



Press release

FURTHER POSITIVE SIGNS FOR THE EUROPEAN AUTO MARKET IN OCTOBER: +14.1%

Due to the losses recorded between January and July, market variation in the year's first ten months remains negative: -7.8%.

The “trialogue” decision passed on 27th October confirmed the EU target of reducing CO₂ emissions for new cars and light commercial vehicles to 100% by 2035. Having marked the path, we hope for an organised and coherent approach at a national level to accompany the Italian automotive supply chain towards an ecological transition

Turin, 17th November 2022 - According to figures released today by ACEA, across the **enlarged European Union countries, including EFTA and the United Kingdom¹**, in October, car registrations totalled 910,753 units, 14.1% more than in October 2021.

From January to October 2022, registered sales volumes reached 9,181,660 units, a negative change of 7.8% compared to last year.

“In October, the car market showed positive signs (+14.1%) for the third month in a row, also by virtue of the comparison with the low sales volume of October 2021, which had closed at -29.3% but was still far below (-25%) the pre-pandemic levels of 2019 - states Paolo Scudieri, President of ANFIA.

All five major markets (including the UK) recorded positive changes: double-digit figures for the UK (+26.4%), Germany (+16.8%), Italy (+14.6%) and Spain (+11.7%), while France maintained growth (+5.5%).

However, the cumulated figure for the first ten months of 2022 remains negative in the country due to the losses recorded between January and July. Meanwhile, the semiconductor crisis still needs to catch up, accompanied by rising energy costs and raw material prices, plus the continuing Russia-Ukraine conflict in general, forcing the industry to operate in a highly complex and uncertain scenario.

Concerning the decision of the 'trialogue', which on 27th October confirmed the EU's target of reducing CO₂ emissions from new cars and light commercial vehicles to 100% by 2035, now that the road is mapped out, we hope, at a national level, for an organised and consistent pathway to accompany the Italian automotive supply chain towards a green transition, for which we will work with the new government".

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 is currently not available.

In Italy, sales volume in October 2022 amounted to 115,827 (+14.6%). In the first ten months of 2022, total registrations totalled 1,091,894 units, a decrease of 13.8% compared to sales volumes in the same period of 2021.

According to ISTAT data, in October, the **national consumer price index** recorded a 3.4% increase on a monthly basis and an 11.8% increase on an annual basis (from +8.9% in the previous month). The strong acceleration in inflation is mainly due to prices of Energy Goods (whose growth rose from +44.5% in September to +71.1%), both regulated (+47.7% to +51.6%) and unregulated (+41.2% to +79.4%), and to a lesser extent to the prices of Food and Other goods. The trend in prices of non-regulated energy was due to the surge in electricity prices on the free market (+136.7% in September to +329%). City gas and natural gas prices on the free market increased on a monthly basis (+63.5%), and to a lesser extent, those of solid fuels (from +16.3% to +24.7%; +7.5% on the month), while transport diesel prices decelerated (from +19.8% to +16.8%; +1% on the month) and gasoline prices reversed (from +3.3% to -2.2%; -2.5% compared to September).

Analysing the market by type of fuel, petrol cars in October were up +22.2%, with a market share of 27.7%. Diesel passenger cars also grew (+22.9% over October 2021), dropping to a share of 18.5%. In the first ten months, petrol car registrations fell by 20.6% and diesel car registrations by 24.9%. Registrations of alternative types of fuel cars represented 53.8% of the market in October alone, with sales volumes increasing compared to the same month in 2021 (+9.8%). On a cumulated basis, alternatives fell by 3.9% while maintaining a higher market share than in the same period of 2021 (52.3%, compared to 46.9% in the first ten months of last year). Electrified cars represented 44.6% of the market in October, while in January-October, they had a 37.6% share and fell by 2.1%. Among these, mild and full hybrids increased by 19.6% in the month and reached a 36.5% share, while in the cumulated figure, they grew slightly (+2.5%), with a 34.2% share. Registrations of rechargeable cars decreased by 23.2% in the month (8.1% market share) and by 16.8% in the cumulated period (8.9% share). Among these, electric cars had a 3.2% share and fell by 47.7% in the month, while plug-in hybrids increased by 10.5% and represented 4.9% of the total market (in the cumulated figure, they both fell, respectively -26.9% and -7.4%). Finally, gas-powered passenger cars represented 9.2% of the October registrations, of which 8.8% were LPG cars (+30.8%) and 0.4% were CNG cars (-65.6%). Since the beginning of 2022, LPG cars are up 5.1%, and CNG cars are down 64.9%.

