Press Release

THE EUROPEAN CAR MARKET POSTED A FALSE POSITIVE MARCH 2021, WITH VOLUMES CUT BY HALF IN MARCH 2020 AND DOWN 22% ON MARCH 2019

A result that barely makes up for the losses of the first two months of the year, closing the first quarter at +0.9%, but with volumes down 26% compared to Q1 2019. The recovery time for the market will be gradual and strongly influenced by measures to support demand in a climate profoundly marked by uncertainty

Turin, April 16th 2021 – According to figures released today by ACEA, across the **European Union as a whole, including EFTA and the UK**[1] in March, new car registrations totalled 1,387,924 units, an increase of 62.7% compared to March 2020, a month that was heavily impacted by the first restrictive measures aimed at curbing the spread of coronavirus infection and closed at -51.8%.

In the first quarter of 2021, registered volumes reached 3,080,751 units, a positive change of 0.9% compared to the same period last year.

"*After the severe downturns in January (-25.7%) and February (-20.3%), the European car market returned to growth in March thanks to the comparison with March 2020 with exceptionally low volumes due to the first restrictions introduced in most European markets to tackle the Covid-19 contagion* - said **Paolo Scudieri**, President of ANFIA.

Compared to March 2019, however, the third month of 2021 was down 22%, a sign that the heavy losses of March 2020 (918,000 fewer units registered compared to the same month of the previous year) were only partly offset (in March 2021, trend growth in volumes amounted to 535,000 more units). Three of the five major markets (including the UK) - which together represented 73.1% of total registrations - recorded triple-digit increases: Italy reported the highest growth (+497.2%), followed by France (+191.7%) and Spain (+128%), while Germany (+35.9%) and the UK (+11.5%) recorded double-digit growth.

The recovery of the market will be gradual and heavily influenced by measures to support purchasing needs in a context profoundly marked by uncertainty. The varying speeds of vaccination campaigns in individual countries, the non-resolved supply crisis of some raw materials, adding to the logistical difficulties of trade with the Far East, and the proposed recovery plans of the EU member states to be submitted to the European Parliament by the end of this month, from which effective industrial policies for the sector are expected. All this while the technological revolution of the automotive

[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 available now.

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industry continues, facing increasingly important challenges even for a deeply innovative business like ours. Among the future challenges will be the European Commission's proposal for a potential revision of the CO_2 emission reduction targets for new passenger cars and light commercial vehicles for 2025 and 2030, expected in June 2021. This proposal will inevitably have to be accompanied by a thorough revision of the DAFI (Energy Efficiency Directive) for infrastructural development linked to the expansion of alternative fuel vehicles, and electrified cars in particular".

In **Italy**, total registrations in March 2021 amounted to 169,684 units, +497.2% compared to March 2020, but down 12.6% compared to the same month in 2019. In the first three months of 2021, total vehicle registrations amounted to 446,978 units, up 28.7% compared to volumes in the same period of 2020 (-16.9% compared to Q1 2019).

According to the latest ISTAT data, in March, the **national consumer price index** rose by 0.3% monthly and by 0.8% annually (from +0.6% in February). The slight increase in inflation was mainly due to the reversal in prices of unregulated energy goods, rising from -3.6% to +1.7%, and to a lesser extent, the increase in services related to transportation, from +1% to +2.2%. In the unregulated energy goods sector, looking at the trend in fuel prices, the trend in petrol prices reversed (from -4% to +2.7%; +4.2% in February) as did those of diesel (from -5.5% to +1.7%; +4.4% on the previous month), while the growth in other fuels increased (from +1% to +4.5%; +1.7% in February).

