Press Release

UPHILL START FOR THE ITALIAN CAR MARKET IN 2021: -14% IN JANUARY

During the opening month of the new year, penalized by two working days less respect to January 2020, the Government crisis added another uncertainty cause. Continue, in the meanwhile, the positive trend for electrified cars: hybrids and electrics close with +121% and rechargeable one with +90%, with a market share of 5%

Turin, February 1st 2021 – According to the data published today by the Minister of Infrastructures and Transport, in January the Italian car market reached 134,001 registrations, with a slowdown of 14% respect to the same period of 2020.

"*The opening month of 2021* – says **Paolo Scudieri, President of ANFIA** – *starts with a disadvantage because of two working days less respect to January 2020. Also the first days of the month, with the last days of the Holidays break and the red zone, could have brought consumers in the postponing the purchase, in spite of the dealers full activities, while the Government crisis, which is still going on, added another uncertainty cause, in an already difficult moment.*

Probably, without the incentives measures entered into force last January 1st, the market results would have been worse. There is much to recover, but the hope is that in the next months could be a gradual demand restart.

During the month, is confirmed the trend of slowdown of the registrations for the traditional fueling cars, while keep to going on the positive trend for the electrified segment. Hybrids and electrics close with +121% and rechargeable ones represent the 90% more respect to January 2020, conquering a market share of 5%.

The hope, in the end, is that the country could as soon as possible, back to stability able to valorize at the most, the planning for the National Recovery and Resilience Plan (PNRR) resources, for whom ANFIA is keeping to work with the institutional spokesmen focusing on the green revolution, on the ecological transition, on the sustainable mobility, macro topics to be declared mainly put pressure on the competitive strengthening of the automotive supply chain, supporting investments and production reconversions in new low-emission technologies.

Today, infact, the automotive companies which are dealing with biggest investments for a reconversion production, do not have enough and appropriate tools".

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Analyzing **registrations by fueling**[1], is confirmed, in the first month of 2021, in slowdown of the traditional fueling cars, while it keeps to be positive the electrified cars market. Diesel cars decrease of 31% representing the 27% of the market, 6 percentage points less respect to January 2020. Petrol cars decrease of 33% during the month representing the 36% of the market. For the alternative fueling, registrations grow of 59%, reaching the 37% of share (it was the 20% in January 2020).

Both LPG cars and the methane one strongly decrease in the month: LPG cars decrease of 15%, while methane ones register a slowdown of 33%.

As already underlined, in January grow, once again, the hybrids and the electrics segment (+121%). Among these, mild and full hybrid cars grow of 128%, with a market share of 2.,5% (it was of 9% in January 2020). Rechargeable cars sold in January 2021 are the 90% more, thanks to the strong positive variations both of the electric cars (+28% and 2% of share), and both of the hybrid plug-in ones (+180% with 3% of share).

In the end, the hybrid versions of Fiat Panda, Ypsilon and Fiat 500 performances are always positive, and reach, respectively, the first, the third and the fourth place in January. Among the PHEV, Jeep Compass and Jeep Renegade plug-in confirm to be, respectively, the second and the third model best sold, while, Fiat 500 is the best sold among the electric models (together with Smart Fortwo).

Referring to the **market by segments**, in January decrease the registrations of all segments. Super economies register a trend of decrease of 13% (Fiat Panda and Fiat 500 are the best sold models), while the economy ones reduced of 11%. In slowdown also the volumes of the medium-lower (-31%), the medium (-30%) and the higher ones (-0.1%).

SUVs register a trend of decrease of 7% (the 26% of the SUVs registrations is represented by the Stellantis Group cars), with a market share of 43% during January. In details, small SUVs decrease of 2% (at the first place Jeep Renegade while Fiat 500X is at the third place), compacted of 9%, the medium of 17% and the bigger ones of 6%.

The variation is negative also for the monovolumes registrations, which decrease in January of 41%. In the end, the sportive cars slowdown of 22%, while the luxury one lose the 27% respect to January 2020.

According to the ISTAT survey, in January[2] a slight decrease is provided of the **consumer confidence climate index (base 2010=100)** which goes from 101.1 to 100.7.

[1] Temporary Data

[2] Starting 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.

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The **composite index of the company confidence climate (Iesi)** slightly grow from 87.7 to 87.9, instead.

Referring to the consumer confidence climate, regarding the purchase of the long lasting goods and among them there is the car, the balance regarding the current opportunity is growing respect to December 2020 (from -50.6 to -42.3).

According to, last ISTAT data available, in December 2020 the national index of consumer prices registers a growth of 0.2% per month and decreases of 0.2% per year (as in the previous month). The negative inflation, for the eighth month in row, is mostly determinate by the decrease, less marked respect to the one of the previous month, by the regulated energetic goods prices (-7.7%, from -8.6% of the previous month) and of the prices of the transport services (from -1.6% to -0.7%), balanced by the slowdown of the unprocessed food prices (from +3.2% to +1.6%).

