Press Release

LOWEST OCTOBER FOR THE EUROPEAN CAR MARKET: -29.3%, WORST RESULT EVER

The major European countries have in common the difficulties generated by the shortage of semiconductors, a situation that will continue in 2022 and that weighs down the context in which the sector is facing the energy transition challenge. In this regard, it is surprising that the Italian government, committed to the country's economic planning, has not included any measures to support the sector, either in terms of supply or demand, in the current draft of the 2022 Budget Law

Turin, 18th November 2021 – According to figures released today by ACEA, in the total number of **EU countries, including EFTA and the United Kingdom[1],** car registrations amounted to 798,693 units in October, 29.3% less than in October 2020.

In the first ten months of 2021, registered volumes reached 9,960,706 units, a positive change of 2.7% compared to the same period last year (but -25.3% compared to January-October 2019).

"In October, the European car market continued its downward trend (-29.3%) for the fourth month in a row. Hence, the sharp declines in the July-August-September quarter, reaching its lowest volumes for the tenth month of the year since ACEA began its analysis, stated **Paolo Scudieri**, **President of ANFIA**. *Most countries recorded double-digit declines, including the five major markets (including the UK): Italy, which is in the fourth position in terms of registration volumes, recorded the worst performance (-35.7%), followed by Germany (-34.9%), France (-30.7%), UK (-24.6%) and Spain (-20.5%). For these five markets as a whole, the drop in registrations, -31.1%, is more severe than the EU average, and their overall share of total registrations stands at 70.6%.*

What the major European countries have in common are the difficulties generated by the shortage of semiconductors. This deadlock will likely continue into 2022, putting a severe strain on the automotive production and distribution chain. The number of chips installed in a car ranges from a minimum of 50 to a maximum of around 3,000 - slowing the pace of deliveries and raising concerns for the future, given that electrified, connected vehicles equipped with advanced driver assistance systems will require an increasing number of chips.

This is the context in which the automotive industry is facing, the energy transition challenge, a transition of epochal proportions in the face of which we are surprised that

[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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the Italian government, currently engaged in the country's economic planning. But unfortunately, the government has not included any measures to support the sector in the current draft of the 2022 Budget Law, either in supply or demand, despite the various proposals for action discussed at the Automotive Roundtable at the Ministry of Economic Development. This absence makes Italy the only country not to have at this stage, measures to encourage demand for zero- and low-emission vehicles according to a multi-year plan, after the recent exhaustion of Ecobonus funds and the excellent results obtained on the market thanks to its implementation".

In **Italy**, total registrations in October 2021 stood at 101,015 units (-35.7%). In the first ten months of 2021, there were 1,266,629 total registrations, an increase of 12.7% compared to volumes in the same period of 2020, which were very low due to the effects of the pandemic containment measures. However, when compared to 2019, January-October 2021 volumes are down 22%.

According to the latest ISTAT data, the **national consumer price index** rose by 0.7% month-on-month and 3% year-on-year in October (from +2.5% the previous month). The further acceleration in inflation was largely due to prices of energy goods (+20.2% in September to +24.9%), both regulated components (+34.3% to +42.3%) and the prices of the unregulated components (+13.3% to +15%). In the latter sector, looking at the trend in fuel prices, the prices of Diesel accelerated (from +17.9% to +23.5%; +3.6% on a monthly basis), those of Petrol (from +18.4% to +22.1%; +2.9% compared to the previous month), and the prices of other fuels (from +17% to +33%; +13.6% compared to September).

