Press Release

DISAPPOINTING SEPTEMBER FOR THE EUROPEAN CAR MARKET: -25.2%, WITH THE LOWEST SALES FIGURES SINCE 1995

The semiconductor crisis affects all major markets (including the UK), all reporting double-digit severe downturns.
Italy: the government's concern for the sector was appreciated at the tax decree concerning the refinancing of incentives for new vehicles while waiting to share and define a three-year plan for the 2022 Budget Law.
Proposals on the CO_2 targets in the Fit for 55 regulatory package: it is crucial to ensure a realistically feasible path for the automotive production chain and mitigate any social and employment impacts

Turin, 15th October 2021 – According to figures released today by ACEA, throughout the **European Union and EFTA and the United Kingdom[1],** in September car registrations totalled 972,723 units, 25.2% less than in September 2020.

In the first nine months of 2021, registered sales reached 9,161,918 units, a positive increase of 6.9% compared to the same period last year.

"*In September, the European car market, after the double-digit downturns of July and August, continued its negative trend, registering an even more marked contraction (-25.2%) and reporting the lowest sales turnover since 1995* - states **Paolo Scudieri, President of ANFIA**. *All the major markets (including the UK) are paying the price for the continuing shortage of semiconductors and are recording double-digit falls: UK -34.4%, Italy -32.7%, Germany -25.7%, France -20.5% and Spain -15.7%.*

As far as Italy is concerned, we appreciate the government's commitment to the sector in the tax decree approved today by the Council of Ministers, the publication of which is expected in the Official Gazette. Especially concerning the refinancing of incentives for the new vehicle market, while waiting to share and define, for the 2022 Budget Law, a three-year plan that will make the measures to support demand structural, which are essential to accompany the sector in its ecological transition.

Faced with the possibility of a further acceleration of this transition, hypothesised by the European Commission with the proposals of the Fit for 55 regulatory packages aimed at banning 'traditional' engines as from 2035, while confirming the commitment of the production chain to achieving the decarbonisation objectives sought, we believe it is essential to ensure a realistically viable path and mitigation of the social and

[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.

employment impacts. Therefore, as ANFIA, we will propose setting a 2030 target of -45% and schedule the targets for 2035 and 2040 during the 2028 review to be able to assess their feasibility according to the situation of the infrastructure network and market response relating to the level of penetration of the renewable European energy mix".

In **Italy**, total registrations in September 2021 stood at 105,175 units (-32.7%). In the first nine months of 2021, there were 1,165,491 total registrations, an increase of 20.6% compared to volumes in the same period of 2020.

According to the latest ISTAT data, the **national consumer price index** recorded a decrease of 0.2% in the month and an increase of 2.5% annually (from +2.0% in the previous month). Inflation continued to be supported by the growth in the prices of energy goods (from +19.8% in August to +20.2%), both the regulated (from +34.4% to +34.3%) and the unregulated (from +12.8% to +13.3%) components. In the latter segment, looking at the trend in fuel prices, the prices of **Diesel** rose (from +17.0% to +17.9%; -0.1% on a monthly basis), those of **Petrol** (from +17.6% to +18.4%; +0.3% compared to the previous month), and the prices of **other fuels** (from +15.3% to +17.0%; +1.4% compared to August).

Analysing the **market by fuel type**, diesel passenger cars accounted for 23% of the market in the first nine months of 2021, 11.6 percentage points lower than in 2020 and down 19.5%. Petrol cars also fell, down 7.8% and 30.8% share. In the same period, alternative fuel cars, on the other hand, increased by 121.9% and accounted for 46.1% of the market, broken down as follows: non-rechargeable hybrids account for 28.2% of the market, up 162%, rechargeable hybrids reach 8.6% of the market (+235.5%), electrics 4% (+168.6%) and gas cars 9.3%, up 24.7% (of which 7% are LPG, +28.6%, and 2.3% are CNG, +13.7%).

In Europe, the **Stellantis Group** recorded 179,117 registrations in September 2021 (-30.4%), with a market share of 18.4%. In January-September 2021, sales totalled 1,863,391 units (+8.1%), with a market share of 20.3% (20.1% in the first nine months of 2020).

Spain registered 59,641 vehicles in September 2021, 15.7% less than in the same month last year.

In the first nine months, the market grew by 8.8%, with 647,955 units registered.

