



Press Release

ANOTHER SHARP DOUBLE-DIGIT DECLINE (-20.2%) FOR THE EUROPEAN AUTO MARKET IN APRIL, THE TENTH CONSECUTIVE MONTH IN DECLINE

As in March, all five major markets (including the UK) recorded double-digit declines for the month, results that stem, in large part, from the continuation, across Europe, of the well-known difficulties in supply chain management, which weigh on both the production and demand fronts.

In Italy, it is hoped that the launch of incentives for the purchase of zero- and low-emission cars will put an end to the 'wait-and-see effect' and revive sales, pushing the renewal of the vehicle fleet and supporting the spread of electric mobility and the energy transition of the automotive production chain, in concert with a set of industrial policy measures soon to be defined

Turin, 18th May 2022 - According to figures released today by ACEA, in the EU as a whole, including EFTA and the UK¹, April car registrations totalled 830,447 units, 20.2% less than in April 2021.

In the first four months of 2022, the number of registered units reached 3,583,587, a negative change of 13% compared with the same period in the previous year.

"Also in April, as in the previous month, the European car market reports a strong double-digit decline (-20.2%) - confirmed Paolo Scudieri, President of ANFIA - continuing the negative trend that has been going on for 10 consecutive months now. Excluding 2020, the year of the pandemic, we are facing the lowest-volume April since ACEA has been conducting the survey.

All five major markets (including the UK) record double-digit declines for the month: Italy -33%, France -22.6%, Germany -21.5%, UK -15.8% and Spain -12.1%. Overall, these five markets saw registrations fall slightly more than the EU average (-21.9%) - sales of rechargeable cars (BEVs and PHEVs), on the other hand, fell by 4.1% and held a 17.8% share - and accounted for 70.7% of the total registered in April.

Results that stem, in large part, from the continuation, throughout Europe, of the well-known difficulties in supply chain management, which weigh on both the production and demand sides.

In Italy, we hope that the launch of incentives for the purchase of zero- and low-emission cars (electric, plug-in hybrids and low-impact endothermic), technologically neutral incentives with a 3-year time horizon, can put an end to the 'waiting effect' and revive sales, with the threefold aim of: to push the pace of fleet renewal, so as to hit

¹ EU 27 + EFTA + United Kingdom (remember that as of 1st February 2020, the United Kingdom is no longer part of the European Union). Data for Malta are currently not available.

Italian Association of Automotive Industry (ANFIA)

the transport sector's emission reduction targets; to support the spread of electric mobility, in parallel also by accelerating the implementation of a public and private infrastructure development plan; to support the energy transition of the automotive production chain, in concert with a set of industrial policy measures soon to be defined".

In Italy, total volumes in April 2022 stood at 97,339 units (-33%). In the first four months of 2022, total registrations amounted to 435.647 units, a decrease of 26,5% compared to volumes in the same period of 2021.

According to ISTAT data, in April, the **national consumer price index** recorded a decrease of 0.1% on a monthly basis and an increase of 6% on an annual basis (from +6,5% in the previous month). The slowdown in inflation is mainly due to the prices of Energy Goods (whose growth drops from +50.9% in March to +39.5%) and is attributable to both the regulated (from +94.6% to +64.3%) and unregulated (from +36.4% to +29.8%) components. On the other hand, prices of Transport-related Services accelerated (from +1% to +5.1%). In the unregulated energy goods sector, looking at the trend in fuel prices, Diesel prices slow down (from +34.5% to +23.1%; -7.7% cyclically) and Gasoline prices slow down (from +26.4% to +13%; -9.5% on the month).

Analysing the market by fuel, petrol cars fell by 42.8%, with a market share of 27.4%, while diesel cars fell by 38.3% and had a share of 20.7%. In the first four months of 2022, registrations of petrol cars fell by 39.2% and diesel cars by 39%. Additionally, registrations of alternatively fuelled vehicles accounted for 51.9% in April 2022, down 23.3% in the month and 9.4% in the January-April period, with a market share of 52.5%. Electrified cars accounted for 43.6% of the April market, -20.3%, while they had a 42.7% share in the four five months of 2022, down 8.5%. Among these, non-rechargeable hybrids drop 21.1% in the month to 33.8% share, making them the fuel type with the highest penetration share for ten consecutive months. Over the cumulative period, they are down 10.1%, accounting for 33.4% of the total. Rechargeable car registrations are down 17% and account for 9.9% of the market (-2% and 9.3% share in the first four months of 2022). Among these, electric cars have a 3.1% share and decline by 37.4%, while plug-in hybrids decline by 2.3% and account for 6.7% of the total. Finally, gas-powered cars accounted for 8.3% of April's registered cars, of which 7.4% were LPG cars (down 23.1%) and 0.9% were CNG cars (down 73.6%). Since the beginning of 2022, LPG cars are up 6.5% and CNG cars are down 63.8%.

