Press Release

CAR MARKET STALLED AT -15% IN JUNE

The funding for incentives within band 61-135, where the most significant number of requests was concentrated, has now been exhausted.
Meanwhile, progress is being made in defining future environmental targets at the European level. For example, the European Environment, Climate and Energy Council's position on the approval of the 'Fit for 55' package reaffirmed the ban on endothermic engines from 2035, even though the legislative process has yet to be finalised, opening the way for alternative technologies to pure electric power and verifying the progress of electric mobility adoption by 2026

Turin, 1st July 2022 – According to data published today by the Ministry of Infrastructure and Sustainable Mobility, in June 2022, the Italian car market recorded 127,209 registrations (-15%) compared to 149,670 units in June 2021.

Thus, sales volumes in the first half of 2022 amounted to 684,228 units, 22.7% less than in January-June 2021.

"In June, the car market again continued its double-digit fall (-15%), remaining at the exact negative change as in May (-15.1%) — says **Paolo Scudieri, President of ANFIA.**

The purchasing incentives for zero- and low-emission cars (electric, plug-in hybrids and low-impact endothermic), which came into effect in the second half of last month, have already been exhausted in the 61-135 g/km CO_2 range, where the most significant number of applications was concentrated.

Meanwhile, progress is being made in defining future environmental targets at the European level. On 28th June, the position expressed by the European Environment, Climate and Energy Council on the approval of the 'Fit for 55' package essentially reaffirmed the ban on endothermic engines from 2035, although the legislative process has yet to be definitively finalised. With a view to a technology-neutral approach - which ANFIA has always supported - a window of opportunity remains open for alternative technologies such as hydrogen, synthetic fuels and new plug-in hybrid solutions if they can guarantee carbon-neutrality targets in the coming years. Furthermore, in 2026 the Commission will have to verify the uptake of electric mobility in Europe concerning possible social impacts and the deployment of recharging infrastructures".

Analysing registrations by **fuel type** in detail[1], petrol cars saw the June market shrink by 17.8%, with a market share of 29.4%, while diesel cars fell by 21.8% compared to the sixth month of 2021, with a share of 20.5%. In the first six months, registrations of petrol cars fell by 33.2% and diesel cars by 34.8%.

Registrations of alternative-fuelled cars accounted for 50.1% of June's 2022 market, down 10.1% for the month and 8.4% for the year-to-date period, in which they had a market share of 52%. Electrified cars accounted for 39.3% of the market in June, down 9.2%, while in the first six months of 2022, they had a 42.2% share and fell 7.3%. Among these, non-rechargeable hybrids fell by 9.3% to 29.2% share and cumulatively were down 6.6%, accounting for 33.2% of the total. On the other hand, registrations of rechargeable cars decreased by 8.9% and accounted for 10.1% of the market (-9.9% and 9% share in H1 2022). Among these, electric cars have a 4.8% market share and are down 12.3%, while plug-in hybrids are down 5.6% and account for 5.3% of the total. Lastly, gas-powered cars accounted for 10.8% of the registered vehicles in June, of which 9.7% were LPG cars (+1.4%), and 1.1% were CNG cars (-62.4%). Since the beginning of 2022, LPG cars are up 5.1%, and CNG cars are down 63.1%.

Fiat Panda and Lancia Ypsilon hybrids continued their good performance, occupying the month's top two positions in the mild/full hybrid segment. Among PHEVs, Jeep Compass and Jeep Renegade continue to be the best-selling models, both in the month and cumulatively (Jeep Renegade first in June and Jeep Compass first in the half-year), while the Fiat 500 is the best-selling electric model in June and since the start of 2022.

Regarding **market segments**, in June, small and super-utility cars accounted for 34.8% of the market, down 25.8%. The best-selling model is still the Fiat Panda. Vehicles in the medium segments had a 10% market share in June, and their market was down 31% compared to the sixth month of 2021.

SUVs had a 51.2% market share in the month, down 2.3%. In detail, small SUVs accounted for 24.4% of the market for the month (-3.1% compared to June 2021), compact SUVs 20.5% (+1.6%), medium SUVs 5.2% (-9.4%), while sales of large SUVs were 1.1% of the total (-15.3%). Of the SUVs sold, 29.5% are from the Stellantis Group brand.