The Spanish automotive association ANFAC points out that the combination of the crisis triggered by the pandemic, consumer uncertainty about how the economic crisis will evolve, and the shortage of semiconductors leads to much worse market losses than predicted at the beginning of the year. Therefore, excluding the possibility that the microchip crisis will be resolved soon and that demand will pick up again in the last quarter of 2021, the forecasts for the end of the year are for very low volumes.

In detail, according to sales channels, the September market was broken down into 28,593 sales to private individuals (-21.8% and 48% share), 25,675 sales to companies (-15.3% and 32.4% share) and 5. 373 sales to rental companies (+39.6% and 9% share), while the aggregate breaks down into 265,322 sales to private individuals (-11.2% and 41% share), 241,329 sales to companies (+12.2% and 37% share) and 141,304 sales to rental companies (+73.1% and 22% share).

Petrol cars accounted for 47% of the January-September market, down 3.1%, while diesel cars represented 20.2% of the total (-21.2%). Non-rechargeable hybrids accounted for 24.5% of the total, electric cars for 2.3% and plug-in hybrids for 4.6%. Finally, gas cars account for 1.5% of the market.

Average CO_2 emissions from new cars stood at 119.4 g/km in September and 125.4 g/km in the first nine months of 2021.

In **France**, 133,830 new registrations were recorded in September 2021, down 20.5% compared to September 2020.

In the first nine months, volumes were 8% higher than in January-September 2020, at 1,260,373 registrations.

By fuel type, petrol cars accounted for 38.1% of the total in September 2021, down 32.3%, while diesel cars, with 17.6% of the market, were down 56%. Alternatively fuelled cars are up 59.1% and 99.3% since the start of the year, with a market share of 36.6% in January-September 2021. Hybrids, with a penetration share of 27.4%, outperform diesel. Rechargeable hybrids accounted for 8.8% share in the month (+50.5%) and non-rechargeable hybrids for 18.6% (+35.2%). Electric vehicles accounted for 12.7% of the market, up 69.7%, while gas vehicles accounted for 3.2%. Since the beginning of the year, both petrol cars (-23.7%) and diesel cars (-23.7%) have contracted by double digits. On the other hand, non-rechargeable hybrids (+96.2%) and rechargeable hybrids (+152.8%) were up, as were electric cars (+51.6%) and gas cars (+238%).

In September, 196,972 units were registered in the **German** market (-25,7%).

In January-September 2021, registrations stood at 2,017,561 units, down 1.2% compared to the same period in 2020 and 25% compared to the first nine months of 2019.

Domestic orders in September 2021 were 23% lower than those collected in September 2020, while they grew by 3% cumulative.

Looking at sales channels, cars registered to companies account for 63.8%, compared to 36.2% for cars registered to private individuals.

With 33,655 registrations (+58.8%), electric cars achieved a 17.1% market share for the month, while hybrid cars accounted for 60,159 (+11.3% and 30.5% share), of which 22,842 were plug-in hybrids (+13.5% and 11.6% share). Petrol cars accounted for 35.9% of total registrations (70,667 units; -41.4%) and diesel cars for 15.9% (31,336 units; -53.6%). The share of gas-powered cars was 0.6% (0.5% LPG and 0.1% CNG). In the first nine months of the year, petrol cars accounted for 38.1% of the total, while diesel cars accounted for 21.1% and hybrids 28.5% (11.9% of which are rechargeable). Electric cars account for 11.7% and gas cars for 0.5%.

The average CO_2 emissions of new cars registered in January-September 2021 are 111.6 g/km.

In September, the **UK** market recorded 215,312 new passenger cars (-34.4%).

For the first nine months, registrations stood at 1,316,614 units, 5.9% higher than in January-September 2020.

Nevertheless, the British Automotive Association SMMT speaks of a deeply disappointing September, further evidence of the heavy impact of the pandemic on the sector still being felt. The following three months, a supply crunch due to semiconductor shortages despite robust demand for new cars during the summer. Car manufacturers, however, are trying to take all possible measures to ensure deliveries. Despite these difficulties, the advance of rechargeable cars on the market, especially BEVs, testifies to a growing demand for such technologies. To achieve the ambitious collective decarbonisation targets set by the EU, it will be necessary to ensure that these cars are accessible to everyone, which will require massive investment in a public recharging network, which should develop in tandem with the rechargeable market trend.

