



Press Release

DOWN FOR THE ELEVENTH CONSECUTIVE MONTH IN MAY FOR THE EUROPEAN CAR MARKET (-12.5%)

In the absence of any change in the global supply chain scenario, in difficulty due to the Russia-Ukraine conflict, which is also responsible for the continuing energy crisis, the downward trend continued for all five major markets (including the UK), which once again posted double-digit decreases for the month.

Following the European Parliament's vote on the Fit for 55 regulatory packages in Europe on 8th June, the concern is growing over the possible end to thermal combustion engines by 2035. In Italy, incentives to purchase zero-and low-emission cars, already exhausted for the range 61-135 g/km of CO₂, have also led to a decline in the market

Turin, 16th June 2022 - According to figures released today by ACEA, in the EU as a whole, including EFTA and the UK,¹ May car registrations totalled 948,149 units, 12.5% less than in May 2021.

In the first five months of 2022, the number of registered units reached 4,531,598, a negative change of 12.9% compared to last year.

"The European car market recorded a new double-digit drop in May (-12.5%), albeit smaller than in April - confirmed Paolo Scudieri, President of ANFIA.

Once again, all five major markets (including the UK), which together account for 70.1% of total registrations and contracted by 13.3% for the month, slightly above the European average, closed with double-digit sales declines: UK -20.6%, Italy -15.1%, Spain -10.9%, Germany -10.2%, France -10.1%. However, sales of rechargeable cars (BEVs and PHEVs) in these five markets remain in line with May 2021 (-0.1%), with a share of 18.1%.

The downward trend in the market continues in the absence of any supply chain change, which is difficult due to the Russia-Ukraine conflict, which is also responsible for the continuing energy crisis.

In Europe, moreover, following the vote cast by the European Parliament on the Fit for 55 regulatory packages on 8th June, concern has further intensified over the possible halt to thermal combustion engines by 2035, a very challenging deadline that, if confirmed, would risk upsetting the balance of our industrial and social system, requiring timely action to support production reconversion and the redeployment of some workers.

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 Italy, the effects of incentives for the purchase of zero- and low-emission cars (electric, plug-in hybrids and low-impact endothermic), which have already been exhausted in the 61-135 g/km CO₂ range, have, for the time being, led to a reduction in the market downturn. However, we are confident that they can act in the medium to long term to achieve critical objectives for our country's system: supporting the infrastructure for electric mobility by increasing national production of electrified vehicles and developing the related supply chain, thus also supporting the transition of components".

In Italy, total volumes in May 2022 stood at 121,299 units (-15.1%). In the first five months of 2022, total registrations amounted to 556,974 units, a decrease of 24.3% compared to volumes in the same period of 2021.

According to ISTAT data, in May, the **national consumer price index** recorded an increase of 0.8% on a monthly basis and 6.8% on an annual basis (from +6% in the previous month). The inflation acceleration after the slowdown in April is due to the prices of various types of products, including Energy Goods (whose growth rose from +39.5% in April to +42.6%) and, in particular, Unregulated Energy (from +29.8% to +32.9%; the increase in the prices of Regulated Energy is instead stable at +64.3%) and Services related to transport (from +5.1% to +6%). In the segment of non-regulated energy goods, looking at the trend in fuel prices, Diesel prices accelerated (from +23.1% to +25.1%; +2.4% on the month), as did Gasoline prices (from +13% to +15.1%; +2.9% on the month). On the other hand, prices for Other Fuels slowed down (from +46.8% to +42.2%, -3.3% on the month).

Analysing the market by fuel, petrol cars fell by 22.1% in May, with a market share of 28.7%, while diesel cars fell by 29.7% and had a share of 19.2%. In the first five months of 2022, registrations of petrol cars fell by 36% and diesel cars by 37.2%. Additionally, registrations of alternatively fuelled vehicles accounted for 52.2% in May 2022, down 3% in the month and 8.1% in the January-May period, with a market share of 52.4%. Electrified cars accounted for 43.2% of the May market, -0.8%, while they had a 42.8% share in the first five months of 2022, down 6.9%. Among these, non-rechargeable hybrids grew by 1.5% in the month to 33.5%, making them the fuel type with the highest penetration share for eleven consecutive months. However, they were down 6.1% over the month, accounting for 34% of the total. Registrations of rechargeable cars decreased by 8.3% and accounted for 9.7% of the market (-9.6% and 8.8% share in the first five months of 2022). Among these, electric cars have a 3.7% share, down 12.8%, while plug-in hybrids are down 5.3% and account for 6% of the total. Lastly, gas-powered cars accounted for 8.9% of the May registrations, of which 7.9% were LPG cars (+4.6%) and 1% were CNG cars (-60.6%). Since 2022, LPG cars are up 6.2%, and CNG cars are down 63.2%.

