



Press Release

THE EUROPEAN CAR MARKET HAS BEEN DECLINING FOR TWELVE CONSECUTIVE MONTHS, WITH A FURTHER DROP IN JUNE (-16.8%)

New registrations continued to be down for all major markets, which are still struggling due to the lack of available raw materials and components.

**The continuation of these conditions and the start of the summer months don't bode well for a quick recovery in the coming months.
The first half year, meanwhile, closes at -13.7%**

Turin, 15th July 2022 - Figures released today by ACEA show that car registrations in the European Union as a whole, including EFTA and the United Kingdom,¹ totalled 1,066,137 units in June, 16.8% down compared to June 2021.

In the first half of 2022, the number of registered units reached 5,597,656, a negative change of 13.7% compared to last year.

"With the further drop in registrations recorded by the European car market in June, this makes twelve consecutive months in decline - states Gianmarco Giorda, Director of ANFIA.

All major markets recorded a drop in the month as they continue to experience difficulties in sourcing several raw materials and components, a condition that has been ongoing for some time now and which, together with the start of the summer season, traditionally characterised by low volumes, does not bode well for a quick recovery in the coming months.

Among the five major markets (including the UK), it was the UK that reported the most significant drop for the month (-24.3%), followed by Germany (-18.1%), Italy (-15%), France (-14.2%) and Spain (-7.8%). These countries accounted for 70.6% of the total registered in the month. Over the year's first half, all five countries - together accounting for 69.7% of all registrations - showed double-digit downturns, with the European market closing at -13.7%.

Italy maintained the same double-digit decline as in May and saw decreases in volumes for all fuel types, including rechargeable cars (BEVs and PHEVs), which closed the first half at -8.7%".

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

In June 2022, total volumes in Italy stood at 127,209 units (-15%). In the first six months of the year, total registrations in 2022 totalled 684,228 units, a decrease of 22.7% compared to the same period in 2021.

In June, according to ISTAT data, the **national consumer price index** increased by 1.2% on a monthly basis and by 8% year-on-year (from +6.8% in the previous month). The additional growth in the overall consumer price index on a trend basis was mainly due to the prices of Energy Goods (whose growth rose from +42.6% in May to +48.7%) and, in particular, of Non-Regulated Energy Goods (from +32.9% to +39.9%). The prices of Regulated Energy Goods continue to register very high but stable growth at +64.3%. In the non-regulated energy goods sector, looking at the trend of fuel prices, the prices of Diesel shot up (from +25.1% to +32.3%, +6.7% in the month) as did Petrol (from +15.1% to +25.3%; +9.8% in the month). On the other hand, prices for Other Fuels fell (from +42.2% to +38.2%, -3% over the month).

Analysing the market by fuel type, petrol cars fell by 17.8% in June, with a market share of 29.4%, while diesel cars fell by 21.7% and had a share of 20.5%. In the first five months of 2022, petrol car registrations fell by 33.2% and diesel car registrations by 34.8%. On the other hand, registrations of alternatively fuelled cars accounted for 50.1% of the June 2022 market, down 10.1% in the month and 8.4% in the cumulative, where they had a market share of 52%. Electrified cars accounted for 39.3% of the June 2022 market, down 9.2%, while they had a 42.1% share in the first six months of 2022, down 7.3%. Non-rechargeable hybrids fell by 10% in the month to 28.9% share, while in cumulative terms, they dropped by 6.9%, accounting for 33% of the total. On the other hand, registrations of rechargeable cars decreased by 7% and accounted for 10.4% of the market (-8.7% and 9.1% share in H1 2022). Electric vehicles have a 4.8% share and are down 12.3%, while plug-in hybrids are down 1.7% and account for 5.5% of the total. Lastly, gas-powered cars accounted for 10.8% of the registered vehicles in June, of which 9.7% were LPG cars (+1.4%), and 1.1% were CNG cars (-62.4%). Since 2022, LPG cars are up 5.1%, and CNG cars are down 63.1%.

In Europe, the Stellantis Group recorded 215,439 registrations in June 2022 (-16.5%), with a market share of 20.2%. In January-June 2022, volumes amounted to 1,087,879 units (-21.1%), with a share of 19.4%.

