Press Release

**EUROPEAN CAR MARKET: A POSITIVE MAY RESULT,
IN REALITY, DOWN 25% COMPARED TO MAY 2019,
NOT ENOUGH TO MAKE UP FOR THE LOSSES SUFFERED IN THE SAME MONTH OF 2020**

The 460,000 additional units recorded in the month only partially offset the 820,000 fewer units registered in May compared to the same month of 2019. The five major markets, including the UK, accounted for 70.7% of total registrations during the month, with Italy dropping one position to become the third-largest market in terms of volume after Germany and the UK

Turin, 17th June 2021 – According to figures released today by ACEA, car registrations in the **enlarged European Union, including EFTA and the UK**[1] totalled 1,083,795 units in May, 73.7% more than in May 2020. When compared to May 2019, however, the market was down 25%.

In the first five months of 2021, registered volumes reach 5,204,398 units, a positive change of 31.1% compared to the same period last year, but 25% lower than in January-May 2019.

"In May, the European car market, while showing another positive sign, was not able to fully offset the losses recorded in the same month of 2020, which, due to the repercussions linked to the management of the health crisis, had closed down 57%, losing 820,000 units compared to May 2019. The fifth month of 2021 was therefore down 25% compared to May 2019, despite recording 460,000 more units than in May 2020" **said Paolo Scudieri, President of ANFIA.**

Among the major markets (including the UK), the month saw triple-digit increases in the UK (+674.1%) and Spain (+177.8%), followed by double-digit rises in France (+46.4%), Italy (+43%) and Germany (+37.2%).

The recovery from the pandemic, which will be gradual and not without uncertainties, requires the support of adequate measures to stimulate demand, which are also indispensable to ensure the return to normality of production levels and to avoid interrupting the process of replacing the vehicle fleet following the decarbonisation policies that Europe is pursuing.

In May, the Italian market showed volumes down 27.9% compared to the same month in 2019, pre-pandemic, and the cumulative figure since the start of 2021 was also 19.3% lower than in January-May 2019. Our country has therefore dropped one position to

[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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become the third-largest market in terms of registration volumes after Germany and the UK, a consequence of the fact that the incentives for the purchase of new cars in the 61-135 g/km CO2 range, which have been exhausted for some time and are awaiting refinancing, are no longer available. Nevertheless, I want to point out that this specific measure has led to additional sales volumes of low-emission cars of 40,000 units in the first two months of this year, i.e., 28% more than in the first two months of last year, which had not yet been affected by the pandemic, with more than a fifth (21%) of the 166,282 incentivised cars produced in Italian plants".

In **Italy**, total registrations in May 2021 stood at 142,730 units, 43% higher than in May 2020 (-27.9% compared to May 2019). In the first five months of 2021, total registrations amounted to 735,125 units, an increase of 62.8% compared to volumes in the same period of 2020 (-19.3% compared to January-May 2019).

According to the latest ISTAT data, in May, the national **consumer price index** recorded a zero change monthly and an increase of 1.3% annually (from +1.1% in the previous month). The year-on-year acceleration in inflation was mainly due to prices of energy goods, whose growth went from +9.8% in April to +13.8% due to the costs of non-regulated components (which accelerated from +6.6% to +12.6%), while those of the regulated component continued to show a strong but stable increase (+16.8% as in April). In the sector of non-regulated energy goods, looking at the trend of fuel prices, prices of petrol accelerated (from +9.6% in April to +16.1% in May; +1% compared to the previous month), those of diesel (from +8.3% to +15.1%; +0.8% monthly), and the prices of other fuels (from +7.3% to +9.2%; -0.2% compared to April).

