità Units 2020	Var % % Chg 21/20	% 2021	% 2020	Unità Units 2021	Unità Units 2020	Var % % Chg 21/20
Volkswagen Group	**27,1**	**24,4**	**283.651**	**231.528**	**+22,5**	**26,4**	**26,1**	**1.414.675**	**1.118.250**	**+26,5**
Volkswagen	12,4	10,9	130.099	103.474	+25,7	11,7	11,7	625.094	499.956	+25,0
Skoda	5,3	5,5	55.404	51.879	+6,8	5,6	5,7	298.797	244.045	+22,4
Audi	5,0	4,4	52.358	42.188	+24,1	4,9	4,9	263.296	209.089	+25,9
Seat[2]	3,8	3,0	40.327	28.084	+43,6	3,7	3,3	197.145	140.021	+40,8
Porsche	0,5	0,6	5.176	5.641	-8,2	0,5	0,6	28.740	23.707	+21,2
Others[3]	0,0	0,0	287	262	+9,5	0,0	0,0	1.603	1.432	+11,9
STELLANTIS	**22,0**	**22,0**	**230.478**	**208.901**	**+10,3**	**23,1**	**22,1**	**1.237.207**	**944.389**	**+31,0**
Peugeot	6,2	7,2	65.184	68.049	-4,2	7,1	6,8	380.796	289.980	+31,3
Fiat[4]	4,9	4,6	51.344	44.042	+16,6	5,0	4,6	266.125	196.935	+35,1
Citroen	4,3	4,6	45.446	44.049	+3,2	4,5	4,5	242.078	190.722	+26,9
Opel/Vauxhall	4,1	3,4	43.144	32.618	+32,3	4,1	4,0	218.238	172.867	+26,2
Jeep	1,3	1,0	13.318	9.810	+35,8	1,3	1,0	68.059	42.441	+60,4
Lancia/Chrysler	0,4	0,4	4.336	3.513	+23,4	0,5	0,4	27.118	18.791	+44,3
DS	0,5	0,4	5.044	3.623	+39,2	0,4	0,4	20.693	18.885	+9,6
Alfa Romeo	0,2	0,3	2.377	2.846	-16,5	0,2	0,3	12.168	12.345	-1,4
Others[5]	0,0	0,0	285	351	-18,8	0,0	0,0	1.932	1.423	+35,8
Renault Group	**11,6**	**15,5**	**121.299**	**147.665**	**-17,9**	**9,9**	**11,5**	**530.668**	**492.846**	**+7,7**
Renault	7,5	10,8	78.533	102.305	-23,2	6,5	7,8	347.641	335.418	+3,6
Dacia	4,0	4,7	42.438	44.939	-5,6	3,4	3,6	181.528	155.838	+16,5
Alpine	0,0	0,0	202	112	+80,4	0,0	0,0	758	443	+71,1
Lada	0,0	0,0	126	309	-59,2	0,0	0,0	741	1.147	-35,4
Hyundai Group	**8,2**	**6,1**	**85.864**	**58.325**	**+47,2**	**7,5**	**6,9**	**404.719**	**295.625**	**+36,9**
Hyundai	4,3	3,1	45.487	29.863	+52,3	3,8	3,5	204.550	149.818	+36,5
Kia	3,9	3,0	40.377	28.462	+41,9	3,7	3,4	200.169	145.807	+37,3
BMW Group	**6,2**	**5,8**	**64.489**	**55.550**	**+16,1**	**6,7**	**6,4**	**361.554**	**275.527**	**+31,2**
BMW	5,0	4,7	52.173	44.743	+16,6	5,5	5,3	293.330	225.875	+29,9
Mini	1,2	1,1	12.316	10.807	+14,0	1,3	1,2	68.224	49.652	+37,4
Toyota Group	**6,3**	**5,1**	**65.838**	**48.391**	**+36,1**	**6,2**	**5,7**	**334.550**	**243.300**	**+37,5**
Toyota	5,9	4,8	62.319	45.352	+37,4	5,9	5,4	318.070	229.327	+38,7
Lexus	0,3	0,3	3.519	3.039	+15,8	0,3	0,3	16.480	13.973	+17,9
Daimler	**4,5**	**5,6**	**47.472**	**53.490**	**-11,3**	**5,4**	**5,8**	**291.970**	**246.790**	**+18,3**
Mercedes	4,2	5,5	44.527	52.189	-14,7	5,1	5,6	274.614	241.113	+13,9
Smart	0,3	0,1	2.945	1.301	+126,4	0,3	0,1	17.356	5.677	+205,7
Ford	**3,3**	**5,1**	**34.420**	**48.390**	**-28,9**	**4,2**	**4,8**	**227.437**	**207.491**	**+9,6**
Volvo	**2,1**	**2,5**	**21.947**	**23.356**	**-6,0**	**2,4**	**2,3**	**127.097**	**97.919**	**+29,8**
Nissan	**1,4**	**1,9**	**14.429**	**17.603**	**-18,0**	**1,8**	**2,2**	**95.840**	**92.571**	**+3,5**
Mazda	**1,3**	**1,0**	**13.164**	**9.753**	**+35,0**	**1,2**	**1,1**	**62.688**	**47.411**	**+32,2**
Jaguar Land Rover Group	**0,6**	**0,5**	**6.576**	**4.510**	**+45,8**	**0,8**	**0,7**	**41.549**	**30.512**	**+36,2**
Land Rover	0,4	0,4	4.579	3.417	+34,0	0,6	0,5	30.308	21.807	+39,0
Jaguar	0,2	0,1	1.997	1.093	+82,7	0,2	0,2	11.241	8.705	+29,1
Mitsubishi	**0,6**	**1,0**	**6.372**	**9.057**	**-29,6**	**0,6**	**1,1**	**30.203**	**45.520**	**-33,6**
Honda	**0,4**	**0,5**	**3.806**	**4.499**	**-15,4**	**0,4**	**0,5**	**19.064**	**20.431**	**-6,7**

