

Press release

SECOND CONSECUTIVE MONTH OF GROWTH FOR THE EUROPEAN CAR MARKET: +7.9% IN SEPTEMBER

In the year's first nine months, sales volumes were down by 9.7%.

At the "trialogue" scheduled for 27th October, ANFIA hopes that the revision clause of the regulation on CO₂ emissions of cars and light commercial vehicles will specifically provide for the inclusion of vehicles using CO₂-neutral fuels in the annual average results of individual manufacturers

Turin, 18th October 2022 - According to figures released today by ACEA, in the EU as a whole, including EFTA and the UK,¹ September car registrations totalled 1,049,926 units, 7.9% more than in September 2021.

In January-September 2022, registered sales volumes reached 8,271,115 units, a negative change of 9.7% compared to last year.

"In September, the European car market grew for the second month in a row (+7.9%), following the recovery in August (+3.4%) that had interrupted thirteen months of a negative trend - says Paolo Scudieri, President of ANFIA. However, this upturn remains affected compared to September 2021, which had recorded its lowest sales volume since 1995 and was already affected by the ongoing semiconductor crisis.

All major markets (including the UK) remained positive for the month: Germany and Spain recorded double-digit increases (+14.1% and +12.7% respectively), while gains were more moderate in France (+5.5%), Italy (+5.4%) and the UK (+4.6%).

The 'trialogue', where representatives of the European Commission, Council and Parliament will define the regulation on CO₂ emissions from cars and light commercial vehicles, is scheduled for 27th October. The hope is that the revision clause will expressly provide for the accounting of vehicles using CO₂-neutral fuels in the average annual result of the individual manufacturer. In other words, in today's radically changed climate compared to the time of the 'Fit for 55' regulatory package proposal, we hope that the crucial role of alternative technologies to electricity, such as hydrogen, synthetic fuels and biofuels, can be recognised as part of the path towards complete decarbonisation of mobility. Naturally, we do not question this, therefore reinforcing the proposal already made in this sense by the European Council. However, we should consider an approach open to a broader range of solutions as complementary to electric power that can bring us the expected results in terms of cutting emissions while ensuring a socially fair and sustainable industrial transition.

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.

At the same time, we reiterate the need to accelerate the development of public and private charging infrastructures because only by ensuring adequate coverage and capillarity of the network in the EU will it be possible to achieve a wide spread of ultra-low and zero-emission vehicles".

In Italy, sales volume in September 2022 amounted to 110,976 units (+5.4%). In the first nine months of 2022, total registrations amounted to 976,055 units, a decrease of 16.3% compared to sales volumes in the same period of 2021.

According to ISTAT data, in September, the national consumer price index rose by 0.3% on a monthly basis and 8.9% on an annual basis (from +8.4% in the previous month). The acceleration of inflation on a trend basis is mainly due to the prices of foodstuffs and recreational, cultural and personal care services. Although slowing down slightly, the prices of Energy Goods continued to grow very broadly (from +44.9% in August to +44.5%) both regulated (from +47.9% to +47.7%) and unregulated (from +41.6% to +41.2%); prices for transport-related services also decelerated (from +8.4% to +7.2%). The trend in prices of non-regulated Energies is mainly due to the slowdown in the price of petrol, whose growth fell from +8.8% in August to +3.3% (-4.8% on a monthly basis), while the prices of transport diesel accelerated (from +18.2% to +19.8%; +1.3% on a monthly basis), solid fuels (from +10.1% to +16.3%; +5.8% from the previous month) and electricity on the free market (from +135.9% to +136.7%; +0.3% the economic variation); to be reported is an increase on a monthly basis of +1.2% in the prices of city gas and natural gas on the free market.