In Europe, the Stellantis Group recorded 163,012 registrations in October 2022 (-1.8%), with a market share of 17.9%. In January-October 2022, sales volume totalled 1,728,623 units (-14.8%), with a share of 18.8%.

The Spanish market totalled 65,966 registrations in October 2022, 11.7% more than in the same month last year (but -29.8% compared to October 2019). In the first ten months of 2022, the market fell by 5.8%, with 666,247 units registered.

Italian Association of Automotive Industry (ANFIA)



The Spanish automotive association ANFAC points out that October is the third consecutive month in which sales are up, albeit in the context of a falling overall market and a very unfavourable socio-economic situation. Although demand continues to be strong, the sector remains adversely affected by the severe semiconductor crisis. Additionally, the continuation of the war in Ukraine and geopolitical tensions in Asia do not give hope for an improvement in the situation, at least until 2023, with the Spanish market closing, at best, with around 820,000 registrations of new cars, more than 35,000 less than in 2021.

In detail, according to sales channels, the October market is broken down into 31,184 sales to private individuals (+0.4%), 29,598 sales to companies (+22.1%) and 5,184 sales for the rental market (+39%).

Petrol cars represented 38% of the market in September (+5.6%) and 42.8% since the beginning of 2022 (-15.5%). Next, non-rechargeable hybrid cars represent 30.9% of the month's market (+28%) and 28.6% of the total cumulated market (+8.3%). Finally, diesel cars accounted for 18.1% of the September market (+10.8%) and 17.5%

year to date (-19.5%), followed by plug-in hybrids (6.2% and 5.7% year to date), electric cars (4.9% in the month and 3.5% in the first nine months) and gas cars (1.9% both in the month and since the beginning of 2022).

Average CO₂ emissions in October remained more or less stable at 120.4 g/km, 0.3% higher than the average for new cars in October 2021. In the cumulated period, emissions decreased by 3.3% compared to January-October 2021.

In France, 124,981 new registrations were recorded in October 2022, up 5.5% compared to October 2021. However, in the first ten months of 2022, the drop in sales stands at 10.3%, totalling 1,237,048 registrations.

In the cumulated year, petrol and diesel passenger cars and, as in other major markets, PHEVs continued to fall. But, on the other hand, electric vehicles and cars fuelled by bioethanol grew.

In the German market, 208,642 units were registered in October, up 16.8%. In January-October 2022, registrations stood at 2,076,527, down 5.5% compared to the same period in 2021 (but down 31% to January-October 2019).

In October 2022, domestic orders fell heavily, -38% year-on-year, while in the first ten months of 2022, they fell by 10%.

In October, 17.1% of new registrations were electric cars (BEVs). With 35,781 new vehicles, BEV sales were 17.1% higher than in the same month last year. Petrol cars (+3.1%) and diesel cars (+18.3%) also increased.

The average CO₂ emissions of newly registered cars decreased by 4.1% to 107.3 g/km.

Italian Association of Automotive Industry (ANFIA)

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Finally, the UK market totalled 134,344 new passenger cars registered in October, up 26.4% compared to last year. However, in the first ten months of the year, registrations stood at 1,342,712 units, 5.6% lower than in January-October 2021.

The British Automotive Association SMMT points out that the significant rise in October is very positive, although it compares with the weak sales volumes of 2021 and is still not enough to compensate for the damage caused by the pandemic and the resulting supply shortage. Nevertheless, the outlook for the coming year shows that recovery is possible, and that the growth of electric vehicles is set to continue, but to achieve the shared goals of reducing CO2 emissions, this growth must accelerate. For this to happen, consumers must be given the economic stability and confidence to switch to an electric car, along with the assurance that they can recharge it - and do so affordably - when needed. New models are there, and more are on the way, as are new public charging points.

