

Press release

IN JUNE, THE PRODUCTION INDEX OF THE ITALIAN CAR INDUSTRY TOOK A BACKWARD STEP AND CLOSED AT -16.4%

After positive signs in May, the motor vehicle manufacturing index again recorded a heavy fall (-25.2%) - with a double-digit drop, according to preliminary ANFIA data, in the number of cars produced in June (-18.9%).

We hope that the recently approved correction to incentives will help encourage a sales volume recovery in the coming months

Turin, 5th August 2022 - In June 2022, according to ISTAT data, **production in the Italian automotive industry as a whole**¹ decreased by 16.4% compared to June 2021, while in the first half of 2022, it fell by 3%.

Looking at the **individual sectors of the industry**, the motor vehicle manufacturing index² (Ateco code 29.1) recorded a drop of 25.2% in June 2022 and 8.1% in the first six months of 2022 compared to the same period in 2021. The manufacture of bodies for motor vehicles, trailers and semi-trailers (Ateco code 29.2) fell by 7.5% in the month and grew by 2% in the cumulative period and the manufacture of parts and accessories for motor vehicles and their engines³ fell by 9.7% in June and grew by 1% in the cumulative period of 2022.

According to preliminary ANFIA data, **domestic production of passenger cars** alone is down 18.9% in June and 3.7% in the first six months of 2022. In addition, in the first six months, total motor vehicles (passenger cars, light and heavy commercial vehicles and buses) decreased by 15.7%.

After four months of positive signs, Italy's overall industrial production declined: in June 2022, the **index of industrial production as a whole**⁴ closed at -1.2% compared to June 2021 and was up 1.7% in the first half of this year compared to the same period in 2021.

Turnover in the industry in the strict sense (excluding Construction) increased by 27.6% in May, the latest available data (+28% in the domestic market and +26.8% in foreign

¹Ateco code 29: manufacture of motor vehicles, motor vehicle bodies, trailers and semi-trailers and parts and accessories for motor vehicles and their engines (excluding tyres).

² Motor vehicles are defined as passenger cars and light and heavy commercial vehicles.

³ Ateco code 29.3 does not include tyres.

⁴Adjusted for calendar effects: there were 21 working days in both June 2022 and June 2021 (excluding Construction). As of 2018, industrial production indices are disseminated by ISTAT in the new reference base 2015=100 (until last month, the base was 2010=100).

markets) and closed the first five months of 2022 at +21.1% (+21.6% domestic market and +20% foreign market).

*“After a slight recovery in May (+2.8%), in June, the Italian car manufacturing index as a whole returned to a double-digit decline (-16.4%) and closed the first half of the year at -3%. - states **Gianmarco Giorda, Director of ANFIA**. Compared to the first six months of 2019, the drop in the first half of 2022 fell to -10.9%.*

After May's positive sign, the motor vehicle manufacturing index again recorded a heavy drop (-25.2%) - with a double-digit fall, according to preliminary ANFIA data, in the number of cars produced in June (-18.9%) - as did the index for the production of motor vehicle parts and accessories (-9.7%).

The correction to incentives that have just been approved will help encourage sales volume recovery in the coming months. Indeed, we are convinced that Italian production, the first choice of consumers in the 0-20 and 21-60 g/km CO₂ emission brackets, can get a significant boost from the possibility of being allowed access to the rental sector”.

In January-April 2022 (latest available data), exports of motor vehicles (new cars and industrial vehicles) from Italy were worth € 5.9 billion, while imports were worth € 7.8 billion. Regarding value, the United States represents the top destination country for vehicle exports from Italy, with a share of 17.7%, followed by France (15%) and Germany (14.9%).

In the same period, exports of automotive components were worth €7.5 billion, with a positive balance of €1.5 billion.

Turnover⁵ for the automotive sector as a whole showed a positive variance of 6% in May (latest available data), thanks to a 5.2% increase in domestic components (+7.3% in foreign components). However, in the first five months of 2022, turnover fell by 6.2% (-12.2% for domestic and +2.5% for foreign turnover).

Finally, **turnover for parts and accessories for motor vehicles and their engines** increased by 17.3% in May, with domestic components up +17.2% and foreign components up +17.3%. In the first five months of 2022, the turnover index for this segment increased by 4%, with domestic components up 5.4% and foreign components up 2.8%.

⁵ Raw data. Istat will publish data updated in June on 30th August 2022.



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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 Design & Engineering: 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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