Analysing the market by fuel, petrol cars closed September at +15.2%, with a market share of 27.6%. Diesel passenger cars were also up (+7.1% on September 2021), with a share of 19.1%. In the first nine months, petrol car registrations fell by 23.7% and diesel car registrations by 28%. Registrations of alternative fuel cars accounted for 53.4% of the market in September alone, with sales volumes stable compared to the same month in 2021 (+0.4%). On a cumulative basis, alternatives declined by 5.4% while maintaining a higher market share than in the same period of 2021 (52.1%, compared to 46.1% in the first nine months of last year). Electrified cars accounted for 44% of the market in September, up 4.2%, while in January-September, they had a share of 42.5% and dropped 3.3%. Among these, mild and full hybrids increased by 35.7% in the month to 35.7% share, while in cumulative terms, they grew slightly (+0.5%) to 33.9%. Registrations of rechargeable cars decreased by 34.2% in the month (8.3% market share) and by 15.7% in the year-to-date period (8.6% share). Electric vehicles had a share of 4.6% and decreased by 40.3%, while plug-in hybrids decreased by 24.8% and accounted for 3.8% (in cumulative terms, both were down -23.8% and -8.6%, respectively). Finally, gas-powered passenger cars accounted for 9.3% of September registrations, of which 8.7% were LPG cars (-1.9%) and 0.6% were CNG cars (-71.2%). Since 2022, LPG cars are up 2.6% and CNG cars are down 64.9%.

In Europe, the Stellantis Group recorded 174,635 registrations in September 2022 (-2.6%), with a market share of 16.6%. In January-September 2022, sales volume amounted to 1,559,467 units (-16.3%), with a share of 18.9%.

Spain totalled 67,240 registrations in September 2022, 12.7% more than in the same month last year (17.7% compared to September 2019). In the first nine months of 2022, the market was down 7.4%, with 600,281 units registered.

The Spanish automotive association ANFAC notes that the demand for passenger cars recorded its second consecutive month of growth in September, despite a declining overall market and a very unfavourable socio-economic situation. The semiconductor crisis continues to weigh on the sector, which has become a bottleneck for production: although there is good consumer demand, the shortage of components prevents it from being fully satisfied. In addition, economic uncertainty and geopolitical tensions - due to the war in Ukraine and the situation in Taiwan, one of the leading producers of these components - have not ceased and will continue to affect market developments in the coming months.

In detail, according to sales channels, the September market was broken down into 30,314 sales to private individuals (+6%), 30,599 sales to companies (+19.2%) and 6,327 sales for rental (+17.8%).

Petrol cars accounted for 38% of the September market (+5.6%) and 42.8% of the market since the beginning of 2022 (-15.5%). Next, non-rechargeable hybrid cars accounted for 30.9% of the month's market (+28%) and 28.6% of the cumulative market (+8.3%). Diesel cars accounted for 18.1% of the September market (+10.8%) and 17.5% of the cumulative (-19.5%), followed by plug-in hybrids (6.2% and 5.7% year to date), electric cars (4.9% 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 September fell to 118.2 g/km, 1% lower than the average for new cars in September 2021. Cumulative emissions are down 3.6% compared to January-September 2021.

In France, 141,137 new registrations were recorded in September 2022, up 5.5% compared to September 2021. In the first nine months of 2022, the decline was 11.8%, totalling 1,112,067 registrations.

In the cumulative figure, petrol and diesel passenger cars and, as in other significant markets, PHEVs still fell. But on the other hand, electric vehicles and cars fuelled by bioethanol are growing.

In the **German** market, 224,816 units were registered in September, up 14.1%. In January-September 2022, registrations stood at 1,867,885, down 7.4% compared to the same period in 2021 (but down 32% compared to January-September 2019).

Domestic orders were down 21% year-on-year in September 2022 and down 7% in the first nine months of 2022.

In September, 19.7% of new registrations were electric cars (BEVs). With 44,389 new vehicles, BEV sales were 31.9% higher than the result for the same month last year. Petrol cars (+2.4 %) and diesel cars (+21.8 %) also increased in the month.

The average CO₂ emissions of newly registered cars decreased by 4.5% to 106.6 g/km.

Finally, the **UK market** totalled 225,269 new cars registered in September, up 4.6% compared to the same month last year (but down 34.4% compared to September 2019). In the first nine months, registrations stood at 1,208,368 units, 8.2% lower than in January-September 2021.

