Press Release

AUTOMOTIVE MARKET IN MAY: DUE TO INCENTIVES, THE DOWNTURN IS REDUCED TO 15.1%, AFTER -33% IN APRIL

Resources are almost exhausted for the 61-135 incentive band. Therefore, it is also essential to include the rental sector within the measure and to revise the incentive formula for light commercial vehicles, which is currently restricted to electric technology and SMEs only, with a scrapping obligation.
Last appeal to Italian MEPs for the vote scheduled next week in the plenary session of the European Parliament concerning the Fit for 55 package

Turin, 1st June 2022 – According to data published today by the Ministry of Infrastructure and Sustainable Mobility, in May 2022, the Italian car market totalled 121,299 registrations (-15.1%) compared to 142,932 units registered in May 2021.

Thus, sales volumes registered in the first five months of 2022 totalled 556,974 units, 24.3% less than in January-May 2021.

"In May, the negative change recorded by the car market was reduced, although we are still faced with a double-digit decline (-15.1%), thanks in part to an extra working day (22 days in May 2022 vs 21 in May 2021) — says **Paolo Scudieri, President of ANFIA.**

In the second half of the month, the recent introduction of incentives for purchasing zero- and low-emission cars (electric, plug-in hybrids and low-impact endothermic) certainly played an important role. In this regard, we would like to point out that the most significant number of requests was concentrated in the 61-135 g/km CO2 bracket, for which the available resources are already being exhausted, with less than 25% of the total allocated for this category remaining.

We reiterate that to support the uptake of electrified cars adequately, thus accelerating the process of decarbonising mobility, it is still necessary to include the rental sector within this scheme. We also hope that a change will be introduced in the incentive formula for light commercial vehicles, which are currently only covered regarding electric engines (and with a restriction on scrapping), while it would be fundamental not to bind the purchasing choices of urban logistics companies to a single technology, and also to avoid limiting access to SMEs only.

Finally, between the 7th and 8th of June, there will be a vote in the plenary session of the European Parliament on the Fit for 55 package. As pointed out at the ANFIA public assembly held yesterday in Florence, we are appealing to Italian MEPs to vote with their country's interests in mind".

Analysing registrations by **fuel type** in detail[1], petrol cars saw the May market fall by 22.1%, with a market share of 28.7%, while diesel cars fell by 29.7% compared to the fifth month of 2021, with a share of 19.2%. In the first five months, petrol car registrations fell by 36% and Diesel by 37.2%.

Registrations of alternative-fuelled cars represented 52.2% in May 2022, down 3% for the month and 8.1% cumulatively, with a market share of 52.4%. Electrified cars represented 43.2% of the market in May, down 0.8%, while in the first five months of 2022, they had a 42.8% share, down 6.9%. Of these, non-rechargeable hybrids grew by 1.5% in the month to 33.5% share, making them the fuel type with the highest percentage for eleven consecutive months, and in cumulative terms, they were down 6.1%, representing 34% of the total. On the other hand, registrations of rechargeable cars decreased by 8.3% and represented 9.7% of the market (-9.6% and 8.8% share in the first five months of 2022). Of these, electric cars have a 3.7% share and are down 12.8%, while plug-in hybrids are down 5.3% and represent 6% of the total. Finally, gas-powered cars accounted for 8.9% of May registrations, of which 7.9% were LPG cars (+4.6%) and 1% were CNG cars (-60.6%). Since the beginning of 2022, LPG cars are up 6.2%, and CNG cars are down 63.2%.

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

Concerning the **market by segments**, in April, small and super-utility cars represented 35.4% of the market, down 21.2%. The best-selling model is still the Fiat Panda, with Lancia Ypsilon taking second place and Fiat 500 third. Cars in the medium segments had a market share of 8.6% in May, which is 40% lower than in the fifth month of 2021.