In the month, the market share of private individuals stands at 56%, while cars destined for companies represent 44% of the market. By fuel type, diesel cars accounted for 5% for the month and 8.9% year-to-date, petrol cars for 43.8% and 47.2% year-to-date, while non-rechargeable hybrids accounted for 29.6% of the September market and 27.7% for the first nine months of 2021. Finally, rechargeable cars accounted for 21.6% of the month's market (15.2% BEVs and 6.4% PHEVs) and 16.1% of the year-to-date market (9.5% BEVs and 6.6% 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.

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UNIONE EUROPEA[1] - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

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

dati provvisori/provisional data

	Settembre/September		% Chg	Gennaio-Settembre/January-September		% Chg
	2021	2020	21/20	2021	2020	21/20
AUSTRIA	17.864	22.162	-19,4	189.881	180.639	+5,1
BELGIUM	26.554	36.083	-26,4	313.567	333.607	-6,0
BULGARIA	1.446	1.823	-20,7	19.040	17.029	+11,8
CROATIA	2.749	3.080	-10,7	37.135	28.229	+31,5
CYPRUS	1.018	908	+12,1	8.589	7.607	+12,9
CZECH REPUBLIC	14.165	16.909	-16,2	161.824	148.319	+9,1
DENMARK	14.221	17.190	-17,3	139.950	142.137	-1,5
ESTONIA	1.777	1.643	+8,2	18.533	14.246	+30,1
FINLAND	6.534	8.424	-22,4	78.662	73.408	+7,2
FRANCE	133.830	168.289	-20,5	1.260.373	1.166.698	+8,0
GERMANY	196.972	265.227	-25,7	2.017.561	2.041.831	-1,2
GREECE	6.612	7.107	-7,0	81.758	60.046	+36,2
HUNGARY	9.524	11.449	-16,8	94.528	90.092	+4,9
IRELAND	4.411	5.651	-21,9	100.620	84.515	+19,1
ITALY	105.175	156.357	-32,7	1.165.491	966.335	+20,6
LATVIA	1.101	1.229	-10,4	11.617	10.410	+11,6
LITHUANIA	2.022	4.682	-56,8	26.279	28.260	-7,0
LUXEMBOURG	2.948	4.073	-27,6	35.011	34.046	+2,8
NETHERLANDS	24.663	29.305	-15,8	235.977	248.206	-4,9
POLAND	33.085	38.147	-13,3	347.275	295.101	+17,7
PORTUGAL	10.786	13.186	-18,2	112.525	105.660	+6,5
ROMANIA	8.942	10.878	-17,8	88.262	84.600	+4,3
SLOVAKIA	5.797	6.350	-8,7	58.719	55.607	+5,6
SLOVENIA	4.127	4.440	-7,0	43.098	43.219	-0,3
SPAIN	59.641	70.728	-15,7	647.955	595.436	+8,8
SWEDEN	22.634	28.719	-21,2	232.383	202.644	+14,7
EUROPEAN UNION (EU)	**718.598**	**934.039**	**-23,1**	**7.526.613**	**7.057.927**	**+6,6**
EU14[2]	632.845	832.501	-24,0	6.611.714	6.235.208	+6,0
EU12[3]	85.753	101.538	-15,5	914.899	822.719	+11,2
ICELAND	*1.173*	*1.017*	*+15,3*	*9.762*	*7.293*	*+33,9*
NORWAY	*17.992*	*15.552*	*+15,7*	*128.856*	*95.357*	*+35,1*
SWITZERLAND	*19.648*	*21.454*	*-8,4*	*180.073*	*163.556*	*+10,1*
EFTA	38.813	38.023	+2,1	318.691	266.206	+19,7
UNITED KINGDOM	215.312	328.041	-34,4	1.316.614	1.243.656	+5,9
TOTAL (EU + EFTA + UK)	**972.723**	**1.300.103**	**-25,2**	**9.161.918**	**8.567.789**	**+6,9**
WESTERN EUROPE (EU14 + EFTA + UK)	886.970	1.198.565	-26,0	8.247.019	7.745.070	+6,5