A breakdown of the market by **fuel type** shows that traditional fuels continued to fall during the month, while the rise of electrified cars continued. For the second month in a row, new diesel cars fell below the 25% mark in March, accounting for only 24.1% of the March market and a quarter of all vehicles registered in the first quarter of 2021. The share of petrol cars was also lower than in previous months: 31.2% in the month and 33.3% in Q1. By contrast, alternative fuels accounted for 44.7% of March 2021 and 41.7% in Q1. Electrified cars accounted for more than a third of the market (36% in the month and 33.5% in Q1). Of these, non-rechargeable hybrids accounted for 27.3% of the March market - surpassing the share of diesel for the second month in a row - and 27% of the quarter's registrations. Rechargeable hybrids, on the other hand, accounted for 8.7% of the market. Plug-in hybrids accounted for 4.4% for the month and 3.6% for the quarter, while electric cars accounted for 4.3% for the month and 3% for the quarter. Finally, gas-powered vehicles accounted for 8.7% of the March market and 8.2% in the quarter. LPG vehicles had a 6.1% share in the month and 5.8% year-to-date, and CNG vehicles 2.6% in the month and 2.4% in the first quarter.

The **Stellantis Group** recorded 292,149 new registrations in Europe during March (+140.9%), with a market share of 21% (14.2% in March 2020). The Stellantis Group was the second-largest automotive group. For the period January to March 2021, volumes totalled 669,676 units (+7.4%), with a share of 21.7% (20.4% in Q1 2020).

Spain totalled 85,819 registrations in March 2021, up 128% in March 2020, but 30% less than in March 2019. In the first quarter of the year, the market was subsequently down 14.9%, with 186,061 units registered.

According to the Spanish Association of Automobile and Truck Manufacturers (ANFAC), a comparison of sales in the first quarter of 2021 with those of the same period in 2019 shows that recovery is still a long way off: with a drop of more than 40%, there is no sign, in the short term, to suggest that this reduction, in the market will be offset in the coming months. The recovery of the automotive industry is linked to that of the tourism sector and developments in consumer confidence, and these indicators are, in turn, highly dependent on vaccination rates and the general economic climate. In addition, we should not forget that registration tax increased in January and that the RENOVE plan was halted without having used up the entire budget. It will be necessary to wait until at least the second half of the year to see improving data, which is why ANFAC has revised its forecasts downwards on registrations for 2021, estimating 925,000 units, 26% less than in 2019.

In detail, according to sales channels, in March, there were 33,955 sales to private individuals (39.6% share), 31,889 sales to companies (37.1%) and 19,975 sales for rental (23.3%), while the cumulative market was divided between 76,142 sales to private individuals (down 22.8%), 76,395 sales to companies (-1.4%) and 33,524 sales for rental (-21.3%).

March saw an increase in registrations of cars of all fuel types. Petrol cars had a 48.7% market share, diesel 21.7%, non-rechargeable hybrids 21.9%, rechargeable hybrids 4.1%, electric 2.4% and gas 1.1%. In the first quarter of 2021, registrations of diesel, petrol and electric cars fell, while those of hybrids and gas increased.

The average CO_2 emissions of new cars stood at 126.9 g/km in March and 127.5 g/km since the start of the year.

In **France**, 182,774 new registrations were recorded in March 2021, up 191.7% compared to March 2020, the first increase in eight months. In the first quarter of the year, the increase was 21.1%, with 441,791 registrations.

According to CCFA estimates, the used car market registered 591,000 units in March; this was up 76.8% compared to the same month in 2020. In the January to March 2021 period, total volumes stood at 1,571,065 units, up 17.9% on the same period last year.

In the new car market, registration of all fuel types was up, with petrol accounting for 42.6% of registrations. Hybrids (23.7% share) outnumbered diesel (23.3% share): rechargeable cars had a share of 7.6% and non-rechargeable vehicles 16%. Finally, electric cars made up 8.5% of the market and gas cars 2%. Sales of all fuel types were also up in the first quarter, except for diesel, which fell by 11%.

In the **German** market, 292,349 units were registered in March (+35.9%). From January to March 2021, the number of registrations stood at 656,452 and was down 6.4%.

Looking at sales channels, cars registered to companies account for 65.4%, compared to 34.5% for vehicles registered to private individuals.

