Press Release

# ILLUSORY GROWTH FOR THE ITALIAN CAR MARKET IN APRIL, IN REDUCTION OF 17.1% COMPARED TO APRIL 2019: THE GRADUAL RESTART OF THE MARKET, WITH INCENTIVES IN THE 61-135 g/km $CO_2$ EMISSION BRACKET EXHAUSTED, IS BACKTRACKING

**The refinancing measures to stimulate demand for cars and light commercial vehicles are crucial to supporting a sector that guarantees employment and economic growth. Prime Minister Mario Draghi also mentioned this sector among those for which the Italian government intends to update its national strategies in his introduction to the PNRR delivered in Brussels**

*Turin, 3rd May 2021* – According to data published today by the Ministry of sustainable infrastructures and mobility, in April 2021 the Italian car market totalled 145,033 registrations compared to the 4,295 units recorded in April 2020, closed at -97.5%. Performance in March-April 2020 was heavily impacted by the measures adopted against Covid, with the closure of dealerships - from 12th March to 3rd May and the suspension of non-essential production activities from 22nd March until almost the end of April 2020.

As a result, registered units in the first four months of 2021 amounted to 592,181 units, 68.4% higher than volumes in the first four months of 2020 and 16.9% higher than in the same period of 2019.

"*As was the case in March, the illusory growth of the market in April of this year is the result of a comparison with the worst April in history, given that sales in 2020 were practically zero* - says **Paolo Scudieri, President of ANFIA.** *Compared to April 2019, which had also benefited from one fewer working day (20 days compared to 21), registrations in the fourth month of 2021 were 17.1% lower, confirming that the gradual restart of the market, with incentives in the 61-135 g/km $CO_2$ emissions bracket has now exhausted and is backtracking.*

*The priority, at this point, is therefore the refinancing of measures to support demand for cars, but also for light commercial vehicles - measures that pay for themselves in the short term, with additional cash for the State - and which represent an investment in the renewal of the circulating fleet, putting the latest generation vehicles on the roads. It is vital to support a sector that guarantees employment and economic growth. Italian Prime Minister Mario Draghi also mentioned the industry as one of those for which the Italian government intends to update its national strategies in his introductory remarks to the PNRR delivered in Brussels*".

Looking at registrations by **fuel type** in detail[1], there is a continued decline of diesel and petrol cars, whose market share is gradually shrinking in favour of hybrids and electric vehicles.

For the third consecutive month, diesel cars failed to exceed the 25% share threshold and accounted for only 22.5% of the April market and 24.4% of the demand for the first quarter of 2021. The share of petrol-powered vehicles rose slightly compared to March: 32.1% for the month and 33% for the quarter.

On the other hand, registrations of alternatively fuelled cars rose to 45.4% in April 2021 and 42.6% in the first four months. Electrified vehicles accounted for more than a third of the market (36.7% for the month and 34.3% year to date), with non-rechargeable hybrids accounting for 30% of the April market (for the third consecutive month, a higher share than diesel) and 27.7% for the year to date. On the other hand, rechargeable hybrids accounted for a 6.7% share in April (plug-in hybrids 3.4% in the month and 3.6% year to date, and electric cars 3.3% in the month and 3.1% year to date). Lastly, gas-powered vehicles accounted for 8.7% of the market in the fourth month of 2021 and 8.3% in the quarter. LPG vehicles had a market share of 6.5% in the month and 6% in the year-to-date period, while CNG vehicles accounted for 2.2% in the month and 2.3% in the first four months.

The excellent performance of Fiat Panda, Lancia Ypsilon and Fiat 500 hybrids, which occupy the top three places in the mild/full hybrid segment, continued. Among PHEVs, Jeep Renegade topped the sales charts, while Fiat 500 was the best-selling electric model, both in the month and cumulatively.

In terms of **market by segment**, small and super-utility cars accounted for 39% of the market in April. Their share in the first four months of 2021 was 40%. The three best-selling models were Fiat Panda, Fiat 500 (both super-utility cars) and Lancia Ypsilon (small car). Vehicles in the medium segments had a market share of 9.2% in April and 10.5% in the first four months of 2021, in both cases with Fiat Tipo leading the list of best-selling models.

