

Press Release

**CAR MARKET RECOVERS IN JULY COMPARED  
TO PREVIOUS MONTHS OF 2022: -0.8%**

The month's small drop resulted from the comparison with the low sales volume of July 2021, which closed at -19.2% on July 2020.

Incentive measures should also be extended to VAT and rental, which would make a significant contribution to the uptake of electric mobility (BEVs and PHEVs)

*Turin, 1st August 2022* - According to data published today by the Ministry of Infrastructure and Sustainable Mobility, in July 2022, the Italian car market totalled 109,580 registrations (-0.8%) compared to 110,514 units in July 2021.

Thus, sales volumes registered in the first seven months of 2022 totalled 793,856 units, 20.3% less than in January-July 2021.

*"After recording double-digit falls in the first six months of 2022, with the most significant drop being in April (-33%), in July, the car market reduced its decline to -0.8%, despite one fewer working day in July 2022 than in July 2021 (21 days vs 22) – says Paolo Scudieri, President of ANFIA.*

*The recovery in July 2022 comes from a comparison to low sales volumes in July 2021, the first month last year to record a collapse in registrations not only compared to the same period in 2019 but also in 2020 (-19.2%).*

*It would be appropriate to stimulate a recovery in demand after the exhaustion of resources in the 61-135 g/km CO<sub>2</sub> band by extending the range of beneficiaries to include VAT and rental, which are currently excluded. These sales channels would significantly contribute to the uptake of electric mobility (BEVs and PHEVs). The hope is that, with a few minor refinements, there can be an acceleration in the use of the bonus and a market push in the 0-20 g/Km and 21-60 g/Km brackets since it remains a priority that the resources still available are not diverted due to the mistaken belief that they are surplus to annual estimates.*

*Looking at the country's political situation, we hope that the government crisis will not create slowdowns in the planned industrial policy actions that are indispensable to accompany companies in the energy and ecological transition process against the automotive fund of 8.7 billion allocated in recent months".*

Analysing registrations by **fuel type** in detail<sup>1</sup>, petrol cars saw the market in July increase by 8.6%, with a market share of 30.2%, while diesel cars fell by 9.9% compared to July 2021, with a share of 20.4%. In the first seven months, petrol car registrations fell by 29.1% and diesel by 32.2%.

Registrations of alternatively fuelled cars represented 49.5% of the market in July 2022, down 1.9% for the month and 7.6% cumulatively, where they had a market share of 51.6%. On the other hand, electrified cars represented 40.9% of the market in July, up 2.3%, while, over the first seven months of 2022, they had a 42% share, down 6.1%. Among these, non-rechargeable hybrids increased by 10.3% to 32.6% share, and in the cumulative figure, they decreased by 5.7%, representing 32.7% of the total. On the other hand, registrations of rechargeable cars fell by 20.1% and represented 8.4% of the market (-7.4% and 9.3% share in cumulative 2022). Among these, electric cars had a 3.3% share and decreased by 30%, while plug-in hybrids decreased by 12.2% and represented 5.1% of the total. Finally, gas-powered cars accounted for 8.5% of July registrations, of which 7.9% represented LPG cars (-6.2%) and 0.6% CNG cars (-69%). Since the beginning of 2022, LPG cars are up 3.6%, and CNG cars are down 63.6%.

The excellent performance of the Fiat Panda, Lancia Ypsilon and Fiat 500 hybrids continued, occupying the top three positions in the month's mild/full hybrid segment. Among PHEVs, the Jeep Compass and Jeep Renegade continue to be the best-selling models in the month and cumulatively, while the Fiat 500 is the best-selling electric model in July and since the beginning of 2022.

Regarding the **market by segments**, in July, small cars and super-utility cars represented 35.4% of the market, down 2.2%. The best-selling model is still the Fiat Panda. On the other hand, cars in the medium segment had a market share of 9.5% in July, and their market share was down 15% compared to the seventh month of 2021.

SUVs have a 51.1% market share in the month, up 2.4%. In detail, small SUVs represented 26.2% of the market for the month (+10.2% compared to July 2021), compact SUVs 18.7% (-4.5%), medium SUVs 5.2% (-1.6%), while sales of large SUVs were 1.1% of the total (-20%). Of the SUVs sold, 26% are from a Stellantis Group brand.

MPVs and MPVs represented 1.8% of the market in July and are down 25.9% compared to July 2021.