Minivans and MPVs accounted for 2.4% of the June market and were down 15.4% compared to June 2021.

Since the beginning of 2022, small cars and super-utilities have a share of 36.2% (-29.6% compared to the first half of 2021), medium-sized cars 9.4% (-36.8%), SUVs 51.4% (13.2%) and MPVs and multi-specialities 2% (-27.7%).

[1] Provisional Data

According to the ISTAT survey, in June[2] the **consumer confidence index** (base 2010=100) is estimated to decrease from 102.7 to 98.3, while the **composite index of business confidence** (Iesi) rose from 111.0 to 113.6.

Regarding consumer confidence, the index concerning current opportunities to purchase durable goods, including cars, was down compared to May 2022 (from -63.8 to -87.3).

According to preliminary ISTAT estimates, in June, the **national consumer price index** increased by 1.2% on a monthly basis and by 8% on an annual basis (from +6.8% in the previous month). The further acceleration in the trend growth of the general consumer price index was mainly due to the prices of Energy Goods (whose growth rose from +42.6% in May to +48.7%) and, in particular, of Non-Regulated Energy Goods (from +32.9% to +39.9%. The prices of Regulated Energy Goods continue to register a very high, but stable growth at +64.3%).

In the non-regulated energy goods segment, regarding the trend in fuel prices, **Diesel** prices accelerated (from +25.1% to +32.3%, up +6.7%), as did **Petrol** (from +15.1% to +25.3%; +9.8% in the month). On the other hand, prices for **Other Fuels** slowed down (from +42.2% to +38.2%, -3% in the month).

The **Stellantis Group**, as a whole, totalled 48,701 registrations in the month (-14%), with a market share of 38.3% (37.8% in June 2021).

In the first six months of 2022, total registrations stood at 255,073 units (-27.5%), with a market share of 37.3%.

There are seven Stellantis Group models in **June's top ten**, with Fiat Panda still leading the ranking (7,613 units), followed in third place by Peugeot 208 (3,751), which recovers six positions compared to the previous month's order and, in fourth place, the Lancia Ypsilon (3,716). In sixth place was the Jeep Renegade (3,316), which climbed one position, followed in seventh place by the Citroen C3 (3,200), and in eighth place by the Fiat 500 (3,139). Closing the ranking, in tenth place, is Fiat 500X (2,638).

Finally, the **used-car market** totalled 370,840 transfers of ownership before mini-transfers to dealers in June 2022, 22% more than in June 2021. In the first six months of 2022, there were 2,338,122 transfers of ownership, up 32% compared to the same period in 2021.

[2] Starting in May 2022, Istat changed how it calculates the composite index of business confidence (Iesi). The index data obtained with the new methodology has been reconstructed from May 2005 and replaces the one previously published.

For more information: ANFIA Press Office
Miriam Gangi – m.gangi@anfia.it
Ph. +39 011 5546502
Mob. +39 338 7303167

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 and 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