The British Automotive Association SMMT notes that in September, Britain's one-millionth electric car went on the road, an important milestone in the transition to zero-emission mobility. However, battery electric vehicles represent only a tiny fraction of the cars on the road, so all possible measures need to be taken to encourage motorists to buy them to meet green targets. However, the overall market remains weak, with problems in the supply chain continuing to limit the availability of models. Although the industry is already working hard to manage these difficulties, the long-term recovery of the market will also depend on the recovery of consumer confidence and the country's economic stability.

The market share of private individuals stood at 51.6% in September, while fleets accounted for 45.2% of sales.

Sales of electric vehicles are still on a positive trend, despite a slower growth rate than at the beginning of the year (+16.5% and a market share of 16.9%). Plug-in hybrid vehicles (PHEVs) decreased by 11.5% to 12,281 units; their monthly market share was also down (5.5%, almost one percentage point less than in September 2021). The decline in traditional cars also slowed (-3.1% diesel and -2.8% petrol cars). Lastly, in cumulative terms, all electrified vehicles are growing, except for PHEVs (-15%).



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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

	Settembre/September		% Chg	Gennaio-Settembre/January-September		% Chg
	2022	2021		2022	2021	
Austria	20.735	17.864	+16,1	163.209	189.881	-14,0
Belgium	31.025	26.554	+16,8	281.490	313.567	-10,2
Bulgaria	2.117	1.446	+46,4	21.975	19.040	+15,4
Croatia	3.369	2.749	+22,6	34.566	37.135	-6,9
Cyprus	1.186	1.018	+16,5	9.071	8.589	+5,6
Czech Republic	14.898	14.165	+5,2	143.843	161.824	-11,1
Denmark	13.011	14.215	-8,5	109.109	139.935	-22,0
Estonia	1.810	1.777	+1,9	16.181	18.533	-12,7
Finland	6.798	6.535	+4,0	62.919	78.664	-20,0
France	141.137	133.830	+5,5	1.112.067	1.260.373	-11,8
Germany	224.816	196.972	+14,1	1.867.885	2.017.561	-7,4
Greece	8.606	6.610	+30,2	82.936	81.756	+1,4
Hungary	9.422	9.526	-1,1	85.768	94.553	-9,3
Ireland	6.328	4.449	+42,2	101.477	100.745	+0,7
Italy	110.976	105.318	+5,4	976.055	1.165.692	-16,3
Latvia ²	1.538	1.101	+39,7	12.641	11.614	+8,8
Lithuania	2.218	2.022	+9,7	20.606	26.353	-21,8
Luxembourg	3.572	2.948	+21,2	32.073	35.011	-8,4
Netherlands	25.792	24.607	+4,8	224.944	235.789	-4,6
Poland	35.819	33.085	+8,3	316.680	347.275	-8,8
Portugal	12.469	10.786	+15,6	113.762	112.525	+1,1
Romania	11.927	8.942	+33,4	95.276	88.262	+7,9
Slovakia	5.237	5.797	-9,7	58.106	58.719	-1,0
Slovenia	3.776	4.127	-8,5	36.758	43.098	-14,7
Spain	67.240	59.641	+12,7	600.281	647.954	-7,4
Sweden	22.048	22.634	-2,6	204.640	232.383	-11,9
EUROPEAN UNION	787.870	718.718	+9,6	6.784.318	7.526.831	-9,9
EU143	694.553	632.963	+9,7	5.932.847	6.611.836	-10,3
EU124	93.317	85.755	+8,8	851.471	914.995	-6,9
<i>Iceland</i>	<i>1.194</i>	<i>1.173</i>	<i>+1,8</i>	<i>13.062</i>	<i>9.803</i>	<i>+33,2</i>
<i>Norway</i>	<i>14.646</i>	<i>17.992</i>	<i>-18,6</i>	<i>102.761</i>	<i>128.856</i>	<i>-20,3</i>
<i>Switzerland</i>	<i>20.947</i>	<i>19.648</i>	<i>+6,6</i>	<i>162.606</i>	<i>180.073</i>	<i>-9,7</i>
EFTA	36.787	38.813	-5,2	278.429	318.732	-12,6
United Kingdom	225.269	215.312	+4,6	1.208.368	1.316.614	-8,2
EU + EFTA + UK	1.049.926	972.843	+7,9	8.271.115	9.162.177	-9,7
EU14 + EFTA + UK	956.609	887.088	+7,8	7.419.644	8.247.182	-10,0