Analysing the market by **fuel type**, diesel cars, down 63.5% in October, accounted for 17.3% of the month's market and 22.7% of the market in the first ten months of 2021, the segment that suffered the most significant losses (-25%). Petrol cars were also down, with -47% and -26.1% share in October and -12.3% in the first ten months, with 30.4% share (9 percentage points less than January-October 2020). On the other hand, registration of alternative fuel cars accounted for 56.6% market share in October 2021 and 46.9% in the first ten months, down 3.8% and up 97.1% since the start of the year. Electrified vehicles accounted for 47.4% of the October market and 37.6% in the first ten months. Among these, non-rechargeable hybrids fell by 8.8% in October to 35.1% share, growing 122% over the year to 28.7% share. Rechargeable cars, the only segment with a positive sign, increased 89.2% in October and 8.9% in the first ten months of the year (plug-in hybrids 5.2% in October and 4.6% in the year-to-date period, and electric cars 7% in October and 4.3% in the year-to-date period). Lastly, gas-powered vehicles accounted for 9.2% of the market in October and 9.3% in the first ten months, with LPG cars accounting for 7.8% of the market in October and 7.1% in the first ten months of the year, and natural gas cars for 1.4% in October and 2.2% in the first ten months. Sales of LPG vehicles fell (-31.4%) but have increased since the beginning of the year (+19.5%), while sales of CNG vehicles fell 44.3% in October and increased by 8% over the year.

In Europe, the **Stellantis Group** recorded 165,866 registrations in October 2021 (-31.6%), with a market share of 20.8%. In January-October 2021, volumes amounted to 2,029,330 units (+3.2%), with a share of 20.4% (it was 20.3% in the first ten months of 2020).

Spain totalled 59,044 registrations in October 2021, 20.5% less than in the same month last year and 37% less than in October 2019.

In the first ten months of the year, the market is up 5.6%, with 706,998 units registered (but down 33% compared to January-October 2019), moving away from the one-million-unit mark.

Spanish automotive association ANFAC points out that microchip shortages and the economic crisis continue to impact car registration numbers, especially in the private channel. At the same time, sales of older used vehicles have skyrocketed. Furthermore, the upturn in employment has led to increased personal mobility, especially in large urban centres. This demonstrates that a car is still a convenient option for citizens. However, given the uncertainty of the current situation, they prefer to opt for older and more polluting vehicles to meet their needs, thus jeopardising environmental objectives.

In detail, according to sales channels, the October market is broken down into 31,066 sales to private individuals (-18.2% and 53% share), 24,249 sales to companies (-27.3% and 41% share) and 3. 729 rental sales (+29.3% and 6% share), while in the aggregate it is divided into 296,387 sales to private individuals (-12% and 42% share), 265,578 sales to companies (+6.9% and 38% share) and 145,033 rental sales (+71.6% and 20% share).

Since the beginning of the year, petrol cars accounted for 40.3% of the market in October (-29.6%) and 46.4% in the year. The beginning of the year was -5.6%. Non-rechargeable hybrids accounted for 29.4% of the month's market (+32.7%) and 24.9% of the year-to-date market (+76.7%). Diesel cars accounted for 17.6% of the market in October (-51.2%) and 20% in the first ten months of 2021 (-24.7%), followed by plug-in hybrids (7.1% in the month and 4.8% in the aggregate), plug-in hybrids (7.1% month-on-month and 4.8% cumulative), electric (4% month-on-month and 2.5% cumulative) and gas cars (1.6% month-on-month and 1.5% cumulative).

Average CO_2 emissions from new cars stood at 120 g/km in October and 125 g/km in the first ten months of 2021.

In **France**, 118,519 new registrations were recorded in October 2021, down 30.7% compared to October 2020.

In the first ten months of the year, total volumes were 3.1% higher than in January-October 2020, at 1,378,892 registrations.

By fuel type, petrol cars (-43%, with 36% share) and diesel cars (-57.8%, with 19.3% share) fell in October 2021. Alternative fuelled cars grew 26% for the month, with 44.7% share, and 88% since the start of the year, with 37.3% market share. Hybrids, with a 27.9% penetration share, outperformed diesel. Rechargeable hybrids accounted for a 9.7% share in the month (+13%) and non-rechargeable hybrids 18.2% (+11.8%). Lastly, electric cars accounted for 13.2% of the market, up 55.2%, and gas-powered cars 3.7%. In the first ten months of 2021, both petrol cars (-12.8%) and diesel cars (-28.1%) fell by double digits. By contrast, non-rechargeable hybrids (+83.6%) and rechargeable hybrids (+124.5%) are growing, as are electric cars (+52%) and gas cars (+204%).

In the **German** market, 178,683 units were registered in October (-34.9%).