With 30,101 new registrations (+191%), electric cars achieved a market share of 10.3%. A total of 81,220 hybrid cars were registered during the month, up 183% and 27.8% market share. Plug-ins were 35,580, up 277.5%, with a 12.2% share. However, internal combustion cars still made up much of the market. 39.4% of new cars were petrol (115,174 cars, +7.1%) and 22.1% diesel (64,518 cars, -5%). Gas cars represented 0.4% of the market: 674 LPG cars (0.2%) and 571 CNG cars (0.2%).

The average CO_2 emissions of new cars registered in March 2021 were 126.2 g/km.

The used car market also rose sharply: +45.4% in the month with a total of 672,432 transfers of ownership, while the first quarter ended with a negative sign (1,583,639 transfers, down 4.6% compared to Q1 2020).

Finally, the **United Kingdom** market totalled 283,964 cars in March, up 11.5% on March 2020 but down 36.9% on the March average for the last ten years. In the first three months of the year, registrations stood at 425,525, 12% lower than in Q1 2020, a loss of more than 58,000 units and, according to the British Automotive Association SMMT, £1.8 billion in industry turnover. To return to pre-pandemic market levels, according to SMMT, would require 8,300 registrations for every working day between now and the end of the year.

SMMT itself points out that last year was the most difficult in modern history, and the automotive sector, like many others, suffered hard. However, with dealerships reopening from April 12th, there is optimism that consumer confidence is returning and therefore, the market will recover. According to SMMT, next month will see record growth, as April 2020 saw low volumes, but for the market to be sustainable, consumers need to react positively to the wide range of offerings that manufacturers are making available at dealerships. New plug-in models are already driving a gradual recovery but, to encourage more buyers, it will be essential to assure them that new technologies meet their driving needs. This means, above all, ensuring adequate recharging infrastructures, both in terms of number and coverage.

The growth in sales recorded during the month was due to the fleet channel, which closed the month at +28.7% and accounted for 53.3% of the market; company cars also performed well, up 18.6% with a penetration share of 2%, while sales to private individuals remained depressed, down 4.1%, accounting for 44.7% of the total registered.

By fuel type, there was a drop in the number of diesel cars: -31.4% in March and -46.9% year-to-date, with a share of 10.8% for the month and 11.4% for the three months; sales of petrol cars fell by 10% in March, with a 48.4% share, and lost 28.4% year-to-date, with a 49.2% share. Plug-in hybrids, on the other hand, recorded the highest growth ever in terms of volume. Plug-in hybrids were up 152.2% in the month (6.1% share) and up 93.6% in the quarter, with 6.3% of the market. BEVs, which accounted for 7.7% of the market in March, also reported significant growth. BEVs were up 88% for the month and 74% for the quarter. In March, triple-digit growth was recorded for diesel mild-hybrids, up 127.5%, and petrol mild-hybrids, up 140.9%, while full-hybrids closed the month up 42%. Since the beginning of the year, sales of full-hybrids have grown by 11.6%, with a market share of 7.4%. Diesel-powered mild-hybrids have increased by 88% and represent 7.6% of the total market, while petrol-powered mild-hybrids have increased by 101% and represent 10.7% of the total market.

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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