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

ANFIA
Associazione Nazionale Filiera Industria Automobilistica

EU 27 - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 27 - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Settembre/September					Gennaio-Settembre/January-September				
	%[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	**21,7**	**23,1**	**156.228**	**216.169**	**-27,7**	**26,1**	**25,8**	**1.966.275**	**1.818.649**	**+8,1**
Volkswagen	9,9	10,1	71.192	94.740	-24,9	11,6	11,5	874.556	811.723	+7,7
Skoda	4,2	5,5	30.489	51.467	-40,8	5,4	5,7	406.119	403.771	+0,6
Audi	3,8	4,0	27.397	37.518	-27,0	4,8	4,7	364.389	332.284	+9,7
Seat[2]	3,3	3,1	23.364	28.580	-18,3	3,7	3,3	279.212	230.533	+21,1
Porsche	0,5	0,4	3.528	3.657	-3,5	0,5	0,5	39.639	38.137	+3,9
Others[3]	0,0	0,0	258	207	+24,6	0,0	0,0	2.360	2.201	+7,2
STELLANTIS	**20,6**	**22,6**	**148.283**	**211.385**	**-29,9**	**22,1**	**21,8**	**1.664.243**	**1.536.842**	**+8,3**
Peugeot	5,7	6,9	41.004	64.320	-36,3	6,7	6,8	501.074	476.571	+5,1
Fiat[4]	4,2	5,2	30.173	48.429	-37,7	4,7	4,6	355.386	325.567	+9,2
Citroen	4,0	4,1	29.059	38.750	-25,0	4,3	4,3	322.044	302.761	+6,4
Opel/Vauxhall	4,2	3,7	30.448	34.975	-12,9	4,1	3,9	305.170	272.322	+12,1
Jeep	1,3	1,4	9.323	13.343	-30,1	1,3	1,1	96.076	78.267	+22,8
Lancia/Chrysler	0,4	0,5	2.946	4.694	-37,2	0,5	0,4	35.270	29.392	+20,0
DS	0,4	0,3	3.202	2.931	+9,2	0,4	0,4	29.101	27.916	+4,2
Alfa Romeo	0,3	0,4	1.834	3.582	-48,8	0,2	0,3	17.180	21.579	-20,4
Others[5]	0,0	0,0	294	361	-18,6	0,0	0,0	2.942	2.467	+19,3
Renault Group	**12,0**	**11,8**	**86.159**	**110.178**	**-21,8**	**10,1**	**11,5**	**759.714**	**812.570**	**-6,5**
Renault	7,3	7,7	52.535	72.266	-27,3	6,3	7,6	475.659	539.803	-11,9
Dacia	4,6	4,0	33.269	37.790	-12,0	3,7	3,8	281.577	270.233	+4,2
Alpine	0,0	0,0	208	58	+258,6	0,0	0,0	1.299	726	+78,9