Market share for SUVs was 39.5% in April and 42.4% year-to-date. In detail, small SUVs accounted for 19.4% of the month's market (Fiat 500X and Jeep Renegade being the two best-selling models), compact SUVs 15.3% (Jeep Compass first and Peugeot 3008 second), medium SUVs 3.6%, and large SUV sales 1.5% of the total. Stellantis Group cars represented 31% of SUV sales.

[1] Provisional Data



10128 Turin - Corso Galileo Ferraris, 61 – Phone: +39 011 5546511 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 – Phone: +39 06 54221493 (4) - E-mail: anfia.roma@anfia.it
www.anfia.it

MPVs accounted for 3.5% of the market in April and 3.9% in the first four months of 2021. Finally, sports, premium, and luxury cars held a 1% share in the month and quarter.

According to the ISTAT survey, in April[2] both the **consumer confidence index** (base 2010=100) is estimated to increase from 100.9 to 102.3 and the **composite business confidence index** (Iesi) from 94.2 to 97.3.

In addition, the consumer confidence index for durable goods, including cars, the balance regarding the current opportunity increased compared to March 2021 (from -46.4 to -43.7).

According to the latest available ISTAT data, in April, the **national consumer price index** increased by 0.4% monthly and by 1.1% annually (from +0.8% in March). The upward trend in inflation is mainly caused by the prices of energy goods, whose growth rose from +0.4% in March to +9.4% due to both the costs of the regulated component (which reversed the trend from -2.2% to +15.7%) and unregulated segments (accelerating from +1.7% to +6.6%); this trend is only partly offset by the reversal of the prices of unprocessed food and transport-related services (+2.2% to -0.7%).

In the unregulated energy goods sector, looking at the trend in fuel prices, **petrol** prices rose from +2.7% to +9.6% (+1.3% compared to March), **diesel** prices rose from +1.7% to +8.3% (+0.9% on the month), and costs of **other fuels** rose from +4.5% to +7.3% (+1.3% on the month).

The **Stellantis Group** registered 58,504 units for the month, with a market share of 40,3%.

Total new cars registrations since the beginning of 2021 are 238.973 units (+63.6%), representing a market share of 40,4%.

There are seven Stellantis Group models in the **top ten for April**, with Fiat Panda still leading the list (10,108 units), followed in second place by Lancia Ypsilon (5,152), which climbs one place from March top ten, and in third place by Fiat 500 (4,670), which moved up two spots. In fourth place is Fiat 500X (4,101), then followed in fifth by Jeep Renegade (4,079) and in eighth by Citroen C3 (3,113). In tenth place, rounding out the top ten, is Opel Corsa (2,966), which gains one position.

[2] Beginning from January 2021, Istat edits the methodology for the prevision of consumers survey variables. Time series of response percentage frequencies, balances, and climates were calculated with the new estimator by calibration and are made available beginning in January 1998.



10128 Turin - Corso Galileo Ferraris, 61 – Phone: +39 011 5546511 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 – Phone: +39 06 54221493 (4) - E-mail: anfia.roma@anfia.it
www.anfia.it

The **used car market** totalled 281,483 transfers of ownership before mini transfers to dealers in April 2021, compared to 23,020 transfers recorded in April 2020. In the first four months of 2021, there were 1,175,552 transfers of ownership, 39.7% more than in the same period of 2020.

*For more information:* ANFIA Press Office
Miriam Gangi – m.gangi@anfia.it
Ph. +39 011 5546502
Mob. +39 338 7303167

**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 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, 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 6.2% of the Italian GDP
76.3 billion Euros of tax levy of motorization