Spain totalled 89,252 registrations in June 2022, 7.8% less than in the same month last year. Therefore, in the first half of 2022, the market is down 10.7%, with 407,757 units registered.

The Spanish automotive association ANFAC points out that the market has not yet managed to stabilise. Sales to private individuals, which had recovered in the previous month, are again slightly down due to economic uncertainty and the microchip crisis, affecting production in Spain and Europe and delaying the arrival of vehicles to the sales network. Rising fuel prices and higher inflation are also factors affecting demand and are likely to affect the rate of sales recovery in the coming months. Taking this situation and

the market trend in the first half of the year into account, forecasts indicate that the sector will sell around 800,000 cars this year. This figure is lower than the previous year and far below the natural pace of the domestic market, which is approximately 1.3 million registrations annually.

In detail, according to sales channels, the June market breaks down into 34,551 sales to private individuals (-2% and 39.8% share), 37,100 sales to companies (+18.4% and 41.6% share) and 16,601 rental sales (-43.1% and 18.6% share), while in the aggregate it is broken down into 177,132 sales to private individuals (+1.2% and 43.4% share), 171,590 sales to companies (+2.3% and 41.1% share) and 59,035 rental sales (-48.3% and 14.5% share).

Petrol cars accounted for 43.5% of the June market (-7.8%) and 42.8% of the market since the beginning of 2022 (-20.3%). Next, non-rechargeable hybrid cars accounted for 27.8% of the month's market (-6%) and 28.3% in the cumulative (+6.9%). Finally, diesel cars accounted for 18% in June (-8.7%) and 17.7% year to date (-24.8%), followed by plug-in hybrids (4.8% in the month and 5.8% in the cumulative), electric cars (3.5% in the month and the first six months) and gas cars (2.5% in the month and 1.9% since the beginning of 2022).

Average CO₂ emissions of new cars stood at 121.7 g/km in June and 120.9 g/km since the beginning of the year.

In France, there were 171,087 new registrations in June 2022, down 14.2% compared to June 2021. In the first six months of 2022, the drop was 16.3%, totalling 771,980 registrations.

With regard to fuels, petrol cars (-19.5%, with 36.9% share) and diesel cars (-25.6%, with 17.8% share) fell in June. Alternative fuel cars saw their market decline by 3.4% for the month, with a 45.4% share, and grew by 10.2% in the first six months of 2022, with a 45.6% share. Hybrids (25.2%) exceed the share of Diesel. Among hybrids, rechargeable ones have a 7% share (-27.5%) and non-rechargeable ones 25.2% (+15.1%). Finally, electric cars account for 12.8% of the market (+4.7%), gas cars for 0.3% and bioethanol cars for 0.2%. Since the beginning of 2022, diesel cars are down 38.8%, with a market share of 16.8%, and petrol cars (-25.9%) account for 37.5%. On the other hand, non-rechargeable hybrids are up by 7.1%, electrics by 28.7%, gas-powered cars by 11%, and plug-in hybrids are down by 12.5%.

In the German market, 224,558 units were registered in June, down 18.1%. In January-June 2022, registrations stood at 1,237,975, down 11% compared to the same period in 2021 (but 33% compared to January-June 2019).

As of June 2022, domestic orders are down 15% year-on-year, while in the first six months of 2022, they are up 4%.

Comparing sales channels, cars registered to companies accounted for 64.3% of the total registered, compared to 35.7% for private individuals.

With 32,234 new registrations (-3.5%), electric cars achieved a market share of 14.4% in June. Concerning hybrid cars, a total of 65,363 cars were registered, down 14.6%, with 29.1% share, of which 26,203 plug-ins, down 16.3%, with 11.7% share. 37% of new cars are petrol (83,175 cars, down 23.2%) and 18.9% are diesel (42,495 cars, down 22.3%). Gas cars account for 0.6% of the market: 1,120 new LPG cars and 116 CNG cars. From the beginning of 2022, petrol cars represent 35.8% of the market, diesel cars 19.9%, hybrids 30.1% (of which 11.2% are rechargeable), electric cars 13.5% and, finally, gas cars 0.7%.

