



## Press release

### **FOURTH CONSECUTIVE MONTHLY INCREASE FOR THE EUROPEAN CAR MARKET IN NOVEMBER: +17.4%**

**The growth in volumes recorded in recent months fails to compensate for the decline in registrations in the January-July period, so the levels for the first eleven months of 2022 remain below last year's levels (-5.8%) and thus, also pre-pandemic levels.**

**The European car market will end 2022 with volumes down by around 5%**

*Turin, 15th December 2022 - According to figures released today by ACEA, car registrations in the European Union as a whole enlarged to include EFTA and the United Kingdom<sup>1</sup> amounted to 1,014,630 units in November, up 17.4 per cent compared to November 2021.*

In January-November 2022, registered volumes reached 10,196,115 units, a negative change of 5.8% compared to last year.

*"The November car market, with a further double-digit increase (+17.4%), confirms the positive trend started in August, reporting the fourth consecutive monthly increase - says Paolo Scudieri, President of ANFIA.*

*All five major markets (including the UK) contributed to this good performance: double-digit growth in Germany (+31.4%), the UK (+23.5%), Italy (+14.7%) and Spain (+10.3%), while France stopped at +9.8%.*

*However, the growth in volumes recorded in recent months has failed to offset the decline in registrations in the January-July period, which is why market levels in the first eleven months of the current year are still below pre-pandemic levels. The year that is drawing to a close, moreover, bears the marks of the persistent crisis in microchips - destined to affect 2023 as well - and in raw materials, to which has been added the rise in energy and gas prices, with heavy repercussions on both production and sales in our industry. As a result, the European car market is expected to close in 2022, with volumes down by about 5%.*

*In this not-easy context, it remains a priority, at national and European levels, to pursue the decarbonisation of the sector, accelerating investments in the enabling factors for the energy transition, in particular the development of public and private infrastructure, and stimulating production reconversions and business investments, also by negotiating new instruments in Brussels, if necessary".*

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<sup>1</sup>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 is currently not available.

In Italy, volumes totalled 119,853 (+14.7%) in November 2022. In the first eleven months of 2022, total registrations amounted to 1,211,769 units, a decrease of 11.6% compared to volumes in the same period of 2021.

According to preliminary ISTAT data, in November, the national consumer price index increased by 0.5% monthly and by 11.8% on an annual basis (as in the previous month). However, inflation remained stable on a trend basis due to the opposing trends of some expenditure totals: on the one hand, prices of non-regulated energy goods (from +79.4% to +69.9%), unprocessed food and transport services (from +7.2% to +6.8%) slowed down; on the other hand, prices of regulated energy goods (from +51.6% to +56.1%), processed food, other goods and recreational, cultural and personal care services accelerated. The trend in prices of non-regulated energy products was due to the deceleration of prices for electricity on the free market (from +329% to +239%; +6.1% on October) and heating oil (from +36.4% to +32.1%; -0.2% on a monthly basis), transport diesel (from +16.8% to +13.4%; no change compared to October), Other fuels (from +27.2% to +5.2%; -9% on a monthly basis) and Petrol (from -2.2% to -3.2%; +1.2% on a monthly basis); the prices of city gas and natural gas on the free market recorded a 0.5% increase on a monthly basis.

Analysing the market by fuel, petrol cars grew by 13.7% in November, with a market share of 27.1%, while diesel cars increased by 13.8% compared to the same month in 2021, with a share of 17.9%. In the eleven months of 2022, petrol car registrations decreased by 18.3% and diesel car registrations by 22.6%. Alternative-fuelled cars accounted for 55% of registrations in November alone (+15.4%) and 52.5% of volumes in the aggregate (-2.3%). Electrified vehicles accounted for 43.3% of the market in November, up 14.5%, while in the eleven months of 2022, they had a 42.8% share, down 0.7%. Among these, non-rechargeable hybrids increased by 23.1% in the month and reached a share of 33.8%, while in the cumulative, they grew by 4.1%, with a market share of 34.2%. On the other hand, registrations of rechargeable cars decreased by 8.1% in November and accounted for 9.6% of the market (-16.2% and 8.6% share in cumulative 2022). Among these, electric cars had a 4.3% share and decreased by 26.2% in the month, while plug-in hybrids grew by 14.4% and accounted for 5.3% of November registrations. Finally, gas-powered cars accounted for 11.6% of November registrations, of which LPG cars accounted for 11.3% (+38.4%) and CNG cars for 0.3% (-78.5%). Since the beginning of 2022, LPG cars are up 8.3%, and CNG cars are down 65.8%.