In January-October 2021, registrations stood at 2,196,244 units, down 5.2% compared to the same period in 2020. However, the German market still ranks first, both in the month and the 2021 cumulative period in terms of registration levels.

Domestic orders in October 2021 were down 1% compared to those collected in October 2020, while they were up 3% in cumulative terms.

Looking at sales channels, cars registered to companies accounted for 61.8%, compared to 38.2% for vehicles registered to private individuals.

With 30,560 registrations (+32%), electric cars achieved a 17.1% market share for the month, while hybrid cars accounted for 51,327 (-18.4% and 28.7% share), of which 23,734 were plug-in hybrids (-4.5% and 13.3% share). Petrol cars accounted for 36.2% of total registrations (64,698 units, -43.9%) and diesel cars for 17.3% (30,890 units, -56.7%). The share of gas-powered cars was 0.7% (0.6% LPG and 0.1% CNG). In the first ten months of the year, petrol cars accounted for 38% of the total, while diesel cars accounted for 20.8% and hybrids 28.5% (12.1% of which are rechargeable). Electric cars account for 12.2% and gas cars for 0.5%.

The average CO_2 emissions of new passenger cars registered in October 2021 were 111.9 g/km.

Finally, the **UK** market registered 106,265 new cars in October (-24.6%), the lowest volume since October 1991.

In the first ten months, registrations stood at 1,422,879 units, 2.8% higher than in January-October 2020.

However, the UK Automotive Association's latest SMMT forecast for the year-end has been revised down by 8.8% (to 1.66 million units) in light of ongoing supply problems due to the raw materials crisis and deteriorating economic outlook. As such, 2021 would close at +1.9%, some 30,000 units higher than 2020 but 650,000 units lower than the pre-pandemic performance of 2019, with 2.3 million registrations recorded.

SMMT notes that the current market performance reflects complex supply constraints. The industry struggles with shortages of semiconductors and economic headwinds growing robust due to rising inflation, higher taxes, and weakening consumer confidence. Electrified vehicles, however, continue to buck the trend, with nearly one in six new cars registered this year having zero emissions, a growth that is key to helping meet decarbonisation targets. With next year looking better and more new car models available, the transition will depend on maintaining incentives to overcome the affordability problems of zero- and ultra-low-emission cars. These incentives are needed, along with the ability of the public and private sectors to increase public road charging infrastructure to make it easier for EV drivers to travel.

The private sector's share of the market in the month was 55%, while cars destined for companies accounted for 45% of the market.

By fuel type, diesel cars accounted for 6.6% of sales and 8.8% in the year, petrol cars 45.5% and 47.1% overall. Non-rechargeable hybrids accounted for 24.7% of the October market and 27.6% for the first ten months of 2021. Finally, rechargeable cars accounted for 23.1% of the month's market (15.2% BEVs and 7.9% PHEVs) and 16.6% of the year-to-date market (9.9% BEVs and 6.7% 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 are 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 motorisation.

