

Press release

ANOTHER MONTH OF DOUBLE-DIGIT GROWTH FOR THE EUROPEAN CAR MARKET: +16.1% IN APRIL 2023 COMPARED TO THE STRONG DECLINE IN THE SAME MONTH IN 2022

Despite the year-on-year improvement, both in the month and in the first four months, let's not forget that the overall volumes achieved by the European market in January-April 2023 are still far from pre-pandemic levels, with approximately 1.3 million fewer units registered

Turin, 17 May 2023 - According to figures released today by ACEA, the European Union as a whole enlarged to include EFTA and the United Kingdom¹ car registrations in April totalled 964,932 units, 16.1% more than in April 2022.

In the first four months of 2023, registered volumes reached 4.201.918 units, a positive change of 17.2% rispetto compared to last year.

"The European car market continues double-digit growth in April 2023 (+16.1%) - says Paolo Scudieri, Presidente di ANFIA - once again benefiting from the comparison with the strong decline in April 2022 (-20.2%), which was hampered by continued difficulties in supply chain management. Despite the year-on-year improvement, both in the month and in the first four months, let us not forget that the volumes achieved by the European market as a whole in January-April 2023 are still far from pre-pandemic levels, with around 1.3 million fewer units registered.

All five major markets (including the UK) continued to grow in April: +29.2% Italy and +21.9% France, which recorded the most significant results, followed by Germany (+12.6%), the UK (+11.6%) and Spain (+8.2%).

In the month, the positive trend continued for both electric cars (BEVs) and traditional hybrids (HEVs): +49.2% for the former, with a market share of 13.1%, and +19.5% for the latter (25.5% share); registrations of plug-in hybrids (PHEVs) dropped to -2.4% and 7.3% share.

In Italy, BEVs grew by 31.4% - with a share of 3.2%, the lowest among the five major markets - while HEVs grew by 28.3% (34.8% share) with 43.744 units registered and PHEVs stop at 4.7 per cent share (+10.8%).

In order to push for a wider spread of green cars and, above all, electric cars, it is more necessary than ever to accelerate the energy transition and the development of recharging infrastructures throughout Europe. For Italy, it is a matter of catching up with the other main countries, increasing support for productive investments and R&I

¹EU 27 + EFTA + UK (remember that as of 1 February 2020, the UK is no longer part of the European Union). Data for Malta are currently not available.



activities in new mobility technologies - including the strengthening of skills on the battery value chain - also by implementing a national policy to attract foreign investments. On the specific demand side, our country needs a review of purchase and tax incentive policies as soon as possible, both for private individuals and for fleets".

In Italy, total volumes in April 2023 amounted to 125,824 (+29.2%). In the first four months of 2023, total registrations amounted to 552,853 units, up 26.9% compared to volumes in the same period of 2022.

According to ISTAT data, in April, the **national consumer price index** recorded a 0.4% increase on a monthly basis and 8.2% on an annual basis (from +7.6% in the previous month). The acceleration of the inflation rate was due, in the first instance, to the trend increase in the prices of non-regulated energy goods (from +18.9% to +26.6%). These effects were only partly offset by the more pronounced decline in the prices of regulated energy goods (from -20.3% to -26.7%) and the slowdown in those of processed food, unprocessed food, housing services and transport services (from +6.3% to +6%). In the non-regulated energy sector, prices for **petrol** (which reversed the trend from -6.6% to +4.1%; +0.8% on March), electricity on the free market (from +44% to +53.6%), city gas and natural gas on the free market (from +42% to +51.5%) and **transport diesel** (from -6.9% to -1.8%; -2.6% on the month) accelerated. This trend was only partly offset by the more pronounced drop in **Other Fuels** (from -5.1% to -9.4%; -3.3% over the month) and heating oil (from -2.7% to -11.2%).