SUVs have a 52.3% market share in the month, down 4.1%. In detail, small SUVs represented 25.6% of the market for the month (-2.7% compared to May 2021), compact SUVs 20.4% (-4%), medium SUVs 5.1% (-9.1%), while sales of large SUVs were 1.2% of the total (-11.4%). One in three SUVs sold is from a Stellantis Group brand.

MPVs and MPVs represented 1.9% of the market in May and are down 35.6% compared to May 2021.

[1] Provisional Data

10128 Turin - Corso Galileo Ferraris, 61 – Phone: +39 011 5546511 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 – Phone: +39 06 54221493 (4) - E-mail: anfia.roma@anfia.it
www.anfia.it

Since the beginning of 2022, hatchbacks and super-utilities have a 36% share (-31.5% compared to the first five months of 2021), medium-sized cars 9.2% (-38.5%), SUVs 51.8% (14.6%) and MPVs and multi-specialities 1.9% (-30.9%).

According to the ISTAT survey, in May[2] both the **consumer confidence index** (base 2010=100) is estimated to increase from 100.0 to 102.7, and the **composite business confidence index** (Iesi) from 108.4 to 110.9.

Regarding consumer confidence, the index for the current opportunity to purchase durable goods, including cars, was also up compared to April 2022 (from -73.6 to -63.8).

According to preliminary ISTAT estimates, in May, the **national consumer price index** recorded an increase of 0.9% on a monthly basis and 6.9% on an annual basis (from +6% in the previous month). The acceleration in inflation, after the slowdown in April, is due to the prices of various types of products, including Energy Goods (whose growth rose from +39.5% in April to +42.2%) and, in particular, Unregulated Energy (from +29.8% to +32.4%; the increase in the prices of Regulated Energy is stable at +64.3%), and Services related to transport (from +5.1% to +6.0%).

In the sector of non-regulated energy goods, looking at trends in fuel prices, **Diesel** accelerated (from +23.1% to +25%; +2.2% cyclically), as did **Petrol** (from +13% to +13.9%; +1.8%). On the other hand, the prices of **Other Fuels** slowed down (from +46.8% to +43.6%, -2.3% for the month).

The **Stellantis Group**, as a whole, totalled 47,586 registrations in the month (-15.6%), with a market share of 39.2%.
In the first five months of 2022, registrations totalled 206,364 units (-30.1%), with a market share of 37.1%.

There are eight Stellantis Group models in the **May top ten**, with the Fiat Panda still at the top of the list (11,955 units), followed in second place by the Lancia Ypsilon (4,257), which recovers one position compared to the previous month's ranking, and in third place by the Fiat 500 (3,172). In fifth place was the Jeep Compass (3,042), which climbed two places, followed in sixth place by the Citroen C3 (2,624), and in seventh place by the Jeep Renegade (2,582). Finally, Peugeot 208 (2,337) and Opel Corsa (2,289) finish ninth and tenth.

[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.

Finally, the **second-hand market** totalled 403,870 transfers of ownership before mini-transfers to dealers in May 2022, 38.2% more than in May 2021. In the first five months of 2022, there were 1,967,282 transfers of ownership, up 34% compared to the same period in 2021.

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.