In Europe, the Stellantis Group recorded 165,231 registrations in November 2022 (-3.7%), with a market share of 16.3%. In January-November 2022, volumes amounted to 1,893,318 units (-13.9%), with a share of 18.6%.

Spain totalled 73,221 registrations in November 2022, 10.3% more than in the same month last year. However, in the first eleven months of 2022, the market was down 4.4 per cent, with 739,469 units registered.



The Spanish Automotive Association ANFAC notes that car sales increased for the fourth consecutive month, a positive figure that brings the forecast for the end of the year to around 820,000 new units sold, still below the 2021 figures and far from the pre-pandemic record of more than one million units. The microchip crisis and high inflation, despite the growth of the last period, are hampering the pace of recovery of the market, which must continue to make the necessary steps towards low and zero-emission vehicles. This is the only way to reduce the age of the fleet and thus eliminate cars over 15 years old, replacing them with new, safer vehicles that can contribute to the sector's decarbonisation.

In detail, according to sales channels, the November market was broken down into 35,776 sales to private individuals (+3.9%), 31,641 sales to companies (+10.1%) and 5,804 sales for hire (+79.7%).

Petrol-powered cars accounted for 38.9% of the November market (+5.1%) and 42.1% of the market since the beginning of 2022 (-12.2%). Next, non-rechargeable hybrid cars accounted for 33.9% of the month's market (+32.7%) and 29.3% of the cumulative market (+11.6%). Diesel cars accounted for 14.7% of the market in November (-11.7%) and 17.2% in the cumulative (

-16.8%), followed by plug-in hybrids (6.6% in the month and 5.8% in the cumulative), electric cars (4.5% in the month and 3.7% in the first eleven months) and gas cars (1.4% in the month, 1.8% since the beginning of 2022).

The average CO<sub>2</sub> emissions in November remained almost stable at 118.4 g/km, 1.7% lower than the average for new cars in November 2021. On a cumulative basis, emissions fell by 3.2% compared to January-November 2021.

**In France**, 133,960 new registrations were recorded in November 2022, up 9.8% compared to November 2021. However, in the first eleven months of 2022, the decrease was 8.7%, totalling 1,371,008 registrations.

On a cumulative basis, petrol and diesel passenger cars and, as in other major markets, PHEVs still fell. By contrast, electric vehicles and cars fuelled by bioethanol are growing.

**In the German market**, 260,512 units were registered in November, up 31.4 %. In January-November 2022, registrations stood at 2,337,039, down 2.4 % compared to the same period in 2021 (but down 30 % compared to January-November 2019).

Domestic orders in November 2022 were down again, -37% year-on-year, while in the first eleven months of 2022, they fell by 13%.

In November, 22.3% of new registrations were electric cars (BEVs). With 35,781 new vehicles, BEV sales were 44.1% higher than in the same month last year. There was also a double-digit increase for all other fuels, excluding CNG.

Italian Association of Automotive Industry (ANFIA)

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The average CO<sub>2</sub> emissions of newly registered cars decreased by 7.4 per cent to 96.6 g/km.

Finally, the UK market totalled 142,889 new passenger cars registered in November, up 23.5% compared to last year. However, in the first eleven months of the year, registrations stood at 1,485,601 units, 3.4% lower than in January-November 2021.