In April, petrol cars had a 39.3%, increase in registrations, with a market share of 29.4%. Diesel passenger cars also saw a rise (+21.5% compared to April 2022) and had a market share of 19.5%. In the first four months of 2023, petrol car registrations increased by 29.5% (with a 27.8% market share) and diesel car registrations increased by 20.8% (with a 19.3% market share for the year). Alternative-fuelled cars made up 51% of the April market, which was a 27% increase compared to the same month in 2022. Over the cumulative period, alternative-fuelled cars increased by 27.9% with a 52.9% market share. Electrified cars made up 42.7% of the April market and had a 43.7% share cumulatively, up 26.3% for the month and 30% for the four-month period. Mild and full hybrids saw a 28.3 % increase in registrations for the month and had a market share of 34.8%; in cumulative terms, they were up 31.3% with a share of 35.6%. Registrations of rechargeable cars grew by 18.3% in the month (market share: 7.9%) and by 24.5% cumulatively (with an 8.2% share). In detail, electric cars had a 3.2% share and increased by 31.4% over the month, while plug-in hybrids grew by 10.8% and accounted for 4.7% of the April market (also, in cumulative terms, both were up, respectively +42% and +13%). Finally, gas-powered cars accounted for 8.4% of April registrations, of which LPG cars accounted for 8.3% (+44.9%) and CNG cars for 0.1% (-89.3%), while in the cumulative LPG cars grew by 32% and CNG cars fell by 83.6%.

Italian Association of the Automotive Industry

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The Stellantis Group recorded 169,022 registrations in Europe in April 2023 (+8.2%) with a market share of 17.5%. In January-April 2023, volumes amounted to 744,205 units (+9.4%), with a share of 17.7%.

Spain totalled 74,749 registrations in April 2023, 8.2% more than in the same month last year (but -28.4% compared to April 2019). In January-April 2023, the market grew by 33.7%, with 312,314 units registered.

According to ANFAC, the Spanish automotive association, new car sales also closed April with a positive change, as did the first four months of the year. However, in the comparison with April 2019, registrations are still behind by a third, and although consumers continue to buy cars, they do so at a 30% lower rate than in the same month of 2019, partly due to uncertainty over which model to buy. Spain, as the second largest car producer in Europe, must therefore make a greater effort to implement a sustainable mobility model that includes the private car as part of the solution and not part of the problem in order to achieve the decarbonisation of transport.

In detail, according to sales channels, sales to companies are up 8.9% and sales for hire are up 30.6%. Only sales to private individuals fell compared to April 2022, -1.9%.

Petrol cars accounted for 43.4% of the April market (+7.7%). Next, non-rechargeable hybrid vehicles accounted for 9.4% of the month's market (+14.4%). Diesel cars accounted for 14.9% of the April market (-8.5%), followed by plug-in hybrids (5.8% share for the month and -0.1% over last year), electric cars (4.6% share for the month and +78.6% over March April 2022) and gas cars (1.9% share).

The average CO₂ emissions in April remained almost stable at 119.1 g/km, 0.9% less than in April 2022.

In France, 132,506 new registrations were recorded in April 2023, up 21.9% compared to April 2022. In the first four months of 2023, the increase is 16.7%, totalling 553,393 registrations.

Compared to the same month last year, diesel and super ethanol-powered cars are still falling. All other fuels, however, are on the rise. As a result, Electrics had a market share in the month of 12.9%, whereas 12 months ago, they had 8.6%.

In the German market, 202,947 units were registered in April, up 12.6%. In the first four months of 2023, registrations stand at 869,765, up 7.9% compared to the same period in 2022 (but -27% compared to January-April 2019). Following the positive trend in recent months, the German Automotive Association VDA raised its annual forecast for the passenger car market to +4% to 2.76 million units (previously: +2% to 2.70 million).

Domestic orders in April 2023 were down again, -8% year-on-year, while in January-April 2023 the drop was 30% compared to the same period in 2022.

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Regarding fuels, hybrid cars (+11%) account for 29.3% of the market, of which 5.8% are plug-in hybrids (-45.7%). With a 14.7% share, electric cars (BEVs) are up 34.1%. Finally, LPG cars (+7.8%) accounted for 0.4% and natural gas cars for 0.1% in the month.

The average CO₂ emissions of newly registered cars increased by 0.7% to 123.3 g/km in April 2023.