The average CO₂ emissions of new passenger cars were 117.8 g/km in June 2022 and 120.1 g/km.

Finally, the UK market totalled 140,958 new passenger cars registered in June, down 24.3%. This is the weakest June since 1996.

In the first six months of the year, registrations stood at 802,079 units, 11.9% lower than in January-June 2021.

The British Automotive Association SMMT points out that the shortage of semiconductors is challenging the new car market even more than last year's lockdowns. As a result, demand for electric vehicles continues to be the only powerhouse as the number of electric cars on the road is higher than ever, but this growth, while welcome, is still not enough to compensate for the weakness in overall volumes, which has enormous implications for fleet renewal and meeting carbon reduction targets. With motorists grappling with rising fuel costs, however, the switch to an electric car is undoubtedly favoured, and the industry is working hard to improve supply and prioritise delivery of this segment of vehicles, which can save consumers money.

The monthly private market share was 49.3%, while cars for companies accounted for 50.7% of sales.

By fuel type, diesel cars accounted for a 5.7% share in the month and since the beginning of 2022 (in both cases the lowest figure among the major markets), petrol cars for 44% in the month and 43.8% cumulative, while non-rechargeable hybrids accounted for 28.7% of the June market and 29.7% cumulative. Finally, rechargeable cars accounted for 21.6% of the month's market (16.1% BEVs and 5.5% PHEVs) and 20.8% year-to-date (14.4% BEVs and 6.4% 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

Italian Association of Automotive Industry (ANFIA)

UE¹/EFTA/UK - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

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

	Giugno/June		% Chg 22/21	Gennaio-Giugno/January-June		% Chg 22/21
	2022	2021		2022	2021	
AUSTRIA	22.760	26.075	-12,7	108.606	134.396	-19,2
BELGIUM	34.814	41.126	-15,3	195.387	232.391	-15,9
BULGARIA	2.918	2.953	-1,2	14.639	12.926	13,3
CROATIA	4.931	6.884	-28,4	22.869	25.972	-11,9
CYPRUS	1.023	1.095	-6,6	6.133	5.794	5,9
CZECH REPUBLIC	18.738	22.561	-16,9	98.916	112.805	-12,3
DENMARK	14.807	20.264	-26,9	73.539	96.489	-23,8
ESTONIA	1.931	2.611	-26,0	11.074	12.940	-14,4
FINLAND	7.396	9.946	-25,6	43.501	56.736	-23,3
FRANCE	171.087	199.508	-14,2	771.980	922.765	-16,3
GERMANY	224.558	274.152	-18,1	1.237.975	1.390.889	-11,0
GREECE	11.091	13.875	-20,1	54.798	58.362	-6,1
HUNGARY	9.493	11.366	-16,5	57.411	64.816	-11,4
IRELAND	2.153	2.762	-22,0	65.174	63.853	2,1
ITALY	127.209	149.670	-15,0	684.228	885.090	-22,7
LATVIA	1.560	1.469	6,2	8.146	7.682	6,0
LITHUANIA	2.520	3.491	-27,8	14.004	18.697	-25,1
LUXEMBOURG	3.590	4.471	-19,7	21.812	25.287	-13,7
NETHERLANDS	30.012	32.937	-8,9	153.708	162.762	-5,6
POLAND	39.585	43.249	-8,5	212.405	242.123	-12,3
PORTUGAL	15.510	18.936	-18,1	75.449	81.445	-7,4
ROMANIA	11.067	11.853	-6,6	58.712	47.698	23,1
SLOVAKIA	8.024	8.223	-2,4	39.953	38.449	3,9
SLOVENIA	4.393	5.176	-15,1	25.847	31.009	-16,6
SPAIN	89.252	96.784	-7,8	407.757	456.832	-10,7
SWEDEN	26.088	36.095	-27,7	144.182	173.163	-16,7
EUROPEAN UNION (EU)	886.510	1.047.532	-15,4	4.608.205	5.361.371	-14,0
EU14 ²	780.327	926.601	-15,8	4.038.096	4.740.460	-14,8
EU12 ³	106.183	120.931	-12,2	570.109	620.911	-8,2
ICELAND	2.491	1.835	35,7	9.267	6.041	53,4
NORWAY	14.901	20.392	-26,9	68.505	83.930	-18,4
SWITZERLAND	21.277	26.005	-18,2	109.600	124.547	-12,0
EFTA	38.669	48.232	-19,8	187.372	214.518	-12,7
UNITED KINGDOM	140.958	186.128	-24,3	802.079	909.973	-11,9
TOTAL (EU + EFTA + UK)	1.066.137	1.281.892	-16,8	5.597.656	6.485.862	-13,7
WESTERN EUROPE (EU14 + EFTA + UK)	959.954	1.160.961	-17,3	5.027.547	5.864.951	-14,3