Comunicato Stampa

ANFIA Associazione Nazionale Filiera Industria Automobilistica

## ITALIA - IMMATRICOLAZIONI AUTOVETTURE
*ITALY - NEW CAR REGISTRATIONS*

dati provvisori/*provisional data*

| | APRILE *APRIL* | | | | VAR. % *% CHG.* | GENNAIO/APRILE *JANUARY/APRIL* | | | | VAR. % *% CHG.* |
|---|---|---|---|---|---|---|---|---|---|---|
| *MARCA/MAKE* | 2021 | *%* | 2020 | *%* | *21/20* | 2021 | *%* | 2020 | *%* | *21/20* |
| ***STELLANTIS Group**** | ***58.504*** | ***40,3*** | ***2.682*** | ***62,4*** | ***+2081,4*** | ***238.973*** | ***40,4*** | ***146.072*** | ***41,5*** | ***+63,6*** |
| FIAT | 23.237 | 16,0 | 971 | 22,6 | +2293,1 | 92.673 | 15,6 | 57.454 | 16,3 | +61,3 |
| PEUGEOT | 9.022 | 6,2 | 478 | 11,1 | +1787,4 | 40.363 | 6,8 | 22.669 | 6,4 | +78,1 |
| CITROEN | 7.061 | 4,9 | 272 | 6,3 | +2496,0 | 31.305 | 5,3 | 18.192 | 5,2 | +72,1 |
| OPEL | 6.168 | 4,3 | 259 | 6,0 | +2281,5 | 25.537 | 4,3 | 15.938 | 4,5 | +60,2 |
| JEEP | 6.383 | 4,4 | 395 | 9,2 | +1515,9 | 24.858 | 4,2 | 13.117 | 3,7 | +89,5 |
| LANCIA | 5.152 | 3,6 | 109 | 2,5 | +4626,6 | 18.159 | 3,1 | 12.824 | 3,6 | +41,6 |
| ALFA ROMEO | 970 | 0,7 | 147 | 3,4 | +559,9 | 4.013 | 0,7 | 4.122 | 1,2 | -2,6 |
| DS | 411 | 0,3 | 51 | 1,2 | +705,9 | 1.490 | 0,3 | 1.436 | 0,4 | +3,8 |
| MASERATI | 100 | 0,1 | 0 | 0,0 | - | 575 | 0,1 | 320 | 0,1 | +79,7 |
| ***VW Group*** | ***25.203*** | ***17,4*** | ***308*** | ***7,2*** | ***+8082,8*** | ***95.007*** | ***16,0*** | ***58.964*** | ***16,8*** | ***+61,1*** |
| VOLKSWAGEN | 13.702 | 9,4 | 138 | 3,2 | +9829,0 | 49.556 | 8,4 | 33.705 | 9,6 | +47,0 |
| AUDI | 6.020 | 4,2 | 73 | 1,7 | +8146,6 | 23.188 | 3,9 | 12.147 | 3,5 | +90,9 |
| SKODA | 2.634 | 1,8 | 45 | 1,0 | +5753,3 | 11.208 | 1,9 | 6.213 | 1,8 | +80,4 |
| SEAT | 2.349 | 1,6 | 36 | 0,8 | +6425,0 | 8.660 | 1,5 | 5.321 | 1,5 | +62,8 |
| PORSCHE | 457 | 0,3 | 10 | 0,2 | +4470,0 | 2.283 | 0,4 | 1.488 | 0,4 | +53,4 |
| LAMBORGHINI | 41 | 0,0 | 6 | 0,1 | +583,3 | 112 | 0,0 | 90 | 0,0 | +24,4 |
| ***RENAULT Group*** | ***10.025*** | ***6,9*** | ***524*** | ***12,2*** | ***+1813,2*** | ***47.224*** | ***8,0*** | ***30.697*** | ***8,7*** | ***+53,8*** |
| RENAULT | 5.444 | 3,8 | 453 | 10,5 | +1101,8 | 27.637 | 4,7 | 19.475 | 5,5 | +41,9 |
| DACIA | 4.581 | 3,2 | 71 | 1,7 | +6352,1 | 19.587 | 3,3 | 11.222 | 3,2 | +74,5 |
| ***FORD*** | ***8.986*** | ***6,2*** | ***223*** | ***5,2*** | ***+3929,6*** | ***38.339*** | ***6,5*** | ***21.902*** | ***6,2*** | ***+75,0*** |
| ***TOYOTA Group*** | ***8.452*** | ***5,8*** | ***56*** | ***1,3*** | ***+14992,9*** | ***35.251*** | ***6,0*** | ***17.002*** | ***4,8*** | ***+107,3*** |
| TOYOTA | 8.078 | 5,6 | 54 | 1,3 | +14859,3 | 33.435 | 5,6 | 15.980 | 4,5 | +109,2 |
| LEXUS | 374 | 0,3 | 2 | 0,0 | +18600,0 | 1.816 | 0,3 | 1.022 | 0,3 | +77,7 |
| ***HYUNDAI Group*** | ***7.079*** | ***4,9*** | ***60*** | ***1,4*** | ***+11698,3*** | ***29.905*** | ***5,0*** | ***18.742*** | ***5,3*** | ***+59,6*** |