The British Automotive Association SMMT notes that the new car market is on the road to recovery, thanks to sales of electrified vehicles and the industry's ability to cope with economic and raw material supply challenges. However, to ensure long-term sustainable growth, urgent measures are needed, including a more equitable approach to adopting electric cars, which recognises that these vehicles are more expensive than conventional ones, and measures to force early investment in the development of the charging network. This will encourage consumer choice across the country and accelerate the path to Net Zero.

Recovering from previous months, fleet registrations grew by 45.4%, although still down (-10.8%) compared to 2021 volumes. Registrations to private individuals, on the other hand, increased by 2.7%.

Sales of electric vehicles are still on a positive trend (+35.2% and a market share of 20.6%), while plug-in hybrid vehicles (PHEVs), down 5.7%, recorded 12,186 units: PHEVs are also down in terms of their market share for the month (7.1%, more than two percentage points less than in November 2021). The decline in diesel cars is continuing (-5.1% over the month and -39.5% over the year-to-date), while petrol cars are maintaining a negative trend over the 11 months (-11.1%) despite a good month of November (+15% over last year). On a cumulative basis, all electrified vehicles grew except for PHEVs (-12.4%).

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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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UNIONE EUROPEA<sup>1</sup> - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION<sup>1</sup> - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

*dati provvisorii/provisional data*

	Novembre/November		% Chg	Gennaio-Novembre/January-November		% Chg
	2022	2021		2022	2021	
Austria	18.178	17.519	+3,8	197.448	222.155	-11,1
Belgium	29.778	24.134	+23,4	341.719	362.746	-5,8
Bulgaria	2.316	1.915	+20,9	26.675	22.757	+17,2
Croatia	2.664	2.522	+5,6	40.252	42.469	-5,2
Cyprus	956	727	+31,5	10.851	10.130	+7,1
Czech Republic	17.408	16.174	+7,6	177.534	190.668	-6,9
Denmark	13.126	14.950	-12,2	133.077	167.548	-20,6
Estonia	1.428	1.441	-0,9	19.281	21.313	-9,5
Finland	6.391	6.678	-4,3	75.510	91.955	-17,9
France	133.960	121.994	+9,8	1.371.008	1.500.886	-8,7
Germany	260.512	198.258	+31,4	2.337.039	2.394.502	-2,4
Greece	8.070	7.165	+12,6	98.797	95.256	+3,7
Hungary	9.500	9.495	+0,1	103.524	113.178	-8,5
Ireland	982	1.120	-12,3	105.036	104.545	+0,5
Italy	119.853	104.519	+14,7	1.211.769	1.371.308	-11,6
Latvia <sup>2</sup>	1.481	853	+73,6	15.530	13.341	+16,4
Lithuania	1.771	1.765	+0,3	24.087	29.673	-18,8
Luxembourg	3.435	3.177	+8,1	38.973	41.140	-5,3
Netherlands	27.810	27.224	+2,2	281.383	287.094	-2,0
Poland	34.196	31.950	+7,0	382.877	410.484	-6,7
Portugal	15.230	10.928	+39,4	141.552	134.029	+5,6
Romania	11.074	11.480	-3,5	116.891	108.821	+7,4
Slovakia	6.976	5.704	+22,3	72.610	70.190	+3,4
Slovenia	3.623	4.126	-12,2	43.814	51.445	-14,8
Spain	73.221	66.399	+10,3	739.469	773.396	-4,4
Sweden	25.588	21.056	+21,5	252.611	273.401	-7,6
EUROPEAN UNION	829.527	713.273	+16,3	8.359.317	8.904.430	-6,1
EU14 <sup>3</sup>	736.134	625.121	+17,8	7.325.391	7.819.961	-6,3
EU12 <sup>4</sup>	93.393	88.152	+5,9	1.033.926	1.084.469	-4,7
Iceland	1.295	968	+33,8	15.168	11.511	+31,8
Norway	19.513	15.274	+27,8	134.832	155.709	-13,4
Switzerland	21.406	18.825	+13,7	201.197	213.958	-6,0
EFTA	42.214	35.067	+20,4	351.197	381.178	-7,9
United Kingdom	142.889	115.706	+23,5	1.485.601	1.538.585	-3,4
EU + EFTA + UK	1.014.630	864.046	+17,4	10.196.115	10.824.193	-5,8
EU14 + EFTA + UK	921.237	775.894	+18,7	9.162.189	9.739.724	-5,9

