

Press release

ANOTHER POSITIVE MONTH IN APRIL FOR MANUFACTURING IN THE ITALIAN AUTOMOTIVE INDUSTRY, COMPARED TO THE FOURTH MONTH OF 2020, THE FIRST TO BE FULLY AFFECTED BY THE PANDEMIC CONTAINMENT MEASURES

Compared to April 2019, manufacturing in the automotive sector was down 1.9% for the month, while the first four months of 2021 were down 5.1% compared to the same period in 2019. To get the sector back on track, it is essential to refinance incentives to purchase new cars with CO₂ emissions in the 61-135 g/km range and those for light commercial vehicles

Turin, 10th June 2021 - In April 2021, according to ISTAT data, **production in the Italian automotive industry as a whole**¹ recorded triple-digit growth compared to April 2020 - the first month fully affected by measures to contain the Covid-19 pandemic, which had closed at -87.4% - while in the first four months of 2021 it increased by 56.7%.

Looking at the sector's **manufacturing segments**, in April 2021 the index for motor vehicle manufacturing² (Ateco code 29.1) recorded the most significant positive change, with a five-digit increase, while the index for the manufacture of bodies for motor vehicles, trailers and semi-trailers and parts and accessories for motor vehicles and their engines showed a triple-digit increase. In the first four months of 2021, the indices for all sectors rose: +74.7% for the manufacture of motor vehicles, +46.5% for the manufacture of bodies for motor vehicles, trailers and semi-trailers (Ateco code 29.2) and +48.3% for the manufacture of parts and accessories for motor vehicles and their engines³.

According to preliminary ANFIA data, **domestic production of passenger cars** rose from 400 units in April 2020 to 43,900 units in April 2021, bringing growth in the first four months of this year to +61.8%.

The automotive manufacturing sector is part of the overall Italian industrial production index that grew for the second time after 24 months with negative signs. In fact, in April 2021, the **index of industrial production as a whole**⁴ closed at +79.5% compared

¹ Ateco code 29: manufacture of motor vehicles, manufacture of bodywork for motor vehicles, trailers and semi-trailers and manufacture of parts and accessories for motor vehicles and their engines (excluding tyres).

² "Motor vehicles" means passenger cars and light and heavy commercial vehicles.

³ Ateco code 29.3, does not include tyres.

⁴ Corrected for calendar effects: there were 21 working days in both April 2021 and April 2020 (excluding Construction). As of 2018, industrial production indices are disseminated by ISTAT in the new reference base 2015=100 (until last month the base was 2010=100).

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to April 2020 (but only +1.1% compared to April 2019) and was up 21.5% in the first four months of the year (but down 1.9% compared to the first four months of 2019).

Industrial turnover in the strict sense of the word (excluding the Construction sector) was up 42.5% in March, according to the latest available data (+50.1% on the domestic market and +29.5% on foreign markets) and closed the first quarter of 2021 at +10.6% (+13.2% on the domestic market and +5.8% on the foreign market).

"As was the case in the previous month of March, the automotive manufacturing index rose significantly in April 2021, in comparison with the heavy drop in April 2020, the first month fully affected by the emergency measures to contain the pandemic - comments Gianmarco Giorda, Director of ANFIA. In comparison, however, with the indices for April and the first four months of 2019, production in the automotive sector was down 1.9% for the month and 5.1% for the January-April 2021 period.

At this point, refinancing incentives for purchasing new cars with CO2 emissions in the 61-135 g/km range remains fundamental for an actual restart of the automotive industry. These incentives have proven to make an essential contribution to the recovery of demand - I would like to point out that, in January-May 2021, the Italian car market was down by 19.3% compared to the same period in 2019 - and represent a support measure for companies, which are still affected by the growing use of CIG, even in April, compared to 2020 levels. The refinancing of incentives also concerns light commercial vehicles as a recovery mechanism for an ailing sector and, at the same time, for the renewal of the vehicle fleet in a green direction.

It is essential to implement these measures promptly and deal with the still persistent crisis in the supply of semiconductors. This complex issue has generated and continues to create delays in delivering new vehicles".

Between January and February 2021 (latest available data), exports of motor vehicles (new cars and commercial vehicles) from Italy were worth € 2.62 billion, while imports amounted to € 4.46 billion. In terms of value, the United States is the top destination country for Italian car exports, with a 17.2% share, followed by Germany (16.3%) and France (15.6%).

In the same period, exports of automotive components were worth €3.5 billion, down 3.8% compared to January-February 2020, months not yet affected by the pandemic in our country, and with a positive balance of €906 million.

Turnover in the automotive sector⁵ as a whole, on the other hand, increased by 105.6% in March (latest data available), with the domestic segment growing by 174.3% (+47.3% the foreign component). In the January-March 2021 period, turnover increased by 24.7% (+39.3% for domestic turnover and +8.2% for foreign).

⁵ Unrefined Data. The update data for April will be published by ISTAT on June 22nd 2021.



Finally, turnover from **parts and accessories for motor vehicles and their engines** increased by 66.1% in March (+102.4% for the domestic component and +42% for the foreign component). In the first quarter of 2021, the turnover index for this segment increased by 18.2%, with the domestic segment up 27% (foreign turnover up 11.2%).

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ANFIA - Italian Association of the Automotive Industry

Founded in March 1912, over its hundred years, ANFIA's 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, regarding 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 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, 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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