ANFIA Associazione Nazionale Filiera Industria Automobilistica

UNIONE EUROPEA[1] - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION [1] - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Ottobre/October		% Chg	Gennaio-Ottobre/January-October		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	14.755	24.274	-39,2	204.636	204.913	-0,1
BELGIUM	25.045	38.703	-35,3	338.612	372.310	-9,1
BULGARIA	1.802	2.088	-13,7	20.842	19.117	+9,0
CROATIA	2.812	3.079	-8,7	39.947	31.308	+27,6
CYPRUS	814	774	+5,2	9.403	8.381	+12,2
CZECH REPUBLIC	12.670	16.835	-24,7	174.494	165.154	+5,7
DENMARK	12.666	15.070	-16,0	152.609	157.207	-2,9
ESTONIA	1.339	1.535	-12,8	19.872	15.781	+25,9
FINLAND	6.611	7.502	-11,9	85.275	80.910	+5,4
FRANCE	118.519	171.050	-30,7	1.378.892	1.337.748	+3,1
GERMANY	178.683	274.303	-34,9	2.196.244	2.316.134	-5,2
GREECE	6.409	6.776	-5,4	88.167	66.822	+31,9
HUNGARY	9.131	11.951	-23,6	103.660	102.043	+1,6
IRELAND	2.680	2.296	+16,7	103.432	86.811	+19,1
ITALY	101.015	157.188	-35,7	1.266.629	1.123.523	+12,7
LATVIA	873	1.110	-21,4	12.490	11.520	+8,4
LITHUANIA	1.548	3.421	-54,8	27.827	31.681	-12,2
LUXEMBOURG	2.952	3.980	-25,8	37.963	38.026	-0,2
NETHERLANDS	24.240	31.786	-23,7	260.062	279.992	-7,1
POLAND	31.259	40.064	-22,0	378.534	335.165	+12,9
PORTUGAL	10.576	13.679	-22,7	123.101	119.339	+3,2
ROMANIA	9.608	12.523	-23,3	97.870	97.123	+0,8
SLOVAKIA	5.767	6.694	-13,8	64.486	62.301	+3,5
SLOVENIA	4.221	4.547	-7,2	47.319	47.766	-0,9
SPAIN	59.044	74.228	-20,5	706.998	669.664	+5,6
SWEDEN	19.962	28.147	-29,1	252.345	230.791	+9,3
EUROPEAN UNION (EU)	**665.001**	**953.603**	**-30,3**	**8.191.709**	**8.011.530**	**+2,2**
EU14[2]	583.157	848.982	-31,3	7.194.965	7.084.190	+1,6
EU12[3]	81.844	104.621	-21,8	996.744	927.340	+7,5
ICELAND	*788*	*740*	*+6,5*	*10.550*	*8.033*	*+31,3*
NORWAY	*11.579*	*12.948*	*-10,6*	*140.435*	*108.298*	*+29,7*
SWITZERLAND	*15.060*	*20.975*	*-28,2*	*195.133*	*184.531*	*+5,7*
EFTA	27.427	34.663	-20,9	346.118	300.862	+15,0
UNITED KINGDOM	106.265	140.945	-24,6	1.422.879	1.384.601	+2,8
TOTAL (EU + EFTA + UK)	**798.693**	**1.129.211**	**-29,3**	**9.960.706**	**9.696.993**	**+2,7**
WESTERN EUROPE (EU14 + EFTA + UK)	716.849	1.024.590	-30,0	8.963.962	8.769.653	+2,2