In Europe, the Stellantis Group recorded 191,489 registrations in May 2022 (-14.6%), with a market share of 20.2%. From January to May 2022, volumes amounted to 871,604 units (-22.2%), with a share of 19.2%.

Spain totalled 84,977 registrations in May 2022, 10.9% less than in the same month last year. In the first five months of 2022, the market is thus down 11.5%, with 318,487 units registered.

The Spanish automotive association ANFAC points out that the continuation of the market's downward trend, already noted in recent months, is proof of the delicate situation that the automotive sector is going through, mainly due to the microchip crisis not allowing production at the pace of demand. Nevertheless, with the downturn in the market and the sharp drop in the rental segment, both sales to private individuals and companies closed the month with a positive sign. This improvement makes May the best month since the beginning of the year regarding volumes, which could reflect a growing propensity to buy on the part of consumers who, despite the economic and international context, are resuming their purchase of vehicles. However, we will have to wait for developments in the coming months to determine whether this is an isolated case or an initial sign of a recovery in demand.

In detail, according to sales channels, the May market was broken down into 34,666 sales to private individuals (+4.3% and 40.8% share), 32,076 sales to companies (+3.3% and 37.7% share) and 18,235 sales for rental (-41.4% and 21.5% share), while the cumulative breakdown was 141,581 sales to private individuals (+2.1% and 44.5% share), 134,472 sales to companies (-1.4% and 42.2% share) and 42,434 sales for rental (-50% and 13.3% share).

Petrol cars accounted for 45.1% of the market in May (-10.9%) and 42.7% since the beginning of 2022 (-22.2%). Next, non-rechargeable hybrid cars had a 29% market share in the month (+10.5%) and 28.4% in the cumulative (+11.1%). Finally, diesel cars accounted for 16.6% of the market in May (-26.6%) and 17.6% over the month (-28.4%).

(-28.4%), followed by plug-in hybrids (5.6% and 6.1% year to date), electric cars (2.3% and 3.5% in the first five months) and gas cars (1.3% in the month and 1.7% since the beginning of 2022).

Average CO₂ emissions of new passenger cars stood at 122 g/km in May and 120.7 g/km since the beginning of the year.

In France, 126,809 new registrations were recorded in May 2022, down 10.1% compared to May 2021. In the first five months of 2022, the drop fell to 16.9% and stands at 600,893 registrations.

With regard to fuels, petrol (-22.2%, with a 36.2% share) and diesel (-28%, with a 17.5% share) cars fell in May. Alternatively-fuelled cars grew 14.7% in May, with a 46.3% share,

and by 14.8% in the first five months of 2022, with a 45.7% market share. Hybrids (29.4%) exceed the share of diesel. Among hybrids, rechargeable ones have a share of 8.9% (-12.3%) and non-rechargeable ones 20.5% (+11.4%). Finally, electric cars reach 12% of the market (+31.8%), gas cars 4.5% and bioethanol cars 0.4%. Since 2022, diesel cars are down 41.9%, with a market share of 16.6%, and petrol cars are down 27.5%, accounting for 37.7% of the total registered. On the other hand, non-rechargeable hybrids (+4.6%), electric cars (+38.4%) and gas-powered cars (+44.9%) are up, while plug-in hybrids are down (-8%).

In Germany, 207,199 units were registered in May, down 10.2 %. From January-May 2022, registrations stood at 1,013,417, down 9.3% compared to the same period in 2021 (but 33% compared to January-May 2019). As of May 2022, domestic orders are down 1% year-on-year, while in the first five months of 2022, they are up 8%.

Comparing sales channels, cars registered to companies account for 63.4% of the total registered, compared to 36.6% for vehicles registered to private individuals.