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

	Giugno/June					Gennaio-Giugno/January-June				
	% 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	24,3	26,5	215.390	277.269	-22,3	24,7	26,0	1.137.200	1.394.711	-18,5
Volkswagen	10,9	12,5	96.526	130.702	-26,1	10,6	11,7	488.468	629.358	-22,4
Audi	4,5	5,0	40.306	52.335	-23,0	5,0	4,9	230.744	263.254	-12,3
Skoda	4,7	5,2	41.501	54.526	-23,9	4,9	5,6	224.533	297.906	-24,6
Seat ²	3,5	3,3	31.123	34.258	-9,2	3,5	3,2	160.585	173.842	-7,6
Porsche	0,6	0,5	5.498	5.146	+6,8	0,7	0,5	30.603	28.732	+6,5
Others ³	0,0	0,0	436	302	+44,4	0,0	0,0	2.267	1.619	+40,0
Stellantis	21,5	21,9	190.863	229.836	-17,0	20,8	23,1	958.688	1.237.010	-22,5
Peugeot	7,0	6,2	62.448	64.845	-3,7	6,4	7,1	295.342	380.557	-22,4
Fiat ⁴	4,1	4,9	36.539	51.482	-29,0	4,2	5,0	194.133	266.533	-27,2
Citroen	3,9	4,3	34.488	45.248	-23,8	3,9	4,5	179.323	242.152	-25,9
Opel/Vauxhall	4,1	4,1	36.139	42.763	-15,5	3,8	4,1	177.129	217.649	-18,6
Jeep	1,1	1,3	9.474	13.311	-28,8	1,2	1,3	54.627	68.035	-19,7
DS	0,5	0,5	4.671	5.059	-7,7	0,5	0,4	22.949	20.730	+10,7
Lancia/Chrysler	0,4	0,4	3.718	4.339	-14,3	0,5	0,5	21.524	27.125	-20,6
Alfa Romeo	0,3	0,2	2.968	2.404	+23,5	0,3	0,2	11.736	12.202	-3,8
Others ⁵	0,0	0,0	418	385	+8,6	0,0	0,0	1.925	2.027	-5,0
Renault Group	13,7	11,6	121.681	121.728	-0,0	10,6	9,9	487.692	530.699	-8,1
Renault	7,5	7,5	66.068	78.652	-16,0	6,0	6,5	275.199	347.690	-20,8
Dacia	6,2	4,1	55.320	42.770	+29,3	4,6	3,4	210.526	181.532	+16,0
Alpine	0,0	0,0	266	202	+31,7	0,0	0,0	1.365	758	+80,1
Lada	0,0	0,0	27	104	-74,0	0,0	0,0	602	719	-16,3
Hyundai Group	9,2	8,2	81.819	85.947	-4,8	9,6	7,6	441.471	404.836	+9,0
Kia	4,7	3,9	41.254	40.377	+2,2	5,0	3,7	228.842	200.169	+14,3
Hyundai	4,6	4,4	40.565	45.570	-11,0	4,6	3,8	212.629	204.667	+3,9
Toyota Group	6,8	6,4	60.214	67.468	-10,8	7,2	6,3	330.568	335.862	-1,6
Toyota	6,6	6,1	58.496	63.864	-8,4	6,9	6,0	317.979	319.295	-0,4
Lexus	0,2	0,3	1.718	3.604	-52,3	0,3	0,3	12.589	16.567	-24,0
BMW Group	6,3	6,2	55.594	64.489	-13,8	6,8	6,7	312.117	361.693	-13,7
BMW	5,3	5,0	46.695	52.189	-10,5	5,5	5,5	253.475	293.451	-13,6
Mini	1,0	1,2	8.899	12.300	-27,7	1,3	1,3	58.642	68.242	-14,1
Mercedes-Benz	5,6	4,5	49.468	47.472	+4,2	5,8	5,5	267.777	293.551	-8,8
Mercedes	5,4	4,3	47.857	44.527	+7,5	5,6	5,2	256.081	276.436	-7,4
Smart	0,2	0,3	1.611	2.945	-45,3	0,3	0,3	11.696	17.115	-31,7
Ford	3,2	3,2	28.276	33.899	-16,6	4,2	4,2	193.038	224.482	-14,0
Volvo	1,4	2,1	12.041	22.180	-45,7	2,0	2,4	92.445	127.261	-27,4
Nissan	1,7	1,4	14.914	14.607	+2,1	1,8	1,8	82.497	96.251	-14,3
Mazda	0,9	1,3	7.536	13.159	-42,7	1,1	1,2	50.567	62.674	-19,3
Jaguar Land Rover Group	0,7	0,6	5.986	6.576	-9,0	0,6	0,8	29.062	41.549	-30,1
Land Rover	0,5	0,4	4.838	4.579	+5,7	0,5	0,6	22.592	30.308	-25,5
Jaguar	0,1	0,2	1.148	1.997	-42,5	0,1	0,2	6.470	11.241	-42,4
Mitsubishi	0,5	0,6	4.602	6.372	-27,8	0,6	0,6	28.326	30.203	-6,2
Honda	0,4	0,4	3.582	3.806	-5,9	0,5	0,4	22.533	19.065	+18,2