The not regulated energy goods prices goes from -9.4% to -8.1% (+1.9% per month): looking at the fuel prices, register a slightly slowdown the prices of **Diesel** (from -13.9% to -11.8%; +2.8% the economic situation) and of **Petrol** (from -11.3% to -9.7%; +2.3% respect to November).

In average, in 2020 consumer prices register a slowdown of 0.2% (from +0.6% of 2019), while, net of energy goods, growth of 0.7% (from +0.6% of 2019).

Stellantis Group, in the overall, totalized during the month 52,683 registrations (-21.7%) with a market share of 39.3%. Positive trend for Maserati (+2.2%).

The Stellantis Group models in the **January top ten** of the best sold are seven, with Fiat Panda always at the first place (12,088 units), followed, at the third, by Lancia Ypsilon (4,047) and at the fourth by Jeep Renegade (3,445). At the fifth place there is Citroen C3 (3,401), followed at the sixth by Opel Corsa (3,222) and at the seventh by Peugeot 208 (3,186). Fiat 500X (2,616) closes the top ten.

The **second-hand market** reached 259,244 ownerships transfers, including the mini-transfer operations to car dealer, in January 2021, registering a slowdown of 23.5% respect to the same month of 2020.

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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

Comunicato Stampa

ITALIA - IMMATRICOLAZIONI AUTOVETTURE
ITALY - NEW CAR REGISTRATIONS

dati provvisori/*provisional data*

MARCA/*MAKE*	GENNAIO *JANUARY* 2021	%	2020	%	VAR. % *% CHG.* *21/20*	GENNAIO/DICEMBRE *JANUARY/DECEMBER* 2020	%	2019	%	VAR. % *% CHG.* *20/19*
*STELLANTIS Group**	*52.683*	*39,3*	*67.260*	*43,2*	*-21,7*	*537.030*	*38,9*	*751.761*	*39,2*	*-28,6*
ALFA ROMEO	935	0,7	1.800	1,2	-48,1	17.212	1,2	25.879	1,4	-33,5
CITROEN	7.125	5,3	8.854	5,7	-19,5	64.371	4,7	86.491	4,5	-25,6
DS	277	0,2	615	0,4	-55,0	4.633	0,3	4.459	0,2	+3,9
FIAT	20.191	15,1	25.858	16,6	-21,9	211.321	15,3	285.945	14,9	-26,1
JEEP	5.487	4,1	5.999	3,8	-8,5	59.600	4,3	81.526	4,3	-26,9
LANCIA	4.047	3,0	6.253	4,0	-35,3	43.023	3,1	58.755	3,1	-26,8
MASERATI	141	0,1	138	0,1	+2,2	1.358	0,1	2.083	0,1	-34,8
OPEL	5.296	4,0	7.874	5,1	-32,7	53.881	3,9	96.570	5,0	-44,2
PEUGEOT	9.184	6,9	9.869	6,3	-6,9	81.631	5,9	110.053	5,7	-25,8
VW Group	*21.355*	*15,9*	*25.450*	*16,3*	*-16,1*	*230.758*	*16,7*	*301.824*	*15,7*	*-23,5*
AUDI	5.184	3,9	5.014	3,2	+3,4	49.837	3,6	64.463	3,4	-22,7
PORSCHE	615	0,5	626	0,4	-1,8	5.688	0,4	6.727	0,4	-15,4
SEAT	1.617	1,2	2.115	1,4	-23,5	22.140	1,6	26.828	1,4	-17,5
SKODA	2.762	2,1	2.631	1,7	+5,0	24.660	1,8	26.639	1,4	-7,4
VOLKSWAGEN	11.157	8,3	15.032	9,6	-25,8	128.163	9,3	176.854	9,2	-27,5
LAMBORGHINI	20	0,0	32	0,0	-37,5	270	0,0	313	0,0	-13,7
RENAULT Group	*11.857*	*8,8*	*13.086*	*8,4*	*-9,4*	*139.304*	*10,1*	*198.058*	*10,3*	*-29,7*
DACIA	4.962	3,7	5.653	3,6	-12,2	53.408	3,9	84.104	4,4	-36,5
RENAULT	6.895	5,1	7.433	4,8	-7,2	85.896	6,2	113.954	5,9	-24,6