In contrast to the past months, fleet registrations grew by 47.4%, although they still fell (-14.8%) compared to 2021 sales volumes. Registrations to private individuals, on the other hand, increased by 2.7%.

Sales of electric vehicles are still on a positive trend (+23.4% and a market share of 14.8%), as are plug-in hybrid vehicles (PHEVs), which are up 6.2% to 8899 units: however, PHEVs fell in terms of their market share for the month (6.6%, more than one percentage point less than in October 2021). The fall in diesel cars is continuing (-9.7% over the month and -41.1% over the cumulated year), while petrol cars are maintaining a negative trend over the ten months (-13%) despite a good month of October (+17.8% over last year). In the cumulated year, all electrified vehicles grew except for PHEVs (-13.2%).

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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 EUROPEA¹ - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION¹ - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Ottobre/October		% Chg	Gennaio-Ottobre/January-October		% Chg
	2022	2021	22/21	2022	2021	22/21
Austria	16.061	14.755	+8,9	179.270	204.636	-12,4
Belgium	30.451	25.045	+21,6	311.941	338.612	-7,9
Bulgaria	2.384	1.802	+32,3	24.359	20.842	+16,9
Croatia	3.024	2.812	+7,5	37.589	39.947	-5,9
Cyprus	824	814	+1,2	9.895	9.403	+5,2
Czech Republic	16.283	12.670	+28,5	160.126	174.494	-8,2
Denmark	10.852	12.663	-14,3	119.957	152.598	-21,4
Estonia	1.672	1.339	+24,9	17.853	19.872	-10,2
Finland	6.195	6.613	-6,3	69.117	85.277	-19,0
France	124.981	118.519	+5,5	1.237.048	1.378.892	-10,3
Germany	208.642	178.683	+16,8	2.076.527	2.196.244	-5,5
Greece	7.791	6.335	+23,0	90.727	88.091	+3,0
Hungary	8.260	9.130	-9,5	94.027	103.683	-9,3
Ireland	2.622	2.680	-2,2	104.054	103.425	+0,6
Italy	115.827	101.103	+14,6	1.091.894	1.266.795	-13,8
Latvia ²	1.408	874	+61,1	14.049	12.488	+12,5
Lithuania	1.709	1.555	+9,9	22.315	27.908	-20,0
Luxembourg	3.465	2.952	+17,4	35.538	37.963	-6,4
Netherlands	28.992	24.081	+20,4	253.764	259.870	-2,3
Poland	32.001	31.259	+2,4	348.681	378.534	-7,9
Portugal	12.560	10.576	+18,8	126.322	123.101	+2,6
Romania	10.541	9.608	+9,7	105.817	97.870	+8,1
Slovakia	7.528	5.767	+30,5	65.634	64.486	+1,8
Slovenia	3.433	4.221	-18,7	40.191	47.319	-15,1
Spain	65.966	59.043	+11,7	666.247	706.997	-5,8
Sweden	22.383	19.962	+12,1	227.023	252.345	-10,0
EUROPEAN UNION	745.855	664.861	+12,2	7.529.965	8.191.692	-8,1
EU14³	656.788	583.010	+12,7	6.589.429	7.194.846	-8,4
EU12⁴	89.067	81.851	+8,8	940.536	996.846	-5,6
<i>Iceland</i>	<i>811</i>	<i>740</i>	<i>+9,6</i>	<i>13.873</i>	<i>10.543</i>	<i>+31,6</i>
<i>Norway</i>	<i>12.558</i>	<i>11.579</i>	<i>+8,5</i>	<i>115.319</i>	<i>140.435</i>	<i>-17,9</i>
<i>Switzerland</i>	<i>17.185</i>	<i>15.060</i>	<i>+14,1</i>	<i>179.791</i>	<i>195.133</i>	<i>-7,9</i>
EFTA	30.554	27.379	+11,6	308.983	346.111	-10,7
United Kingdom	134.344	106.265	+26,4	1.342.712	1.422.879	-5,6
EU + EFTA + UK	910.753	798.505	+14,1	9.181.660	9.960.682	-7,8
EU14 + EFTA + UK	821.686	716.654	+14,7	8.241.124	8.963.836	-8,1