Analysing the market by **fuel type**, diesel cars, the only ones to fall in May, failed to exceed the 25% share threshold for the fourth consecutive month, accounting for 23.1% of the market in May and 24.2% of the market in the first five months of 2021. The share of petrol-powered vehicles fell slightly compared to April: 31.2% in the month and 32.7% in the first five months. On the other hand, alternative fuels reached 45.7% in May 2021 and 43.2% in the first five months. Electrified cars accounted for more than a third of the market (37% for the month and 34.9% for the year). Of these, non-rechargeable hybrids accounted for 28% of the market in May (a higher share than diesel for the fourth consecutive month) and 27.5% overall. On the other hand, rechargeable hybrids accounted for 9% of the May market share (plug-in hybrids 5.4% for the month and 4.2% for the year-to-date, and pure electrics 3.6% for the month 3.2% for the year-to-date). Finally, gas-powered cars accounted for 8.6% of the market in the fifth month of 2021 and 8.4% of the market in the first five months: LPG cars had a 6.4% share in the month and 6% in the year-to-date period, and CNG cars had a 2.2% share in the month and 2.3% in the first five months of the year.

In Europe, the **Stellantis Group** recorded 224,354 registrations in May 2021, +60.9% compared to May 2020, with a market share of 20.7%. In January-May 2021, volumes totalled 1,119,830 units (+37.9%), with a share of 21.5% (it was 20.5% in the first five months of 2020).

Spain recorded 95,403 registrations in May 2021, compared to 34,338 in May 2020 (+177.8%). It should be noted that commercial activity in 2020 in the country only restarted, and not entirely, from 11th May, a circumstance which, together with the lockdown period, strongly conditioned sales in the fifth month of last year. These volumes were down 24% compared to May 2019.

In the first five months of the year, the market was up 40%, with 360,057 units registered (-36% compared to January-May 2019).

According to the Spanish Automotive Association ANFAC, the market in May slightly reduced its downward trend, thanks to the end of the state of alert and the resumption of mobility between regions, reviving local and national tourism. This opening was immediately reflected in the rental channel, which increased its daily sales 10-fold compared to the pre-9th May. In addition, the corporate sales segment is also gradually growing and closing the gap on 2019 volumes. However, ANFAC remains concerned about the weakness of the private individual's channel, which, not surprisingly, is also the channel most affected by the increase in registration tax and economic uncertainty. For this reason, support measures such as the MOVES III plan already underway remain fundamental to stimulate demand, especially for electrified vehicles, even if their impact is limited if the aim is to boost the global market and related employment.

In detail, according to sales channels, in May, there were 33,234 sales to private individuals (34.8% share), 31,069 sales to companies (32.6%) and 31,100 sales for hire (32.6%), while in cumulative terms, the market was divided between 138,725 sales to private individuals (38.5%), 136,416 sales to companies (37.9%) and 84,916 sales for hire (23.6%).

Since the beginning of the year, petrol cars accounted for 49.1% of the May market and 48.5% of the market. This was followed by non-rechargeable hybrids, which accounted for 23.4% share for the month and 22.6% for the year. Diesel cars accounted for 20.2% of the market share in May and 21.7% in the first five months, followed by plug-in hybrids (4.7% for the month and 4.1% for the year-to-date), electric cars (1.9% for the month and year-to-date) and gas cars (0.8% for the month and 1.3% for the year-to-date).

Average CO_2 emissions from new cars stood at 125.7 g/km in May and 127 g/km since the beginning of the year.

There were 141,040 new registrations in **France** in May 2021, up 46.4% compared to May 2020. In the first five months of the year, the increase was 50.1%, with 723,257 registrations.

According to CCFA estimates, the used car market registered 471,823 units in May, a positive change of 47.8% compared to the same month in 2020. From January to May 2021, total volumes stand at 2,565,928 units, up 45.2% compared to last year's same period.

In the new car market, all fuel types were up in May, with petrol accounting for 41.8% of the total. With a 25.7% share, Hybrids outnumbered diesel: rechargeable cars accounted for 9% of the market and non-rechargeable cars 16.6%. Finally, electric vehicles accounted for 8.2% of the market and gas cars for 2.4%. All fuels grew in the first five months of the year, with petrol cars accounting for 43.2% of the market, diesel cars 23.7%, non-rechargeable hybrids 16%, and rechargeable hybrids 7.6%, electric cars 7.1% and gas cars 2.3%.