In Europe, the Stellantis Group recorded 155,861 registrations in April 2022 (-31%) with a market share of 18.8%. From January to April 2022, volumes amounted to 679.660 units (-24,1%), with a share of 19%.



Spain totalled 69,111 registrations in April 2022, 12.1% less than in the same month last year (-51% compared with March 2019, before the pandemic). In the first four months of 2022, the market is thus down 11.8%, with 233,509 units registered.

The Spanish automotive association ANFAC points out that April, although it reported the best performance this year, still underperformed the domestic market. The slowdown in vehicle deliveries, caused by the microchip crisis and demand increasingly affected by economic uncertainty, is making recovery difficult. It is a difficult time for consumers - as the negative performance of registrations in the private and company car channels well illustrate - where they tend to put off purchasing decisions. Instead, market recovery must be a priority so as not to lose the relevance of a sector that contributes to both GDP and employment in the country.

In detail, according to sales channels, April market is broken down into 28,942 sales to private individuals (-1.4% and 41.9% share), 28,111 sales to companies (-2.9% and 40.7% share) and 12,058 sales for rental (-40.6% and 17.4% share), while in the cumulative it is broken down into 106,915 sales to private individuals (+1.3% and 45.8% share), 102,395 sales to companies (-2.8% and 43.8% share) and 24,199 sales for rental (-55% and 10.4% share).

Petrol cars accounted for 43.6% of the April market (-22%) and 41.8% of the market since the beginning of 2022 (-23.6%). Next, non-rechargeable hybrid cars have a market share of 27.7% in the month (+5.8%) and 28.2% in the cumulative (+11.3%). Diesel cars accounted for 17.6% of the April market (-24.3%) and 17.9% in the cumulative (-29%), followed by plug-in hybrids (6.3% in the month and cumulative), electrics (2.8% in the month and 3.9% in the first four months), and gas cars (2% in the month and 1.9% since the beginning of 2022).

Average CO₂ emissions of new passenger cars stood at 121.8 g/km in April and 120.2 since the beginning of the year.

In France, 108,724 new registrations were recorded in April 2022, down 22.6% compared to April 2021. In the first four months of 2022, the drop fell to 18.6% and stands at 474,084 registrations.

In reference to fuels, gasoline (-33.5%, with 37.5% share) and diesel (-48%, with 15.8% share) passenger cars fell in April. Alternative-fuel cars grew 10.1% in the month, with 46.7% share, and 14.9% in the first four months of 2022, with 45.6% market share. In April, hybrid cars (29.6%) exceeded diesel's share; among them, rechargeable cars had a share of 29.6% (-2.5%) and non-rechargeable ones 20.2% (+0.4%). Finally, electric cars reach 11.7% of the market (+32.8%), gas cars 4.5%, and bioethanol cars 1%. From the beginning of 2022, diesel cars decline by 45% (16.3% share) and gasoline cars by 28.7% (38.1% share). By contrast, non-rechargeable hybrids are up 2.8%, electrics 40.3%, and gas cars 39.5%, while plug-in hybrids drop 6.7%.

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In Germany, 180,264 units were registered in April, down 21.5%. From January-April 2022, registrations stood at 806,218, down 9% compared to the same period in 2021 (but -32% compared to January-April 2019).

Domestic orders, as of April 2022, are down 22% year-on-year, while in the first four months of 2022 they are up 10%.

Comparing sales channels, cars registered to companies account for 64.1% of the total registered, compared to 35.9% for vehicles registered to private individuals.