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

<sup>1</sup> Data for Malta na

<sup>2</sup> Estimates

<sup>3</sup> Member states before the 2004 enlargement

EU 27<sup>1</sup> - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

 EU 27<sup>1</sup> - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Novembre/November					Gennaio-Novembre/January-November				
	%	%	Unità	Unità	Var %	%	%	Unità	Unità	Var %
	2022	2021	Units 2022	Units 2021	% Chg 22/21	2022	2021	Units 2022	Units 2021	% Chg 22/21
Volkswagen Group	25,1	21,4	208.177	152.673	+36,4	25,1	25,4	2.098.486	2.261.194	-7,2
Volkswagen	11,3	9,3	93.895	66.051	+42,2	11,0	11,3	919.170	1.009.717	-9,0
Audi	5,6	3,9	46.489	28.071	+65,6	5,1	4,7	427.809	416.873	+2,6
Skoda	4,6	4,7	38.175	33.812	+12,9	5,1	5,2	422.558	465.734	-9,3
Seat <sup>2</sup>	2,8	2,7	23.420	19.382	+20,8	3,2	3,5	270.299	315.748	-14,4
Porsche	0,7	0,7	5.947	5.040	+18,0	0,7	0,6	54.996	50.197	+9,6
Others <sup>3</sup>	0,0	0,0	251	317	-20,8	0,0	0,0	3.654	2.925	+24,9
Stellantis	18,1	21,3	149.979	151.653	-1,1	20,0	22,0	1.674.373	1.962.599	-14,7
Peugeot	5,6	6,5	46.543	46.435	+0,2	6,1	6,7	513.538	594.531	-13,6
Fiat <sup>4</sup>	3,8	4,3	31.469	30.778	+2,2	4,0	4,7	337.388	416.539	-19,0
Citroen	3,2	4,3	26.503	30.500	-13,1	3,8	4,3	317.233	379.848	-16,5
Opel/Vauxhall	3,1	3,8	25.352	26.998	-6,1	3,7	4,0	308.672	358.717	-14,0
Jeep	1,0	1,1	8.473	8.194	+3,4	1,0	1,3	87.020	111.627	-22,0
DS	0,5	0,4	4.026	3.163	+27,3	0,5	0,4	40.692	35.227	+15,5
Lancia/Chrysler	0,4	0,5	3.629	3.215	+12,9	0,5	0,5	38.484	41.544	-7,4
Alfa Romeo	0,4	0,3	3.265	2.078	+57,1	0,3	0,2	26.104	20.944	+24,6
Others <sup>5</sup>	0,1	0,0	719	292	+146,2	0,1	0,0	5.242	3.622	+44,7
Renault Group	10,6	12,1	88.178	86.401	+2,1	10,5	10,4	876.305	922.517	-5,0
Renault	5,8	7,1	48.124	50.340	-4,4	5,7	6,4	480.290	574.257	-16,4
Dacia	4,8	5,0	39.802	35.691	+11,5	4,7	3,9	393.574	345.126	+14,0
Alpine	0,0	0,0	252	232	+8,6	0,0	0,0	2.441	1.750	+39,5
Lada <sup>6</sup>			0,0	138		0,0	0,0		1.384	
Hyundai Group	8,2	9,9	68.012	70.402	-3,4	9,4	8,6	786.656	764.123	+2,9
Kia	3,9	4,6	32.396	32.667	-0,8	4,8	4,2	400.629	372.235	+7,6
Hyundai	4,3	5,3	35.616	37.735	-5,6	4,6	4,4	386.027	391.888	-1,5
Toyota Group	7,4	6,5	61.707	46.144	+33,7	7,3	6,4	606.906	567.855	+6,9
Toyota	7,1	6,2	58.913	43.951	+34,0	7,0	6,0	583.036	538.381	+8,3
Lexus	0,3	0,3	2.794	2.193	+27,4	0,3	0,3	23.870	29.474	-19,0
BMW Group	7,0	7,1	57.923	50.728	+14,2	6,7	6,8	560.278	606.427	-7,6
BMW	5,5	5,7	45.471	40.390	+12,6	5,4	5,6	451.796	494.579	-8,7
Mini	1,5	1,4	12.452	10.338	+20,4	1,3	1,3	108.482	111.848	-3,0
Mercedes-Benz	6,2	6,5	51.321	46.324	+10,8	5,8	5,6	486.745	496.211	-1,9
Mercedes	5,9	6,0	49.065	42.628	+15,1	5,6	5,2	469.626	465.636	+0,9
Smart	0,3	0,5	2.256	3.696	-39,0	0,2	0,3	17.119	30.575	-44,0
Ford	4,0	3,4	33.511	24.405	+37,3	4,2	4,0	348.065	360.622	-3,5
Volvo	2,4	2,3	19.711	16.484	+19,6	2,0	2,2	166.279	197.575	-15,8
Nissan	1,5	1,8	12.066	12.992	-7,1	1,7	1,8	140.341	158.844	-11,6
Mazda	1,1	1,2	9.407	8.242	+14,1	1,2	1,3	96.577	114.251	-15,5
Jaguar Land Rover Group	0,5	0,5	4.474	3.853	+16,1	0,6	0,7	53.722	64.763	-17,0
Land Rover	0,4	0,4	3.691	2.914	+26,7	0,5	0,5	42.647	48.364	-11,8
Jaguar	0,1	0,1	783	939	-16,6	0,1	0,2	11.075	16.399	-32,5
Mitsubishi	0,5	0,8	3.840	5.611	-31,6	0,6	0,7	46.739	57.957	-19,4
Honda	0,4	0,4	2.974	3.057	-2,7	0,4	0,4	37.387	35.422	+5,5
Lada <sup>6</sup>	0,0		27			0,0		725		