Since the beginning of 2022, small cars and super-utilities have a share of 36.1% (-26.8% compared to the first seven months of 2021), medium-sized cars 9.4% (-34.2%), SUVs 51.4% (11.2%) and MPVs and multi-specialities 2% (-27.1%).

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<sup>1</sup> Provisional Data

According to the ISTAT survey, in July<sup>2</sup> both the **index of consumer confidence** (base 2010=100) is estimated to decrease from 98.3 to 94.8, and the **composite index of business confidence (lesi)** from 113.4 to 110.8.

Concerning consumer confidence, moreover, the index on the current opportunity to purchase durable goods, including cars, increased compared to June 2022 (from -87.3 to -78.2).

According to preliminary ISTAT estimates, in June, the **national consumer price index** rose by 0.4% on a monthly basis and 7.9% on an annual basis (from +8% in the previous month). Inflation remains high, although it fell by a tenth of a percentage point: prices of energy goods slowed (whose growth went from +48.7% in June to +42.9%) due, in particular, to regulated energy (from +64.3% to +47.8%) and only to a lesser extent to unregulated energy (from +39.9% to +39.8%), and prices of services related to transport decelerated (from +7.2% to +8.9%).

In the sector of non-regulated energy goods, looking at the trend in fuel prices, **diesel** prices decelerated (from +32.3% to +30.9%, +1.6% the economic change) as did **petrol** prices (from +25.3% to +22.3%; no monthly change compared to June).

The **Stellantis Group**, as a whole, totalled 38,698 registrations in the month (-3.2%), with a market share of 35.3%.

In the first seven months of 2022, registrations totalled 293,763 units (-25.1%), with a market share of 37%.

There are seven Stellantis Group models in July's **top ten**, with Fiat Panda still leading the ranking (7,073 units), followed in third place by Citroen C3 (3,126), which recovers four positions compared to the previous month's order, and in fourth place by Lancia Ypsilon (3,099). In fifth place was the Fiat 500X (2,759), which climbed five places, followed in sixth place by the Peugeot 208 (2,638), and in seventh place by the Fiat 500 (2,579). Finally, Jeep Renegade closed the ranking in ninth place (2,493).

Finally, the **used car market** totalled 376,716 transfers of ownership before mini-transfers to dealers in July 2022, 20.3% more than in July 2021. In the first seven months of 2022, there were 2,714,838 transfers of ownership, up 30.2% compared to the same period in 2021.

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



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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 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

Italian Association of Automotive Industry (ANFIA)

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**ITALIA - IMMATRICOLAZIONI AUTOVETTURE**  
**ITALY - NEW CAR REGISTRATIONS**