With 34,474 new registrations (down 6.9%), electric cars reached a 12.3% market share in April. Hybrid cars total 56,786, down 11.4% and with 31.5% share, of which 21,697 are plug-ins, down 19.6% and with 12% share. 36.1% of new cars are gasoline (65,030 cars, down 27.8%) and 19.6% are diesel (35,289 cars, down 29.7%). Gas cars account for 0.6% of the market: 838 new LPG cars (-18.5%) and 94 CNG cars (-76.4%). From the beginning of 2022, gasoline cars account for 35.5% of the market, diesels 20%, hybrids 3.05% (of which 11.1% are rechargeable), electrics 13.1%, and, finally, gas cars 0.8%.

The average CO₂ emissions of new passenger cars are 122.5 g/km in April 2022 and 120.7 g/km cumulative.

Finally, the UK market totalled 119,167 new passenger cars registered in April, down 15.8%. In the first four months, registrations stood at 536,727 units, 5.4% lower than in January-April 2021.

The British Automotive Association SMMT has therefore revised its 2022 closing forecast, lowering it from 1.89 million units to 1.72 million. SMMT notes that the global semiconductor shortage continues to drag down the market, with global geopolitical issues threatening to undermine both supply and demand in the coming months. Manufacturers are doing all they can to ensure delivery of low-emission cars to customers, and anyone considering a new car purchase should look to place orders now to take advantage of incentives, low interest rates, and reduced operating costs. Accelerating the transformation of the new car market and the decarbonization of road transport in such challenging times requires not only the resolution of supply issues, but a broader package of measures that encourage consumer demand and address the obstacles in the field, the biggest of which remains the charging infrastructure network.

The monthly private market share was 54.4%, while cars for companies accounted for 45.6% sales.

By fuel type, diesel cars registered a share of 5.6% in the month and of 5.7% in the four-month period (in both cases the lowest figure among the major markets), while for gasoline cars 45.8% in the month and 43.3% since the beginning of the year. Non-rechargeable hybrids accounted for 32.2% of the April market and 30% of the cumulative market. Finally, rechargeable cars (BEVs and PHEVs) account for 16.2% of the market for

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the month (10.8% BEVs and 5.4% PHEVs) and 21.1% since the beginning of the year (14.4% BEVs and 6.7% PHEVs).