Comunicato Stampa

ANFIA Associazione Nazionale Filiera Industria Automobilistica

ITALIA - IMMATRICOLAZIONI AUTOVETTURE
ITALY - NEW CAR REGISTRATIONS

dati provvisori/*provisional data*

	GIUGNO *JUNE*				VAR. % *% CHG.*	GENNAIO/GIUGNO *JANUARY/JUNE*				VAR. % *% CHG.*
MARCA/*MAKE*	2022	%	2021	%	22/21	2022	%	2021	%	22/21
STELLANTIS Group*	***48.701***	***38,3***	***56.615***	***37,8***	***-14,0***	***255.073***	***37,3***	***352.053***	***39,8***	***-27,5***
FIAT	16.812	13,2	22.197	14,8	-24,3	98.653	14,4	138.730	15,7	-28,9
PEUGEOT	9.560	7,5	8.075	5,4	+18,4	40.504	5,9	56.570	6,4	-28,4
CITROEN	5.899	4,6	7.256	4,8	-18,7	30.056	4,4	45.190	5,1	-33,5
JEEP	5.125	4,0	6.514	4,4	-21,3	28.585	4,2	37.404	4,2	-23,6
OPEL	5.227	4,1	6.440	4,3	-18,8	26.019	3,8	37.459	4,2	-30,5
LANCIA	3.716	2,9	4.335	2,9	-14,3	21.483	3,1	27.106	3,1	-20,7
ALFA ROMEO	1.435	1,1	1.124	0,8	+27,7	5.683	0,8	6.263	0,7	-9,3
DS	653	0,5	502	0,3	+30,1	3.210	0,5	2.436	0,3	+31,8
MASERATI	274	0,2	172	0,1	+59,3	880	0,1	895	0,1	-1,7
VW Group	***20.851***	***16,4***	***27.360***	***18,3***	***-23,8***	***109.856***	***16,1***	***149.603***	***16,9***	***-26,6***
VOLKSWAGEN	10.249	8,1	13.656	9,1	-24,9	53.896	7,9	76.375	8,6	-29,4
AUDI	4.408	3,5	6.559	4,4	-32,8	26.283	3,8	35.930	4,1	-26,8
SKODA	2.324	1,8	2.914	1,9	-20,2	12.340	1,8	16.982	1,9	-27,3
SEAT	1.533	1,2	3.004	2,0	-49,0	7.923	1,2	13.741	1,6	-42,3
CUPRA	1.721	1,4	689	0,5	+149,8	5.995	0,9	3.082	0,3	+94,5
PORSCHE	581	0,5	497	0,3	+16,9	3.229	0,5	3.303	0,4	-2,2
LAMBORGHINI	35	0,0	41	0,0	-14,6	190	0,0	190	0,0	+0,0
RENAULT Group	***15.055***	***11,8***	***15.692***	***10,5***	***-4,1***	***66.442***	***9,7***	***73.178***	***8,3***	***-9,2***
DACIA	9.301	7,3	6.966	4,7	+33,5	37.432	5,5	31.123	3,5	+20,3
RENAULT	5.754	4,5	8.726	5,8	-34,1	29.010	4,2	42.055	4,8	-31,0
TOYOTA Group	***8.579***	***6,7***	***8.915***	***6,0***	***-3,8***	***46.767***	***6,8***	***53.201***	***6,0***	***-12,1***
TOYOTA	8.392	6,6	8.409	5,6	-0,2	44.963	6,6	50.509	5,7	-11,0
LEXUS	187	0,1	506	0,3	-63,0	1.804	0,3	2.692	0,3	-33,0
FORD	***4.028***	***3,2***	***5.853***	***3,9***	***-31,2***	***40.416***	***5,9***	***51.910***	***5,9***	***-22,1***
HYUNDAI Group	***7.531***	***5,9***	***9.306***	***6,2***	***-19,1***	***41.962***	***6,1***	***46.959***	***5,3***	***-10,6***
KIA	3.613	2,8	4.068	2,7	-11,2	21.640	3,2	22.731	2,6	-4,8
HYUNDAI	3.918	3,1	5.238	3,5	-25,2	20.322	3,0	24.228	2,7	-16,1
BMW Group	***5.135***	***4,0***	***6.691***	***4,5***	***-23,3***	***33.013***	***4,8***	***41.673***	***4,7***	***-20,8***
BMW	4.060	3,2	4.900	3,3	-17,1	24.923	3,6	31.010	3,5	-19,6
MINI	1.075	0,8	1.791	1,2	-40,0	8.090	1,2	10.663	1,2	-24,1
DAIMLER Group	***4.683***	***3,7***	***5.381***	***3,6***	***-13,0***	***24.639***	***3,6***	***33.012***	***3,7***	***-25,4***
MERCEDES	3.929	3,1	4.650	3,1	-15,5	22.021	3,2	29.034	3,3	-24,2
SMART	754	0,6	731	0,5	+3,1	2.618	0,4	3.978	0,4	-34,2
SUZUKI	***1.509***	***1,2***	***3.389***	***2,3***	***-55,5***	***11.021***	***1,6***	***23.489***	***2,7***	***-53,1***
NISSAN	***2.951***	***2,3***	***2.081***	***1,4***	***+41,8***	***14.052***	***2,1***	***15.171***	***1,7***	***-7,4***
VOLVO	***1.080***	***0,8***	***2.620***	***1,8***	***-58,8***	***6.765***	***1,0***	***12.093***	***1,4***	***-44,1***
JAGUAR LAND ROVER Grou	***1.011***	***0,8***	***1.407***	***0,9***	***-28,1***	***5.271***	***0,8***	***9.989***	***1,1***	***-47,2***
LAND ROVER	804	0,6	968	0,6	-16,9	3.972	0,6	7.349	0,8	-46,0
JAGUAR	207	0,2	439	0,3	-52,8	1.299	0,2	2.640	0,3	-50,8
MAZDA	***534***	***0,4***	***1.083***	***0,7***	***-50,7***	***4.688***	***0,7***	***6.843***	***0,8***	***-31,5***
DR	***2.196***	***1,7***	***768***	***0,5***	***+185,9***	***9.794***	***1,4***	***3.646***	***0,4***	***+168,6***
HONDA	***590***	***0,5***	***529***	***0,4***	***+11,5***	***4.323***	***0,6***	***3.415***	***0,4***	***+26,6***
TESLA	***1.143***	***0,9***	***984***	***0,7***	***+16,2***	***2.551***	***0,4***	***3.136***	***0,4***	***-18,7***
MITSUBISHI	***168***	***0,1***	***381***	***0,3***	***-55,9***	***1.225***	***0,2***	***2.368***	***0,3***	***-48,3***
SUBARU	***146***	***0,1***	***190***	***0,1***	***-23,2***	***879***	***0,1***	***1.232***	***0,1***	***-28,7***
FERRARI	***66***	***0,1***	***52***	***0,0***	***+26,9***	***398***	***0,1***	***328***	***0,0***	***+21,3***
ALTRE	***1.252***	***1,0***	***373***	***0,2***	***+235,7***	***5.093***	***0,7***	***1.791***	***0,2***	***+184,4***
TOTALE MERCATO	127.209	100,0	149.670	100,0	-15,0	684.228	100,0	885.090	100,0	-22,7