dati provvisori/provisional data

MARCA/MAKE	LUGLIO JULY				VAR. % % CHG. 22/21	GENNAIO/LUGLIO JANUARY/JULY				VAR. % % CHG. 22/21
	2022	%	2021	%		2022	%	2021	%	
<b>STELLANTIS Group*</b>	<b>38.698</b>	<b>35,3</b>	<b>39.986</b>	<b>36,2</b>	<b>-3,2</b>	<b>293.763</b>	<b>37,0</b>	<b>392.040</b>	<b>39,4</b>	<b>-25,1</b>
FIAT	15.300	14,0	16.436	14,9	-6,9	113.948	14,4	155.166	15,6	-26,6
PEUGEOT	5.256	4,8	6.169	5,6	-14,8	45.760	5,8	62.739	6,3	-27,1
CITROEN	5.116	4,7	3.416	3,1	+49,8	35.172	4,4	48.606	4,9	-27,6
JEEP	4.124	3,8	6.078	5,5	-32,1	32.707	4,1	43.482	4,4	-24,8
OPEL	3.615	3,3	3.250	2,9	+11,2	29.633	3,7	40.710	4,1	-27,2
LANCIA	3.100	2,8	3.141	2,8	-1,3	24.584	3,1	30.247	3,0	-18,7
ALFA ROMEO	1.446	1,3	941	0,9	+53,7	7.128	0,9	7.204	0,7	-1,1
DS	430	0,4	395	0,4	+8,9	3.640	0,5	2.831	0,3	+28,6
MASERATI	311	0,3	160	0,1	+94,4	1.191	0,2	1.055	0,1	+12,9
<b>VW Group</b>	<b>19.888</b>	<b>18,1</b>	<b>20.187</b>	<b>18,3</b>	<b>-1,5</b>	<b>129.778</b>	<b>16,3</b>	<b>169.790</b>	<b>17,1</b>	<b>-23,6</b>
VOLKSWAGEN	9.847	9,0	10.617	9,6	-7,3	63.775	8,0	86.992	8,7	-26,7
AUDI	4.750	4,3	4.992	4,5	-4,8	31.034	3,9	40.922	4,1	-24,2
SKODA	2.314	2,1	2.096	1,9	+10,4	14.655	1,8	19.078	1,9	-23,2
SEAT	1.366	1,2	1.426	1,3	-4,2	9.289	1,2	15.167	1,5	-38,8
CUPRA	907	0,8	602	0,5	+50,7	6.902	0,9	3.684	0,4	+87,4
PORSCHE	669	0,6	428	0,4	+56,3	3.898	0,5	3.731	0,4	+4,5
LAMBORGHINI	35	0,0	26	0,0	+34,6	225	0,0	216	0,0	+4,2
<b>RENAULT Group</b>	<b>11.288</b>	<b>10,3</b>	<b>10.071</b>	<b>9,1</b>	<b>+12,1</b>	<b>77.732</b>	<b>9,8</b>	<b>83.249</b>	<b>8,4</b>	<b>-6,6</b>
DACIA	5.154	4,7	4.600	4,2	+12,0	42.587	5,4	35.723	3,6	+19,2
RENAULT	6.134	5,6	5.471	5,0	+12,1	35.145	4,4	47.526	4,8	-26,1
<b>TOYOTA Group</b>	<b>8.261</b>	<b>7,5</b>	<b>6.838</b>	<b>6,2</b>	<b>+20,8</b>	<b>55.029</b>	<b>6,9</b>	<b>60.039</b>	<b>6,0</b>	<b>-8,3</b>
TOYOTA	8.119	7,4	6.499	5,9	+24,9	53.083	6,7	57.008	5,7	-6,9
LEXUS	142	0,1	339	0,3	-58,1	1.946	0,2	3.031	0,3	-35,8
<b>HYUNDAI Group</b>	<b>7.002</b>	<b>6,4</b>	<b>7.241</b>	<b>6,6</b>	<b>-3,3</b>	<b>48.965</b>	<b>6,2</b>	<b>54.200</b>	<b>5,4</b>	<b>-9,7</b>
KIA	3.442	3,1	3.528	3,2	-2,4	25.083	3,2	26.259	2,6	-4,5
HYUNDAI	3.560	3,2	3.713	3,4	-4,1	23.882	3,0	27.941	2,8	-14,5
<b>FORD</b>	<b>5.536</b>	<b>5,1</b>	<b>5.641</b>	<b>5,1</b>	<b>-1,9</b>	<b>45.952</b>	<b>5,8</b>	<b>57.551</b>	<b>5,8</b>	<b>-20,2</b>
<b>BMW Group</b>	<b>4.406</b>	<b>4,0</b>	<b>5.421</b>	<b>4,9</b>	<b>-18,7</b>	<b>37.420</b>	<b>4,7</b>	<b>47.094</b>	<b>4,7</b>	<b>-20,5</b>
BMW	3.164	2,9	4.046	3,7	-21,8	28.088	3,5	35.056	3,5	-19,9
MINI	1.242	1,1	1.375	1,2	-9,7	9.332	1,2	12.038	1,2	-22,5
<b>DAIMLER Group</b>	<b>4.141</b>	<b>3,8</b>	<b>4.290</b>	<b>3,9</b>	<b>-3,5</b>	<b>28.795</b>	<b>3,6</b>	<b>37.302</b>	<b>3,7</b>	<b>-22,8</b>
MERCEDES	3.830	3,5	3.888	3,5	-1,5	25.866	3,3	32.922	3,3	-21,4
SMART	311	0,3	402	0,4	-22,6	2.929	0,4	4.380	0,4	-33,1
<b>SUZUKI</b>	<b>1.311</b>	<b>1,2</b>	<b>3.026</b>	<b>2,7</b>	<b>-56,7</b>	<b>12.332</b>	<b>1,6</b>	<b>26.515</b>	<b>2,7</b>	<b>-53,5</b>
<b>NISSAN</b>	<b>1.958</b>	<b>1,8</b>	<b>2.036</b>	<b>1,8</b>	<b>-3,8</b>	<b>16.011</b>	<b>2,0</b>	<b>17.207</b>	<b>1,7</b>	<b>-7,0</b>
<b>DR</b>	<b>1.784</b>	<b>1,6</b>	<b>684</b>	<b>0,6</b>	<b>+160,8</b>	<b>11.580</b>	<b>1,5</b>	<b>4.330</b>	<b>0,4</b>	<b>+167,4</b>
<b>VOLVO</b>	<b>1.287</b>	<b>1,2</b>	<b>1.390</b>	<b>1,3</b>	<b>-7,4</b>	<b>8.052</b>	<b>1,0</b>	<b>13.483</b>	<b>1,4</b>	<b>-40,3</b>
<b>JAGUAR LAND ROVER Grou</b>	<b>1.017</b>	<b>0,9</b>	<b>1.270</b>	<b>1,1</b>	<b>-19,9</b>	<b>6.286</b>	<b>0,8</b>	<b>11.259</b>	<b>1,1</b>	<b>-44,2</b>
LAND ROVER	837	0,8	902	0,8	-7,2	4.808	0,6	8.251	0,8	-41,7
JAGUAR	180	0,2	368	0,3	-51,1	1.478	0,2	3.008	0,3	-50,9
<b>MAZDA</b>	<b>571</b>	<b>0,5</b>	<b>1.013</b>	<b>0,9</b>	<b>-43,6</b>	<b>5.259</b>	<b>0,7</b>	<b>7.856</b>	<b>0,8</b>	<b>-33,1</b>
<b>HONDA</b>	<b>534</b>	<b>0,5</b>	<b>463</b>	<b>0,4</b>	<b>+15,3</b>	<b>4.857</b>	<b>0,6</b>	<b>3.878</b>	<b>0,4</b>	<b>+25,2</b>
<b>TESLA</b>	<b>37</b>	<b>0,0</b>	<b>9</b>	<b>0,0</b>	<b>+311,1</b>	<b>2.588</b>	<b>0,3</b>	<b>3.145</b>	<b>0,3</b>	<b>-17,7</b>
<b>MITSUBISHI</b>	<b>394</b>	<b>0,4</b>	<b>288</b>	<b>0,3</b>	<b>+36,8</b>	<b>1.619</b>	<b>0,2</b>	<b>2.656</b>	<b>0,3</b>	<b>-39,0</b>
<b>SUBARU</b>	<b>115</b>	<b>0,1</b>	<b>192</b>	<b>0,2</b>	<b>-40,1</b>	<b>994</b>	<b>0,1</b>	<b>1.424</b>	<b>0,1</b>	<b>-30,2</b>
<b>FERRARI</b>	<b>66</b>	<b>0,1</b>	<b>80</b>	<b>0,1</b>	<b>-17,5</b>	<b>464</b>	<b>0,1</b>	<b>408</b>	<b>0,0</b>	<b>+13,7</b>
<b>ALTRE</b>	<b>1.286</b>	<b>1,2</b>	<b>388</b>	<b>0,4</b>	<b>+231,4</b>	<b>6.380</b>	<b>0,8</b>	<b>2.179</b>	<b>0,2</b>	<b>+192,8</b>
<b>TOTALE MERCATO</b>	<b>109.580</b>	<b>100,0</b>	<b>110.514</b>	<b>100,0</b>	<b>-0,8</b>	<b>793.856</b>	<b>100,0</b>	<b>995.605</b>	<b>100,0</b>	<b>-20,3</b>