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

¹ Data for Malta na

² Estimates

³ Member states before the 2004 enlargement

EU 27¹ - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

 EU 27¹ - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%	%	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	25,5	20,2	190.255	134.252	+41,7	25,1	25,7	1.889.767	2.108.536	-10,4
Volkswagen	11,4	9,3	85.217	62.146	+37,1	11,0	11,5	825.763	943.664	-12,5
Skoda	5,1	3,9	38.344	25.881	+48,2	5,1	5,3	383.897	431.924	-11,1
Audi	5,4	3,7	40.087	24.361	+64,6	5,1	4,7	381.309	388.802	-1,9
Seat ²	2,9	2,5	21.919	16.324	+34,3	3,3	3,6	246.882	296.366	-16,7
Porsche	0,6	0,8	4.429	5.288	-16,2	0,6	0,6	48.516	45.157	+7,4
Others ³	0,0	0,0	259	252	+2,8	0,0	0,0	3.400	2.623	+29,6
Stellantis	19,0	22,2	141.500	147.905	-4,3	20,3	22,1	1.526.389	1.812.450	-15,8
Peugeot	5,8	7,1	43.398	46.944	-7,6	6,2	6,7	467.282	548.155	-14,8
Fiat ⁴	3,7	4,8	27.753	31.653	-12,3	4,1	4,7	307.240	387.197	-20,7
Citroen	3,2	4,0	24.016	26.643	-9,9	3,8	4,0	283.360	331.734	-14,6
Opel/Vauxhall	3,7	4,1	27.654	27.285	+1,4	3,9	4,3	291.239	349.356	-16,6
Jeep	1,0	1,1	7.357	7.427	-0,9	1,0	1,3	78.398	103.514	-24,3
DS	0,5	0,5	3.670	3.023	+21,4	0,5	0,5	34.847	38.295	-9,0
Lancia/Chrysler	0,5	0,4	3.747	2.989	+25,4	0,5	0,4	36.663	32.063	+14,3
Alfa Romeo	0,4	0,2	3.206	1.608	+99,4	0,3	0,2	22.827	18.800	+21,4
Others ⁵	0,1	0,1	699	333	+109,9	0,1	0,0	4.533	3.336	+35,9
Renault Group	10,3	11,5	76.916	76.734	+0,2	10,5	10,2	788.115	836.116	-5,7
Renault	5,9	7,3	44.365	48.264	-8,1	5,7	6,4	432.141	523.917	-17,5
Dacia	4,3	4,2	32.338	28.158	+14,8	4,7	3,8	353.786	309.435	+14,3
Alpine	0,0	0,0	213	221	-3,6	0,0	0,0	2.188	1.518	+44,1
Lada ⁶			91			0,0	0,0		1.246	
Hyundai Group	9,2	10,7	68.313	70.859	-3,6	9,5	8,5	718.811	693.721	+3,6
Kia	4,8	5,2	35.444	34.561	+2,6	4,9	4,1	368.233	339.568	+8,4
Hyundai	4,4	5,5	32.869	36.298	-9,4	4,7	4,3	350.578	354.153	-1,0
Toyota Group	7,5	6,1	56.304	40.605	+38,7	7,2	6,4	545.321	521.711	+4,5
Toyota	7,3	5,7	54.100	37.836	+43,0	7,0	6,0	524.279	494.430	+6,0
Lexus	0,3	0,4	2.204	2.769	-20,4	0,3	0,3	21.042	27.281	-22,9
BMW Group	6,5	7,0	48.841	46.605	+4,8	6,7	6,8	502.061	555.669	-9,6
BMW	5,3	5,8	39.213	38.421	+2,1	5,4	5,5	406.023	454.159	-10,6
Mini	1,3	1,2	9.628	8.184	+17,6	1,3	1,2	96.038	101.510	-5,4
Mercedes-Benz	5,8	6,5	43.165	43.085	+0,2	5,8	5,5	435.424	449.887	-3,2
Mercedes	5,6	5,9	41.848	39.326	+6,4	5,6	5,2	420.561	423.008	-0,6
Smart	0,2	0,6	1.317	3.759	-65,0	0,2	0,3	14.863	26.879	-44,7
Ford	4,4	4,0	32.959	26.618	+23,8	4,2	4,1	314.553	336.217	-6,4
Volvo	2,4	2,3	17.570	15.475	+13,5	2,3	2,2	175.851	180.627	-2,6
Nissan	1,6	1,8	11.985	11.901	+0,7	1,7	1,8	128.211	145.852	-12,1
Mazda	1,4	1,5	10.212	9.763	+4,6	1,2	1,3	87.169	106.009	-17,8
Jaguar Land Rover Group	0,6	0,7	4.283	4.871	-12,1	0,7	0,7	49.248	60.910	-19,1
Land Rover	0,5	0,6	3.491	4.071	-14,2	0,5	0,6	38.956	45.450	-14,3
Jaguar	0,1	0,1	792	800	-1,0	0,1	0,2	10.292	15.460	-33,4
Mitsubishi	0,5	0,9	3.851	5.652	-31,9	0,6	0,6	42.899	52.346	-18,0
Honda	0,5	0,5	3.383	3.571	-5,3	0,5	0,4	34.411	32.365	+6,3
Lada ⁶	0,0		26			0,0		705		