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

	Settembre/September					Gennaio-Settembre/January-September				
	%	%	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	24,9	21,7	196.019	155.977	+25,7	25,1	26,2	1.700.484	1.974.211	-13,9
Volkswagen	10,7	9,9	84.626	70.961	+19,3	10,9	11,7	740.889	881.210	-15,9
Skoda	5,8	4,2	45.788	30.418	+50,5	5,1	5,4	346.024	406.050	-14,8
Audi	4,9	3,8	38.682	27.459	+40,9	5,0	4,8	341.269	364.441	-6,4
Seat2	2,8	3,2	22.243	23.345	-4,7	3,3	3,7	225.073	280.278	-19,7
Porsche	0,6	0,5	4.454	3.536	+26,0	0,6	0,5	44.098	39.869	+10,6
Others3	0,0	0,0	226	258	-12,4	0,0	0,0	3.131	2.363	+32,5
Stellantis	18,9	20,6	148.761	148.376	+0,3	20,3	22,1	1.378.940	1.664.546	-17,2
Peugeot	5,9	5,7	46.715	41.037	+13,8	6,2	6,7	423.236	501.211	-15,6
Fiat4	3,8	4,2	29.954	30.250	-1,0	4,1	4,7	277.795	355.544	-21,9
Citroen	3,8	4,0	29.901	29.079	+2,8	3,9	4,3	263.573	322.071	-18,2
Opel/Vauxhall	3,3	4,2	26.126	30.373	-14,0	3,8	4,1	256.609	305.091	-15,9
Jeep	0,6	1,3	4.903	9.324	-47,4	1,0	1,3	70.609	96.087	-26,5
DS	0,5	0,4	3.719	3.175	+17,1	0,5	0,4	32.842	29.074	+13,0
Lancia/Chrysler	0,5	0,4	3.711	2.947	+25,9	0,5	0,5	31.177	35.272	-11,6
Alfa Romeo	0,4	0,3	3.008	1.838	+63,7	0,3	0,2	19.279	17.192	+12,1
Others5	0,1	0,0	724	353	+105,1	0,1	0,0	3.820	3.004	+27,2
Renault Group	10,8	12,0	85.132	86.124	-1,2	10,5	10,1	711.156	759.382	-6,4
Renault	6,1	7,3	47.944	52.539	-8,7	5,7	6,3	387.720	475.653	-18,5
Dacia	4,7	4,6	37.009	33.256	+11,3	4,7	3,7	321.461	281.277	+14,3
Alpine	0,0	0,0	179	206	-13,1	0,0	0,0	1.975	1.297	+52,3
Lada6		0,0		123			0,0			1.155
Hyundai Group	9,0	10,6	71.015	76.336	-7,0	9,6	8,3	650.752	622.869	+4,5
Kia	4,7	5,3	37.057	38.247	-3,1	4,9	4,1	332.789	305.007	+9,1
Hyundai	4,3	5,3	33.958	38.089	-10,8	4,7	4,2	317.963	317.862	+0,0
Toyota Group	6,9	6,1	54.077	43.759	+23,6	7,2	6,4	488.808	481.106	+1,6
Toyota	6,5	5,7	51.235	40.885	+25,3	6,9	6,1	469.977	456.594	+2,9
Lexus	0,4	0,4	2.842	2.874	-1,1	0,3	0,3	18.831	24.512	-23,2
BMW Group	6,1	6,4	48.251	46.225	+4,4	6,7	6,8	452.937	509.071	-11,0
BMW	4,9	5,5	38.936	39.357	-1,1	5,4	5,5	366.533	415.757	-11,8
Mini	1,2	1,0	9.315	6.868	+35,6	1,3	1,2	86.404	93.314	-7,4
Mercedes-Benz	5,8	4,9	45.589	34.922	+30,5	5,8	5,4	392.259	406.802	-3,6
Mercedes	5,7	4,4	44.724	31.972	+39,9	5,6	5,1	378.713	383.682	-1,3
Smart	0,1	0,4	865	2.950	-70,7	0,2	0,3	13.546	23.120	-41,4
Ford	4,3	4,2	33.585	29.941	+12,2	4,2	4,1	281.551	309.599	-9,1
Volvo	1,8	1,8	14.018	12.760	+9,9	1,9	2,2	128.973	165.504	-22,1
Nissan	1,5	1,9	12.038	13.432	-10,4	1,7	1,8	116.127	133.951	-13,3
Mazda	1,6	1,8	12.637	12.668	-0,2	1,1	1,3	76.957	96.246	-20,0
Jaguar Land Rover Group	0,7	0,7	5.762	5.151	+11,9	0,7	0,7	44.965	56.039	-19,8
Land Rover	0,6	0,6	4.601	4.169	+10,4	0,5	0,5	35.465	41.379	-14,3
Jaguar	0,1	0,1	1.161	982	+18,2	0,1	0,2	9.500	14.660	-35,2
Mitsubishi	0,5	0,8	3.761	5.481	-31,4	0,6	0,6	39.048	46.694	-16,4
Honda	0,5	0,6	3.766	4.002	-5,9	0,5	0,4	31.028	28.794	+7,8
Lada6	0,0		27			0,0		685		