With 29,182 new registrations (+8.9%), electric cars achieved a market share of 14.1% in May. Hybrid cars totalled 60,659, down 5.8% and 29.3% share, of which 23,209 are plug-ins, down 14.7% and with 11.2%. 36% of new cars are petrol (74,573 cars, down 14.1%) and 20.3% are diesel (42,000 cars, down 18.4%). Gas cars account for 0.4% of the market: 618 new LPG cars and 124 CNG cars. By the beginning of 2022, petrol cars account for 35.6% of the market, diesel cars for 20.1%, hybrids for 30.3% (of which 11.1% are rechargeable), electric cars for 13.3% and finally, gas cars for 0.7%.

The average CO₂ emissions of new passenger cars are 120.3 g/km in May 2022 and 120.6 g/km cumulative.

Finally, the UK market totalled 124,394 new passenger cars registered in May, down 20.6 per cent. This is the second weakest May since 1992, following the lockdown in 2020.

In the first five months, registrations stood at 661,121 units, 8.7 % lower than in January-May 2021.

The British Automotive Association SMMT notes that we are facing another challenging month for the new car market as the industry continues to battle global component shortages. The growing popularity of battery electric vehicles is one of the few positive factors. However, to continue this momentum, consumer confidence in electric cars needs to be nurtured to consolidate the market for this type of vehicle. This momentum also requires accelerating the development of charging infrastructures that can cope with the growing number of plug-in cars and incentives for purchasing new, cleaner and greener cars. Achieving Net Zero targets means renewing vehicles on the roads quickly,



but with rising inflation and squeezing household incomes, this will be increasingly difficult unless companies and private buyers are actively encouraged.

The monthly private market share was 53.2%, while cars for companies accounted for 46.8% of sales.