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

	Giugno/June					Gennaio-Giugno/January-June				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21
Volkswagen Group	24,0	26,4	255.605	337.948	-24,4	24,1	25,8	1.349.857	1.673.761	-19,4
Volkswagen	10,5	12,2	112.208	155.818	-28,0	10,0	11,4	562.161	738.167	-23,8
Audi	4,7	5,4	50.374	69.567	-27,6	5,3	5,3	298.220	344.580	-13,5
Skoda	4,6	5,0	49.140	64.580	-23,9	4,6	5,3	259.692	345.578	-24,9
Seat ²	3,3	3,2	35.609	41.163	-13,5	3,3	3,2	183.778	205.487	-10,6
Porsche	0,7	0,5	7.587	6.381	+18,9	0,8	0,6	42.289	37.239	+13,6
Others ³	0,1	0,0	687	439	+56,5	0,1	0,0	3.717	2.710	+37,2
Stellantis	20,2	20,1	215.439	258.005	-16,5	19,4	21,3	1.087.879	1.378.580	-21,1
Peugeot	6,5	5,7	68.973	72.454	-4,8	6,0	6,5	333.271	423.136	-21,2
Opel/Vauxhall	4,4	4,2	46.674	53.562	-12,9	4,1	4,2	228.388	274.750	-16,9
Fiat ⁴	3,7	4,3	39.414	55.736	-29,3	3,7	4,3	209.577	281.069	-25,4
Citroen	3,5	3,8	37.526	49.131	-23,6	3,5	4,0	197.397	262.074	-24,7
Jeep	1,0	1,1	10.190	14.240	-28,4	1,0	1,1	57.361	72.203	-20,6
DS	0,5	0,4	5.087	5.318	-4,3	0,4	0,3	24.875	21.978	+13,2
Lancia/Chrysler	0,3	0,3	3.718	4.339	-14,3	0,4	0,4	21.529	27.127	-20,6
Alfa Romeo	0,3	0,2	3.309	2.752	+20,2	0,2	0,2	12.984	13.729	-5,4
Others ⁵	0,1	0,0	548	473	+15,9	0,0	0,0	2.497	2.514	-0,7
Hyundai Group	9,5	8,2	101.585	105.737	-3,9	9,9	7,6	556.369	494.273	+12,6
Kia	4,9	4,0	51.752	50.708	+2,1	5,2	3,9	293.364	251.234	+16,8
Hyundai	4,7	4,3	49.833	55.029	-9,4	4,7	3,7	263.005	243.039	+8,2