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

	Settembre/September					Gennaio-Settembre/January-September				
	% 2022	% 2021	Unità 2022 <i>Units</i>	Unità 2021 <i>Units</i>	Var % % Chg 22/21	% 2022	% 2021	Unità 2022 <i>Units</i>	Unità 2021 <i>Units</i>	Var % % Chg 22/21
Volkswagen Group	23,8	21,3	249.629	207.410	+20,4	24,5	26,0	2.030.321	2.381.496	-14,7
Volkswagen	10,2	9,4	107.297	91.108	+17,8	10,4	11,3	862.342	1.037.352	-16,9
Audi	5,1	4,3	53.484	42.170	+26,8	5,3	5,3	440.626	481.102	-8,4
Skoda	5,2	4,0	54.471	38.643	+41,0	4,8	5,2	401.000	473.693	-15,3
Seat ²	2,6	3,1	27.375	30.363	-9,8	3,2	3,6	260.717	333.661	-21,9
Porsche	0,6	0,5	6.546	4.606	+42,1	0,7	0,6	60.524	51.688	+17,1
Others ³	0,0	0,1	456	520	-12,3	0,1	0,0	5.112	4.000	+27,8
Stellantis	16,6	18,4	174.635	179.227	-2,6	18,9	20,3	1.559.467	1.863.751	-16,3
Peugeot	5,1	5,0	53.536	48.917	+9,4	5,7	6,1	474.302	558.557	-15,1
Opel/Vauxhall	3,5	4,3	36.276	41.591	-12,8	4,0	4,2	327.643	382.879	-14,4
Fiat ⁴	3,1	3,6	32.607	34.838	-6,4	3,6	4,1	298.907	378.618	-21,1
Citroen	3,3	3,5	34.569	33.975	+1,7	3,5	3,8	290.674	351.009	-17,2
Jeep	0,5	1,1	5.343	10.516	-49,2	0,9	1,1	74.592	102.892	-27,5
DS	0,4	0,4	4.305	3.762	+14,4	0,4	0,3	36.020	31.320	+15,0
Lancia/Chrysler	0,4	0,3	3.711	2.947	+25,9	0,4	0,4	31.187	35.274	-11,6
Alfa Romeo	0,3	0,2	3.433	2.182	+57,3	0,3	0,2	21.466	19.409	+10,6
Others ⁵	0,1	0,1	855	499	+71,3	0,1	0,0	4.676	3.793	+23,3
Hyundai Group	9,6	11,1	100.663	108.442	-7,2	9,9	8,4	821.531	771.023	+6,6
Kia	5,1	5,8	53.153	56.090	-5,2	5,1	4,2	425.882	387.714	+9,8
Hyundai	4,5	5,4	47.510	52.352	-9,2	4,8	4,2	395.649	383.309	+3,2
Renault Group	9,1	9,9	95.321	96.755	-1,5	9,3	8,8	766.586	808.026	-5,1
Renault	5,1	6,0	53.164	58.741	-9,5	5,0	5,5	415.481	506.349	-17,9
Dacia	4,0	3,9	41.940	37.655	+11,4	4,2	3,3	348.820	299.010	+16,7
Alpine	0,0	0,0	217	236	-8,1	0,0	0,0	2.285	1.512	+51,1
Lada ⁶		0,0		123			0,0			1.155
Toyota Group	7,0	6,8	73.524	65.925	+11,5	7,2	6,6	595.234	600.583	-0,9
Toyota	6,6	6,2	68.977	59.958	+15,0	6,9	6,1	568.016	562.500	+1,0
Lexus	0,4	0,6	4.547	5.967	-23,8	0,3	0,4	27.218	38.083	-28,5
BMW Group	6,6	7,1	69.769	68.750	+1,5	7,1	7,2	589.566	661.636	-10,9
BMW	5,2	5,9	54.769	57.444	-4,7	5,7	5,8	467.614	533.422	-12,3
Mini	1,4	1,2	15.000	11.306	+32,7	1,5	1,4	121.952	128.214	-4,9
Mercedes-Benz	5,6	4,7	58.527	45.811	+27,8	5,8	5,5	478.080	507.502	-5,8
Mercedes	5,5	4,4	57.535	42.696	+34,8	5,6	5,3	463.337	483.297	-4,1
Smart	0,1	0,3	992	3.115	-68,2	0,2	0,3	14.743	24.205	-39,1
Ford	5,2	4,3	54.783	41.672	+31,5	4,6	4,6	382.171	418.992	-8,8
Nissan	2,6	2,5	27.177	24.088	+12,8	2,1	2,1	172.428	192.321	-10,3
Volvo	1,8	1,9	19.223	18.237	+5,4	2,0	2,4	165.354	218.492	-24,3
Mazda	1,7	1,8	18.096	17.960	+0,8	1,2	1,4	100.284	124.480	-19,4
Jaguar Land Rover Group	1,2	1,3	12.727	12.979	-1,9	1,1	1,4	93.310	124.156	-24,8
Land Rover	0,9	1,0	9.892	10.046	-1,5	0,9	1,0	72.966	92.616	-21,2
Jaguar	0,3	0,3	2.835	2.933	-3,3	0,2	0,3	20.344	31.540	-35,5
Honda	0,7	1,0	7.720	9.676	-20,2	0,6	0,6	52.654	53.670	-1,9
Mitsubishi	0,4	0,6	3.964	5.862	-32,4	0,5	0,6	41.323	55.659	-25,8
Lada ⁶	0,0		27			0,0		685		