Finally, the UK market totalled 132,990 new passenger cars registered in April, up 11.6% compared to last year. In the first four months of the year, registrations stood at 627,250 units, 16.9% more than in January-April 2022.

The British Automotive Association SMMT notes that the market trend for new cars is increasingly positive, thanks in part to the boost provided by the easing of supply chain pressures. However, general economic conditions and the current development of the charging network are starting to raise concerns about the timeframe needed to achieve zero-emission mobility. To ensure that all drivers can benefit from electric vehicles, it is therefore necessary for all stakeholders - government, local authorities, energy companies and charging point providers - to accelerate investments in the transition and strengthen consumer confidence.

In the month, fleet registrations grew by 33.1%, cars registered in the name of private individuals increased by 5.5% and those registered in the name of companies recorded a growth of 13.3%.

Sales of electric vehicles maintained a positive trend: +59.1% and a market share of 15.3% in April. Plug-in hybrids (PHEVs) grew by 33.3% and hold a 6.5% share. There is no stopping the decline in diesel cars (-13.4% in the month, with a share dropping to 4.4%), while petrol cars are up 4.1% in volume compared to April 2022, with a market share of 42.8%.

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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 motorisation

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UNIONE EUROPEA - IMMATRICOLAZIONI AUTOVETTURE PER PAESE
EUROPEAN UNION - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori / provisional data

	Aprile/April		% Chg	Gennaio-Aprile/January-April		% Chg
	2023	2022	23/22	2023	2022	23/22
Austria	18.504	16.364	+13,1	81.556	68.739	+18,6
Belgium	39.872	28.402	+40,4	171.356	131.548	+30,3
Bulgaria	2.838	2.363	+20,1	10.694	9.025	+18,5
Croatia	6.125	4.254	+44,0	19.284	13.889	+38,8
Cyprus	783	747	+4,8	4.820	3.807	+26,6
Czech Republic	18.429	14.714	+25,2	74.770	62.105	+20,4
Denmark	12.066	11.010	+9,6	52.026	45.221	+15,0
Estonia	1.923	1.778	+8,2	7.581	6.969	+8,8
Finland	7.303	6.432	+13,5	28.269	28.161	+0,4
France	132.506	108.724	+21,9	553.393	474.084	+16,7
Germany	202.947	180.264	+12,6	869.765	806.218	+7,9
Greece	10.239	9.289	+10,2	44.011	31.716	+38,8
Hungary	8.549	9.090	-6,0	38.109	37.778	+0,9
Ireland	8.917	7.857	+13,5	66.990	57.762	+16,0
Italy	125.824	97.374	+29,2	552.853	435.757	+26,9
Latvia	1.626	1.297	+25,4	6.272	5.007	+25,3
Lithuania	2.323	2.345	-0,9	8.949	8.837	+1,3
Luxembourg	4.176	3.341	+25,0	17.325	14.688	+18,0
Malta	547	636	-14,0	2.134	2.184	-2,3
Netherlands	29.669	21.938	+35,2	128.094	100.283	+27,7
Poland	35.485	34.882	+1,7	158.516	136.923	+15,8
Portugal	16.107	12.475	+29,1	68.298	47.369	+44,2
Romania	9.865	8.469	+16,5	46.831	37.447	+25,1
Slovakia	6.892	6.058	+13,8	29.047	25.279	+14,9
Slovenia	4.338	3.918	+10,7	17.788	16.670	+6,7
Spain	74.749	69.112	+8,2	312.314	233.511	+33,7
Sweden	20.586	21.942	-6,2	83.890	91.681	-8,5
EUROPEAN UNION	803.188	685.075	+17,2	3.454.935	2.932.658	+17,8
EU143	703.465	594.524	+18,3	3.030.140	2.566.738	+18,1
EU134	99.723	90.551	+10,1	424.795	365.920	+16,1
<i>Iceland</i>	<i>1.629</i>	<i>1.403</i>	<i>+16,1</i>	<i>5.126</i>	<i>4.620</i>	<i>+11,0</i>
<i>Norway</i>	<i>8.976</i>	<i>9.723</i>	<i>-7,7</i>	<i>37.641</i>	<i>42.066</i>	<i>-10,5</i>
<i>Switzerland</i>	<i>18.149</i>	<i>15.646</i>	<i>+16,0</i>	<i>76.966</i>	<i>69.873</i>	<i>+10,2</i>
EFTA	28.754	26.772	+7,4	119.733	116.559	+2,7
United Kingdom	132.990	119.167	+11,6	627.250	536.727	+16,9
EU + EFTA + UK	964.932	831.014	+16,1	4.201.918	3.585.944	+17,2
EU14 + EFTA + UK	865.209	740.463	+16,8	3.777.123	3.220.024	+17,3