In the **German** market, 230,635 units were registered in May, up 37.2% compared to May 2020.

In January-May 2021, registrations stood at 1,116,737 units, up 12.8%. However, volumes have not yet returned to pre-crisis levels: in fact, the market is down 27% compared to the same period in 2019.

Domestic orders grew at double-digit rates (+59% in the month and +17% overall).

Looking at sales channels, cars registered to companies represented 66.3%, compared to 33.7% for cars registered to private individuals.

With 26,786 new registrations (+380%), electric cars achieved a market share of 11.6%. A total of 64,367 hybrid cars were registered in May, up 182%, with a 27.9% share, 27,222 were plug-ins, up 303%, with an 11.8% share. However, internal combustion cars still make up the majority of the market. 37.7% of new cars were petrol (86,855 cars, +1.1%) and 22.3% diesel (51,456 cars, -3.3%). Gas cars accounted for 0.5% of the market: 618 LPG cars (0.3%) and 516 CNG cars (0.2%). In the first five months of 2021, petrol cars made up 38.4% of the market, diesel cars 23.3%, hybrids 27.6% (11.8% of which are rechargeable), electric cars 10.3% and gas cars 0.5%.

The average CO_2 emissions of new cars registered in May 2021 were 125 g/km.

The used car market is also up strongly: +2.2% in the month for a total of 561,109 transfers of ownership, while in the first five months of 2021, growth is 6.8%, for a total of 2,735,508 units.

Finally, the **UK** market totalled 156,737 new passenger cars registered in May (+674.1%), compared to 20,247 units in May 2020 - the first month that dealers reopened - but was down 14.7% compared to May 2019 and 13.2% below the decade average.

For the first five months of the year, registrations stand at 723,845 units, 42.5% higher than January-May 2020 (down 29.1% on the average recorded for January-May in the

2010-2019 decade). The British Automotive Association SMMT thus confirms its forecast for 2021: 1.86 million registrations (+13.9% compared to 2020).

The SMMT itself points out that, with dealers open again and a calmer economic outlook, May registrations are as good as could reasonably be expected. Increased business confidence is driving the recovery, which needs to be maintained and translated into private consumer demand as the economy improves through the support measures undertaken. In addition, demand for electrified vehicles is helping to drive consumers to dealers, but for these technologies to overtake their fossil fuel equivalents, a long-term strategy for market transition and infrastructure investment is required.

The growth in sales recorded in the month was primarily due to the fleet channel, which reported the most significant increase and accounted for 50.7% of the market; private individuals also performed well, with a penetration share of 47.1%, while the share of company cars, which also saw an increase in registrations, stopped at 2.2% of the total registered.

By fuel type, diesel cars accounted for 9.9% during the month and 10.8% year-to-date, petrol cars for 48.4% and 49.2% for the year-to-date, and non-rechargeable hybrids for 27.1% in May and 26.2% for the first five months of 2021. Finally, rechargeable cars accounted for 14.7% of the market in the month (8.4% BEVs and 6.3% PHEVs) and 13.9% since the start of the year (7.5% 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