SOURCE: ACEA MEMBERS

1 ACEA estimation based on total by market

2 Including Cupra

3 Including Bentley, Lamborghini and Bugatti

4 Including Abarth

5 Including Dodge, Maserati and RAM

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

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

dati provvisori/provisional data

	Giugno/June					Gennaio-Giugno/January-June				
	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
Volkswagen Group	**26,9**	**24,2**	**345.633**	**274.055**	**+26,1**	**26,2**	**25,9**	**1.698.787**	**1.319.452**	**+28,7**
Volkswagen	12,1	10,6	155.168	120.358	+28,9	11,3	11,4	733.846	579.612	+26,6
Skoda	5,1	5,3	65.430	60.096	+8,9	5,3	5,5	346.435	279.355	+24,0
Audi	5,4	4,6	69.560	52.393	+32,8	5,3	5,1	344.586	261.598	+31,7
Seat[2]	3,8	2,9	48.616	33.343	+45,8	3,6	3,3	233.955	166.186	+40,8
Porsche	0,5	0,7	6.410	7.413	-13,5	0,6	0,6	37.246	30.323	+22,8
Others[3]	0,0	0,0	449	452	-0,7	0,0	0,0	2.719	2.378	+14,3
STELLANTIS	**20,2**	**20,5**	**258.657**	**231.916**	**+11,5**	**21,3**	**20,5**	**1.378.773**	**1.044.087**	**+32,1**
Peugeot	5,7	6,6	72.793	74.282	-2,0	6,5	6,2	423.374	316.207	+33,9
Fiat[4]	4,3	4,1	55.633	46.657	+19,2	4,3	4,1	280.692	209.011	+34,3
Opel/Vauxhall	4,2	3,8	53.940	42.562	+26,7	4,2	4,2	275.329	213.849	+28,7
Citroen	3,8	4,1	49.318	46.710	+5,6	4,0	4,0	261.988	204.381	+28,2
Jeep	1,1	0,9	14.244	10.647	+33,8	1,1	0,9	72.223	45.594	+58,4
Lancia/Chrysler	0,3	0,3	4.336	3.513	+23,4	0,4	0,4	27.120	18.792	+44,3
DS	0,4	0,3	5.302	3.869	+37,0	0,3	0,4	21.940	20.336	+7,9
Alfa Romeo	0,2	0,3	2.722	3.250	-16,2	0,2	0,3	13.693	14.138	-3,1
Others[5]	0,0	0,0	369	426	-13,4	0,0	0,0	2.414	1.779	+35,7
Renault Group	**9,9**	**13,8**	**127.250**	**156.527**	**-18,7**	**8,7**	**10,3**	**561.710**	**525.098**	**+7,0**
Renault	6,4	9,6	82.593	108.402	-23,8	5,7	7,0	368.798	357.217	+3,2
Dacia	3,5	4,2	44.294	47.680	-7,1	2,9	3,3	191.268	166.188	+15,1
Alpine	0,0	0,0	237	136	+74,3	0,0	0,0	903	546	+65,4
Lada	0,0	0,0	126	309	-59,2	0,0	0,0	741	1.147	-35,4
Hyundai Group	**8,2**	**6,2**	**105.656**	**69.651**	**+51,7**	**7,6**	**6,9**	**494.158**	**352.818**	**+40,1**
Kia	4,0	3,1	50.710	34.606	+46,5	3,9	3,5	251.236	178.393	+40,8
Hyundai	4,3	3,1	54.946	35.045	+56,8	3,7	3,4	242.922	174.425	+39,3
BMW Group	**6,9**	**6,6**	**87.954**	**74.172**	**+18,6**	**7,2**	**7,0**	**469.567**	**356.715**	**+31,6**
BMW	5,4	5,1	69.894	57.831	+20,9	5,8	5,6	375.809	286.103	+31,4
Mini	1,4	1,4	18.060	16.341	+10,5	1,4	1,4	93.758	70.612	+32,8
Toyota Group	**6,5**	**5,6**	**83.103**	**63.659**	**+30,5**	**6,3**	**5,9**	**411.005**	**299.171**	**+37,4**
Toyota	6,1	5,2	77.822	59.109	+31,7	6,0	5,5	386.236	278.586	+38,6
Lexus	0,4	0,4	5.281	4.550	+16,1	0,4	0,4	24.769	20.585	+20,3
Daimler	**4,6**	**5,8**	**59.464**	**66.164**	**-10,1**	**5,7**	**5,9**	**366.642**	**302.878**	**+21,1**
Mercedes	4,4	5,7	56.367	64.663	-12,8	5,4	5,8	348.527	296.540	+17,5
Smart	0,2	0,1	3.097	1.501	+106,3	0,3	0,1	18.115	6.338	+185,8
Ford	**4,0**	**5,6**	**50.671**	**63.181**	**-19,8**	**4,8**	**5,3**	**308.369**	**270.835**	**+13,9**
Volvo	**2,3**	**2,7**	**28.982**	**31.111**	**-6,8**	**2,6**	**2,5**	**166.594**	**127.721**	**+30,4**
Nissan	**1,7**	**2,1**	**21.182**	**24.239**	**-12,6**	**2,1**	**2,5**	**136.712**	**127.046**	**+7,6**
Jaguar Land Rover Group	**1,1**	**1,0**	**13.622**	**11.371**	**+19,8**	**1,5**	**1,4**	**94.329**	**69.028**	**+36,7**
Land Rover	0,7	0,7	9.095	8.454	+7,6	1,1	1,0	70.296	49.046	+43,3
Jaguar	0,4	0,3	4.527	2.917	+55,2	0,4	0,4	24.033	19.982	+20,3
Mazda	**1,4**	**1,1**	**17.561**	**11.974**	**+46,7**	**1,2**	**1,2**	**80.501**	**59.006**	**+36,4**
Mitsubishi	**0,6**	**0,9**	**7.853**	**10.642**	**-26,2**	**0,6**	**1,1**	**37.455**	**54.302**	**-31,0**
Honda	**0,6**	**0,6**	**7.379**	**6.370**	**+15,8**	**0,5**	**0,6**	**33.308**	**32.585**	**+2,2**