www.anfia.it
twitter.com/ANFIA_it
www.linkedin.com/company/anfia-it

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

ITALIA - IMMATRICOLAZIONI AUTOVETTURE
ITALY - NEW CAR REGISTRATIONS

dati provvisori/*provisional data*

	MAGGIO *MAY*				VAR. % *% CHG.*	GENNAIO/MAGGIO *JANUARY/MAY*				VAR. % *% CHG.*
MARCA/MAKE	2022	%	2021	%	22/21	2022	%	2021	%	22/21
STELLANTIS Group*	***47.586***	***39,2***	***56.361***	***39,4***	***-15,6***	***206.364***	***37,1***	***295.438***	***40,2***	***-30,1***
FIAT	19.531	16,1	23.821	16,7	-18,0	81.832	14,7	116.533	15,8	-29,8
PEUGEOT	6.411	5,3	8.109	5,7	-20,9	30.945	5,6	48.495	6,6	-36,2
CITROEN	5.190	4,3	6.605	4,6	-21,4	24.156	4,3	37.934	5,2	-36,3
JEEP	5.689	4,7	6.026	4,2	-5,6	23.462	4,2	30.890	4,2	-24,0
OPEL	4.687	3,9	5.478	3,8	-14,4	20.792	3,7	31.019	4,2	-33,0
LANCIA	4.257	3,5	4.612	3,2	-7,7	17.766	3,2	22.771	3,1	-22,0
ALFA ROMEO	1.159	1,0	1.118	0,8	+3,7	4.248	0,8	5.139	0,7	-17,3
DS	527	0,4	444	0,3	+18,7	2.557	0,5	1.934	0,3	+32,2
MASERATI	135	0,1	148	0,1	-8,8	606	0,1	723	0,1	-16,2
VW Group	***21.842***	***18,0***	***25.594***	***17,9***	***-14,7***	***88.993***	***16,0***	***122.243***	***16,6***	***-27,2***
VOLKSWAGEN	11.129	9,2	13.145	9,2	-15,3	43.642	7,8	62.719	8,5	-30,4
AUDI	4.472	3,7	6.177	4,3	-27,6	21.872	3,9	29.371	4,0	-25,5
SKODA	2.334	1,9	2.854	2,0	-18,2	10.014	1,8	14.068	1,9	-28,8
SEAT	1.773	1,5	2.074	1,5	-14,5	6.390	1,1	10.737	1,5	-40,5
PORSCHE	523	0,4	523	0,4	+0,0	2.648	0,5	2.806	0,4	-5,6
CUPRA	1.549	1,3	784	0,5	+97,6	4.272	0,8	2.393	0,3	+78,5
LAMBORGHINI	62	0,1	37	0,0	+67,6	155	0,0	149	0,0	+4,0
RENAULT Group	***8.786***	***7,2***	***10.243***	***7,2***	***-14,2***	***51.383***	***9,2***	***57.486***	***7,8***	***-10,6***
DACIA	4.580	3,8	4.559	3,2	+0,5	28.129	5,1	24.157	3,3	+16,4
RENAULT	4.206	3,5	5.684	4,0	-26,0	23.254	4,2	33.329	4,5	-30,2
TOYOTA Group	***8.827***	***7,3***	***9.013***	***6,3***	***-2,1***	***38.183***	***6,9***	***44.286***	***6,0***	***-13,8***
TOYOTA	8.520	7,0	8.642	6,0	-1,4	36.566	6,6	42.100	5,7	-13,1
LEXUS	307	0,3	371	0,3	-17,3	1.617	0,3	2.186	0,3	-26,0
FORD	***6.042***	***5,0***	***7.707***	***5,4***	***-21,6***	***36.387***	***6,5***	***46.057***	***6,3***	***-21,0***
HYUNDAI Group	***7.630***	***6,3***	***7.729***	***5,4***	***-1,3***	***34.428***	***6,2***	***37.653***	***5,1***	***-8,6***
KIA	3.704	3,1	3.805	2,7	-2,7	18.025	3,2	18.663	2,5	-3,4
HYUNDAI	3.926	3,2	3.924	2,7	+0,1	16.403	2,9	18.990	2,6	-13,6
BMW Group	***5.308***	***4,4***	***6.801***	***4,8***	***-22,0***	***27.877***	***5,0***	***34.982***	***4,8***	***-20,3***
BMW	4.141	3,4	4.992	3,5	-17,0	20.862	3,7	26.110	3,6	-20,1
MINI	1.167	1,0	1.809	1,3	-35,5	7.015	1,3	8.872	1,2	-20,9