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

1 Member states before the 2004 enlargement

2 Member states having joined the EU since 2004

EU 27¹ - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
EU 27¹ - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Aprile/April					Gennaio-Aprile/January-April				
	quota % % share ¹		Unità Units		Var % % chg	quota % % share ¹		Unità Units		Var % % chg
	2023	2022	2023	2022	23/22	2023	2022	2023	2022	23/22
Volkswagen Group	27,4	24,5	220.459	168.019	+31,2	26,1	24,6	900.044	722.325	+24,6
Volkswagen	11,4	10,5	91.755	72.048	+27,4	10,8	10,4	374.339	306.196	+22,3
Skoda	5,7	4,7	45.922	32.307	+42,1	5,5	5,0	191.027	146.414	+30,5
Audi	5,7	5,2	45.653	35.341	+29,2	5,4	5,2	186.401	151.253	+23,2
Seat	2,2	2,2	18.045	14.979	+20,5	2,2	2,3	75.702	66.536	+13,8
Cupra	1,6	1,3	12.853	8.848	+45,3	1,3	1,0	45.741	30.175	+51,6
Porsche	0,7	0,6	5.911	4.133	+43,0	0,7	0,7	25.458	20.381	+24,9
Others ²	0,0	0,1	320	363	-11,8	0,0	0,0	1.376	1.370	+0,4
Stellantis	18,6	20,1	149.786	137.767	+8,7	19,2	20,4	661.973	597.639	+10,8
Peugeot	5,7	5,8	46.149	39.730	+16,2	6,0	6,2	208.314	183.243	+13,7
Fiat ³	3,5	4,4	28.467	30.106	-5,4	3,6	4,1	124.857	118.994	+4,9
Opel	3,6	3,5	29.177	23.961	+21,8	3,5	3,7	121.947	108.962	+11,9
Citroen	3,1	4,0	25.230	27.175	-7,2	3,4	3,9	117.675	115.234	+2,1
Jeep	1,0	1,2	8.428	8.111	+3,9	1,1	1,2	38.875	35.440	+9,7
DS	0,5	0,5	3.796	3.728	+1,8	0,5	0,5	16.557	14.453	+14,6
Alfa Romeo	0,5	0,3	4.291	1.904	+125,4	0,5	0,2	16.138	6.570	+145,6
Lancia/Chrysler	0,5	0,4	3.723	2.764	+34,7	0,4	0,5	14.847	13.549	+9,6
Others ⁴	0,1	0,0	525	288	+82,3	0,1	0,0	2.763	1.194	+131,4
Renault Group	11,4	9,5	91.413	64.788	+41,1	10,9	9,9	377.311	289.403	+30,4
Renault	6,3	5,3	50.200	36.272	+38,4	5,8	5,6	198.896	163.664	+21,5
Dacia	5,1	4,1	41.013	28.250	+45,2	5,1	4,3	177.830	124.928	+42,3
Alpine	0,0	0,0	200	266	-24,8	0,0	0,0	585	811	-27,9
Hyundai Group	9,1	10,5	73.248	71.957	+1,8	8,5	9,6	292.701	281.607	+3,9
Kia	5,1	5,7	41.099	38.939	+5,5	4,5	5,1	154.107	148.885	+3,5
Hyundai	4,0	4,8	32.149	33.018	-2,6	4,0	4,5	138.594	132.722	+4,4
Toyota Group	6,2	7,4	50.172	50.910	-1,4	7,0	7,2	241.353	211.992	+13,9
Toyota	5,8	7,2	46.893	49.082	-4,5	6,6	6,9	229.558	203.197	+13,0
Lexus	0,4	0,3	3.279	1.828	+79,4	0,3	0,3	11.795	8.795	+34,1
BMW Group	6,7	7,2	53.858	49.571	+8,6	6,3	7,0	218.876	204.141	+7,2
BMW	5,5	6,2	43.954	42.299	+3,9	5,1	5,6	177.010	164.447	+7,6
Mini	1,2	1,1	9.903	7.272	+36,2	1,2	1,4	41.865	39.694	+5,5
Mercedes-Benz	5,5	6,1	44.263	41.850	+5,8	5,7	5,9	197.272	173.702	+13,6
Mercedes	5,2	5,8	42.129	39.835	+5,8	5,5	5,6	189.829	165.608	+14,6
Smart	0,3	0,3	2.134	2.015	+5,9	0,2	0,3	7.443	8.094	-8,0
Ford	3,7	4,3	29.669	29.765	-0,3	3,7	4,5	128.999	130.940	-1,5
Tesla	1,3	0,2	10.685	1.202	+788,9	2,3	1,3	80.103	37.710	+112,4
Volvo Cars	2,0	2,1	16.086	14.579	+10,3	2,0	2,2	69.884	65.620	+6,5
Nissan	1,7	1,9	13.305	13.100	+1,6	2,0	1,8	68.182	53.334	+27,8
Mazda	1,1	1,1	9.031	7.377	+22,4	1,4	1,2	49.823	36.112	+38,0
Suzuki	1,3	1,1	10.753	7.407	+45,2	1,4	1,2	47.491	36.564	+29,9
Jaguar Land Rover Group	0,7	1,0	5.463	7.137	-23,5	0,7	0,6	22.484	18.556	+21,2
Land Rover	0,6	0,8	4.781	5.736	-16,6	0,6	0,5	19.128	14.220	+34,5
Jaguar	0,1	0,2	682	1.401	-51,3	0,1	0,1	3.356	4.336	-22,6
Mitsubishi	0,4	0,8	2.937	5.642	-47,9	0,3	0,6	11.192	18.991	-41,1
Honda	0,2	0,6	1.474	4.080	-63,9	0,3	0,5	8.964	14.810	-39,5