Renault Group	12,0	10,0	128.200	127.679	+0,4	9,3	8,7	522.315	561.765	-7,0
Renault	6,5	6,5	68.999	82.718	-16,6	5,3	5,7	293.953	368.871	-20,3
Dacia	5,5	3,5	58.844	44.621	+31,9	4,0	2,9	226.160	191.272	+18,2
Alpine	0,0	0,0	330	236	+39,8	0,0	0,0	1.600	903	+77,2
Lada	0,0	0,0	27	104	-74,0	0,0	0,0	602	719	-16,3
BMW Group	6,8	6,9	72.096	87.993	-18,1	7,2	7,2	405.272	469.706	-13,7
BMW	5,5	5,5	59.033	69.943	-15,6	5,8	5,8	322.223	375.930	-14,3
Mini	1,2	1,4	13.063	18.050	-27,6	1,5	1,4	83.049	93.776	-11,4
Toyota Group	6,8	6,6	72.509	84.627	-14,3	7,1	6,4	398.722	412.251	-3,3
Toyota	6,6	6,2	70.111	79.288	-11,6	6,8	6,0	380.400	387.422	-1,8
Lexus	0,2	0,4	2.398	5.339	-55,1	0,3	0,4	18.322	24.829	-26,2
Mercedes-Benz	5,5	4,6	58.663	59.464	-1,3	5,8	5,7	327.203	367.890	-11,1
Mercedes	5,3	4,4	56.932	56.367	+1,0	5,6	5,4	314.570	350.029	-10,1
Smart	0,2	0,2	1.731	3.097	-44,1	0,2	0,3	12.633	17.861	-29,3
Ford	3,6	3,9	38.859	50.209	-22,6	4,6	4,7	258.384	305.494	-15,4
Volvo	1,4	2,3	15.212	29.215	-47,9	2,1	2,6	119.160	166.758	-28,5
Nissan	1,9	1,7	20.785	21.283	-2,3	2,1	2,1	116.500	137.058	-15,0
Mazda	0,9	1,4	9.498	17.556	-45,9	1,2	1,2	65.253	80.502	-18,9
Jaguar Land Rover Group	1,1	1,1	11.819	13.622	-13,2	1,1	1,5	61.574	94.329	-34,7
Land Rover	0,9	0,7	9.449	9.095	+3,9	0,9	1,1	47.923	70.296	-31,8
Jaguar	0,2	0,4	2.370	4.527	-47,6	0,2	0,4	13.651	24.033	-43,2
Honda	0,5	0,6	5.133	7.379	-30,4	0,7	0,5	37.113	33.309	+11,4
Mitsubishi	0,5	0,6	4.907	7.853	-37,5	0,5	0,6	30.092	37.455	-19,7