| HYUNDAI | 3.325 | 2,3 | 37 | 0,9 | +8886,5 | 15.059 | 2,5 | 8.071 | 2,3 | +86,6 |
| KIA | 3.754 | 2,6 | 23 | 0,5 | +16221,7 | 14.846 | 2,5 | 10.671 | 3,0 | +39,1 |
| ***BMW Group*** | ***6.841*** | ***4,7*** | ***101*** | ***2,4*** | ***+6673,3*** | ***28.172*** | ***4,8*** | ***15.071*** | ***4,3*** | ***+86,9*** |
| BMW | 4.973 | 3,4 | 93 | 2,2 | +5247,3 | 21.109 | 3,6 | 11.318 | 3,2 | +86,5 |
| MINI | 1.868 | 1,3 | 8 | 0,2 | +23250,0 | 7.063 | 1,2 | 3.753 | 1,1 | +88,2 |
| ***DAIMLER Group*** | ***5.536*** | ***3,8*** | ***53*** | ***1,2*** | ***+10345,3*** | ***21.856*** | ***3,7*** | ***11.426*** | ***3,2*** | ***+91,3*** |
| MERCEDES | 4.886 | 3,4 | 52 | 1,2 | +9296,2 | 19.309 | 3,3 | 10.626 | 3,0 | +81,7 |
| SMART | 650 | 0,4 | 1 | 0,0 | +64900,0 | 2.547 | 0,4 | 800 | 0,2 | +218,4 |
| ***SUZUKI*** | ***4.253*** | ***2,9*** | ***23*** | ***0,5*** | ***+18391,3*** | ***16.453*** | ***2,8*** | ***7.297*** | ***2,1*** | ***+125,5*** |
| ***NISSAN*** | ***2.156*** | ***1,5*** | ***18*** | ***0,4*** | ***+11877,8*** | ***10.769*** | ***1,8*** | ***7.748*** | ***2,2*** | ***+39,0*** |
| ***VOLVO*** | ***2.007*** | ***1,4*** | ***13*** | ***0,3*** | ***+15338,5*** | ***7.236*** | ***1,2*** | ***3.551*** | ***1,0*** | ***+103,8*** |
| ***JAGUAR LAND ROVER Grou*** | ***2.252*** | ***1,6*** | ***60*** | ***1,4*** | ***+3653,3*** | ***6.862*** | ***1,2*** | ***4.739*** | ***1,3*** | ***+44,8*** |
| LAND ROVER | 1.683 | 1,2 | 49 | 1,1 | +3334,7 | 5.146 | 0,9 | 3.529 | 1,0 | +45,8 |
| JAGUAR | 569 | 0,4 | 11 | 0,3 | +5072,7 | 1.716 | 0,3 | 1.210 | 0,3 | +41,8 |
| ***MAZDA*** | ***1.157*** | ***0,8*** | ***7*** | ***0,2*** | ***+16428,6*** | ***4.763*** | ***0,8*** | ***2.423*** | ***0,7*** | ***+96,6*** |
| ***HONDA*** | ***620*** | ***0,4*** | ***18*** | ***0,4*** | ***+3344,4*** | ***2.277*** | ***0,4*** | ***1.662*** | ***0,5*** | ***+37,0*** |
| ***DR*** | ***611*** | ***0,4*** | ***15*** | ***0,3*** | ***+3973,3*** | ***2.173*** | ***0,4*** | ***608*** | ***0,2*** | ***+257,4*** |
| ***TESLA*** | ***22*** | ***0,0*** | ***106*** | ***2,5*** | ***-79,2*** | ***1.725*** | ***0,3*** | ***886*** | ***0,3*** | ***+94,7*** |
| ***MITSUBISHI*** | ***412*** | ***0,3*** | ***6*** | ***0,1*** | ***+6766,7*** | ***1.485*** | ***0,3*** | ***1.373*** | ***0,4*** | ***+8,2*** |
| ***SUBARU*** | ***203*** | ***0,1*** | ***9*** | ***0,2*** | ***+2155,6*** | ***823*** | ***0,1*** | ***517*** | ***0,1*** | ***+59,2*** |
| ***FERRARI*** | ***70*** | ***0,0*** | ***0*** | ***0,0*** | - | ***236*** | ***0,0*** | ***136*** | ***0,0*** | ***+73,5*** |
| ***ALTRE*** | ***644*** | ***0,4*** | ***13*** | ***0,3*** | ***+4853,8*** | ***2.652*** | ***0,4*** | ***887*** | ***0,3*** | ***+199,0*** |
| TOTALE MERCATO | 145.033 | 100,0 | 4.295 | 100,0 | +3276,8 | 592.181 | 100,0 | 351.703 | 100,0 | +68,4 |