	Maggio/May		% Chg	Gennaio-Maggio/January-May		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	22.503	20.211	+11,3	108.321	86.111	+25,8
BELGIUM	34.836	34.752	+0,2	191.265	167.464	+14,2
BULGARIA	1.989	1.127	+76,5	9.973	7.878	+26,6
CROATIA	4.467	2.177	+105,2	19.088	13.255	+44,0
CYPRUS	1.028	791	+30,0	4.699	3.966	+18,5
CZECH REPUBLIC	21.734	13.385	+62,4	90.244	74.258	+21,5
DENMARK	16.825	11.425	+47,3	76.238	70.465	+8,2
ESTONIA	2.206	1.060	+108,1	10.329	7.531	+37,2
FINLAND	9.964	5.112	+94,9	46.788	39.365	+18,9
FRANCE	141.040	96.308	+46,4	723.257	481.984	+50,1
GERMANY	230.635	168.148	+37,2	1.116.737	990.350	+12,8
GREECE	10.850	4.497	+141,3	44.487	28.321	+57,1
HUNGARY	10.695	6.472	+65,3	53.417	45.319	+17,9
IRELAND	5.921	1.741	+240,1	61.102	51.879	+17,8
ITALY	142.730	99.842	+43,0	735.125	451.545	+62,8
LATVIA	1.377	744	+85,1	6.215	5.297	+17,3
LITHUANIA	3.933	2.041	+92,7	15.160	14.147	+7,2
LUXEMBOURG	4.033	3.041	+32,6	20.816	16.145	+28,9
NETHERLANDS	25.601	14.842	+72,5	130.061	133.217	-2,4
POLAND	41.388	21.149	+95,7	199.402	144.024	+38,5
PORTUGAL	16.661	5.741	+190,2	62.509	53.772	+16,2
ROMANIA	8.221	7.154	+14,9	35.845	39.454	-9,1
SLOVAKIA	8.037	4.123	+94,9	30.226	26.513	+14,0
SLOVENIA	5.261	5.084	+3,5	25.833	21.438	+20,5
SPAIN	95.403	34.338	+177,8	360.057	257.204	+40,0
SWEDEN	24.327	15.881	+53,2	137.070	100.938	+35,8
EUROPEAN UNION (EU)	**891.665**	**581.186**	**+53,4**	**4.314.264**	**3.331.840**	**+29,5**
EU14[2]	781.329	515.879	+51,5	3.813.833	2.928.760	+30,2
EU12[3]	110.336	65.307	+68,9	500.431	403.080	+24,2
ICELAND	*1.339*	*515*	*+160,0*	*4.209*	*3.371*	*+24,9*
NORWAY	*14.063*	*7.998*	*+75,8*	*63.538*	*47.781*	*+33,0*
SWITZERLAND	*19.991*	*13.890*	*+43,9*	*98.542*	*78.724*	*+25,2*
EFTA	35.393	22.403	+58,0	166.289	129.876	+28,0
UNITED KINGDOM	156.737	20.247	+674,1	723.845	508.125	+42,5
TOTAL (EU + EFTA + UK)	**1.083.795**	**623.836**	**+73,7**	**5.204.398**	**3.969.841**	**+31,1**
WESTERN EUROPE (EU14 + EFTA + UK)	973.459	558.529	+74,3	4.703.967	3.566.761	+31,9