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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

5,156 companies

268,300 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector

92.7 billion Euros of turnover, which means 9.3% of the Italian manufacturing sector turnover and of 5.2% the Italian GDP

76.3 billion Euros of tax levy of motorization

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UE¹/EFTA/UK - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

UE¹ /EFTA/UK- NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

	Aprile/April		% Chg	Gennaio-Aprile/January-April		% Chg
	2022	2021		2022	2021	
AUSTRIA	16.364	22.296	-26,6	68.739	85.818	-19,9
BELGIUM	28.402	37.192	-23,6	131.548	156.429	-15,9
BULGARIA	2.357	2.400	-1,8	9.031	7.984	13,1
CROATIA	4.258	4.147	2,7	13.893	14.621	-5,0
CYPRUS	747	925	-19,2	3.806	3.671	3,7
CZECH REPUBLIC	14.714	18.976	-22,5	62.105	68.510	-9,3
DENMARK	11.015	15.518	-29,0	45.243	59.404	-23,8
ESTONIA	1.778	2.395	-25,8	6.969	8.123	-14,2
FINLAND	6.431	8.845	-27,3	28.163	36.825	-23,5
FRANCE	108.724	140.426	-22,6	474.084	582.217	-18,6
GERMANY	180.264	229.650	-21,5	806.218	886.102	-9,0
GREECE	9.289	10.198	-8,9	31.716	33.637	-5,7
HUNGARY	9.090	10.555	-13,9	37.780	42.752	-11,6
IRELAND	7.863	7.147	10,0	57.753	55.177	4,7
ITALY	97.339	145.243	-33,0	435.647	592.488	-26,5
LATVIA	1.294	1.395	-7,2	4.974	4.836	2,9
LITHUANIA	2.349	3.611	-34,9	8.852	11.269	-21,4
LUXEMBOURG	3.341	4.327	-22,8	14.688	16.783	-12,5
NETHERLANDS	22.087	23.844	-7,4	100.457	104.431	-3,8
POLAND	34.882	40.149	-13,1	136.923	158.014	-13,3
PORTUGAL	12.420	14.809	-16,1	47.191	45.848	2,9
ROMANIA	8.469	6.862	23,4	37.447	27.624	35,6
SLOVAKIA	6.058	6.787	-10,7	25.279	22.189	13,9
SLOVENIA	3.918	4.281	-8,5	16.670	20.572	-19,0
SPAIN	69.111	78.594	-12,1	233.509	264.649	-11,8
SWEDEN	21.942	21.871	0,3	91.681	112.741	-18,7
EUROPEAN UNION (EU)	684.506	862.443	-20,6	2.930.366	3.422.714	-14,4
EU14 ²	594.592	759.960	-21,8	2.566.637	3.032.549	-15,4
EU12 ³	89.914	102.483	-12,3	363.729	390.165	-6,8
ICELAND	1.403	781	79,6	4.554	2.867	58,8
NORWAY	9.725	13.166	-26,1	42.067	49.475	-15,0
SWITZERLAND	15.646	22.054	-29,1	69.873	78.551	-11,0
EFTA	26.774	36.001	-25,6	116.494	130.893	-11,0
UNITED KINGDOM	119.167	141.583	-15,8	536.727	567.108	-5,4
TOTAL (EU + EFTA + UK)	830.447	1.040.027	-20,2	3.583.587	4.120.715	-13,0
WESTERN EUROPE (EU14 + EFTA + UK)	740.533	937.544	-21,0	3.219.858	3.730.550	-13,7