SOURCE: ACEA MEMBERS

1 ACEA estimation based on total by market

2 Including Cupra

3 Including Bentley, Lamborghini and Bugatti

EUROPA (EU27¹+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
EUROPE (EU27¹+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%	%	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	25,5	20,8	232.024	165.820	+39,9	24,6	25,6	2.261.496	2.548.083	-11,2
Volkswagen	11,2	9,3	102.166	74.379	+37,4	10,5	11,2	964.188	1.112.328	-13,3
Audi	5,8	4,1	52.601	33.077	+59,0	5,4	5,2	493.193	514.333	-4,1
Skoda	4,9	3,8	44.777	30.364	+47,5	4,9	5,1	445.332	504.069	-11,7
Seat ²	2,9	2,5	26.005	20.081	+29,5	3,1	3,6	286.668	353.705	-19,0
Porsche	0,7	0,9	6.006	7.494	-19,9	0,7	0,6	66.524	59.214	+12,3
Others ³	0,1	0,1	469	425	+10,4	0,1	0,0	5.591	4.434	+26,1
Stellantis	17,9	20,8	163.012	165.967	-1,8	18,8	20,4	1.728.623	2.029.717	-14,8
Peugeot	5,4	6,6	49.486	52.730	-6,2	5,7	6,1	524.447	611.287	-14,2
Opel/Vauxhall	3,5	4,2	32.038	33.312	-3,8	3,9	4,2	362.413	416.191	-12,9
Fiat ⁴	3,4	4,2	30.936	33.517	-7,7	3,6	4,1	331.710	412.135	-19,5
Citroen	3,4	3,8	30.783	30.019	+2,5	3,5	3,8	321.579	381.028	-15,6
Jeep	0,8	1,0	7.557	7.895	-4,3	0,9	1,1	82.476	110.787	-25,6
DS	0,5	0,4	4.331	3.164	+36,9	0,4	0,3	40.426	34.484	+17,2
Lancia/Chrysler	0,4	0,4	3.672	3.023	+21,5	0,4	0,4	34.864	38.297	-9,0
Alfa Romeo	0,4	0,2	3.421	1.863	+83,6	0,3	0,2	25.227	21.272	+18,6
Others ⁵	0,1	0,1	788	444	+77,5	0,1	0,0	5.481	4.236	+29,4
Hyundai Group	9,0	10,8	82.059	86.313	-4,9	9,8	8,6	903.336	857.329	+5,4
Kia	4,7	5,4	42.413	42.809	-0,9	5,1	4,3	468.295	430.523	+8,8
Hyundai	4,4	5,4	39.646	43.504	-8,9	4,7	4,3	435.041	426.806	+1,9
Renault Group	9,1	10,2	82.905	81.252	+2,0	9,3	8,9	849.543	889.278	-4,5
Renault	5,3	6,4	48.041	51.045	-5,9	5,0	5,6	463.576	557.394	-16,8
Dacia	3,8	3,7	34.630	29.864	+16,0	4,2	3,3	383.448	328.874	+16,6
Alpine	0,0	0,0	234	252	-7,1	0,0	0,0	2.519	1.764	+42,8
Lada ⁶				91					1.246	
Toyota Group	7,5	6,0	68.391	48.251	+41,7	7,2	6,5	663.797	648.834	+2,3
Toyota	7,2	5,6	65.326	44.669	+46,2	6,9	6,1	633.532	607.169	+4,3
Lexus	0,3	0,4	3.065	3.582	-14,4	0,3	0,4	30.265	41.665	-27,4
BMW Group	7,1	7,7	64.593	61.093	+5,7	7,1	7,3	654.514	722.756	-9,4
BMW	5,6	6,0	50.962	48.185	+5,8	5,7	5,8	518.919	581.619	-10,8
Mini	1,5	1,6	13.631	12.908	+5,6	1,5	1,4	135.595	141.137	-3,9
Mercedes-Benz	5,5	6,5	50.397	52.022	-3,1	5,8	5,6	528.477	559.524	-5,5
Mercedes	5,4	6,0	49.005	48.101	+1,9	5,6	5,3	512.342	531.398	-3,6
Smart	0,2	0,5	1.392	3.921	-64,5	0,2	0,3	16.135	28.126	-42,6
Ford	5,1	4,3	46.866	34.012	+37,8	4,7	4,5	429.125	453.004	-5,3
Volvo	2,4	2,7	22.141	21.623	+2,4	2,4	2,4	217.842	239.763	-9,1
Nissan	2,1	2,2	19.400	17.410	+11,4	2,1	2,1	191.916	209.731	-8,5
Mazda	1,4	1,5	13.180	11.642	+13,2	1,2	1,4	113.464	136.122	-16,6
Jaguar Land Rover Group	0,9	1,0	8.463	7.696	+10,0	1,1	1,3	101.773	131.852	-22,8
Land Rover	0,8	0,8	7.243	6.212	+16,6	0,9	1,0	80.209	98.828	-18,8
Jaguar	0,1	0,2	1.220	1.484	-17,8	0,2	0,3	21.564	33.024	-34,7
Honda	0,6	0,7	5.836	5.442	+7,2	0,6	0,6	58.490	59.112	-1,1
Mitsubishi	0,4	0,8	4.008	5.996	-33,2	0,5	0,6	45.331	61.655	-26,5
Lada ⁶	0,0		26			0,0		705		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market² Including Cupra³ Including Bentley, Lamborghini and Bugatti