SOURCE: **NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS**

1 Data for Malta na

2 Member states before the 2004 enlargement

3 Member states having joined the EU since 2004

EU 27 - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 27 - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%[1] 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	%[1] 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
Volkswagen Group	**20,2**	**25,1**	**134.103**	**239.399**	**-44,0**	**25,6**	**25,7**	**2.099.532**	**2.058.501**	**+2,0**
Volkswagen	9,3	11,2	62.082	106.435	-41,7	11,4	11,5	936.004	918.158	+1,9
Skoda	3,9	5,5	25.905	51.973	-50,2	5,3	5,7	431.963	456.197	-5,3
Audi	3,7	5,0	24.291	47.217	-48,6	4,7	4,7	388.703	379.501	+2,4
Seat[2]	2,5	3,0	16.299	28.561	-42,9	3,6	3,2	295.336	259.094	+14,0
Porsche	0,8	0,5	5.273	4.938	+6,8	0,5	0,5	44.913	43.075	+4,3
Others[3]	0,0	0,0	253	275	-8,0	0,0	0,0	2.613	2.476	+5,5
STELLANTIS	**22,2**	**23,1**	**147.808**	**220.732**	**-33,0**	**22,1**	**21,9**	**1.812.091**	**1.757.578**	**+3,1**
Peugeot	7,1	7,3	46.922	69.500	-32,5	6,7	6,8	547.975	546.064	+0,3
Fiat[4]	4,8	4,9	31.620	46.951	-32,7	4,7	4,6	387.072	372.518	+3,9
Citroen	4,1	4,4	27.288	41.806	-34,7	4,3	4,3	349.358	344.576	+1,4
Opel/Vauxhall	4,0	4,1	26.660	39.211	-32,0	4,0	3,9	331.758	311.533	+6,5
Jeep	1,1	1,2	7.399	11.506	-35,7	1,3	1,1	103.476	89.773	+15,3
Lancia/Chrysler	0,5	0,5	3.025	4.721	-35,9	0,5	0,4	38.296	34.113	+12,3
DS	0,5	0,4	3.001	3.594	-16,5	0,4	0,4	32.075	31.510	+1,8
Alfa Romeo	0,2	0,3	1.607	3.089	-48,0	0,2	0,3	18.792	24.670	-23,8
Others[5]	0,0	0,0	286	354	-19,2	0,0	0,0	3.289	2.821	+16,6
Renault Group	**11,5**	**11,8**	**76.705**	**112.269**	**-31,7**	**10,2**	**11,5**	**836.388**	**924.836**	**-9,6**
Renault	7,2	7,9	48.205	75.353	-36,0	6,4	7,7	523.863	615.156	-14,8
Dacia	4,2	3,9	28.167	36.796	-23,5	3,8	3,8	309.740	307.029	+0,9
Alpine	0,0	0,0	222	75	+196,0	0,0	0,0	1.519	798	+90,4
Lada	0,0	0,0	111	45	+146,7	0,0	0,0	1.266	1.853	-31,7
Hyundai Group	**10,7**	**7,2**	**70.984**	**68.469**	**+3,7**	**8,5**	**7,2**	**693.930**	**576.816**	**+20,3**
Hyundai	5,5	3,5	36.423	33.776	+7,8	4,3	3,7	354.362	293.879	+20,6
Kia	5,2	3,6	34.561	34.693	-0,4	4,1	3,5	339.568	282.937	+20,0
BMW Group	**6,9**	**6,3**	**46.187**	**59.769**	**-22,7**	**6,8**	**6,5**	**555.212**	**518.606**	**+7,1**
BMW	5,7	5,0	38.001	47.282	-19,6	5,5	5,2	453.739	420.483	+7,9
Mini	1,2	1,3	8.186	12.487	-34,4	1,2	1,2	101.473	98.123	+3,4
Toyota Group	**6,1**	**5,4**	**40.420**	**51.594**	**-21,7**	**6,4**	**5,6**	**520.773**	**450.201**	**+15,7**
Toyota	5,7	5,1	37.648	48.615	-22,6	6,0	5,3	493.510	425.146	+16,1
Lexus	0,4	0,3	2.772	2.979	-6,9	0,3	0,3	27.263	25.055	+8,8
Daimler	**6,5**	**6,9**	**43.085**	**65.457**	**-34,2**	**5,5**	**6,2**	**448.306**	**494.849**	**-9,4**
Mercedes	5,9	6,5	39.326	61.907	-36,5	5,1	6,0	421.186	478.399	-12,0
Smart	0,6	0,4	3.759	3.550	+5,9	0,3	0,2	27.120	16.450	+64,9
Ford	**4,1**	**4,7**	**26.987**	**44.966**	**-40,0**	**4,2**	**5,0**	**340.576**	**397.947**	**-14,4**
Volvo	**2,3**	**2,2**	**15.586**	**20.849**	**-25,2**	**2,2**	**2,2**	**181.089**	**174.973**	**+3,5**
Nissan	**1,8**	**1,9**	**11.801**	**18.142**	**-35,0**	**1,8**	**2,1**	**145.154**	**170.316**	**-14,8**
Mazda	**1,5**	**1,2**	**9.764**	**11.767**	**-17,0**	**1,3**	**1,2**	**106.011**	**93.653**	**+13,2**
Jaguar Land Rover Group	**0,7**	**0,7**	**4.871**	**6.468**	**-24,7**	**0,7**	**0,7**	**60.910**	**55.031**	**+10,7**
Land Rover	0,6	0,5	4.071	5.047	-19,3	0,6	0,5	45.450	40.213	+13,0
Jaguar	0,1	0,1	800	1.421	-43,7	0,2	0,2	15.460	14.818	+4,3
Mitsubishi	**0,8**	**0,7**	**5.652**	**6.576**	**-14,1**	**0,6**	**0,9**	**52.346**	**74.749**	**-30,0**
Honda	**0,5**	**0,5**	**3.571**	**4.909**	**-27,3**	**0,4**	**0,5**	**32.365**	**40.644**	**-20,4**