SOURCE: ACEA MEMBERS

¹ ACEA estimation based on total by market

² Including Cupra

³ 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

	Settembre/September					Gennaio-Settembre/January-September				
	% 2022	% 2021	Unità 2022 <i>Units</i>	Unità 2021 <i>Units</i>	Var % 22/21	% 2022	% 2021	Unità 2022 <i>Units</i>	Unità 2021 <i>Units</i>	Var % 22/21
Volkswagen Group	23,2	21,1	221.601	187.219	+18,4	24,2	25,6	1.796.687	2.113.712	-15,0
Volkswagen	10,4	9,6	99.354	85.190	+16,6	10,6	11,6	789.183	956.521	-17,5
Audi	5,3	4,5	50.560	40.137	+26,0	5,6	5,5	414.679	455.586	-9,0
Skoda	4,1	3,2	39.421	28.480	+38,4	3,9	4,1	288.894	337.940	-14,5
Seat ²	2,7	3,2	25.514	28.545	-10,6	3,3	3,8	242.840	311.525	-22,0
Porsche	0,7	0,5	6.322	4.380	+44,3	0,8	0,6	56.428	48.452	+16,5
Others ³	0,0	0,1	430	487	-11,7	0,1	0,0	4.663	3.688	+26,4
Stellantis	17,4	19,1	166.287	169.444	-1,9	19,9	21,2	1.479.402	1.751.813	-15,6
Peugeot	5,3	5,3	50.973	46.813	+8,9	6,1	6,4	450.948	527.047	-14,4
Opel/Vauxhall	3,6	4,3	34.235	38.282	-10,6	4,1	4,3	305.502	356.843	-14,4
Fiat ⁴	3,3	3,7	31.372	33.075	-5,1	3,9	4,3	288.189	355.501	-18,9
Citroen	3,4	3,7	32.652	32.453	+0,6	3,7	4,0	276.192	331.025	-16,6
Jeep	0,5	1,1	5.122	9.745	-47,4	0,9	1,1	68.499	94.318	-27,4
DS	0,4	0,4	4.138	3.703	+11,7	0,5	0,4	34.650	30.715	+12,8
Lancia/Chrysler	0,4	0,3	3.711	2.946	+26,0	0,4	0,4	31.159	35.262	-11,6
Alfa Romeo	0,3	0,2	3.260	1.947	+67,4	0,3	0,2	19.816	17.450	+13,6
Others ⁵	0,1	0,1	824	480	+71,7	0,1	0,0	4.447	3.652	+21,8
Hyundai Group	9,2	10,6	88.252	93.889	-6,0	9,3	7,9	693.260	651.024	+6,5
Kia	4,9	5,5	46.538	48.626	-4,3	4,9	4,0	360.913	329.453	+9,5