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

	Maggio/May					Gennaio-Maggio/January-May				
	% 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	**28,2**	**25,1**	**251.078**	**146.135**	**+71,8**	**26,2**	**26,6**	**1.131.775**	**886.791**	**+27,6**
Volkswagen	12,0	11,3	106.701	65.489	+62,9	11,5	11,9	495.199	396.840	+24,8
Skoda	6,0	5,3	53.238	30.648	+73,7	5,6	5,8	243.425	191.898	+26,9
Audi	5,3	5,2	47.038	30.092	+56,3	4,9	5,0	210.961	166.881	+26,4
Seat[2]	4,3	2,7	38.417	15.976	+140,5	3,6	3,4	157.246	111.936	+40,5
Porsche	0,6	0,6	5.385	3.741	+43,9	0,5	0,5	23.625	18.066	+30,8
Others[3]	0,0	0,0	299	189	+58,2	0,0	0,0	1.319	1.170	+12,7
STELLANTIS	**22,4**	**23,1**	**199.775**	**133.976**	**+49,1**	**23,3**	**22,1**	**1.006.510**	**735.488**	**+36,8**
Peugeot	6,5	6,7	58.086	38.834	+49,6	7,3	6,7	315.575	221.931	+42,2
Fiat4	5,3	5,4	47.466	31.280	+51,7	5,0	4,6	214.623	152.893	+40,4
Citroen	4,5	4,6	39.823	26.732	+49,0	4,6	4,4	196.628	146.673	+34,1
Opel/Vauxhall	3,8	4,0	33.748	23.223	+45,3	4,1	4,2	175.152	140.249	+24,9
Jeep	1,2	1,2	10.328	7.063	+46,2	1,3	1,0	55.013	32.949	+67,0
Lancia/Chrysler	0,5	0,4	4.614	2.441	+89,0	0,5	0,5	22.782	15.278	+49,1
DS	0,4	0,4	3.205	2.337	+37,1	0,4	0,5	15.674	15.262	+2,7
Alfa Romeo	0,3	0,3	2.246	1.942	+15,7	0,2	0,3	9.789	9.499	+3,1
Others[5]	0,0	0,0	259	124	+108,9	0,0	0,0	1.274	754	+69,0
Renault Group	**9,5**	**11,9**	**84.996**	**69.382**	**+22,5**	**9,5**	**10,4**	**409.206**	**345.181**	**+18,5**
Renault	6,4	7,7	56.956	44.521	+27,9	6,2	7,0	268.878	233.113	+15,3
Dacia	3,1	4,2	27.774	24.623	+12,8	3,2	3,3	139.141	110.899	+25,5
Lada	0,0	0,0	146	131	+11,5	0,0	0,0	628	838	-25,1
Alpine	0,0	0,0	120	107	+12,1	0,0	0,0	559	331	+68,9
Hyundai Group	**8,0**	**6,8**	**71.426**	**39.803**	**+79,4**	**7,4**	**7,1**	**319.064**	**237.303**	**+34,5**
Kia	3,9	3,4	34.995	19.667	+77,9	3,7	3,5	159.792	117.345	+36,2
Hyundai	4,1	3,5	36.431	20.136	+80,9	3,7	3,6	159.272	119.958	+32,8
BMW Group	**6,8**	**6,2**	**60.973**	**35.944**	**+69,6**	**6,9**	**6,6**	**297.023**	**219.977**	**+35,0**
BMW	5,6	5,0	49.581	28.855	+71,8	5,6	5,4	241.110	181.132	+33,1
Mini	1,3	1,2	11.392	7.089	+60,7	1,3	1,2	55.913	38.845	+43,9
Toyota Group	**6,1**	**5,4**	**54.547**	**31.529**	**+73,0**	**6,2**	**5,8**	**268.360**	**194.909**	**+37,7**
Toyota	5,8	5,1	51.948	29.784	+74,4	5,9	5,5	255.404	183.975	+38,8
Lexus	0,3	0,3	2.599	1.745	+48,9	0,3	0,3	12.956	10.934	+18,5
Daimler	**5,1**	**6,2**	**45.891**	**35.785**	**+28,2**	**5,7**	**5,8**	**244.498**	**193.300**	**+26,5**
Mercedes	4,8	6,0	42.705	34.882	+22,4	5,3	5,7	230.087	188.924	+21,8
Smart	0,4	0,2	3.186	903	+252,8	0,3	0,1	14.411	4.376	+229,3
Ford	**4,0**	**5,0**	**35.955**	**29.005**	**+24,0**	**4,5**	**4,8**	**193.037**	**159.101**	**+21,3**
Volvo	**2,1**	**2,2**	**19.049**	**12.749**	**+49,4**	**2,4**	**2,2**	**105.077**	**74.846**	**+40,4**
Nissan	**1,5**	**1,7**	**13.073**	**10.050**	**+30,1**	**1,9**	**2,3**	**81.440**	**74.968**	**+8,6**
Mazda	**1,3**	**1,2**	**11.834**	**7.186**	**+64,7**	**1,1**	**1,1**	**49.525**	**37.658**	**+31,5**
Jaguar Land Rover Group	**0,8**	**0,7**	**6.710**	**3.976**	**+68,8**	**0,8**	**0,8**	**34.973**	**26.002**	**+34,5**
Land Rover	0,5	0,5	4.730	2.982	+58,6	0,6	0,6	25.729	18.390	+39,9
Jaguar	0,2	0,2	1.980	994	+99,2	0,2	0,2	9.244	7.612	+21,4
Mitsubishi	**0,6**	**1,1**	**5.361**	**6.378**	**-15,9**	**0,6**	**1,1**	**23.831**	**36.463**	**-34,6**
Honda	**0,4**	**0,4**	**3.598**	**2.427**	**+48,2**	**0,4**	**0,5**	**15.258**	**15.932**	**-4,2**