Diesel cars recorded a market share of 6.1% and 5.8% since the beginning of 2022 (in both cases, the lowest figure among the major markets), while for petrol cars, the share is 45.6% in the month and 43.7% cumulatively. On the other hand, non-rechargeable hybrids accounted for 29.9% of the market in May (12.4% BEVs and 5.9% PHEVs) and 20.6% since the start of the year (14% BEVs and 6.6% 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

	Maggio/May		% Chg	Gennaio-Maggio/January-May		% Chg
	2022	2021		2022	2021	
AUSTRIA	17.107	22.503	-24,0	85.846	108.321	-20,7
BELGIUM	29.025	34.836	-16,7	160.573	191.265	-16,0
BULGARIA	2.690	1.989	35,2	11.721	9.973	17,5
CROATIA	4.055	4.467	-9,2	17.948	19.088	-6,0
CYPRUS	1.304	1.028	26,8	5.110	4.699	8,7
CZECH REPUBLIC	18.073	21.734	-16,8	80.178	90.244	-11,2
DENMARK	13.502	16.821	-19,7	58.741	76.225	-22,9
ESTONIA	2.174	2.206	-1,5	9.143	10.329	-11,5
FINLAND	7.941	9.965	-20,3	36.105	46.790	-22,8
FRANCE	126.809	141.040	-10,1	600.893	723.257	-16,9
GERMANY	207.199	230.635	-10,2	1.013.417	1.116.737	-9,3
GREECE	11.991	10.850	10,5	43.707	44.487	-1,8
HUNGARY	10.141	10.698	-5,2	47.919	53.450	-10,3
IRELAND	5.286	5.914	-10,6	63.028	61.091	3,2
ITALY	121.299	142.932	-15,1	556.974	735.420	-24,3
LATVIA	1.612	1.377	17,1	6.586	6.213	6,0
LITHUANIA	2.630	3.937	-33,2	11.484	15.206	-24,5
LUXEMBOURG	3.534	4.033	-12,4	18.222	20.816	-12,5
NETHERLANDS	23.507	25.394	-7,4	123.811	129.825	-4,6
POLAND	35.897	40.860	-12,1	172.820	198.874	-13,1
PORTUGAL	12.748	16.661	-23,5	59.939	62.509	-4,1
ROMANIA	10.198	8.221	24,0	47.645	35.845	32,9
SLOVAKIA	6.650	8.037	-17,3	31.929	30.226	5,6
SLOVENIA	4.784	5.261	-9,1	21.454	25.833	-17,0
SPAIN	84.977	95.399	-10,9	318.487	360.048	-11,5
SWEDEN	26.413	24.327	8,6	118.094	137.068	-13,8
EUROPEAN UNION (EU)	791.546	891.125	-11,2	3.721.774	4.313.839	-13,7
EU14 ²	691.338	781.310	-11,5	3.257.837	3.813.859	-14,6
EU12 ³	100.208	109.815	-8,7	463.937	499.980	-7,2
ICELAND	2.222	1.339	65,9	6.776	4.206	61,1
NORWAY	11.537	14.063	-18,0	53.604	63.538	-15,6
SWITZERLAND	18.450	19.991	-7,7	88.323	98.542	-10,4
EFTA	32.209	35.393	-9,0	148.703	166.286	-10,6
UNITED KINGDOM	124.394	156.737	-20,6	661.121	723.845	-8,7
TOTAL (EU + EFTA + UK)	948.149	1.083.255	-12,5	4.531.598	5.203.970	-12,9
WESTERN EUROPE (EU14 + EFTA + UK)	847.941	973.440	-12,9	4.067.661	4.703.990	-13,5