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

	Aprile/April					Gennaio-Aprile/January-April				
	% ¹ 2022	% 2021	Unità <i>Units</i> 2022	Unità <i>Units</i> 2021	Var % % Chg 22/21	% ¹ 2022	% 2021	Unità <i>Units</i> 2022	Unità <i>Units</i> 2021	Var % % Chg 22/21
Volkswagen Group	24,5	26,7	167.786	230.038	-27,1	24,6	25,7	720.385	878.781	-18,0
Volkswagen	10,5	11,9	71.688	103.051	-30,4	10,4	11,4	304.308	391.430	-22,3
Audi	5,2	5,0	35.388	43.531	-18,7	5,2	4,8	151.258	163.923	-7,7
Skoda	4,8	5,5	32.517	47.743	-31,9	5,0	5,6	146.640	190.181	-22,9
Seat ²	3,5	3,6	23.969	31.187	-23,1	3,3	3,3	96.795	113.967	-15,1
Porsche	0,6	0,5	3.899	4.251	-8,3	0,7	0,5	20.070	18.258	+9,9
Others ³	0,0	0,0	325	275	+18,2	0,0	0,0	1.314	1.022	+28,6
Stellantis	20,1	23,5	137.455	202.306	-32,1	20,4	23,6	596.968	806.603	-26,0
Peugeot	5,8	7,2	39.845	62.346	-36,1	6,3	7,5	183.253	257.543	-28,8
Fiat ⁴	4,3	5,0	29.734	43.272	-31,3	4,0	4,9	118.635	166.979	-29,0
Citroen	4,0	4,6	27.093	39.685	-31,7	3,9	4,6	115.110	156.784	-26,6
Opel/Vauxhall	3,5	4,1	24.043	35.446	-32,2	3,7	4,1	108.964	141.402	-22,9
Jeep	1,2	1,3	8.094	11.164	-27,5	1,2	1,3	35.315	44.404	-20,5
DS	0,5	0,4	3.739	3.220	+16,1	0,5	0,4	14.463	12.483	+15,9
Lancia/Chrysler	0,4	0,6	2.762	5.153	-46,4	0,5	0,5	13.542	18.168	-25,5
Alfa Romeo	0,3	0,2	1.897	1.697	+11,8	0,2	0,2	6.534	7.552	-13,5
Others ⁵	0,0	0,0	248	323	-23,2	0,0	0,0	1.152	1.288	-10,6
Renault Group	9,5	9,2	64.778	79.154	-18,2	9,9	9,5	289.695	323.805	-10,5
Renault	5,3	6,0	36.196	51.746	-30,1	5,6	6,2	163.469	211.874	-22,8
Dacia	4,1	3,1	28.254	27.116	+4,2	4,3	3,2	124.896	111.011	+12,5
Alpine	0,0	0,0	265	123	+115,4	0,0	0,0	810	438	+84,9
Lada	0,0	0,0	63	169	-62,7	0,0	0,0	520	482	+7,9
Hyundai Group	10,5	7,5	72.095	65.073	+10,8	9,6	7,2	281.456	247.682	+13,6
Kia	5,7	3,9	38.919	33.927	+14,7	5,1	3,6	148.754	124.797	+19,2
Hyundai	4,8	3,6	33.176	31.146	+6,5	4,5	3,6	132.702	122.885	+8,0
Toyota Group	7,4	6,1	50.735	52.628	-3,6	7,2	6,2	211.532	213.821	-1,1
Toyota	7,1	5,8	48.917	50.205	-2,6	6,9	5,9	202.751	203.468	-0,4
Lexus	0,3	0,3	1.818	2.423	-25,0	0,3	0,3	8.781	10.353	-15,2
BMW Group	7,2	7,2	49.396	61.779	-20,0	7,0	6,9	203.847	236.173	-13,7
BMW	6,2	5,7	42.130	49.326	-14,6	5,6	5,6	164.134	191.614	-14,3
Mini	1,1	1,4	7.266	12.453	-41,7	1,4	1,3	39.713	44.559	-10,9
Mercedes-Benz	6,1	6,2	41.841	53.088	-21,2	5,9	5,8	173.663	198.607	-12,6
Mercedes	5,8	5,8	39.835	49.899	-20,2	5,7	5,5	165.583	187.382	-11,6
Smart	0,3	0,4	2.006	3.189	-37,1	0,3	0,3	8.080	11.225	-28,0
Ford	4,4	4,2	29.813	36.423	-18,1	4,5	4,5	130.586	155.408	-16,0
Volvo	2,1	2,1	14.495	18.279	-20,7	2,2	2,5	65.218	86.187	-24,3
Nissan	1,9	1,6	12.902	14.026	-8,0	1,8	2,0	53.079	68.337	-22,3
Mazda	1,1	1,3	7.385	10.854	-32,0	1,2	1,1	36.094	37.691	-4,2
Mitsubishi	0,8	0,6	5.629	5.029	+11,9	0,6	0,5	18.925	18.470	+2,5
Jaguar Land Rover Group	1,0	1,1	7.126	9.100	-21,7	0,6	0,8	18.502	28.263	-34,5
Land Rover	0,8	0,8	5.731	6.480	-11,6	0,5	0,6	14.180	20.999	-32,5
Jaguar	0,2	0,3	1.395	2.620	-46,8	0,1	0,2	4.322	7.264	-40,5
Honda	0,6	0,4	4.077	3.065	+33,0	0,5	0,3	14.799	11.660	+26,9