	Marzo/March		% Chg	Gennaio-Marzo/January-March		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	29.526	10.654	+177,1	63.522	54.680	+16,2
BELGIUM	44.966	28.801	+56,1	119.237	127.416	-6,4
BULGARIA	2.155	1.609	+33,9	5.584	5.927	-5,8
CROATIA	4.149	2.716	+52,8	10.468	10.001	+4,7
CYPRUS	964	742	+29,9	2.699	2.941	-8,2
CZECH REPUBLIC	20.053	13.685	+46,5	49.534	50.194	-1,3
DENMARK	23.736	15.178	+56,4	43.900	48.847	-10,1
ESTONIA	2.116	1.685	+25,6	5.728	5.647	+1,4
FINLAND	10.428	9.200	+13,3	27.978	28.272	-1,0
FRANCE	182.774	62.668	+191,7	441.791	364.679	+21,1
GERMANY	292.349	215.119	+35,9	656.452	701.362	-6,4
GREECE	8.984	3.743	+140,0	23.439	21.390	+9,6
HUNGARY	12.434	11.479	+8,3	32.194	32.671	-1,5
IRELAND	9.230	6.007	+53,7	48.139	49.795	-3,3
ITALY	169.684	28.415	+497,2	446.978	347.406	+28,7
LATVIA	1.375	1.067	+28,9	3.442	3.870	-11,1
LITHUANIA	3.073	2.236	+37,4	7.614	10.728	-29,0
LUXEMBOURG	4.967	2.798	+77,5	12.456	11.912	+4,6
NETHERLANDS	24.186	29.496	-18,0	80.885	103.203	-21,6
POLAND	47.849	29.657	+61,3	117.865	107.636	+9,5
PORTUGAL	12.699	10.596	+19,8	31.039	45.282	-31,5
ROMANIA	7.861	6.654	+18,1	20.762	27.979	-25,8
SLOVAKIA	6.542	5.013	+30,5	15.402	18.996	-18,9
SLOVENIA	7.067	2.743	+157,6	16.291	14.508	+12,3
SPAIN	85.819	37.643	+128,0	186.061	218.703	-14,9
SWEDEN	47.460	27.649	+71,7	90.870	66.141	+37,4
EUROPEAN UNION (EU)	**1.062.446**	**567.253**	**+87,3**	**2.560.330**	**2.480.186**	**+3,2**
EU14[2]	946.808	487.967	+94,0	2.272.747	2.189.088	+3,8
EU12[3]	115.638	79.286	+45,8	287.583	291.098	-1,2
ICELAND	*957*	*1.078*	*-11,2*	*2.090*	*2.482*	*-15,8*
NORWAY	*15.321*	*12.451*	*+23,1*	*36.309*	*32.358*	*+12,2*
SWITZERLAND	*25.236*	*17.556*	*+43,7*	*56.497*	*55.452*	*+1,9*
EFTA	41.514	31.085	+33,5	94.896	90.292	+5,1
UNITED KINGDOM	283.964	254.684	+11,5	425.525	483.557	-12,0
TOTAL (EU + EFTA + UK)	**1.387.924**	**853.022**	**+62,7**	**3.080.751**	**3.054.035**	**+0,9**
WESTERN EUROPE (EU14 + EFTA + UK)	1.272.286	773.736	+64,4	2.793.168	2.762.937	+1,1