DAIMLER Group	***4.135***	***3,4***	***5.734***	***4,0***	***-27,9***	***19.953***	***3,6***	***27.631***	***3,8***	***-27,8***
MERCEDES	3.659	3,0	5.034	3,5	-27,3	18.089	3,2	24.384	3,3	-25,8
SMART	476	0,4	700	0,5	-32,0	1.864	0,3	3.247	0,4	-42,6
SUZUKI	***1.254***	***1,0***	***3.635***	***2,5***	***-65,5***	***9.512***	***1,7***	***20.100***	***2,7***	***-52,7***
NISSAN	***2.723***	***2,2***	***2.319***	***1,6***	***+17,4***	***11.099***	***2,0***	***13.090***	***1,8***	***-15,2***
VOLVO	***1.547***	***1,3***	***2.234***	***1,6***	***-30,8***	***5.685***	***1,0***	***9.473***	***1,3***	***-40,0***
JAGUAR LAND ROVER Grou	***993***	***0,8***	***1.716***	***1,2***	***-42,1***	***4.261***	***0,8***	***8.582***	***1,2***	***-50,3***
LAND ROVER	738	0,6	1.231	0,9	-40,0	3.169	0,6	6.381	0,9	-50,3
JAGUAR	255	0,2	485	0,3	-47,4	1.092	0,2	2.201	0,3	-50,4
MAZDA	***678***	***0,6***	***997***	***0,7***	***-32,0***	***4.153***	***0,7***	***5.760***	***0,8***	***-27,9***
DR	***1.842***	***1,5***	***701***	***0,5***	***+162,8***	***7.598***	***1,4***	***2.878***	***0,4***	***+164,0***
HONDA	***827***	***0,7***	***609***	***0,4***	***+35,8***	***3.733***	***0,7***	***2.886***	***0,4***	***+29,3***
TESLA	***14***	***0,0***	***426***	***0,3***	***-96,7***	***1.408***	***0,3***	***2.152***	***0,3***	***-34,6***
MITSUBISHI	***321***	***0,3***	***500***	***0,3***	***-35,8***	***1.057***	***0,2***	***1.987***	***0,3***	***-46,8***
SUBARU	***99***	***0,1***	***217***	***0,2***	***-54,4***	***732***	***0,1***	***1.042***	***0,1***	***-29,8***
FERRARI	***57***	***0,0***	***40***	***0,0***	***+42,5***	***332***	***0,1***	***276***	***0,0***	***+20,3***
ALTRE	***788***	***0,6***	***356***	***0,2***	***+121,3***	***3.836***	***0,7***	***1.418***	***0,2***	***+170,5***
TOTALE MERCATO	121.299	100,0	142.932	100,0	-15,1	556.974	100,0	735.420	100,0	-24,3

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/05/2022

* 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*	MAGGIO 2022 *MAY 2022*
1	FIAT	PANDA	11.955
2	LANCIA	YPSILON	4.257
3	FIAT	500[1]	3.172
4	VOLKSWAGEN	T-ROC	3.158
5	JEEP	COMPASS	3.042
6	CITROEN	C3	2.624
7	JEEP	RENEGADE	2.582
8	TOYOTA	YARIS CROSS	2.374
9	PEUGEOT	208	2.337
10	OPEL	CORSA	2.289

N.	MARCA *Make*	MODELLO *Model*	GEN/MAG 2022 *JAN/MAY 2022*
1	FIAT	PANDA	50.947
2	LANCIA	YPSILON	17.764
3	FORD	PUMA	14.437
4	DACIA	SANDERO	13.715
5	FIAT	500[2]	13.095
6	CITROEN	C3	12.839
7	JEEP	COMPASS	12.015
8	FIAT	500X	11.431
9	TOYOTA	YARIS CROSS	11.260
10	TOYOTA	YARIS	11.000

Fonte: CED - Ministero delle Infrastrutture e della Mobilità sostenibili

I dati rappresentano le risultanze dell'archivio nazionale dei veicoli al 31/05/2022

[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