SOURCE: ACEA MEMBERS

1 ACEA estimation based on total by market

2 Including Cupra

3 Including Bentley, Lamborghini and Bugatti

4 Including Abarth

5 Including 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

	Giugno/June					Gennaio-Giugno/January-June				
	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	% 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
Volkswagen Group	**26,6**	**23,6**	**308.766**	**242.380**	**+27,4**	**25,7**	**25,3**	**1.506.533**	**1.162.505**	**+29,6**
Volkswagen	12,4	10,9	143.685	111.839	+28,5	11,5	11,6	676.274	533.200	+26,8
Audi	5,7	4,9	66.232	50.086	+32,2	5,6	5,4	327.060	250.400	+30,6
Skoda	4,1	4,0	47.338	41.281	+14,7	4,2	4,2	246.522	191.215	+28,9
Seat[2]	3,9	3,1	45.079	31.764	+41,9	3,7	3,4	219.221	156.931	+39,7
Porsche	0,5	0,7	6.018	6.995	-14,0	0,6	0,6	34.947	28.605	+22,2
Others[3]	0,0	0,0	414	415	-0,2	0,0	0,0	2.509	2.154	+16,5
STELLANTIS	**21,0**	**21,3**	**243.525**	**219.073**	**+11,2**	**22,2**	**21,3**	**1.300.480**	**977.521**	**+33,0**
Peugeot	5,9	6,9	68.648	70.642	-2,8	6,8	6,5	400.644	298.558	+34,2
Fiat[4]	4,5	4,3	52.533	43.695	+20,2	4,5	4,2	264.179	191.702	+37,8
Opel/Vauxhall	4,3	3,9	49.737	39.581	+25,7	4,4	4,3	258.125	199.211	+29,6
Citroen	4,1	4,3	47.033	44.521	+5,6	4,2	4,2	247.720	192.680	+28,6
Jeep	1,1	1,0	13.193	9.910	+33,1	1,1	0,9	66.371	41.594	+59,6
Lancia/Chrysler	0,4	0,3	4.333	3.511	+23,4	0,5	0,4	27.108	18.784	+44,3
DS	0,4	0,4	5.225	3.823	+36,7	0,4	0,4	21.569	20.098	+7,3
Alfa Romeo	0,2	0,3	2.479	2.975	-16,7	0,2	0,3	12.444	13.174	-5,5
Others[5]	0,0	0,0	344	415	-17,1	0,0	0,0	2.320	1.720	+34,9
Renault Group	**9,7**	**13,4**	**112.679**	**137.712**	**-18,2**	**8,6**	**9,9**	**502.916**	**454.553**	**+10,6**
Renault	6,6	9,7	76.943	100.032	-23,1	5,9	7,1	345.605	327.565	+5,5
Dacia	3,0	3,6	35.388	37.255	-5,0	2,7	2,7	155.748	125.390	+24,2
Alpine	0,0	0,0	234	133	+75,9	0,0	0,0	883	536	+64,7
Lada	0,0	0,0	114	292	-61,0	0,0	0,0	680	1.062	-36,0