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market² Including Cupra³ Including Bentley, Lamborghini and Bugatti⁴ Including Abarth⁵ Including Dodge, Maserati and RAM

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

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

	Aprile/April					Gennaio-Aprile/January-April				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % % Chg 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % % Chg 22/21
	2022	2021	Units 2022	Units 2021	% Chg 22/21	2022	2021	Units 2022	Units 2021	% Chg 22/21
Volkswagen Group	24,1	26,7	199.917	277.546	-28,0	23,9	25,4	855.494	1.044.825	-18,1
Volkswagen	9,8	11,7	81.362	121.382	-33,0	9,7	11,0	348.475	454.584	-23,3
Audi	5,7	5,5	47.093	57.277	-17,8	5,5	5,2	197.254	212.799	-7,3
Skoda	4,6	5,4	37.971	56.274	-32,5	4,7	5,3	168.413	218.386	-22,9
Seat ²	3,3	3,5	27.572	36.265	-24,0	3,1	3,2	111.474	133.108	-16,3
Porsche	0,7	0,6	5.432	5.867	-7,4	0,8	0,6	27.705	24.176	+14,6
Others ³	0,1	0,0	487	481	+1,2	0,1	0,0	2.173	1.772	+22,6
Stellantis	18,8	21,7	155.861	225.970	-31,0	19,0	21,7	679.660	895.384	-24,1
Peugeot	5,5	6,8	45.746	70.219	-34,9	5,8	6,9	208.664	285.379	-26,9
Opel/Vauxhall	3,7	4,3	30.612	45.067	-32,1	3,9	4,3	141.261	177.706	-20,5
Fiat ⁴	3,9	4,4	31.996	45.328	-29,4	3,6	4,2	128.162	174.401	-26,5
Citroen	3,6	4,1	30.010	42.755	-29,8	3,5	4,1	126.863	169.717	-25,3
Jeep	1,0	1,1	8.429	11.786	-28,5	1,0	1,1	36.819	46.751	-21,2
DS	0,5	0,3	3.909	3.322	+17,7	0,4	0,3	15.602	13.191	+18,3
Lancia/Chrysler	0,3	0,5	2.762	5.153	-46,4	0,4	0,4	13.542	18.169	-25,5
Alfa Romeo	0,2	0,2	2.056	1.938	+6,1	0,2	0,2	7.247	8.456	-14,3
Others ⁵	0,0	0,0	341	402	-15,2	0,0	0,0	1.500	1.614	-7,1
Hyundai Group	10,7	7,6	88.952	78.586	+13,2	10,0	7,3	358.197	300.584	+19,2
Kia	5,7	4,1	47.725	42.408	+12,5	5,4	3,8	192.947	156.220	+23,5
Hyundai	5,0	3,5	41.227	36.178	+14,0	4,6	3,5	165.250	144.364	+14,5
Renault Group	8,5	8,1	70.261	83.902	-16,3	8,7	8,3	312.821	343.906	-9,0
Renault	4,7	5,3	39.053	54.999	-29,0	4,9	5,5	176.990	225.791	-21,6
Dacia	3,7	2,7	30.836	28.583	+7,9	3,7	2,8	134.356	117.110	+14,7
Alpine	0,0	0,0	309	151	+104,6	0,0	0,0	955	523	+82,6
Lada	0,0	0,0	63	169	-62,7	0,0	0,0	520	482	+7,9
BMW Group	7,6	7,4	63.493	77.021	-17,6	7,4	7,4	265.019	303.718	-12,7
BMW	6,3	5,9	51.949	60.871	-14,7	5,8	5,9	208.797	243.397	-14,2
Mini	1,4	1,6	11.544	16.150	-28,5	1,6	1,5	56.222	60.321	-6,8
Toyota Group	7,2	6,2	59.617	64.383	-7,4	7,2	6,3	256.985	260.480	-1,3
Toyota	6,9	5,8	57.150	60.840	-6,1	6,8	5,9	243.884	244.989	-0,5
Lexus	0,3	0,3	2.467	3.543	-30,4	0,4	0,4	13.101	15.491	-15,4
Mercedes-Benz	6,1	6,3	50.417	65.138	-22,6	6,0	6,0	214.016	248.962	-14,0
Mercedes	5,8	5,9	48.273	61.809	-21,9	5,7	5,8	205.287	237.295	-13,5
Smart	0,3	0,3	2.144	3.329	-35,6	0,2	0,3	8.729	11.667	-25,2
Ford	4,9	4,8	40.674	50.051	-18,7	4,8	5,0	173.292	206.786	-16,2
Volvo	2,3	2,4	18.993	24.677	-23,0	2,4	2,7	84.593	112.783	-25,0
Nissan	2,3	1,9	19.143	19.642	-2,5	2,1	2,4	76.664	97.339	-21,2
Mazda	1,2	1,3	10.062	13.855	-27,4	1,3	1,2	47.027	47.797	-1,6
Jaguar Land Rover Group	1,6	1,8	13.258	18.344	-27,7	1,1	1,6	40.072	65.435	-38,8
Land Rover	1,3	1,3	10.679	13.629	-21,6	0,9	1,2	30.973	50.392	-38,5
Jaguar	0,3	0,5	2.579	4.715	-45,3	0,3	0,4	9.099	15.043	-39,5
Honda	0,9	0,5	7.164	5.531	+29,5	0,7	0,5	25.698	19.415	+32,4
Mitsubishi	0,7	0,6	5.924	6.228	-4,9	0,6	0,6	19.934	23.020	-13,4

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 OCC. (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
WESTERN EUROPE (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