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/07/2022

\* 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 <i>Make</i>	MODELLO <i>Model</i>	LUGLIO 2022 <i>JULY 2022</i>
1	FIAT	PANDA	7.073
2	VOLKSWAGEN	T-ROC	3.349
3	CITROEN	C3	3.126
4	LANCIA	YPSILON	3.099
5	FIAT	500X	2.759
6	PEUGEOT	208	2.638
7	FIAT	500'	2.579
8	DACIA	SANDERO	2.540
9	JEEP	RENEGADE	2.493
10	TOYOTA	YARIS CROSS	2.356

N.	MARCA <i>Make</i>	MODELLO <i>Model</i>	GEN/LUG 2022 <i>JAN/JUL 2022</i>
1	FIAT	PANDA	65.651
2	LANCIA	YPSILON	24.581
3	FIAT	500'	20.624
4	DACIA	SANDERO	20.576
5	CITROEN	C3	19.145
6	FIAT	500X	17.227
7	PEUGEOT	208	17.154
8	FORD	PUMA	17.143
9	JEEP	RENEGADE	16.779
10	DACIA	DUSTER	16.337

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/07/2022

<sup>1</sup> Fiat 500 non comprende versione Elettrica e marchio Abarth

<sup>2</sup> Comprende versione Elettrica e marchio Abarth

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