Lada	0,0	0,0	147	64	+129,7	0,0	0,0	1.179	1.808	-34,8
Hyundai Group	**10,6**	**7,2**	**76.238**	**67.386**	**+13,1**	**8,3**	**7,2**	**622.989**	**508.306**	**+22,6**
Hyundai	5,3	3,9	37.991	36.341	+4,5	4,2	3,7	317.982	260.062	+22,3
Kia	5,3	3,3	38.247	31.045	+23,2	4,1	3,5	305.007	248.244	+22,9
BMW Group	**6,4**	**6,1**	**45.907**	**56.991**	**-19,4**	**6,8**	**6,5**	**508.714**	**458.829**	**+10,9**
BMW	5,4	4,8	39.042	44.803	-12,9	5,5	5,3	415.432	373.192	+11,3
Mini	1,0	1,3	6.865	12.188	-43,7	1,2	1,2	93.282	85.637	+8,9
Toyota Group	**6,1**	**5,9**	**43.781**	**54.722**	**-20,0**	**6,4**	**5,7**	**481.043**	**401.632**	**+19,8**
Toyota	5,7	5,6	41.147	52.070	-21,0	6,1	5,4	456.775	379.392	+20,4
Lexus	0,4	0,3	2.634	2.652	-0,7	0,3	0,3	24.268	22.240	+9,1
Daimler	**4,9**	**6,6**	**34.922**	**61.292**	**-43,0**	**5,4**	**6,1**	**405.221**	**429.392**	**-5,6**
Mercedes	4,4	6,3	31.972	58.615	-45,5	5,1	5,9	381.860	416.492	-8,3
Smart	0,4	0,3	2.950	2.677	+10,2	0,3	0,2	23.361	12.900	+81,1
Ford	**4,3**	**5,3**	**30.643**	**49.828**	**-38,5**	**4,2**	**5,0**	**313.540**	**352.981**	**-11,2**
Volvo	**1,8**	**2,1**	**12.758**	**19.168**	**-33,4**	**2,2**	**2,2**	**165.502**	**154.124**	**+7,4**
Nissan	**1,8**	**2,2**	**13.209**	**20.622**	**-35,9**	**1,8**	**2,2**	**133.345**	**152.174**	**-12,4**
Mazda	**1,8**	**1,4**	**12.668**	**13.508**	**-6,2**	**1,3**	**1,2**	**96.247**	**81.886**	**+17,5**
Jaguar Land Rover Group	**0,7**	**0,7**	**5.151**	**6.907**	**-25,4**	**0,7**	**0,7**	**56.039**	**48.563**	**+15,4**
Land Rover	0,6	0,5	4.169	5.052	-17,5	0,5	0,5	41.379	35.166	+17,7
Jaguar	0,1	0,2	982	1.855	-47,1	0,2	0,2	14.660	13.397	+9,4
Mitsubishi	**0,8**	**0,7**	**5.481**	**6.779**	**-19,1**	**0,6**	**1,0**	**46.694**	**68.173**	**-31,5**
Honda	**0,4**	**0,5**	**2.633**	**4.255**	**-38,1**	**0,4**	**0,5**	**30.898**	**36.975**	**-16,4**