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market²Bentley and Lamborghini³Includes Abarth

EUROPA (EU27¹+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
EUROPE (EU27¹+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE
dati provvisori/provisional data

	Aprile/April					Gennaio-Aprile/January-April				
	quota %		Unità		Var %	quota %		Unità		Var %
	% share ¹	2023	2023	Units	2022	% chg	2023	2022	Units	2022
Volkswagen Group	27,3	24,1	263.871	200.545	+31,6	25,7	24,0	1.081.781	858.861	+26,0
Volkswagen	11,1	9,9	106.787	82.002	+30,2	10,5	9,8	440.162	351.623	+25,2
Audi	6,1	5,7	59.190	47.066	+25,8	5,7	5,5	238.304	197.285	+20,8
Skoda	5,5	4,5	53.438	37.789	+41,4	5,3	4,7	221.526	168.245	+31,7
Seat	2,1	2,1	20.321	17.281	+17,6	2,1	2,2	89.046	77.115	+15,5
Cupra	1,6	1,2	15.345	10.162	+51,0	1,3	1,0	55.165	34.295	+60,9
Porsche	0,9	0,7	8.245	5.670	+45,4	0,8	0,8	35.283	28.020	+25,9
Others ²	0,1	0,1	545	575	-5,2	0,1	0,1	2.295	2.278	+0,7
Stellantis	17,5	18,8	169.022	156.167	+8,2	17,7	19,0	744.205	680.327	+9,4
Peugeot	5,4	5,5	52.104	45.635	+14,2	5,5	5,8	231.831	208.656	+11,1
Opel/Vauxhall	3,9	3,7	37.373	30.517	+22,5	3,7	3,9	154.236	141.248	+9,2
Fiat ³	3,1	3,9	30.167	32.373	-6,8	3,2	3,6	133.512	128.525	+3,9
Citroen	2,9	3,6	27.686	30.083	-8,0	3,1	3,5	130.672	126.979	+2,9
Jeep	0,9	1,0	8.688	8.443	+2,9	1,0	1,0	40.851	36.938	+10,6
DS	0,4	0,5	4.095	3.897	+5,1	0,4	0,4	17.847	15.591	+14,5
Alfa Romeo	0,5	0,2	4.548	2.065	+120,2	0,4	0,2	17.064	7.286	+134,2
Lancia/Chrysler	0,4	0,3	3.723	2.765	+34,6	0,4	0,4	14.849	13.551	+9,6
Others ⁴	0,1	0,0	638	389	+64,0	0,1	0,0	3.343	1.553	+115,3
Renault Group	10,2	8,5	97.980	70.256	+39,5	9,6	8,7	404.526	312.528	+29,4
Renault	5,5	4,7	53.164	39.118	+35,9	5,1	4,9	212.381	177.178	+19,9