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 30/04/2021

* Fino al 2020 Alfa Romeo, Fiat, Jeep e Lancia erano conteggiati nel Gruppo FCA, Citroen, DS, Opel e Peugeot nel Gruppo PSA

**ITALIA - IMMATRICOLAZIONI AUTOVETTURE - Top ten**

*ITALY - NEW CAR REGISTRATIONS - Top ten*

dati provvisori/*provisional data*

## TOP 10

| N. | MARCA *Make* | MODELLO *Model* | APRILE 2021[1] *APRILE 2021* |
|---|---|---|---|
| 1 | FIAT | PANDA | 10.108 |
| 2 | LANCIA | YPSILON | 5.152 |
| 3 | FIAT | 500 | 4.670 |
| 4 | FIAT | 500X | 4.101 |
| 5 | JEEP | RENEGADE | 4.079 |
| 6 | TOYOTA | YARIS | 3.730 |
| 7 | FORD | PUMA | 3.278 |
| 8 | CITROEN | C3 | 3.113 |
| 9 | VOLKSWAGEN | T-ROC | 3.035 |
| 10 | OPEL | CORSA | 2.966 |

| N. | MARCA *Make* | MODELLO *Model* | GEN/APR 2021 *JAN/APR 2021* |
|---|---|---|---|
| 1 | FIAT | PANDA | 46.519 |
| 2 | FIAT | 500 | 18.559 |
| 3 | LANCIA | YPSILON | 18.197 |
| 4 | TOYOTA | YARIS | 16.611 |
| 5 | JEEP | RENEGADE | 16.230 |
| 6 | FIAT | 500X | 15.047 |
| 7 | CITROEN | C3 | 14.299 |
| 8 | FORD | PUMA | 13.208 |
| 9 | OPEL | CORSA | 13.106 |
| 10 | PEUGEOT | 208 | 12.269 |

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 30/04/2021

[1] Con versione Elettrica e marchio Abarth, non comprese nella top10 del Ministero, Fiat 500 occuperebbe la seconda posizione

[2] Comprende versione Elettrica e marchio Abarth

**Associazione Nazionale Filiera Industria Automobilistica**

Sede di Torino: 10128 - Corso Galileo Ferraris, 61 – Tel. +39 011 5546511 – Fax +39 011 545464

Dir. Studi e Ricerche: Tel. +39 0115546524 – E-mail: studi.ricerche@anfia.it - www.anfia.it

Sede di Roma: 00144 - Viale Pasteur, 10 – Tel. +39 06 54221493 (4) – Fax +39 06 54221418 – E-mail: anfia.roma@anfia.it