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

	Maggio/May					Gennaio-Maggio/January-May				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % % Chg 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % % Chg 22/21
Volkswagen Group	25,6	28,3	202.892	252.369	-19,6	24,8	26,4	922.670	1.139.144	-19,0
Volkswagen	11,2	12,0	88.617	107.226	-17,4	10,5	11,6	392.510	498.656	-21,3
Audi	5,0	5,3	39.331	46.996	-16,3	5,1	4,9	190.522	210.920	-9,7
Skoda	4,6	6,0	36.643	53.200	-31,1	4,9	5,6	183.079	243.380	-24,8
Seat ²	4,2	4,4	33.024	39.327	-16,0	3,5	3,7	129.671	161.288	-19,6
Porsche	0,6	0,6	4.826	5.325	-9,4	0,7	0,5	25.103	23.583	+6,4
Others ³	0,1	0,0	451	295	+52,9	0,0	0,0	1.785	1.317	+35,5
Stellantis	21,5	22,4	170.408	199.597	-14,6	20,6	23,3	767.807	1.006.200	-23,7
Peugeot	6,3	6,5	49.871	58.142	-14,2	6,3	7,3	232.962	315.690	-26,2
Fiat ⁴	4,9	5,3	38.421	47.362	-18,9	4,2	5,0	157.580	214.341	-26,5
Citroen	3,7	4,5	29.544	39.883	-25,9	3,9	4,6	144.812	196.662	-26,4
Opel/Vauxhall	4,1	3,8	32.153	33.484	-4,0	3,8	4,1	141.004	174.886	-19,4
Jeep	1,2	1,2	9.845	10.320	-4,6	1,2	1,3	45.150	54.724	-17,5
DS	0,5	0,4	3.845	3.188	+20,6	0,5	0,4	18.298	15.671	+16,8
Lancia/Chrysler	0,5	0,5	4.260	4.618	-7,8	0,5	0,5	17.805	22.786	-21,9
Alfa Romeo	0,3	0,3	2.227	2.246	-0,8	0,2	0,2	8.766	9.798	-10,5
Others ⁵	0,0	0,0	242	354	-31,6	0,0	0,0	1.430	1.642	-12,9
Renault Group	9,6	9,6	76.358	85.166	-10,3	9,8	9,5	366.027	408.971	-10,5
Renault	5,8	6,4	45.630	57.164	-20,2	5,6	6,2	209.091	269.038	-22,3
Dacia	3,8	3,1	30.360	27.751	+9,4	4,2	3,2	155.247	138.762	+11,9
Alpine	0,0	0,0	293	118	+148,3	0,0	0,0	1.104	556	+98,6
Lada	0,0	0,0	75	133	-43,6	0,0	0,0	585	615	-4,9
Hyundai Group	9,9	8,0	78.167	71.220	+9,8	9,7	7,4	359.433	318.898	+12,7
Kia	4,9	3,9	38.834	34.995	+11,0	5,0	3,7	187.588	159.792	+17,4
Hyundai	5,0	4,1	39.333	36.225	+8,6	4,6	3,7	171.845	159.106	+8,0
Toyota Group	7,3	6,1	57.497	54.731	+5,1	7,2	6,2	269.408	267.493	+0,7
Toyota	7,0	5,8	55.410	52.121	+6,3	6,9	5,9	258.525	254.530	+1,6
Lexus	0,3	0,3	2.087	2.610	-20,0	0,3	0,3	10.883	12.963	-16,0
BMW Group	6,6	6,9	52.266	61.044	-14,4	6,9	6,9	256.359	297.210	-13,7
BMW	5,3	5,6	42.214	49.658	-15,0	5,6	5,6	206.597	241.266	-14,4
Mini	1,3	1,3	10.052	11.386	-11,7	1,3	1,3	49.762	55.944	-11,1
Mercedes-Benz	5,6	5,3	44.646	47.472	-6,0	5,9	5,7	218.309	246.079	-11,3
Mercedes	5,4	5,0	42.641	44.527	-4,2	5,6	5,4	208.224	231.909	-10,2
Smart	0,3	0,3	2.005	2.945	-31,9	0,3	0,3	10.085	14.170	-28,8
Ford	4,3	3,9	34.128	35.176	-3,0	4,4	4,4	164.835	190.583	-13,5
Volvo	1,9	2,1	14.955	19.050	-21,5	2,2	2,4	80.403	105.081	-23,5
Nissan	1,8	1,5	14.258	13.237	+7,7	1,8	1,9	67.553	81.644	-17,3
Mazda	0,9	1,3	6.945	11.833	-41,3	1,2	1,1	43.020	49.524	-13,1
Mitsubishi	0,6	0,6	4.799	5.361	-10,5	0,6	0,6	23.724	23.831	-0,4
Jaguar Land Rover Group	0,6	0,8	4.574	6.710	-31,8	0,6	0,8	23.076	34.973	-34,0
Land Rover	0,5	0,5	3.574	4.730	-24,4	0,5	0,6	17.754	25.729	-31,0
Jaguar	0,1	0,2	1.000	1.980	-49,5	0,1	0,2	5.322	9.244	-42,4
Honda	0,5	0,4	4.152	3.599	+15,4	0,5	0,4	18.951	15.259	+24,2