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

ANFIA
Associazione Nazionale Filiera Industria Automobilistica

EU 27[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 27[1] - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Marzo/March					Gennaio-Marzo/January-March				
	% 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	**25,3**	**29,1**	**269.035**	**165.141**	**+62,9**	**25,4**	**26,7**	**652.126**	**661.495**	**-1,4**
VOLKSWAGEN	11,2	12,7	119.395	71.978	+65,9	11,2	12,0	287.250	296.880	-3,2
SKODA	5,3	6,5	56.621	36.654	+54,5	5,6	5,7	142.961	140.330	+1,9
AUDI	4,8	5,6	51.174	32.006	+59,9	4,7	5,0	120.426	123.019	-2,1
SEAT[2]	3,4	3,6	35.646	20.667	+72,5	3,4	3,6	86.740	88.166	-1,6
PORSCHE	0,6	0,6	5.919	3.606	+64,1	0,5	0,5	13.995	12.265	+14,1
OTHERS[3]	0,0	0,0	280	230	+21,7	0,0	0,0	754	835	-9,7
STELLANTIS	**23,7**	**16,0**	**251.489**	**90.664**	**+177,4**	**23,6**	**22,4**	**604.629**	**554.456**	**+9,0**
PEUGEOT	7,2	5,1	76.320	28.749	+165,5	7,6	6,8	195.514	168.719	+15,9
FIAT	5,0	2,9	52.935	16.556	+219,7	4,8	4,6	123.636	113.514	+8,9
CITROEN	4,7	3,1	49.953	17.693	+182,3	4,6	4,4	117.010	109.690	+6,7
OPEL/VAUXHALL	4,4	3,6	46.263	20.262	+128,3	4,1	4,3	106.203	105.795	+0,4
JEEP	1,3	0,7	14.242	3.849	+270,0	1,3	1,0	33.318	24.363	+36,8
LANCIA/CHRYSLER	0,5	0,1	5.094	517	+885,3	0,5	0,5	13.013	12.724	+2,3
DS	0,4	0,4	3.874	2.046	+89,3	0,4	0,5	9.291	12.070	-23,0
ALFA ROMEO	0,2	0,2	2.452	894	+174,3	0,2	0,3	5.846	6.991	-16,4
OTHERS[4]	0,0	0,0	356	98	+263,3	0,0	0,0	798	590	+35,3
RENAULT Group	**9,3**	**9,4**	**98.659**	**53.413**	**+84,7**	**9,6**	**10,0**	**244.908**	**247.981**	**-1,2**
RENAULT	6,3	6,4	66.874	36.181	+84,8	6,2	6,9	159.995	170.606	-6,2
DACIA	3,0	3,0	31.459	16.969	+85,4	3,3	3,1	84.276	76.620	+10,0
LADA	0,0	0,0	166	170	-2,4	0,0	0,0	323	564	-42,7