SOURCE: ACEA MEMBERS

1 ACEA estimation based on total by market

2 Including Cupra

3 Including Bentley, Lamborghini and Bugatti

EUROPA (EU27<sup>1</sup>+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

 EUROPE (EU27<sup>1</sup>+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

*dati provvisori/provisional data*

	Novembre/November					Gennaio-Novembre/January-November				
	%	%	Unità Units	Unità Units	Var % % Chg	%	%	Unità Units	Unità Units	Var % % Chg
	2022	2021	2022	2021	22/21	2022	2021	2022	2021	22/21
Volkswagen Group	25,1	21,5	254.465	186.039	+36,8	24,7	25,3	2.516.555	2.733.387	-7,9
Volkswagen	11,1	9,0	112.573	77.974	+44,4	10,6	11,0	1.076.314	1.189.995	-9,6
Audi	5,9	4,4	60.261	37.768	+59,6	5,4	5,1	553.483	551.939	+0,3
Skoda	4,5	4,5	45.332	39.283	+15,4	4,8	5,0	491.167	543.330	-9,6
Seat <sup>2</sup>	2,7	2,6	27.255	22.872	+19,2	3,1	3,5	313.905	376.369	-16,6
Porsche	0,8	0,9	8.581	7.586	+13,1	0,7	0,6	75.640	66.765	+13,3
Others <sup>3</sup>	0,0	0,1	463	556	-16,7	0,1	0,0	6.046	4.989	+21,2
Stellantis	16,3	19,9	165.231	171.584	-3,7	18,6	20,3	1.893.318	2.199.797	-13,9
Peugeot	4,9	6,1	49.670	52.662	-5,7	5,6	6,1	573.891	663.890	-13,6
Opel/Vauxhall	3,2	4,0	32.551	34.582	-5,9	3,9	4,2	394.938	450.758	-12,4
Fiat <sup>4</sup>	3,2	3,8	32.850	32.756	+0,3	3,6	4,1	364.185	443.455	-17,9
Citroen	2,9	3,9	28.974	33.461	-13,4	3,4	3,8	350.488	414.481	-15,4
Jeep	0,9	1,0	8.715	8.673	+0,5	0,9	1,1	91.331	119.379	-23,5
DS	0,4	0,4	4.524	3.481	+30,0	0,4	0,4	44.952	37.966	+18,4
Lancia/Chrysler	0,4	0,4	3.631	3.215	+12,9	0,4	0,4	38.503	41.546	-7,3
Alfa Romeo	0,3	0,3	3.502	2.353	+48,8	0,3	0,2	28.744	23.691	+21,3
Others <sup>5</sup>	0,1	0,0	814	401	+103,0	0,1	0,0	6.286	4.631	+35,7