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

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

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

	Maggio/May					Gennaio-Maggio/January-May				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21
Volkswagen Group	25,3	28,2	239.982	305.607	-21,5	24,2	26,2	1.095.013	1.361.306	-19,6
Volkswagen	10,8	11,8	102.402	127.765	-19,9	9,9	11,2	450.496	582.349	-22,6
Audi	5,3	5,7	50.704	62.214	-18,5	5,5	5,3	247.907	275.014	-9,9
Skoda	4,5	5,8	42.337	62.613	-32,4	4,6	5,4	210.574	280.998	-25,1
Seat ²	3,9	4,2	37.023	45.837	-19,2	3,3	3,6	148.358	189.819	-21,8
Porsche	0,7	0,6	6.778	6.679	+1,5	0,8	0,6	34.694	30.855	+12,4
Others ³	0,1	0,0	738	499	+47,9	0,1	0,0	2.984	2.271	+31,4
Stellantis	20,2	20,7	191.489	224.217	-14,6	19,2	21,5	871.604	1.119.601	-22,2
Peugeot	5,9	6,0	55.860	65.276	-14,4	5,8	6,7	264.364	350.660	-24,6
Opel/Vauxhall	4,3	4,0	40.574	43.482	-6,7	4,0	4,3	181.726	221.188	-17,8
Fiat ⁴	4,3	4,6	40.645	50.222	-19,1	3,7	4,3	169.334	224.623	-24,6
Citroen	3,5	4,0	32.838	42.989	-23,6	3,5	4,1	159.855	212.701	-24,8
Jeep	1,1	1,0	10.352	11.212	-7,7	1,0	1,1	47.165	57.963	-18,6
DS	0,4	0,3	4.215	3.469	+21,5	0,4	0,3	19.808	16.660	+18,9
Lancia/Chrysler	0,4	0,4	4.260	4.619	-7,8	0,4	0,4	17.807	22.788	-21,9
Alfa Romeo	0,3	0,2	2.420	2.521	-4,0	0,2	0,2	9.673	10.977	-11,9
Others ⁵	0,0	0,0	325	427	-23,9	0,0	0,0	1.872	2.041	-8,3
Hyundai Group	10,2	8,1	96.556	87.965	+9,8	10,0	7,5	454.563	388.545	+17,0
Kia	5,1	4,1	48.665	44.306	+9,8	5,3	3,9	241.612	200.526	+20,5
Hyundai	5,1	4,0	47.891	43.659	+9,7	4,7	3,6	212.951	188.019	+13,3
Renault Group	8,6	8,3	81.307	90.180	-9,8	8,7	8,3	394.093	434.086	-9,2
Renault	5,1	5,6	47.974	60.362	-20,5	5,0	5,5	224.947	286.153	-21,4
Dacia	3,5	2,7	32.939	29.541	+11,5	3,7	2,8	167.286	146.651	+14,1
Alpine	0,0	0,0	319	144	+121,5	0,0	0,0	1.275	667	+91,2
Lada	0,0	0,0	75	133	-43,6	0,0	0,0	585	615	-4,9
BMW Group	7,1	7,2	67.676	78.045	-13,3	7,3	7,3	332.962	381.719	-12,8
BMW	5,7	5,8	53.892	62.633	-14,0	5,8	5,9	262.958	305.991	-14,1
Mini	1,5	1,4	13.784	15.412	-10,6	1,5	1,5	70.004	75.728	-7,6
Toyota Group	7,2	6,2	67.961	67.302	+1,0	7,2	6,3	325.250	326.723	-0,5
Toyota	6,9	5,8	65.134	63.303	+2,9	6,8	5,9	309.309	307.233	+0,7
Lexus	0,3	0,4	2.827	3.999	-29,3	0,4	0,4	15.941	19.490	-18,2
Mercedes-Benz	5,8	5,5	54.524	59.464	-8,3	5,9	5,9	268.540	308.426	-12,9
Mercedes	5,5	5,2	52.351	56.367	-7,1	5,7	5,6	257.638	293.662	-12,3
Smart	0,2	0,3	2.173	3.097	-29,8	0,2	0,3	10.902	14.764	-26,2
Ford	4,9	4,5	46.169	48.500	-4,8	4,8	4,9	219.595	255.285	-14,0
Volvo	2,0	2,3	19.124	24.916	-23,2	2,3	2,6	103.947	137.543	-24,4
Nissan	2,0	1,7	18.916	18.366	+3,0	2,1	2,2	95.737	115.775	-17,3
Mazda	0,9	1,4	8.736	15.158	-42,4	1,2	1,2	55.744	62.955	-11,5
Jaguar Land Rover Group	1,0	1,4	9.683	15.272	-36,6	1,1	1,6	49.755	80.707	-38,4
Land Rover	0,8	1,0	7.501	10.809	-30,6	0,8	1,2	38.474	61.201	-37,1
Jaguar	0,2	0,4	2.182	4.463	-51,1	0,2	0,4	11.281	19.506	-42,2
Honda	0,7	0,6	6.282	6.515	-3,6	0,7	0,5	31.980	25.930	+23,3
Mitsubishi	0,6	0,6	5.251	6.582	-20,2	0,6	0,6	25.185	29.602	-14,9