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 30/06/2022

* Fino al 2020 Alfa Romeo, Fiat, Jeep e Lancia erano conteggiati nel Gruppo FCA, Citroen, DS, Opel e Peugeot nel Gruppo PSA

ITALIA - IMMATRICOLAZIONI AUTOVETTURE - Top ten

ITALY - NEW CAR REGISTRATIONS - Top ten

dati provvisori/*provisional data*

TOP 10

N.	MARCA *Make*	MODELLO *Model*	GIUGNO 2022 *JUNE 2022*
1	FIAT	PANDA	7.613
2	DACIA	SANDERO	4.321
3	PEUGEOT	208	3.751
4	LANCIA	YPSILON	3.716
5	DACIA	DUSTER	3.560
6	JEEP	RENEGADE	3.316
7	CITROEN	C3	3.200
8	FIAT	500[1]	3.139
9	VOLKSWAGEN	T-ROC	2.913
10	FIAT	500X	2.638

N.	MARCA *Make*	MODELLO *Model*	GEN/GIU 2022 *JAN/JUN 2022*
1	FIAT	PANDA	58.570
2	LANCIA	YPSILON	21.480
3	DACIA	SANDERO	18.035
4	FIAT	500[2]	17.160
5	CITROEN	C3	16.033
6	FORD	PUMA	15.353
7	PEUGEOT	208	14.524
8	FIAT	500X	14.414
9	DACIA	DUSTER	14.375
10	JEEP	RENEGADE	14.281

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 30/06/2022

[1] Fiat 500 non comprende versione Elettrica e marchio Abarth

[2] Comprende versione Elettrica e marchio Abarth

Associazione Nazionale Filiera Industria Automobilistica

Sede di Torino: 10128 - Corso Galileo Ferraris, 61 – Tel. +39 011 5546511

Dir. Studi e Statistiche: Tel. +39 0115546524 – email: studi.ricerche@anfia.it – www.anfia.it

Sede di Roma: 00144 - Viale Pasteur, 10 – Tel. +39 06 54221493 (4) – email: anfia.roma@anfia.it