Hyundai Group	8,2	10,0	83.691	86.288	-3,0	9,7	8,7	986.860	943.617	+4,6
Kia	4,0	4,6	40.898	40.056	+2,1	5,0	4,3	509.193	470.579	+8,2
Hyundai	4,2	5,4	42.793	46.232	-7,4	4,7	4,4	477.667	473.038	+1,0
Renault Group	9,5	10,7	95.997	92.060	+4,3	9,3	9,1	945.552	981.338	-3,6
Renault	5,1	6,2	51.944	53.978	-3,8	5,1	5,6	515.545	611.372	-15,7
Dacia	4,3	4,4	43.757	37.681	+16,1	4,2	3,4	427.191	366.555	+16,5
Alpine	0,0	0,0	296	263	+12,5	0,0	0,0	2.816	2.027	+38,9
Lada <sup>6</sup>				138					1.384	
Toyota Group	7,4	6,4	74.576	55.134	+35,3	7,2	6,5	738.146	703.968	+4,9
Toyota	7,0	6,1	70.559	52.326	+34,8	6,9	6,1	703.831	659.495	+6,7
Lexus	0,4	0,3	4.017	2.808	+43,1	0,3	0,4	34.315	44.473	-22,8
BMW Group	7,6	7,8	77.598	67.533	+14,9	7,2	7,3	732.469	790.321	-7,3
BMW	5,9	6,0	59.876	52.058	+15,0	5,7	5,9	579.149	633.709	-8,6
Mini	1,7	1,8	17.722	15.475	+14,5	1,5	1,4	153.320	156.612	-2,1
Mercedes-Benz	5,7	6,5	57.631	56.476	+2,0	5,7	5,7	586.108	616.000	-4,9
Mercedes	5,4	6,1	55.280	52.541	+5,2	5,6	5,4	567.622	583.939	-2,8
Smart	0,2	0,5	2.351	3.935	-40,3	0,2	0,3	18.486	32.061	-42,3
Ford	4,5	3,5	45.542	30.520	+49,2	4,7	4,5	474.719	483.524	-1,8
Nissan	2,2	2,2	22.084	18.820	+17,3	2,1	2,1	214.073	228.551	-6,3
Volvo	2,6	2,5	25.879	21.935	+18,0	2,1	2,4	213.399	262.162	-18,6
Mazda	1,2	1,2	12.206	10.250	+19,1	1,2	1,4	125.817	146.487	-14,1
Jaguar Land Rover Group	0,9	1,0	9.275	8.419	+10,2	1,1	1,3	111.048	140.271	-20,8
Land Rover	0,8	0,7	7.722	6.010	+28,5	0,9	1,0	87.931	104.838	-16,1
Jaguar	0,2	0,3	1.553	2.409	-35,5	0,2	0,3	23.117	35.433	-34,8
Honda	0,5	0,5	5.216	4.508	+15,7	0,6	0,6	63.708	63.620	+0,1
Mitsubishi	0,4	0,7	4.008	5.934	-32,5	0,5	0,6	49.339	67.589	-27,0
Lada <sup>6</sup>	0,0		27			0,0		725		