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

	Giugno/June					Gennaio-Giugno/January-June				
	% 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	23,4	26,1	224.403	303.177	-26,0	23,8	25,3	1.195.916	1.484.045	-19,4
Volkswagen	10,6	12,5	101.424	144.985	-30,0	10,2	11,6	515.059	681.158	-24,4
Audi	4,9	5,7	47.292	66.256	-28,6	5,6	5,6	280.357	327.074	-14,3
Skoda	3,7	4,1	35.300	47.346	-25,4	3,7	4,2	186.502	246.544	-24,4
Seat ²	3,4	3,3	32.744	38.169	-14,2	3,4	3,3	171.279	191.818	-10,7
Porsche	0,7	0,5	7.020	6.016	+16,7	0,8	0,6	39.341	34.949	+12,6
Others ³	0,1	0,0	623	405	+53,8	0,1	0,0	3.378	2.502	+35,0
Stellantis	21,4	20,9	205.748	243.092	-15,4	20,5	22,2	1.031.717	1.300.988	-20,7
Peugeot	6,9	5,9	66.359	68.313	-2,9	6,3	6,8	318.139	400.346	-20,5
Opel/Vauxhall	4,6	4,3	43.952	49.582	-11,4	4,2	4,4	212.069	257.972	-17,8
Fiat ⁴	3,9	4,5	37.863	52.631	-28,1	4,0	4,5	201.821	264.889	-23,8
Citroen	3,7	4,0	35.823	46.825	-23,5	3,7	4,2	188.392	247.798	-24,0
Jeep	1,0	1,1	9.580	13.192	-27,4	1,0	1,1	51.903	66.358	-21,8
DS	0,5	0,5	4.885	5.241	-6,8	0,5	0,4	23.916	21.592	+10,8
Lancia/Chrysler	0,4	0,4	3.716	4.337	-14,3	0,4	0,5	21.504	27.116	-20,7
Alfa Romeo	0,3	0,2	3.049	2.510	+21,5	0,2	0,2	11.620	12.480	-6,9
Others ⁵	0,1	0,0	521	461	+13,0	0,0	0,0	2.353	2.437	-3,4
Hyundai Group	9,0	7,7	86.253	89.820	-4,0	9,3	7,1	467.503	419.145	+11,5
Kia	4,6	3,7	44.385	43.156	+2,8	4,9	3,7	247.926	214.751	+15,4
Hyundai	4,4	4,0	41.868	46.664	-10,3	4,4	3,5	219.577	204.394	+7,4
Renault Group	11,9	9,8	114.145	113.216	+0,8	9,1	8,6	459.431	503.478	-8,7
Renault	6,8	6,6	65.531	77.136	-15,0	5,4	5,9	273.321	345.809	-21,0
Dacia	5,0	3,1	48.269	35.756	+35,0	3,7	2,7	184.011	156.129	+17,9
Alpine	0,0	0,0	325	232	+40,1	0,0	0,0	1.574	882	+78,5
Lada	0,0	0,0	20	92	-78,3	0,0	0,0	525	658	-20,2
BMW Group	7,0	7,2	67.373	83.442	-19,3	7,5	7,6	379.503	443.725	-14,5
BMW	5,7	5,7	54.744	65.814	-16,8	5,9	6,0	299.055	352.267	-15,1
Mini	1,3	1,5	12.629	17.628	-28,4	1,6	1,6	80.448	91.458	-12,0
Toyota Group	6,1	6,1	58.941	70.533	-16,4	6,4	5,8	321.359	337.851	-4,9
Toyota	5,9	5,7	57.092	66.056	-13,6	6,1	5,4	306.563	317.543	-3,5
Lexus	0,2	0,4	1.849	4.477	-58,7	0,3	0,3	14.796	20.308	-27,1
Mercedes-Benz	5,6	4,8	53.995	55.222	-2,2	6,0	5,8	303.099	342.090	-11,4
Mercedes	5,4	4,5	52.276	52.138	+0,3	5,8	5,5	290.542	324.307	-10,4
Smart	0,2	0,3	1.719	3.084	-44,3	0,2	0,3	12.557	17.783	-29,4
Ford	3,7	4,0	35.192	46.856	-24,9	4,7	4,8	235.944	284.205	-17,0
Volvo	1,4	2,3	13.758	27.048	-49,1	2,2	2,6	108.583	155.031	-30,0
Nissan	2,0	1,7	19.088	19.478	-2,0	2,1	2,1	107.786	125.803	-14,3
Jaguar Land Rover Group	1,2	1,1	11.294	12.995	-13,1	1,2	1,6	58.999	91.065	-35,2
Land Rover	0,9	0,7	9.021	8.604	+4,8	0,9	1,2	45.905	67.656	-32,1
Jaguar	0,2	0,4	2.273	4.391	-48,2	0,3	0,4	13.094	23.409	-44,1
Mazda	0,9	1,3	8.189	15.610	-47,5	1,1	1,2	56.560	71.189	-20,5
Honda	0,4	0,6	4.247	6.450	-34,2	0,6	0,5	32.485	29.079	+11,7
Mitsubishi	0,5	0,6	4.660	7.417	-37,2	0,6	0,6	28.510	34.870	-18,2

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