TOYOTA Group	*9.006*	*6,7*	*7.609*	*4,9*	*+18,4*	*75.211*	*5,4*	*95.994*	*5,0*	*-21,7*
LEXUS	459	0,3	371	0,2	+23,7	4.044	0,3	5.826	0,3	-30,6
TOYOTA	8.547	6,4	7.238	4,6	+18,1	71.167	5,2	90.168	4,7	-21,1
FORD	*8.933*	*6,7*	*9.119*	*5,9*	*-2,0*	*89.565*	*6,5*	*122.567*	*6,4*	*-26,9*
BMW Group	*7.062*	*5,3*	*6.957*	*4,5*	*+1,5*	*62.606*	*4,5*	*79.801*	*4,2*	*-21,5*
BMW	5.457	4,1	5.358	3,4	+1,8	46.017	3,3	58.139	3,0	-20,9
MINI	1.605	1,2	1.599	1,0	+0,4	16.589	1,2	21.662	1,1	-23,4
HYUNDAI Group	*6.651*	*5,0*	*8.149*	*5,2*	*-18,4*	*68.843*	*5,0*	*98.123*	*5,1*	*-29,8*
HYUNDAI	3.472	2,6	3.689	2,4	-5,9	33.387	2,4	50.361	2,6	-33,7
KIA	3.179	2,4	4.460	2,9	-28,7	35.456	2,6	47.762	2,5	-25,8
DAIMLER Group	*5.124*	*3,8*	*4.474*	*2,9*	*+14,5*	*50.498*	*3,7*	*98.173*	*5,1*	*-48,6*
MERCEDES	4.675	3,5	4.172	2,7	+12,1	45.924	3,3	62.895	3,3	-27,0
SMART	449	0,3	302	0,2	+48,7	4.574	0,3	35.278	1,8	-87,0
SUZUKI	*3.459*	*2,6*	*2.853*	*1,8*	*+21,2*	*33.458*	*2,4*	*38.282*	*2,0*	*-12,6*
NISSAN	*2.442*	*1,8*	*3.332*	*2,1*	*-26,7*	*28.354*	*2,1*	*43.133*	*2,3*	*-34,3*
VOLVO	*1.558*	*1,2*	*1.472*	*0,9*	*+5,8*	*17.057*	*1,2*	*20.897*	*1,1*	*-18,4*
JAGUAR LAND ROVER Grou	*932*	*0,7*	*2.415*	*1,5*	*-61,4*	*14.854*	*1,1*	*24.490*	*1,3*	*-39,3*
JAGUAR	173	0,1	592	0,4	-70,8	3.534	0,3	8.065	0,4	-56,2
LAND ROVER	759	0,6	1.823	1,2	-58,4	11.320	0,8	16.425	0,9	-31,1
MAZDA	*947*	*0,7*	*1.228*	*0,8*	*-22,9*	*10.097*	*0,7*	*13.405*	*0,7*	*-24,7*
HONDA	*457*	*0,3*	*740*	*0,5*	*-38,2*	*6.705*	*0,5*	*8.670*	*0,5*	*-22,7*
DR	*367*	*0,3*	*309*	*0,2*	*+18,8*	*3.483*	*0,3*	*3.793*	*0,2*	*-8,2*
MITSUBISHI	*327*	*0,2*	*686*	*0,4*	*-52,3*	*4.034*	*0,3*	*7.902*	*0,4*	*-48,9*
SUBARU	*148*	*0,1*	*147*	*0,1*	*+0,7*	*2.099*	*0,2*	*2.803*	*0,1*	*-25,1*
TESLA	*56*	*0,0*	*98*	*0,1*	*-42,9*	*3.804*	*0,3*	*2.453*	*0,1*	*+55,1*
FERRARI	*46*	*0,0*	*75*	*0,0*	*-38,7*	*506*	*0,0*	*495*	*0,0*	*+2,2*
ALTRE	*591*	*0,4*	*408*	*0,3*	*+44,9*	*3.380*	*0,2*	*4.327*	*0,2*	*-21,9*
TOTALE MERCATO	**134.001**	**100,0**	**155.867**	**100,0**	**-14,0**	**1.381.646**	**100,0**	**1.916.951**	**100,0**	**-27,9**

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/01/2021

* 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*	GENNAIO 2021[1] *JANUARY 2021*
1	FIAT	PANDA	12.088
2	TOYOTA	YARIS	4.284
3	LANCIA	YPSILON	4.047
4	JEEP	RENEGADE	3.445
5	CITROEN	C3	3.401
6	OPEL	CORSA	3.222
7	PEUGEOT	208	3.186
8	VOLKSWAGEN	T-ROC	2.992
9	DACIA	DUSTER	2.703
10	FIAT	500X	2.616

N.	MARCA *Make*	MODELLO *Model*	GEN/DIC 2020 *JAN/DEC 2020*
1	FIAT	PANDA	109.856
2	LANCIA	YPSILON	43.024
3	FIAT	500[2]	34.332
4	FIAT	500X	31.603
5	RENAULT	CLIO	31.166
6	JEEP	RENEGADE	30.568
7	TOYOTA	YARIS	29.532
8	RENAULT	CAPTUR	28.935
9	CITROEN	C3	28.065
10	DACIA	SANDERO	27.512

Fonte: CED - Ministero dei Trasporti

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/01/2021

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

[2] Comprende versione Elettrica e marchio Abarth

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