BMW Group	**7,2**	**6,9**	**83.396**	**70.987**	**+17,5**	**7,6**	**7,4**	**443.636**	**338.665**	**+31,0**
BMW	5,7	5,3	65.758	54.908	+19,8	6,0	5,9	352.182	269.607	+30,6
Mini	1,5	1,6	17.638	16.079	+9,7	1,6	1,5	91.454	69.058	+32,4
Hyundai Group	**7,7**	**5,8**	**89.813**	**59.615**	**+50,7**	**7,1**	**6,5**	**419.139**	**297.348**	**+41,0**
Kia	3,7	2,9	43.158	29.980	+44,0	3,7	3,3	214.753	151.780	+41,5
Hyundai	4,0	2,9	46.655	29.635	+57,4	3,5	3,2	204.386	145.568	+40,4
Daimler	**4,8**	**6,1**	**55.222**	**63.207**	**-12,6**	**5,8**	**6,2**	**340.972**	**286.251**	**+19,1**
Mercedes	4,5	6,0	52.138	61.723	-15,5	5,5	6,1	322.937	280.025	+15,3
Smart	0,3	0,1	3.084	1.484	+107,8	0,3	0,1	18.035	6.226	+189,7
Toyota Group	**6,0**	**5,3**	**70.129**	**54.614**	**+28,4**	**5,8**	**5,4**	**337.604**	**246.643**	**+36,9**
Toyota	5,7	4,9	65.631	50.578	+29,8	5,4	5,0	317.277	229.064	+38,5
Lexus	0,4	0,4	4.498	4.036	+11,4	0,3	0,4	20.327	17.579	+15,6
Ford	**4,0**	**5,8**	**46.632**	**60.120**	**-22,4**	**4,8**	**5,6**	**283.133**	**255.946**	**+10,6**
Volvo	**2,3**	**2,9**	**27.042**	**29.424**	**-8,1**	**2,6**	**2,6**	**155.028**	**119.152**	**+30,1**
Nissan	**1,7**	**2,2**	**19.616**	**22.132**	**-11,4**	**2,1**	**2,5**	**125.941**	**116.540**	**+8,1**
Jaguar Land Rover Group	**1,1**	**1,1**	**12.995**	**10.971**	**+18,4**	**1,6**	**1,5**	**91.065**	**66.710**	**+36,5**
Land Rover	0,7	0,8	8.604	8.141	+5,7	1,2	1,0	67.656	47.300	+43,0
Jaguar	0,4	0,3	4.391	2.830	+55,2	0,4	0,4	23.409	19.410	+20,6
Mazda	**1,3**	**1,0**	**15.610**	**10.781**	**+44,8**	**1,2**	**1,2**	**71.174**	**53.297**	**+33,5**
Mitsubishi	**0,6**	**0,9**	**7.417**	**9.530**	**-22,2**	**0,6**	**1,1**	**34.870**	**49.979**	**-30,2**
Honda	**0,6**	**0,5**	**6.450**	**5.316**	**+21,3**	**0,5**	**0,6**	**29.078**	**27.296**	**+6,5**

SOURCE: ACEA MEMBERS

1 ACEA estimation based on total by market

2 Including Cupra

3 Including Bentley, Lamborghini and Bugatti

4 Including Abarth

5 Including Dodge, Maserati and RAM