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

ANFIA Associazione Nazionale Filiera Industria Automobilistica

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

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

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%[1] 2021	% 2020	Unità Units 2021	Unità Units 2020	Var % % Chg 21/20	%[1] 2021	% 2020	Unità Units 2021	Unità Units 2020	Var % % Chg 21/20
Volkswagen Group	**20,7**	**25,2**	**165.309**	**284.746**	**-41,9**	**25,5**	**25,4**	**2.535.993**	**2.465.544**	**+2,9**
Volkswagen	9,3	11,0	74.027	123.699	-40,2	11,1	11,1	1.102.088	1.077.495	+2,3
Audi	4,1	5,4	32.991	60.886	-45,8	5,2	5,1	514.059	492.028	+4,5
Skoda	3,8	5,3	30.356	59.865	-49,3	5,1	5,4	504.047	526.879	-4,3
Seat[2]	2,5	2,9	20.036	33.261	-39,8	3,5	3,2	352.444	307.446	+14,6
Porsche	0,9	0,6	7.473	6.589	+13,4	0,6	0,6	58.932	57.468	+2,5
Others[3]	0,1	0,0	426	446	-4,5	0,0	0,0	4.423	4.228	+4,6
STELLANTIS	**20,8**	**21,5**	**165.866**	**242.476**	**-31,6**	**20,4**	**20,3**	**2.029.330**	**1.966.820**	**+3,2**
Peugeot	6,6	6,7	52.706	75.875	-30,5	6,1	6,2	611.102	603.317	+1,3
Opel/Vauxhall	4,2	4,2	33.329	47.982	-30,5	4,2	4,1	416.204	397.430	+4,7
Fiat[4]	4,2	4,4	33.482	49.409	-32,2	4,1	4,1	412.002	396.924	+3,8
Citroen	3,8	3,9	30.023	44.480	-32,5	3,8	3,8	381.030	372.798	+2,2
Jeep	1,0	1,1	7.868	12.299	-36,0	1,1	1,0	110.747	96.520	+14,7
Lancia/Chrysler	0,4	0,4	3.025	4.721	-35,9	0,4	0,4	38.298	34.115	+12,3
DS	0,4	0,3	3.176	3.864	-17,8	0,3	0,4	34.496	34.352	+0,4
Alfa Romeo	0,2	0,3	1.862	3.420	-45,6	0,2	0,3	21.265	27.858	-23,7
Others[5]	0,0	0,0	395	426	-7,3	0,0	0,0	4.186	3.506	+19,4
Renault Group	**10,2**	**10,5**	**81.220**	**118.638**	**-31,5**	**8,9**	**10,3**	**889.585**	**997.645**	**-10,8**
Renault	6,4	7,1	50.982	79.687	-36,0	5,6	6,9	557.324	664.882	-16,2
Dacia	3,7	3,4	29.874	38.824	-23,1	3,3	3,4	329.228	329.959	-0,2