ALPINE	0,0	0,0	160	93	+72,0	0,0	0,0	314	191	+64,4
HYUNDAI Group	**7,2**	**7,9**	**76.023**	**44.997**	**+69,0**	**7,1**	**7,3**	**182.471**	**179.911**	**+1,4**
HYUNDAI	3,7	3,6	39.772	20.429	+94,7	3,6	3,7	91.601	91.532	+0,1
KIA	3,4	4,3	36.251	24.568	+47,6	3,5	3,6	90.870	88.379	+2,8
BMW Group	**6,7**	**7,7**	**70.790**	**43.563**	**+62,5**	**6,8**	**6,5**	**174.300**	**160.516**	**+8,6**
BMW	5,3	6,2	56.020	35.248	+58,9	5,5	5,3	142.192	132.485	+7,3
MINI	1,4	1,5	14.770	8.315	+77,6	1,3	1,1	32.108	28.031	+14,5
TOYOTA Group	**5,7**	**5,9**	**60.443**	**33.406**	**+80,9**	**6,3**	**6,0**	**160.309**	**147.991**	**+8,3**
TOYOTA	5,4	5,6	57.414	31.595	+81,7	5,9	5,6	152.442	139.442	+9,3
LEXUS	0,3	0,3	3.029	1.811	+67,3	0,3	0,3	7.867	8.549	-8,0
DAIMLER	**6,1**	**11,0**	**64.380**	**62.130**	**+3,6**	**5,9**	**6,7**	**151.485**	**166.734**	**-9,1**
MERCEDES	5,7	10,8	60.665	61.003	-0,6	5,6	6,6	142.925	163.471	-12,6
SMART	0,3	0,2	3.715	1.127	+229,6	0,3	0,1	8.560	3.263	+162,3
FORD	**4,3**	**4,2**	**45.954**	**23.967**	**+91,7**	**4,7**	**4,7**	**120.192**	**115.781**	**+3,8**
VOLVO CAR CORP.	**2,8**	**2,9**	**29.548**	**16.539**	**+78,7**	**2,6**	**2,2**	**67.880**	**53.761**	**+26,3**
NISSAN	**2,3**	**2,4**	**24.229**	**13.650**	**+77,5**	**2,1**	**2,5**	**53.964**	**61.209**	**-11,8**
MAZDA	**1,1**	**1,1**	**12.037**	**6.506**	**+85,0**	**1,0**	**1,1**	**26.837**	**27.606**	**-2,8**
JAGUAR LAND ROVER Group	**0,9**	**1,0**	**9.380**	**5.845**	**+60,5**	**0,7**	**0,8**	**19.163**	**20.759**	**-7,7**
LAND ROVER	0,7	0,7	6.928	3.977	+74,2	0,6	0,6	14.519	14.554	-0,2
JAGUAR	0,2	0,3	2.452	1.868	+31,3	0,2	0,3	4.644	6.205	-25,2
MITSUBISHI	**0,6**	**1,2**	**5.862**	**7.064**	**-17,0**	**0,5**	**1,1**	**13.441**	**26.286**	**-48,9**
HONDA	**0,3**	**0,5**	**3.431**	**2.826**	**+21,4**	**0,3**	**0,5**	**8.594**	**12.497**	**-31,2**