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

	Maggio/May					Gennaio-Maggio/January-May				
	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21	% ¹ 2022	% 2021	Unità 2022	Unità 2021	Var % 22/21
Volkswagen Group	24,9	27,9	211.247	271.307	-22,1	23,9	25,6	971.445	1.205.088	-19,4
Volkswagen	10,9	12,1	92.591	117.811	-21,4	10,2	11,4	413.553	536.173	-22,9
Audi	5,6	6,1	47.476	58.902	-19,4	5,7	5,5	233.048	260.819	-10,6
Skoda	3,5	4,6	30.026	44.882	-33,1	3,7	4,2	151.173	199.198	-24,1
Seat ²	4,0	4,4	34.158	42.967	-20,5	3,4	3,8	138.599	177.871	-22,1
Porsche	0,7	0,6	6.313	6.287	+0,4	0,8	0,6	32.317	28.930	+11,7
Others ³	0,1	0,0	683	458	+49,1	0,1	0,0	2.755	2.097	+31,4
Stellantis	21,4	21,6	181.290	210.266	-13,8	20,3	22,5	825.110	1.056.922	-21,9
Peugeot	6,3	6,3	53.048	61.184	-13,3	6,2	7,1	251.846	332.011	-24,1
Opel/Vauxhall	4,5	4,2	37.833	40.791	-7,3	4,1	4,4	168.116	208.390	-19,3
Fiat ⁴	4,6	4,8	38.723	46.857	-17,4	4,0	4,5	163.104	211.548	-22,9
Citroen	3,7	4,1	31.268	40.212	-22,2	3,8	4,3	152.564	200.731	-24,0
Jeep	1,1	1,1	9.668	10.451	-7,5	1,0	1,1	42.321	53.166	-20,4
DS	0,5	0,4	4.014	3.411	+17,7	0,5	0,3	19.051	16.351	+16,5
Lancia/Chrysler	0,5	0,5	4.258	4.616	-7,8	0,4	0,5	17.784	22.779	-21,9
Alfa Romeo	0,3	0,2	2.175	2.331	-6,7	0,2	0,2	8.569	9.970	-14,1
Others ⁵	0,0	0,0	303	413	-26,6	0,0	0,0	1.755	1.976	-11,2
Hyundai Group	9,6	7,6	81.039	74.055	+9,4	9,4	7,0	381.040	329.334	+15,7
Kia	4,8	3,8	41.009	37.230	+10,2	5,0	3,6	203.541	171.595	+18,6
Hyundai	4,7	3,8	40.030	36.825	+8,7	4,4	3,4	177.499	157.739	+12,5
Renault Group	8,4	8,2	71.520	79.939	-10,5	8,5	8,3	345.264	390.262	-11,5
Renault	5,3	5,7	44.708	55.848	-19,9	5,1	5,7	207.794	268.673	-22,7
Dacia	3,1	2,4	26.428	23.837	+10,9	3,3	2,6	135.701	120.373	+12,7
Alpine	0,0	0,0	314	136	+130,9	0,0	0,0	1.254	650	+92,9
Lada	0,0	0,0	70	118	-40,7	0,0	0,0	515	566	-9,0
BMW Group	7,5	7,5	63.299	73.201	-13,5	7,7	7,7	311.927	360.285	-13,4
BMW	5,9	6,0	49.963	58.201	-14,2	6,0	6,1	244.081	286.453	-14,8
Mini	1,6	1,5	13.336	15.000	-11,1	1,7	1,6	67.846	73.832	-8,1
Toyota Group	6,4	5,7	54.455	55.102	-1,2	6,4	5,7	261.588	266.260	-1,8
Toyota	6,2	5,3	52.292	51.843	+0,9	6,1	5,3	248.622	250.429	-0,7
Lexus	0,3	0,3	2.163	3.259	-33,6	0,3	0,3	12.966	15.831	-18,1
Mercedes-Benz	6,0	5,7	50.574	55.222	-8,4	6,1	6,1	249.104	286.868	-13,2
Mercedes	5,7	5,4	48.418	52.138	-7,1	5,9	5,8	238.266	272.169	-12,5
Smart	0,3	0,3	2.156	3.084	-30,1	0,3	0,3	10.838	14.699	-26,3
Ford	5,0	4,6	42.013	45.002	-6,6	4,9	5,0	200.823	237.349	-15,4
Volvo	2,1	2,4	17.438	22.994	-24,2	2,3	2,7	94.824	127.983	-25,9
Nissan	2,1	1,7	17.599	16.432	+7,1	2,2	2,3	88.899	106.325	-16,4
Mazda	0,9	1,3	7.511	12.982	-42,1	1,2	1,2	48.371	55.579	-13,0
Jaguar Land Rover Group	1,1	1,5	9.153	14.702	-37,7	1,2	1,7	47.705	78.070	-38,9
Land Rover	0,8	1,1	7.065	10.348	-31,7	0,9	1,3	36.884	59.052	-37,5
Jaguar	0,2	0,4	2.088	4.354	-52,0	0,3	0,4	10.821	19.018	-43,1
Honda	0,6	0,6	5.443	5.604	-2,9	0,7	0,5	28.238	22.629	+24,8
Mitsubishi	0,6	0,6	4.992	6.219	-19,7	0,6	0,6	23.850	27.453	-13,1

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