EUROPA OCC.¹ (EU14+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
WESTERN EUROPE¹ (EU14+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Ottobre/October					Gennaio-Ottobre/January-October				
	%	%	Unità Units 2022	Unità Units 2021	Var % % Chg 22/21	%	%	Unità Units 2022	Unità Units 2021	Var % % Chg 22/21
	2022	2021				2022	2021			
Volkswagen Group	24,9	20,7	204.808	148.661	+37,8	24,3	25,2	2.001.575	2.262.371	-11,5
Volkswagen	11,4	9,6	93.991	69.041	+36,1	10,7	11,4	883.153	1.025.560	-13,9
Audi	6,0	4,4	49.368	31.305	+57,7	5,6	5,4	464.066	486.891	-4,7
Skoda	3,8	3,1	30.963	22.012	+40,7	3,9	4,0	319.876	359.952	-11,1
Seat ²	2,9	2,6	24.188	18.860	+28,3	3,2	3,7	267.082	330.385	-19,2
Porsche	0,7	1,0	5.847	7.059	-17,2	0,8	0,6	62.278	55.511	+12,2
Others ³	0,1	0,1	451	384	+17,4	0,1	0,0	5.120	4.072	+25,7
Stellantis	18,9	21,7	155.416	155.636	-0,1	19,8	21,3	1.634.541	1.907.449	-14,3
Peugeot	5,7	7,0	46.876	49.958	-6,2	6,0	6,4	497.647	577.005	-13,8
Opel/Vauxhall	3,7	4,2	30.435	30.128	+1,0	4,1	4,3	335.855	386.971	-13,2
Fiat ⁴	3,7	4,4	30.125	31.525	-4,4	3,9	4,3	318.450	387.026	-17,7
Citroen	3,5	4,0	28.814	28.332	+1,7	3,7	4,0	304.948	359.357	-15,1
Jeep	0,9	1,1	7.352	7.541	-2,5	0,9	1,1	75.745	101.859	-25,6
DS	0,5	0,4	4.155	3.087	+34,6	0,5	0,4	38.808	33.802	+14,8
Lancia/Chrysler	0,4	0,4	3.668	3.018	+21,5	0,4	0,4	34.832	38.280	-9,0
Alfa Romeo	0,4	0,2	3.256	1.626	+100,2	0,3	0,2	23.069	19.076	+20,9
Others ⁵	0,1	0,1	735	421	+74,6	0,1	0,0	5.187	4.073	+27,4
Hyundai Group	8,4	10,2	69.213	73.133	-5,4	9,3	8,1	762.421	724.150	+5,3
Kia	4,3	5,1	35.486	36.300	-2,2	4,8	4,1	396.399	365.753	+8,4
Hyundai	4,1	5,1	33.727	36.833	-8,4	4,4	4,0	366.022	358.397	+2,1