Dacia	4,6	3,7	44.590	30.828	+44,6	4,6	3,7	191.436	134.394	+42,4
Alpine	0,0	0,0	226	310	-27,1	0,0	0,0	709	956	-25,8
Hyundai Group	9,3	10,7	89.804	88.814	+1,1	8,9	10,0	371.986	358.348	+3,8
Kia	5,2	5,7	50.062	47.745	+4,9	4,7	5,4	198.633	193.078	+2,9
Hyundai	4,1	4,9	39.742	41.069	-3,2	4,1	4,6	173.353	165.270	+4,9
Toyota Group	6,2	7,2	59.710	59.683	+0,0	6,7	6,9	282.021	246.804	+14,3
Toyota	5,7	6,9	55.407	57.211	-3,2	6,6	6,8	277.718	244.332	+13,7
Lexus	0,4	0,3	4.303	2.472	+74,1	0,1	0,1	4.303	2.472	+74,1
BMW Group	6,9	7,7	66.550	63.728	+4,4	6,6	7,4	276.258	265.387	+4,1
BMW	5,5	6,3	52.745	52.172	+1,1	5,2	5,8	217.491	209.178	+4,0
Mini	1,4	1,4	13.804	11.556	+19,5	1,4	1,6	58.766	56.209	+4,5
Mercedes-Benz	5,4	6,1	51.659	50.426	+2,4	5,6	6,0	234.000	214.055	+9,3
Mercedes	5,1	5,8	49.474	48.273	+2,5	5,4	5,7	226.388	205.312	+10,3
Smart	0,2	0,3	2.185	2.153	+1,5	0,2	0,2	7.612	8.743	-12,9
Ford	4,2	4,9	40.998	40.656	+0,8	4,3	4,8	179.487	173.694	+3,3
Tesla	1,5	0,2	14.030	1.467	+856,4	2,6	1,7	108.470	60.893	+78,1
Nissan	1,9	2,3	18.602	19.283	-3,5	2,4	2,1	100.704	76.862	+31,0
Volvo Cars	2,2	2,3	21.043	19.079	+10,3	2,1	2,4	90.007	85.004	+5,9
Mazda	1,2	1,2	11.698	10.054	+16,4	1,5	1,3	62.743	47.047	+33,4
Suzuki	1,3	1,1	12.682	9.413	+34,7	1,4	1,3	57.368	45.493	+26,1
Jaguar Land Rover Group	1,1	1,6	10.880	13.269	-18,0	1,2	1,1	49.320	40.126	+22,9
Land Rover	1,0	1,3	9.476	10.684	-11,3	1,0	0,9	41.801	31.013	+34,8
Jaguar	0,1	0,3	1.404	2.585	-45,7	0,2	0,3	7.519	9.113	-17,5
Honda	0,4	0,9	3.933	7.167	-45,1	0,5	0,7	20.079	25.709	-21,9
Mitsubishi	0,3	0,7	3.147	5.942	-47,0	0,3	0,6	11.819	20.005	-40,9

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market²Bentley and Lamborghini³Includes Abarth