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

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

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Volkswagen Group	**28,0**	**25,2**	**303.938**	**156.919**	**+93,7**	**26,0**	**26,3**	**1.352.631**	**1.045.466**	**+29,4**
Volkswagen	11,7	11,2	126.956	69.584	+82,4	11,1	11,6	577.704	459.612	+25,7
Skoda	5,8	5,2	62.613	32.569	+92,2	5,4	5,5	281.000	218.991	+28,3
Audi	5,7	5,3	62.229	33.097	+88,0	5,3	5,3	275.024	209.185	+31,5
Seat[2]	4,1	2,7	44.908	17.045	+163,5	3,6	3,3	185.743	132.842	+39,8
Porsche	0,6	0,7	6.737	4.371	+54,1	0,6	0,6	30.895	22.910	+34,9
Others[3]	0,0	0,0	495	253	+95,7	0,0	0,0	2.265	1.926	+17,6
STELLANTIS	**20,7**	**22,3**	**224.354**	**139.395**	**+60,9**	**21,5**	**20,5**	**1.119.830**	**812.171**	**+37,9**
Peugeot	6,0	6,5	65.183	40.675	+60,3	6,7	6,1	350.504	241.925	+44,9
Fiat[4]	4,6	5,1	50.323	31.978	+57,4	4,3	4,1	224.893	162.354	+38,5
Opel/Vauxhall	4,0	4,0	43.748	24.949	+75,3	4,3	4,3	221.442	171.287	+29,3
Citroen	4,0	4,4	42.931	27.349	+57,0	4,1	4,0	212.664	157.671	+34,9
Jeep	1,0	1,2	11.217	7.324	+53,2	1,1	0,9	58.245	35.265	+65,2
Lancia/Chrysler	0,4	0,4	4.614	2.441	+89,0	0,4	0,4	22.783	15.279	+49,1
DS	0,3	0,4	3.486	2.463	+41,5	0,3	0,4	16.663	16.467	+1,2
Alfa Romeo	0,2	0,3	2.521	2.067	+22,0	0,2	0,3	10.968	10.888	+0,7
Others[5]	0,0	0,0	331	149	+122,1	0,0	0,0	1.668	1.035	+61,2
Renault Group	**8,3**	**11,5**	**90.010**	**71.479**	**+25,9**	**8,3**	**9,3**	**434.297**	**368.571**	**+17,8**
Renault	5,6	7,4	60.158	45.935	+31,0	5,5	6,3	285.975	248.815	+14,9
Dacia	2,7	4,1	29.561	25.296	+16,9	2,8	3,0	147.025	118.508	+24,1
Alpine	0,0	0,0	145	117	+23,9	0,0	0,0	669	410	+63,2
Lada	0,0	0,0	146	131	+11,5	0,0	0,0	628	838	-25,1
Hyundai Group	**8,1**	**6,8**	**88.171**	**42.492**	**+107,5**	**7,5**	**7,1**	**388.711**	**283.170**	**+37,3**
Kia	4,1	3,4	44.306	21.082	+110,2	3,9	3,6	200.526	143.787	+39,5
Hyundai	4,0	3,4	43.865	21.410	+104,9	3,6	3,5	188.185	139.383	+35,0
BMW Group	**7,2**	**6,4**	**77.968**	**39.794**	**+95,9**	**7,3**	**7,1**	**381.526**	**282.543**	**+35,0**
BMW	5,8	5,1	62.550	32.039	+95,2	5,9	5,8	305.829	228.272	+34,0
Mini	1,4	1,2	15.418	7.755	+98,8	1,5	1,4	75.697	54.271	+39,5
Toyota Group	**6,2**	**5,4**	**67.122**	**33.906**	**+98,0**	**6,3**	**5,9**	**327.554**	**235.512**	**+39,1**
Toyota	5,8	5,1	63.125	31.934	+97,7	5,9	5,5	308.062	219.477	+40,4
Lexus	0,4	0,3	3.997	1.972	+102,7	0,4	0,4	19.492	16.035	+21,6
Daimler	**5,4**	**6,2**	**58.216**	**38.983**	**+49,3**	**5,9**	**6,0**	**307.178**	**236.714**	**+29,8**
Mercedes	5,1	6,1	54.865	38.055	+44,2	5,6	5,8	292.160	231.877	+26,0
Smart	0,3	0,1	3.351	928	+261,1	0,3	0,1	15.018	4.837	+210,5
Ford	**4,5**	**5,1**	**49.211**	**31.768**	**+54,9**	**5,0**	**5,2**	**257.652**	**207.654**	**+24,1**
Volvo	**2,3**	**2,4**	**24.915**	**14.899**	**+67,2**	**2,6**	**2,4**	**137.539**	**93.998**	**+46,3**
Nissan	**1,7**	**1,8**	**18.215**	**11.197**	**+62,7**	**2,2**	**2,6**	**115.572**	**102.807**	**+12,4**
Jaguar Land Rover Group	**1,4**	**0,9**	**15.272**	**5.455**	**+180,0**	**1,6**	**1,5**	**80.707**	**57.657**	**+40,0**
Land Rover	1,0	0,6	10.809	3.885	+178,2	1,2	1,0	61.201	40.592	+50,8
Jaguar	0,4	0,3	4.463	1.570	+184,3	0,4	0,4	19.506	17.065	+14,3
Mazda	**1,4**	**1,2**	**15.159**	**7.733**	**+96,0**	**1,2**	**1,2**	**62.944**	**47.035**	**+33,8**
Mitsubishi	**0,6**	**1,1**	**6.582**	**6.958**	**-5,4**	**0,6**	**1,1**	**29.602**	**43.660**	**-32,2**
Honda	**0,6**	**0,4**	**6.514**	**2.724**	**+139,1**	**0,5**	**0,7**	**25.929**	**26.215**	**-1,1**