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

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

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

dati provvisori/provisional data

	Settembre/September					Gennaio-Settembre/January-September				
	%[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	**21,3**	**22,7**	**207.428**	**295.261**	**-29,7**	**25,9**	**25,4**	**2.371.441**	**2.180.345**	**+8,8**
Volkswagen	9,4	9,7	91.147	126.529	-28,0	11,2	11,1	1.028.648	953.796	+7,8
Audi	4,3	4,7	42.100	61.255	-31,3	5,3	5,0	481.035	431.142	+11,6
Skoda	4,0	5,0	38.694	64.638	-40,1	5,2	5,4	473.731	466.561	+1,5
Seat[2]	3,1	2,8	30.373	36.732	-17,3	3,6	3,2	332.576	274.185	+21,3
Porsche	0,5	0,4	4.594	5.599	-17,9	0,6	0,6	51.454	50.879	+1,1
Others[3]	0,1	0,0	520	508	+2,4	0,0	0,0	3.997	3.782	+5,7
STELLANTIS	**18,4**	**19,8**	**179.117**	**257.178**	**-30,4**	**20,3**	**20,1**	**1.863.391**	**1.724.340**	**+8,1**
Peugeot	5,0	5,9	48.877	76.117	-35,8	6,1	6,2	558.408	527.449	+5,9
Opel/Vauxhall	4,3	4,2	41.663	55.228	-24,6	4,2	4,1	382.944	349.448	+9,6
Fiat[4]	3,6	4,1	34.758	53.858	-35,5	4,1	4,1	378.449	347.515	+8,9
Citroen	3,5	3,4	33.951	44.667	-24,0	3,8	3,8	350.979	328.309	+6,9
Jeep	1,1	1,1	10.512	14.607	-28,0	1,1	1,0	102.871	84.221	+22,1
Lancia/Chrysler	0,3	0,4	2.946	4.694	-37,2	0,4	0,3	35.272	29.394	+20,0
DS	0,4	0,3	3.789	3.469	+9,2	0,3	0,4	31.347	30.488	+2,8
Alfa Romeo	0,2	0,3	2.182	4.079	-46,5	0,2	0,3	19.399	24.436	-20,6
Others[5]	0,0	0,0	439	459	-4,4	0,0	0,0	3.722	3.080	+20,8
Renault Group	**9,9**	**9,8**	**96.781**	**127.729**	**-24,2**	**8,8**	**10,3**	**808.392**	**879.010**	**-8,0**
Renault	6,0	6,5	58.731	83.988	-30,1	5,5	6,8	506.340	585.195	-13,5
Dacia	3,9	3,4	37.664	43.604	-13,6	3,3	3,4	299.357	291.135	+2,8
Alpine	0,0	0,0	239	73	+227,4	0,0	0,0	1.516	872	+73,9
Lada	0,0	0,0	147	64	+129,7	0,0	0,0	1.179	1.808	-34,8
Hyundai Group	**11,1**	**6,6**	**108.344**	**85.345**	**+26,9**	**8,4**	**7,2**	**771.145**	**620.011**	**+24,4**
Kia	5,8	2,8	56.090	35.920	+56,2	4,2	3,6	387.716	311.326	+24,5
Hyundai	5,4	3,8	52.254	49.425	+5,7	4,2	3,6	383.429	308.685	+24,2
BMW Group	**7,0**	**7,0**	**68.420**	**90.484**	**-24,4**	**7,2**	**7,0**	**661.291**	**602.263**	**+9,8**
BMW	5,9	5,3	57.118	68.680	-16,8	5,8	5,6	533.109	478.664	+11,4
Mini	1,2	1,7	11.302	21.804	-48,2	1,4	1,4	128.182	123.599	+3,7
Toyota Group	**6,8**	**6,2**	**66.113**	**80.584**	**-18,0**	**6,6**	**5,9**	**600.662**	**502.683**	**+19,5**
Toyota	6,2	5,7	60.387	74.139	-18,5	6,1	5,5	562.824	468.186	+20,2
Lexus	0,6	0,5	5.726	6.445	-11,2	0,4	0,4	37.838	34.497	+9,7
Daimler	**4,7**	**6,8**	**45.811**	**88.286**	**-48,1**	**5,5**	**6,2**	**506.254**	**533.899**	**-5,2**
Mercedes	4,4	6,6	42.696	85.256	-49,9	5,3	6,1	481.795	519.613	-7,3
Smart	0,3	0,2	3.115	3.030	+2,8	0,3	0,2	24.459	14.286	+71,2
Ford	**4,4**	**6,1**	**42.350**	**78.790**	**-46,2**	**4,6**	**5,6**	**422.887**	**477.024**	**-11,3**
Volvo	**1,9**	**2,3**	**18.235**	**29.801**	**-38,8**	**2,4**	**2,3**	**218.490**	**198.439**	**+10,1**
Nissan	**2,4**	**2,8**	**23.755**	**36.124**	**-34,2**	**2,1**	**2,5**	**191.552**	**212.533**	**-9,9**
Mazda	**1,8**	**1,6**	**17.960**	**20.373**	**-11,8**	**1,4**	**1,2**	**124.460**	**105.428**	**+18,1**
Jaguar Land Rover Group	**1,3**	**1,8**	**12.979**	**22.940**	**-43,4**	**1,4**	**1,3**	**124.156**	**115.470**	**+7,5**
Land Rover	1,0	1,3	10.046	16.945	-40,7	1,0	1,0	92.616	82.682	+12,0
Jaguar	0,3	0,5	2.933	5.995	-51,1	0,3	0,4	31.540	32.788	-3,8
Mitsubishi	**0,6**	**0,7**	**5.862**	**9.038**	**-35,1**	**0,6**	**1,0**	**55.659**	**81.972**	**-32,1**
Honda	**0,5**	**0,5**	**4.550**	**6.302**	**-27,8**	**0,6**	**0,7**	**51.887**	**58.290**	**-11,0**