SOURCE: ACEA MEMBERS

<sup>1</sup> ACEA estimation based on total by market

<sup>2</sup> Including Cupra

<sup>3</sup> Including Bentley, Lamborghini and Bugatti

**EUROPA OCC.<sup>1</sup> (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA**  
**WESTERN EUROPE<sup>1</sup> (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE**
*dati provvisori/provisional data*

	Novembre/November					Gennaio-Novembre/January-November				
	%	%	Unità	Unità	Var %	%	%	Unità	Unità	Var %
	2022	2021	Units	Units	% Chg	2022	2021	Units	Units	% Chg
<b>Volkswagen Group</b>	<b>24,5</b>	<b>21,4</b>	<b>226.005</b>	<b>165.897</b>	<b>+36,2</b>	<b>24,3</b>	<b>24,9</b>	<b>2.227.750</b>	<b>2.428.268</b>	<b>-8,3</b>
Volkswagen	11,3	9,3	103.858	72.426	+43,4	10,8	11,3	987.197	1.097.988	-10,1
Audi	6,2	4,6	56.800	35.837	+58,5	5,7	5,4	520.886	522.728	-0,4
Skoda	3,4	3,7	31.253	28.375	+10,1	3,8	4,0	351.140	388.325	-9,6
Seat <sup>2</sup>	2,8	2,8	25.538	21.534	+18,6	3,2	3,6	292.602	351.919	-16,9
Porsche	0,9	0,9	8.118	7.221	+12,4	0,8	0,6	70.397	62.732	+12,2
Others <sup>3</sup>	0,0	0,1	438	504	-13,1	0,1	0,0	5.528	4.576	+20,8
<b>Stellantis</b>	<b>17,1</b>	<b>20,7</b>	<b>157.331</b>	<b>160.368</b>	<b>-1,9</b>	<b>19,5</b>	<b>21,2</b>	<b>1.791.190</b>	<b>2.066.313</b>	<b>-13,3</b>
Peugeot	5,1	6,4	47.118	49.453	-4,7	5,9	6,4	544.478	626.399	-13,1
Opel/Vauxhall	3,3	4,1	30.772	31.611	-2,7	4,0	4,3	366.592	418.567	-12,4
Fiat <sup>4</sup>	3,5	4,0	31.806	30.729	+3,5	3,8	4,3	349.860	416.319	-16,0
Citroen	3,0	4,1	27.185	31.440	-13,5	3,6	4,0	332.001	390.789	-15,0
Jeep	0,9	1,0	8.470	8.082	+4,8	0,9	1,1	84.359	109.860	-23,2
DS	0,5	0,4	4.317	3.402	+26,9	0,5	0,4	43.120	37.205	+15,9
Lancia/Chrysler	0,4	0,4	3.626	3.213	+12,9	0,4	0,4	38.467	41.527	-7,4
Alfa Romeo	0,4	0,3	3.273	2.068	+58,3	0,3	0,2	26.358	21.210	+24,3
Others <sup>5</sup>	0,1	0,0	764	370	+106,5	0,1	0,0	5.955	4.437	+34,2
<b>Hyundai Group</b>	<b>7,8</b>	<b>9,4</b>	<b>71.456</b>	<b>72.909</b>	<b>-2,0</b>	<b>9,1</b>	<b>8,2</b>	<b>833.863</b>	<b>797.059</b>	<b>+4,6</b>
Kia	3,8	4,4	34.870	34.041	+2,4	4,7	4,1	431.269	399.794	+7,9
Hyundai	4,0	5,0	36.586	38.868	-5,9	4,4	4,1	402.594	397.265	+1,3