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

	Maggio/May					Gennaio-Maggio/January-May				
	% 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	**27,6**	**24,8**	**268.973**	**138.489**	**+94,2**	**25,4**	**25,8**	**1.196.381**	**920.127**	**+30,0**
Volkswagen	12,0	11,5	116.760	64.131	+82,1	11,3	11,8	531.310	421.362	+26,1
Audi	6,1	5,7	58.898	31.713	+85,7	5,5	5,6	260.812	200.314	+30,2
Skoda	4,6	4,0	44.842	22.403	+100,2	4,2	4,2	199.151	149.935	+32,8
Seat[2]	4,3	2,8	41.760	15.903	+162,6	3,7	3,5	174.115	125.167	+39,1
Porsche	0,6	0,7	6.277	4.121	+52,3	0,6	0,6	28.920	21.610	+33,8
Others[3]	0,0	0,0	436	218	+100,0	0,0	0,0	2.073	1.739	+19,2
STELLANTIS	**21,6**	**23,4**	**210.156**	**130.972**	**+60,5**	**22,5**	**21,3**	**1.056.716**	**758.448**	**+39,3**
Peugeot	6,3	6,9	61.165	38.358	+59,5	7,1	6,4	331.953	227.916	+45,6
Fiat[4]	4,8	5,3	46.860	29.830	+57,1	4,5	4,1	211.510	148.007	+42,9
Opel/Vauxhall	4,2	4,1	40.858	22.978	+77,8	4,4	4,5	208.444	159.630	+30,6
Citroen	4,1	4,6	40.142	25.954	+54,7	4,3	4,2	200.667	148.159	+35,4
Jeep	1,1	1,2	10.450	6.891	+51,6	1,1	0,9	53.443	32.002	+67,0
Lancia/Chrysler	0,5	0,4	4.611	2.439	+89,1	0,5	0,4	22.774	15.273	+49,1
DS	0,4	0,4	3.427	2.440	+40,5	0,3	0,5	16.366	16.275	+0,6
Alfa Romeo	0,2	0,3	2.330	1.939	+20,2	0,2	0,3	9.960	10.199	-2,3
Others[5]	0,0	0,0	313	143	+118,9	0,0	0,0	1.599	987	+62,0
Renault Group	**8,2**	**11,1**	**79.692**	**61.961**	**+28,6**	**8,3**	**8,9**	**390.094**	**316.841**	**+23,1**
Renault	5,7	7,6	55.589	42.202	+31,7	5,7	6,4	268.438	227.533	+18,0
Dacia	2,4	3,5	23.834	19.520	+22,1	2,6	2,5	120.424	88.135	+36,6
Alpine	0,0	0,0	138	115	+20,0	0,0	0,0	653	403	+62,0
Lada	0,0	0,0	131	124	+5,6	0,0	0,0	579	770	-24,8
BMW Group	**7,5**	**6,7**	**73.129**	**37.280**	**+96,2**	**7,7**	**7,5**	**360.136**	**267.678**	**+34,5**