Hyundai	4,4	5,1	41.714	45.263	-7,8	4,5	3,9	332.347	321.571	+3,4
Renault Group	8,8	9,8	84.067	86.853	-3,2	9,0	8,6	669.221	712.404	-6,1
Renault	5,2	6,1	49.276	54.468	-9,5	5,2	5,7	385.852	471.773	-18,2
Dacia	3,6	3,6	34.578	32.043	+7,9	3,8	2,9	281.126	238.100	+18,1
Alpine	0,0	0,0	213	232	-8,2	0,0	0,0	2.243	1.481	+51,5
Lada ⁶				110			0,0		1.050	
BMW Group	6,9	7,3	65.871	65.062	+1,2	7,4	7,6	551.927	623.668	-11,5
BMW	5,4	6,1	51.248	53.983	-5,1	5,8	6,0	433.606	498.671	-13,0
Mini	1,5	1,2	14.623	11.079	+32,0	1,6	1,5	118.321	124.997	-5,3
Toyota Group	6,5	6,2	61.777	55.018	+12,3	6,5	6,0	480.732	491.694	-2,2
Toyota	6,1	5,6	58.471	50.015	+16,9	6,2	5,6	459.521	460.688	-0,3
Lexus	0,3	0,6	3.306	5.003	-33,9	0,3	0,4	21.211	31.006	-31,6
Mercedes-Benz	5,7	4,8	54.209	42.569	+27,3	6,0	5,7	442.652	471.730	-6,2
Mercedes	5,6	4,4	53.234	39.471	+34,9	5,8	5,4	428.032	447.645	-4,4
Smart	0,1	0,3	975	3.098	-68,5	0,2	0,3	14.620	24.085	-39,3
Ford	5,3	4,4	51.078	38.636	+32,2	4,7	4,7	349.878	388.576	-10,0
Nissan	2,7	2,5	25.891	22.308	+16,1	2,1	2,1	159.420	175.919	-9,4
Volvo	1,8	1,9	17.696	16.795	+5,4	2,0	2,5	150.552	202.530	-25,7
Jaguar Land Rover Group	1,3	1,4	12.261	12.599	-2,7	1,2	1,5	89.254	119.780	-25,5
Land Rover	1,0	1,1	9.495	9.760	-2,7	0,9	1,1	69.714	89.149	-21,8
Jaguar	0,3	0,3	2.766	2.839	-2,6	0,3	0,4	19.540	30.631	-36,2
Mazda	1,7	1,8	16.163	16.146	+0,1	1,2	1,3	87.269	109.773	-20,5
Honda	0,7	1,0	6.916	8.754	-21,0	0,6	0,6	46.080	47.105	-2,2
Mitsubishi	0,4	0,6	3.697	5.559	-33,5	0,5	0,6	38.956	51.895	-24,9
Lada ⁶	0,0		21			0,0		593		

SOURCE: ACEA MEMBERS

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