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

	Settembre/September					Gennaio-Settembre/January-September				
	%[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	**21,0**	**22,3**	**186.503**	**266.996**	**-30,1**	**25,5**	**24,9**	**2.104.342**	**1.932.069**	**+8,9**
Volkswagen	9,5	9,9	84.512	118.765	-28,8	11,5	11,4	947.228	880.657	+7,6
Audi	4,5	4,9	40.141	59.022	-32,0	5,5	5,3	455.598	413.055	+10,3
Skoda	3,2	4,0	28.461	48.100	-40,8	4,1	4,2	337.892	327.228	+3,3
Seat[2]	3,2	2,9	28.527	35.299	-19,2	3,8	3,4	311.497	259.540	+20,0
Porsche	0,5	0,4	4.377	5.332	-17,9	0,6	0,6	48.443	48.135	+0,6
Others[3]	0,1	0,0	485	478	+1,5	0,0	0,0	3.684	3.454	+6,7
STELLANTIS	**19,1**	**20,2**	**169.356**	**241.784**	**-30,0**	**21,2**	**20,8**	**1.751.469**	**1.611.895**	**+8,7**
Peugeot	5,3	6,1	46.783	72.679	-35,6	6,4	6,4	526.909	497.481	+5,9
Opel/Vauxhall	4,3	4,3	38.343	51.752	-25,9	4,3	4,2	356.897	324.563	+10,0
Fiat4	3,7	4,1	33.035	49.253	-32,9	4,3	4,1	355.362	318.673	+11,5
Citroen	3,7	3,6	32.432	42.552	-23,8	4,0	4,0	330.999	309.220	+7,0
Jeep	1,1	1,1	9.738	13.183	-26,1	1,1	1,0	94.295	76.765	+22,8
Lancia/Chrysler	0,3	0,4	2.945	4.693	-37,2	0,4	0,4	35.260	29.383	+20,0
DS	0,4	0,3	3.730	3.429	+8,8	0,4	0,4	30.742	30.078	+2,2
Alfa Romeo	0,2	0,3	1.946	3.799	-48,8	0,2	0,3	17.439	22.773	-23,4
Others[5]	0,0	0,0	404	444	-9,0	0,0	0,0	3.566	2.959	+20,5
Renault Group	**9,8**	**9,6**	**86.847**	**114.609**	**-24,2**	**8,6**	**9,8**	**712.437**	**761.908**	**-6,5**
Renault	6,1	6,6	54.442	79.047	-31,1	5,7	7,0	471.734	538.545	-12,4
Dacia	3,6	3,0	32.036	35.442	-9,6	2,9	2,9	238.144	220.827	+7,8
Alpine	0,0	0,0	235	73	+221,9	0,0	0,0	1.485	857	+73,3
Lada	0,0	0,0	134	47	+185,1	0,0	0,0	1.074	1.679	-36,0
Hyundai Group	**10,6**	**6,2**	**93.923**	**74.481**	**+26,1**	**7,9**	**6,9**	**651.157**	**531.851**	**+22,4**
Kia	5,5	2,6	48.626	30.718	+58,3	4,0	3,5	329.455	268.651	+22,6
Hyundai	5,1	3,7	45.297	43.763	+3,5	3,9	3,4	321.702	263.200	+22,2
BMW Group	**7,3**	**7,3**	**64.736**	**86.900**	**-25,5**	**7,6**	**7,4**	**623.358**	**573.407**	**+8,7**
BMW	6,0	5,5	53.660	65.478	-18,0	6,0	5,8	498.370	452.415	+10,2
Mini	1,2	1,8	11.076	21.422	-48,3	1,5	1,6	124.988	120.992	+3,3
Toyota Group	**6,2**	**5,8**	**55.067**	**69.487**	**-20,8**	**6,0**	**5,4**	**491.674**	**417.975**	**+17,6**
Toyota	5,6	5,3	50.059	63.611	-21,3	5,6	5,0	460.666	388.189	+18,7
Lexus	0,6	0,5	5.008	5.876	-14,8	0,4	0,4	31.008	29.786	+4,1
Daimler	**4,8**	**7,0**	**42.569**	**83.548**	**-49,0**	**5,7**	**6,5**	**470.612**	**505.376**	**-6,9**
Mercedes	4,5	6,7	39.471	80.551	-51,0	5,4	6,3	446.275	491.339	-9,2
Smart	0,3	0,3	3.098	2.997	+3,4	0,3	0,2	24.337	14.037	+73,4
Ford	**4,3**	**6,2**	**38.483**	**74.494**	**-48,3**	**4,7**	**5,8**	**387.130**	**449.941**	**-14,0**
Volvo	**1,9**	**2,4**	**16.793**	**28.183**	**-40,4**	**2,5**	**2,4**	**202.528**	**185.473**	**+9,2**
Nissan	**2,5**	**2,8**	**22.149**	**33.891**	**-34,6**	**2,1**	**2,5**	**175.706**	**195.147**	**-10,0**
Jaguar Land Rover Group	**1,4**	**1,9**	**12.599**	**22.485**	**-44,0**	**1,5**	**1,4**	**119.780**	**111.777**	**+7,2**
Land Rover	1,1	1,4	9.760	16.584	-41,1	1,1	1,0	89.149	79.907	+11,6
Jaguar	0,3	0,5	2.839	5.901	-51,9	0,4	0,4	30.631	31.870	-3,9
Mazda	**1,8**	**1,6**	**16.146**	**18.987**	**-15,0**	**1,3**	**1,2**	**109.752**	**95.684**	**+14,7**
Mitsubishi	**0,6**	**0,7**	**5.559**	**8.496**	**-34,6**	**0,6**	**1,0**	**51.895**	**75.343**	**-31,1**
Honda	**0,4**	**0,4**	**3.798**	**5.262**	**-27,8**	**0,5**	**0,6**	**44.167**	**49.177**	**-10,2**

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