<b>Renault Group</b>	<b>9,2</b>	<b>10,4</b>	<b>84.423</b>	<b>80.442</b>	<b>+4,9</b>	<b>9,0</b>	<b>8,9</b>	<b>826.663</b>	<b>864.364</b>	<b>-4,4</b>
Renault	5,2	6,4	47.743	49.494	-3,5	5,2	5,8	478.093	567.791	-15,8
Dacia	4,0	3,9	36.390	30.558	+19,1	3,8	3,0	345.809	293.322	+17,9
Alpine	0,0	0,0	290	259	+12,0	0,0	0,0	2.761	1.989	+38,8
Lada <sup>6</sup>				131			0,0		1.262	
<b>BMW Group</b>	<b>8,0</b>	<b>8,2</b>	<b>73.550</b>	<b>63.557</b>	<b>+15,7</b>	<b>7,5</b>	<b>7,6</b>	<b>686.883</b>	<b>744.645</b>	<b>-7,8</b>
BMW	6,1	6,2	56.249	48.412	+16,2	5,9	6,1	537.946	591.877	-9,1
Mini	1,9	2,0	17.301	15.145	+14,2	1,6	1,6	148.937	152.768	-2,5
<b>Toyota Group</b>	<b>6,6</b>	<b>5,7</b>	<b>60.780</b>	<b>44.186</b>	<b>+37,6</b>	<b>6,5</b>	<b>5,9</b>	<b>598.846</b>	<b>574.421</b>	<b>+4,3</b>
Toyota	6,3	5,4	57.632	41.956	+37,4	6,2	5,5	572.228	538.420	+6,3
Lexus	0,3	0,3	3.148	2.230	+41,2	0,3	0,4	26.618	36.001	-26,1
<b>Mercedes-Benz</b>	<b>5,9</b>	<b>6,8</b>	<b>54.057</b>	<b>52.752</b>	<b>+2,5</b>	<b>5,9</b>	<b>5,9</b>	<b>543.717</b>	<b>573.175</b>	<b>-5,1</b>
Mercedes	5,6	6,3	51.729	48.835	+5,9	5,7	5,6	525.394	541.274	-2,9
Smart	0,3	0,5	2.328	3.917	-40,6	0,2	0,3	18.323	31.901	-42,6
<b>Ford</b>	<b>4,6</b>	<b>3,5</b>	<b>42.560</b>	<b>27.239</b>	<b>+56,2</b>	<b>4,8</b>	<b>4,6</b>	<b>436.126</b>	<b>446.598</b>	<b>-2,3</b>
Nissan	2,3	2,2	21.065	17.219	+22,3	2,2	2,1	198.774	208.885	-4,8
Volvo	2,6	2,6	23.956	20.348	+17,7	2,1	2,5	194.860	243.429	-20,0
Mazda	1,2	1,1	10.618	8.841	+20,1	1,2	1,3	109.117	128.608	-15,2
Jaguar Land Rover Group	1,0	1,0	8.864	8.120	+9,2	1,2	1,4	106.160	135.275	-21,5
Land Rover	0,8	0,7	7.374	5.751	+28,2	0,9	1,0	83.989	100.856	-16,7
Jaguar	0,2	0,3	1.490	2.369	-37,1	0,2	0,4	22.171	34.419	-35,6
Honda	0,5	0,5	4.458	3.856	+15,6	0,6	0,6	55.582	55.602	-0,0
Mitsubishi	0,4	0,7	3.752	5.589	-32,9	0,5	0,6	46.458	63.158	-26,4
Lada <sup>6</sup>	0,0		27			0,0		624		

SOURCE: ACEA MEMBERS

<sup>1</sup> ACEA estimation based on total by market<sup>2</sup> Including Cupra<sup>3</sup> Including Bentley, Lamborghini and Bugatti<sup>4</sup> Including Abarth