Alpine	0,0	0,0	253	82	+208,5	0,0	0,0	1.767	951	+85,8
Lada	0,0	0,0	111	45	+146,7	0,0	0,0	1.266	1.853	-31,7
Hyundai Group	**10,8**	**7,2**	**86.438**	**81.036**	**+6,7**	**8,6**	**7,2**	**857.540**	**701.088**	**+22,3**
Kia	5,4	3,7	42.809	41.727	+2,6	4,3	3,6	430.525	353.053	+21,9
Hyundai	5,5	3,5	43.629	39.309	+11,0	4,3	3,6	427.015	348.035	+22,7
BMW Group	**7,6**	**6,9**	**60.644**	**77.876**	**-22,1**	**7,3**	**7,0**	**722.267**	**680.147**	**+6,2**
BMW	6,0	5,4	47.738	60.618	-21,2	5,8	5,6	581.171	539.291	+7,8
Mini	1,6	1,5	12.906	17.258	-25,2	1,4	1,5	141.096	140.856	+0,2
Toyota Group	**6,0**	**5,6**	**48.134**	**62.931**	**-23,5**	**6,5**	**5,8**	**647.947**	**562.589**	**+15,2**
Toyota	5,6	5,2	44.547	58.920	-24,4	6,1	5,4	606.298	524.245	+15,7
Lexus	0,4	0,4	3.587	4.011	-10,6	0,4	0,4	41.649	38.344	+8,6
Daimler	**6,5**	**7,0**	**52.022**	**79.211**	**-34,3**	**5,6**	**6,3**	**558.276**	**613.110**	**-8,9**
Mercedes	6,0	6,7	48.101	75.472	-36,3	5,3	6,1	529.896	595.085	-11,0
Smart	0,5	0,3	3.921	3.739	+4,9	0,3	0,2	28.380	18.025	+57,4
Ford	**4,3**	**5,2**	**34.351**	**58.595**	**-41,4**	**4,6**	**5,5**	**457.306**	**535.619**	**-14,6**
Volvo	**2,7**	**2,5**	**21.734**	**27.856**	**-22,0**	**2,4**	**2,3**	**240.225**	**226.295**	**+6,2**
Nissan	**2,2**	**2,2**	**17.216**	**24.375**	**-29,4**	**2,1**	**2,4**	**208.782**	**236.908**	**-11,9**
Mazda	**1,5**	**1,3**	**11.643**	**14.285**	**-18,5**	**1,4**	**1,2**	**136.099**	**119.702**	**+13,7**
Jaguar Land Rover Group	**1,0**	**1,2**	**7.696**	**13.457**	**-42,8**	**1,3**	**1,3**	**131.852**	**128.927**	**+2,3**
Land Rover	0,8	0,9	6.212	10.150	-38,8	1,0	1,0	98.828	92.832	+6,5
Jaguar	0,2	0,3	1.484	3.307	-55,1	0,3	0,4	33.024	36.095	-8,5
Mitsubishi	**0,8**	**0,7**	**5.996**	**7.582**	**-20,9**	**0,6**	**0,9**	**61.655**	**89.554**	**-31,2**
Honda	**0,7**	**0,7**	**5.441**	**7.412**	**-26,6**	**0,6**	**0,7**	**59.111**	**67.333**	**-12,2**