	Aprile/April					Gennaio-Aprile/January-April				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21
Volkswagen Group	23,9	26,2	177.296	245.306	-27,7	23,6	24,8	760.009	923.864	-17,7
Volkswagen	10,0	11,9	74.129	111.650	-33,6	10,0	11,2	320.883	418.362	-23,3
Audi	6,0	5,8	44.283	54.447	-18,7	5,8	5,4	185.527	201.916	-8,1
Skoda	3,7	4,2	27.604	39.502	-30,1	3,8	4,1	121.140	154.317	-21,5
Seat ²	3,5	3,6	25.578	33.827	-24,4	3,2	3,4	104.450	124.987	-16,4
Porsche	0,7	0,6	5.249	5.436	-3,4	0,8	0,6	26.008	22.643	+14,9
Others ³	0,1	0,0	453	444	+2,0	0,1	0,0	2.001	1.639	+22,1
Stellantis	19,8	22,8	146.823	213.392	-31,2	20,0	22,7	643.393	846.656	-24,0
Peugeot	5,8	7,1	43.134	66.358	-35,0	6,2	7,3	198.954	270.822	-26,5
Opel/Vauxhall	3,7	4,5	27.715	42.204	-34,3	4,0	4,5	130.367	167.599	-22,2
Fiat ⁴	4,2	4,6	30.974	43.134	-28,2	3,8	4,4	123.857	164.691	-24,8
Citroen	3,9	4,3	28.693	40.068	-28,4	3,8	4,3	121.210	160.524	-24,5
Jeep	1,0	1,2	7.659	11.090	-30,9	1,0	1,1	32.653	42.715	-23,6
DS	0,5	0,3	3.775	3.260	+15,8	0,5	0,3	15.046	12.940	+16,3
Lancia/Chrysler	0,4	0,5	2.743	5.152	-46,8	0,4	0,5	13.521	18.163	-25,6
Alfa Romeo	0,2	0,2	1.825	1.740	+4,9	0,2	0,2	6.389	7.639	-16,4
Others ⁵	0,0	0,0	305	386	-21,0	0,0	0,0	1.396	1.563	-10,7
Hyundai Group	10,0	7,0	73.732	66.075	+11,6	9,3	6,8	300.242	255.283	+17,6
Kia	5,4	3,8	39.874	35.894	+11,1	5,0	3,6	162.532	134.365	+21,0
Hyundai	4,6	3,2	33.858	30.181	+12,2	4,3	3,2	137.710	120.918	+13,9
Renault Group	8,2	8,0	60.899	75.445	-19,3	8,5	8,3	273.753	310.323	-11,8
Renault	4,8	5,5	35.584	51.812	-31,3	5,1	5,7	163.090	212.825	-23,4
Dacia	3,4	2,5	24.948	23.332	+6,9	3,4	2,6	109.269	96.536	+13,2
Alpine	0,0	0,0	307	146	+110,3	0,0	0,0	939	514	+82,7
Lada	0,0	0,0	60	155	-61,3	0,0	0,0	455	448	+1,6
BMW Group	7,9	7,7	58.703	72.621	-19,2	7,7	7,7	248.433	287.128	-13,5
BMW	6,4	6,1	47.531	56.944	-16,5	6,0	6,1	193.923	228.291	-15,1
Mini	1,5	1,7	11.172	15.677	-28,7	1,7	1,6	54.510	58.837	-7,4
Toyota Group	6,4	5,5	47.184	51.600	-8,6	6,4	5,7	207.116	212.217	-2,4
Toyota	6,1	5,2	45.368	48.718	-6,9	6,1	5,4	196.310	199.645	-1,7
Lexus	0,2	0,3	1.816	2.882	-37,0	0,3	0,3	10.806	12.572	-14,0
Mercedes-Benz	6,3	6,5	46.462	60.629	-23,4	6,2	6,2	198.530	231.646	-14,3
Mercedes	6,0	6,1	44.334	57.315	-22,6	5,9	5,9	189.848	220.031	-13,7
Smart	0,3	0,4	2.128	3.314	-35,8	0,3	0,3	8.682	11.615	-25,3
Ford	5,0	5,0	36.967	46.518	-20,5	4,9	5,2	158.676	192.347	-17,5
Volvo	2,3	2,4	17.225	22.802	-24,5	2,4	2,8	77.529	104.999	-26,2
Nissan	2,4	1,9	17.973	17.756	+1,2	2,2	2,4	71.179	89.893	-20,8
Mazda	1,1	1,3	8.440	12.211	-30,9	1,3	1,1	40.879	42.597	-4,0
Jaguar Land Rover Group	1,7	1,9	12.752	17.652	-27,8	1,2	1,7	38.552	63.368	-39,2
Land Rover	1,4	1,4	10.282	13.071	-21,3	0,9	1,3	29.819	48.704	-38,8
Jaguar	0,3	0,5	2.470	4.581	-46,1	0,3	0,4	8.733	14.664	-40,4
Honda	0,9	0,5	6.403	4.903	+30,6	0,7	0,5	22.795	17.025	+33,9
Mitsubishi	0,8	0,6	5.641	5.758	-2,0	0,6	0,6	18.858	21.234	-11,2

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