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	**24,6**	**27,4**	**341.450**	**234.011**	**+45,9**	**25,0**	**26,3**	**771.865**	**802.748**	**-3,8**
VOLKSWAGEN	10,6	11,6	147.055	98.722	+49,0	10,7	11,6	331.355	353.056	-6,1
SKODA	4,9	5,6	67.747	48.140	+40,7	5,3	5,4	162.604	164.030	-0,9
AUDI	5,2	6,0	72.496	51.346	+41,2	5,0	5,3	155.531	160.819	-3,3
SEAT[2]	3,3	3,5	45.166	29.458	+53,3	3,3	3,5	102.728	107.255	-4,2
PORSCHE	0,6	0,7	8.347	5.868	+42,2	0,6	0,5	18.296	16.117	+13,5
OTHERS[3]	0,0	0,1	639	477	+34,0	0,0	0,0	1.351	1.471	-8,2
STELLANTIS	**21,0**	**14,2**	**292.149**	**121.293**	**+140,9**	**21,7**	**20,4**	**669.676**	**623.447**	**+7,4**
PEUGEOT	6,4	4,3	88.533	36.551	+142,2	7,0	6,1	215.470	186.173	+15,7
OPEL/VAUXHALL	4,5	3,9	63.048	33.233	+89,7	4,3	4,4	132.862	134.334	-1,1
FIAT	4,1	2,4	56.441	20.639	+173,5	4,2	4,0	128.993	121.952	+5,8
CITROEN	4,1	2,6	56.377	21.907	+157,3	4,1	3,9	126.866	119.865	+5,8
JEEP	1,1	0,5	15.192	4.463	+240,4	1,1	0,9	35.030	26.320	+33,1
LANCIA/CHRYSLER	0,4	0,1	5.094	517	+885,3	0,4	0,4	13.013	12.725	+2,3
DS	0,3	0,3	4.182	2.427	+72,3	0,3	0,4	9.896	13.083	-24,4
ALFA ROMEO	0,2	0,2	2.800	1.358	+106,2	0,2	0,3	6.509	8.167	-20,3
OTHERS[4]	0,0	0,0	482	198	+143,4	0,0	0,0	1.037	828	+25,2
RENAULT Group	**7,8**	**7,5**	**108.378**	**63.620**	**+70,4**	**8,4**	**8,8**	**260.219**	**268.329**	**-3,0**
RENAULT	5,3	5,0	73.807	42.890	+72,1	5,5	6,0	170.612	184.330	-7,4
DACIA	2,5	2,4	34.200	20.433	+67,4	2,9	2,7	88.913	83.180	+6,9
ALPINE	0,0	0,0	205	127	+61,4	0,0	0,0	371	255	+45,5
LADA	0,0	0,0	166	170	-2,4	0,0	0,0	323	564	-42,7
BMW Group	**7,5**	**8,5**	**103.639**	**72.694**	**+42,6**	**7,3**	**7,1**	**226.567**	**216.976**	**+4,4**
BMW	5,8	6,5	80.702	55.204	+46,2	5,9	5,7	182.401	174.566	+4,5
MINI	1,7	2,1	22.937	17.490	+31,1	1,4	1,4	44.166	42.410	+4,1
HYUNDAI Group	**7,1**	**7,9**	**98.599**	**67.181**	**+46,8**	**7,2**	**7,3**	**221.860**	**222.022**	**-0,1**
KIA	3,5	4,5	48.468	38.207	+26,9	3,7	3,7	113.812	113.026	+0,7
HYUNDAI	3,6	3,4	50.131	28.974	+73,0	3,5	3,6	108.048	108.996	-0,9
TOYOTA Group	**5,9**	**6,2**	**82.357**	**53.046**	**+55,3**	**6,3**	**6,1**	**194.815**	**185.182**	**+5,2**
TOYOTA	5,5	5,7	76.679	48.529	+58,0	5,9	5,6	183.069	171.811	+6,6
LEXUS	0,4	0,5	5.678	4.517	+25,7	0,4	0,4	11.746	13.371	-12,2
DAIMLER	**6,4**	**9,5**	**89.470**	**80.802**	**+10,7**	**6,2**	**6,7**	**189.926**	**204.961**	**-7,3**
MERCEDES	6,2	9,3	85.480	79.509	+7,5	5,9	6,6	180.928	201.303	-10,1
SMART	0,3	0,2	3.990	1.293	+208,6	0,3	0,1	8.998	3.658	+146,0
FORD	**5,0**	**5,1**	**68.913**	**43.292**	**+59,2**	**5,1**	**5,3**	**157.849**	**160.808**	**-1,8**
VOLVO CAR CORP.	**2,9**	**2,9**	**40.843**	**24.603**	**+66,0**	**2,9**	**2,4**	**88.078**	**72.065**	**+22,2**
NISSAN	**2,8**	**3,2**	**39.477**	**27.033**	**+46,0**	**2,5**	**2,9**	**77.289**	**87.272**	**-11,4**
JAGUAR LAND ROVER Group	**2,1**	**2,7**	**29.491**	**23.434**	**+25,8**	**1,5**	**1,6**	**47.091**	**50.350**	**-6,5**
LAND ROVER	1,7	2,0	23.000	16.719	+37,6	1,2	1,2	36.763	35.708	+3,0
JAGUAR	0,5	0,8	6.491	6.715	-3,3	0,3	0,5	10.328	14.642	-29,5
MAZDA	**1,2**	**1,3**	**16.816**	**11.201**	**+50,1**	**1,1**	**1,2**	**33.959**	**36.202**	**-6,2**
MITSUBISHI	**0,6**	**1,2**	**7.909**	**10.228**	**-22,7**	**0,5**	**1,1**	**16.792**	**32.610**	**-48,5**
HONDA	**0,5**	**0,9**	**6.866**	**7.553**	**-9,1**	**0,5**	**0,7**	**13.883**	**22.424**	**-38,1**