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. (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

WESTERN EUROPE (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%[1] 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20	%[1] 2021	% 2020	Unità *Units* 2021	Unità *Units* 2020	Var % % Chg 21/20
Volkswagen Group	**20,6**	**24,8**	**147.817**	**253.739**	**-41,7**	**25,1**	**24,9**	**2.252.349**	**2.185.808**	**+3,0**
Volkswagen	9,5	11,2	68.305	114.352	-40,3	11,3	11,3	1.015.675	995.009	+2,1
Audi	4,4	5,7	31.227	57.960	-46,1	5,4	5,4	486.833	471.015	+3,4
Skoda	3,1	4,2	21.973	42.903	-48,8	4,0	4,2	359.890	370.131	-2,8
Seat[2]	2,6	3,1	18.863	31.782	-40,6	3,7	3,3	330.372	291.322	+13,4
Porsche	1,0	0,6	7.061	6.339	+11,4	0,6	0,6	55.506	54.474	+1,9
Others[3]	0,1	0,0	388	403	-3,7	0,0	0,0	4.073	3.857	+5,6
STELLANTIS	**21,7**	**22,3**	**155.539**	**228.440**	**-31,9**	**21,3**	**21,0**	**1.907.068**	**1.840.339**	**+3,6**
Peugeot	7,0	7,1	49.933	72.589	-31,2	6,4	6,5	576.820	570.063	+1,2
Opel/Vauxhall	4,2	4,4	30.139	45.364	-33,6	4,3	4,2	386.978	369.927	+4,6
Fiat[4]	4,4	4,4	31.523	44.987	-29,9	4,3	4,1	386.927	363.660	+6,4
Citroen	4,0	4,1	28.340	42.477	-33,3	4,0	4,0	359.363	351.706	+2,2
Jeep	1,0	1,1	7.504	10.905	-31,2	1,1	1,0	101.809	87.670	+16,1
Lancia/Chrysler	0,4	0,5	3.017	4.721	-36,1	0,4	0,4	38.278	34.104	+12,2
DS	0,4	0,4	3.099	3.816	-18,8	0,4	0,4	33.814	33.894	-0,2
Alfa Romeo	0,2	0,3	1.625	3.161	-48,6	0,2	0,3	19.069	25.936	-26,5
Others[5]	0,1	0,0	359	420	-14,5	0,0	0,0	4.010	3.379	+18,7
Renault Group	**10,0**	**10,1**	**71.479**	**103.896**	**-31,2**	**8,7**	**9,9**	**783.910**	**865.804**	**-9,5**
Renault	6,5	7,2	46.460	73.955	-37,2	5,8	7,0	518.216	612.500	-15,4
Dacia	3,4	2,9	24.668	29.844	-17,3	2,9	2,9	262.810	250.671	+4,8
Alpine	0,0	0,0	250	80	+212,5	0,0	0,0	1.733	937	+85,0
Lada	0,0	0,0	101	17	+494,1	0,0	0,0	1.151	1.696	-32,1
Hyundai Group	**10,2**	**6,8**	**73.269**	**69.575**	**+5,3**	**8,1**	**6,9**	**724.287**	**601.467**	**+20,4**
Kia	5,1	3,5	36.300	35.837	+1,3	4,1	3,5	365.755	304.488	+20,1
Hyundai	5,2	3,3	36.969	33.738	+9,6	4,0	3,4	358.532	296.979	+20,7
BMW Group	**7,9**	**7,3**	**56.924**	**74.335**	**-23,4**	**7,6**	**7,4**	**680.624**	**647.750**	**+5,1**
BMW	6,2	5,6	44.316	57.509	-22,9	6,1	5,8	543.020	509.933	+6,5
Mini	1,8	1,6	12.608	16.826	-25,1	1,5	1,6	137.604	137.817	-0,2
Toyota Group	**5,4**	**5,1**	**38.474**	**52.076**	**-26,1**	**5,9**	**5,3**	**529.441**	**467.026**	**+13,4**
Toyota	5,0	4,8	35.705	48.718	-26,7	5,5	4,9	495.686	434.046	+14,2
Lexus	0,4	0,3	2.769	3.358	-17,5	0,4	0,4	33.755	32.980	+2,3
Daimler	**6,8**	**7,4**	**48.693**	**75.428**	**-35,4**	**5,8**	**6,6**	**519.305**	**580.804**	**-10,6**
Mercedes	6,2	7,0	44.794	71.716	-37,5	5,5	6,4	491.069	563.055	-12,8
Smart	0,5	0,4	3.899	3.712	+5,0	0,3	0,2	28.236	17.749	+59,1
Ford	**4,3**	**5,3**	**30.542**	**54.666**	**-44,1**	**4,7**	**5,8**	**417.735**	**504.607**	**-17,2**
Volvo	**2,9**	**2,6**	**20.550**	**26.215**	**-21,6**	**2,5**	**2,4**	**223.079**	**211.688**	**+5,4**
Nissan	**2,2**	**2,2**	**15.647**	**22.288**	**-29,8**	**2,1**	**2,5**	**191.358**	**217.435**	**-12,0**
Jaguar Land Rover Group	**1,0**	**1,3**	**7.375**	**12.979**	**-43,2**	**1,4**	**1,4**	**127.155**	**124.756**	**+1,9**
Land Rover	0,8	1,0	5.956	9.785	-39,1	1,1	1,0	95.105	89.692	+6,0
Jaguar	0,2	0,3	1.419	3.194	-55,6	0,4	0,4	32.050	35.064	-8,6
Mazda	**1,4**	**1,3**	**9.994**	**12.983**	**-23,0**	**1,3**	**1,2**	**119.743**	**108.659**	**+10,2**
Mitsubishi	**0,8**	**0,7**	**5.674**	**6.702**	**-15,3**	**0,6**	**0,9**	**57.569**	**82.045**	**-29,8**
Honda	**0,6**	**0,6**	**4.639**	**6.524**	**-28,9**	**0,6**	**0,7**	**51.744**	**57.938**	**-10,7**

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