Renault Group	8,9	10,0	72.899	71.518	+1,9	9,0	8,7	742.214	783.922	-5,3
Renault	5,4	6,5	44.387	46.524	-4,6	5,2	5,8	430.323	518.297	-17,0
Dacia	3,4	3,4	28.285	24.664	+14,7	3,8	2,9	309.421	262.764	+17,8
Alpine	0,0	0,0	227	249	-8,8	0,0	0,0	2.470	1.730	+42,8
Lada ⁶				81			0,0		1.131	
BMW Group	7,4	8,0	60.649	57.371	+5,7	7,4	7,6	612.935	681.066	-10,0
BMW	5,8	6,2	47.367	44.760	+5,8	5,8	6,1	481.311	543.443	-11,4
Mini	1,6	1,8	13.282	12.611	+5,3	1,6	1,5	131.624	137.623	-4,4
Toyota Group	7,0	5,4	57.418	38.541	+49,0	6,5	5,9	538.284	530.235	+1,5
Toyota	6,7	5,0	55.124	35.776	+54,1	6,2	5,5	514.800	496.464	+3,7
Lexus	0,3	0,4	2.294	2.765	-17,0	0,3	0,4	23.484	33.771	-30,5
Mercedes-Benz	5,7	6,8	47.008	48.693	-3,5	5,9	5,8	489.660	520.423	-5,9
Mercedes	5,6	6,3	45.633	44.794	+1,9	5,7	5,5	473.665	492.439	-3,8
Smart	0,2	0,5	1.375	3.899	-64,7	0,2	0,3	15.995	27.984	-42,8
Ford	5,3	4,3	43.554	30.783	+41,5	4,8	4,7	393.514	419.359	-6,2
Volvo	2,5	2,8	20.352	20.108	+1,2	2,2	2,5	184.193	222.638	-17,3
Nissan	2,2	2,2	18.314	15.747	+16,3	2,2	2,1	177.719	191.666	-7,3
Jaguar Land Rover Group	1,0	1,0	8.042	7.375	+9,0	1,2	1,4	97.296	127.155	-23,5
Land Rover	0,8	0,8	6.901	5.956	+15,9	0,9	1,1	76.615	95.105	-19,4
Jaguar	0,1	0,2	1.141	1.419	-19,6	0,3	0,4	20.681	32.050	-35,5
Mazda	1,4	1,4	11.230	9.994	+12,4	1,2	1,3	98.499	119.767	-17,8
Honda	0,6	0,6	5.042	4.641	+8,6	0,6	0,6	51.122	51.746	-1,2
Mitsubishi	0,5	0,8	3.750	5.674	-33,9	0,5	0,6	42.706	57.569	-25,8
Lada ⁶	0,0		17			0,0		604		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market² Including Cupra³ Including Bentley, Lamborghini and Bugatti⁴ Including Abarth