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

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

	Marzo/March					Gennaio-Marzo/January-March				
	% 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	**23,9**	**27,0**	**304.571**	**208.941**	**+45,8**	**24,4**	**25,7**	**681.230**	**710.096**	**-4,1**
VOLKSWAGEN	10,7	11,8	136.250	91.402	+49,1	10,9	11,7	304.044	324.375	-6,3
AUDI	5,4	6,4	69.081	49.430	+39,8	5,3	5,6	147.444	154.315	-4,5
SKODA	3,8	4,4	48.367	34.148	+41,6	4,1	4,1	114.793	113.377	+1,2
SEAT[2]	3,3	3,6	42.401	27.926	+51,8	3,4	3,7	96.467	101.414	-4,9
PORSCHE	0,6	0,7	7.874	5.606	+40,5	0,6	0,6	17.223	15.263	+12,8
OTHERS[3]	0,0	0,1	598	429	+39,4	0,0	0,0	1.259	1.352	-6,9
STELLANTIS	**21,8**	**14,4**	**277.345**	**111.491**	**+148,8**	**22,7**	**21,1**	**633.446**	**583.823**	**+8,5**
PEUGEOT	6,6	4,4	84.412	33.761	+150,0	7,3	6,4	204.783	176.151	+16,3
OPEL/VAUXHALL	4,7	4,0	59.820	30.979	+93,1	4,5	4,6	125.571	126.248	-0,5
FIAT	4,2	2,4	53.525	18.520	+189,0	4,3	4,0	121.378	110.763	+9,6
CITROEN	4,2	2,6	53.630	20.104	+166,8	4,3	4,1	120.437	112.836	+6,7
JEEP	1,1	0,5	13.763	3.792	+262,9	1,1	0,9	31.675	23.708	+33,6
LANCIA/CHRYSLER	0,4	0,1	5.094	516	+887,2	0,5	0,5	13.008	12.721	+2,3
DS	0,3	0,3	4.115	2.404	+71,2	0,3	0,5	9.705	12.935	-25,0
ALFA ROMEO	0,2	0,2	2.524	1.228	+105,5	0,2	0,3	5.891	7.669	-23,2
OTHERS[4]	0,0	0,0	462	187	+147,1	0,0	0,0	998	792	+26,0
RENAULT Group	**7,7**	**6,9**	**97.597**	**53.770**	**+81,5**	**8,4**	**8,4**	**234.745**	**233.038**	**+0,7**
RENAULT	5,5	5,0	69.512	39.061	+78,0	5,8	6,1	160.809	169.582	-5,2
DACIA	2,2	1,9	27.724	14.413	+92,4	2,6	2,3	73.266	62.672	+16,9
ALPINE	0,0	0,0	204	126	+61,9	0,0	0,0	367	250	+46,8
LADA	0,0	0,0	157	170	-7,6	0,0	0,0	303	534	-43,3
BMW Group	**7,8**	**9,0**	**98.936**	**69.632**	**+42,1**	**7,7**	**7,5**	**214.409**	**206.806**	**+3,7**
BMW	6,0	6,8	76.402	52.452	+45,7	6,1	6,0	171.246	165.351	+3,6
MINI	1,8	2,2	22.534	17.180	+31,2	1,5	1,5	43.163	41.455	+4,1
HYUNDAI Group	**6,7**	**7,5**	**85.655**	**57.829**	**+48,1**	**6,8**	**6,9**	**189.207**	**189.559**	**-0,2**
KIA	3,3	4,3	42.577	33.200	+28,2	3,5	3,5	98.471	97.774	+0,7
HYUNDAI	3,4	3,2	43.078	24.629	+74,9	3,2	3,3	90.736	91.785	-1,1
DAIMLER	**6,6**	**7,0**	**84.586**	**53.904**	**+56,9**	**6,3**	**6,2**	**177.119**	**171.611**	**+3,2**
MERCEDES	6,3	6,8	80.608	52.775	+52,7	6,0	6,1	168.158	168.178	-0,01
SMART	0,3	0,1	3.978	1.129	+252,3	0,3	0,1	8.961	3.433	+161,0
TOYOTA Group	**5,4**	**5,7**	**68.816**	**44.345**	**+55,2**	**5,7**	**5,6**	**159.377**	**153.459**	**+3,9**
TOYOTA	5,0	5,2	63.882	40.382	+58,2	5,4	5,1	149.871	141.946	+5,6
LEXUS	0,4	0,5	4.934	3.963	+24,5	0,3	0,4	9.506	11.513	-17,4
FORD	**5,1**	**5,3**	**64.370**	**41.373**	**+55,6**	**5,2**	**5,5**	**145.313**	**152.717**	**-4,8**
VOLVO CAR CORP.	**3,0**	**3,0**	**38.218**	**22.854**	**+67,2**	**2,9**	**2,4**	**82.169**	**67.142**	**+22,4**
NISSAN	**2,9**	**3,3**	**37.001**	**25.498**	**+45,1**	**2,6**	**2,9**	**72.003**	**81.122**	**-11,2**
JAGUAR LAND ROVER Group	**2,3**	**3,0**	**28.886**	**22.946**	**+25,9**	**1,6**	**1,8**	**45.716**	**48.759**	**-6,2**
LAND ROVER	1,8	2,1	22.511	16.348	+37,7	1,3	1,2	35.633	34.530	+3,2
JAGUAR	0,5	0,9	6.375	6.598	-3,4	0,4	0,5	10.083	14.229	-29,1
MAZDA	**1,2**	**1,3**	**15.367**	**10.387**	**+47,9**	**1,1**	**1,2**	**30.380**	**32.893**	**-7,6**
MITSUBISHI	**0,6**	**1,3**	**7.472**	**9.811**	**-23,8**	**0,6**	**1,1**	**15.476**	**30.288**	**-48,9**
HONDA	**0,5**	**0,9**	**6.135**	**6.581**	**-6,8**	**0,4**	**0,7**	**12.121**	**19.102**	**-36,5**

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