BMW	6,0	5,3	58.128	29.692	+95,8	6,1	6,0	286.320	214.699	+33,4
Mini	1,5	1,4	15.001	7.588	+97,7	1,6	1,5	73.816	52.979	+39,3
Hyundai Group	**7,6**	**6,2**	**74.256**	**34.560**	**+114,9**	**7,0**	**6,7**	**329.537**	**237.734**	**+38,6**
Kia	3,8	3,0	37.230	16.974	+119,3	3,6	3,4	171.595	121.800	+40,9
Hyundai	3,8	3,1	37.026	17.586	+110,5	3,4	3,3	157.942	115.934	+36,2
Daimler	**5,6**	**6,5**	**54.104**	**36.394**	**+48,7**	**6,1**	**6,3**	**285.750**	**223.044**	**+28,1**
Mercedes	5,2	6,4	50.768	35.482	+43,1	5,8	6,1	270.799	218.302	+24,0
Smart	0,3	0,2	3.336	912	+265,8	0,3	0,1	14.951	4.742	+215,3
Toyota Group	**5,7**	**4,9**	**55.055**	**27.442**	**+100,6**	**5,7**	**5,4**	**267.368**	**192.029**	**+39,2**
Toyota	5,3	4,6	51.800	25.805	+100,7	5,3	5,0	251.531	178.486	+40,9
Lexus	0,3	0,3	3.255	1.637	+98,8	0,3	0,4	15.837	13.543	+16,9
Ford	**4,6**	**5,3**	**44.796**	**29.544**	**+51,6**	**5,0**	**5,5**	**236.457**	**195.826**	**+20,7**
Volvo	**2,4**	**2,5**	**22.993**	**13.799**	**+66,6**	**2,7**	**2,4**	**127.979**	**86.833**	**+47,4**
Nissan	**1,7**	**1,7**	**16.454**	**9.744**	**+68,9**	**2,3**	**2,6**	**106.400**	**94.408**	**+12,7**
Jaguar Land Rover Group	**1,5**	**0,9**	**14.702**	**5.215**	**+181,9**	**1,7**	**1,6**	**78.070**	**55.739**	**+40,1**
Land Rover	1,1	0,7	10.348	3.694	+180,1	1,3	1,1	59.052	39.159	+50,8
Jaguar	0,4	0,3	4.354	1.521	+186,3	0,4	0,5	19.018	16.580	+14,7
Mazda	**1,3**	**1,3**	**12.983**	**6.983**	**+85,9**	**1,2**	**1,2**	**55.568**	**42.519**	**+30,7**
Mitsubishi	**0,6**	**1,1**	**6.219**	**6.352**	**-2,1**	**0,6**	**1,1**	**27.453**	**40.449**	**-32,1**
Honda	**0,6**	**0,4**	**5.603**	**2.152**	**+160,4**	**0,5**	**0,6**	**22.628**	**21.980**	**+2,9**

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