Press Release

IN NOVEMBER THE EUROPEAN CAR MARKET SLOWED DOWN: +6%

A political agreement has been reached on the Euro 7 dossier during the trialogue. The agreement is expected to be formally adopted by the European Parliament and the European Council before it comes into force. At a national level, the working groups established within the Automotive Development Table of Mimit have recently started their first meetings

Turin, 20th December 2023 – According to data released today by ACEA, across the **European Union extended to include the EFTA and the United Kingdom**[1] car registrations in November amounted to 1,075,756 units, marking a 6% increase compared to November 2022.

In the first eleven months of 2023, registered sales volumes reached 11,799,842 units, a positive change of 15.6% compared to last year.

"In November, the European car market remained positive, but growth slowed down (+6%) - says **Roberto Vavassori, President of ANFIA**.

Among the five major markets, Italy witnessed the highest growth in registrations at 16.2%, followed by France at 14%, the United Kingdom at 9.5%, and Spain at 7%. On the other hand, Germany's sales volume showed a negative change of 5.7% and had also slowed down in the previous months.

The year-to-date figure shows a cumulative growth of 15.6% compared to the same period in 2022. However, compared to January-November 2019 sales volume, there has been a negative change of 18.8%. In November, for the sixth consecutive month, the market share of pure electric cars (BEVs) exceeded that of diesel cars - BEVs accounted for 17%, while diesel cars accounted for 11.3% of the total registered vehicles. Even in the year-to-date progression, the market share of BEVs (15.4%) remains higher than diesel cars (12%). In Italy, diesel cars accounted for 17.3% of the total registrations, while BEVs accounted for only 4.3% in November.

On the regulatory front, the European Parliament, the European Commission and the EU Council reached a political agreement on the Euro 7 dossier in trialogue a few days ago. However, the agreement must still be adopted separately by the Parliament and the European Council before it comes into force. It is a significant step towards a comprehensive regulatory vision that takes a rational and pragmatic approach to the green transition.

[1]EU 27 + EFTA + United Kingdom (remembering that as of 1st February, 2020, the United Kingdom is no longer part of the European Union). Data for Malta is currently unavailable.

At the national level, the working groups within Mimit's Automotive Development Table have started their first meetings recently. These meetings aim to define the actions required for the market and production, production efficiency, research and development, training and employment, and the transition of components".

In the EU+EFTA+UK area, registrations of alternative types of fuel cars increased by 10.7 % in November, with both BEV cars (+4.9 %, with a 17 % share) and conventional hybrids (+27 %, with a 27.9 % share) growing. Overall, 573,800 hybrid cars of all types and electric vehicles were registered, representing 53.3% of the market. Rechargeable cars (BEVs and PHEVs) achieved a 25.5% share. In the five major markets, sales of rechargeable vehicles totalled 173,914 units in November, a fall of 10.5%, while in the first eleven months of 2023, in the same area, rechargeable cars are 1,675,761, up 16.3%.

In November 2023, car sales in **Italy** reached 139,249 units, marking an increase of 16.2%. Additionally, in the first eleven months of 2023, the total number of registered cars amounted to 1,454,261 units, representing a growth of 20% compared to the same period of the previous year.

According to ISTAT, the national consumer price index rose by 0.5% monthly and yearly in November (+0.7% YoY). This increase is lower than the previous month's (+1.7%). The inflation rate decreased mainly due to a decline in the prices of energy products, including regulated and unregulated products. The prices for unregulated energy products declined from -17.7% to -22.5%, while those for regulated energy products decreased from -31.7% to -34.9%. Other factors that contributed to the decline in inflation rate were processed food (from +7.3% to +5.8%), recreational, cultural, and personal services (from +5.5% to +4.6%), and transport services (from +4% to +3.5%). Despite the overall decline, some components of the aggregate still showed increased prices. For instance, prices for electricity on the free market increased from -47.1% to -51.6%, and prices for gas for town use and natural gas on the free market rose from -44.6% to -46.5%. However, most components showed a declining trend, such as petrol prices (from +14.7% to +7.5%; -5.2% since October) and transport diesel (from +3.2% to -1.3%, -4.4% on a monthly basis).

When analysing the market based on fuel type, petrol cars experienced a rise of 20.2% by the end of November. They had a market share of 28%. However, diesel passenger cars fell by 7.4% compared to November 2000, with a share of 14.3%. For the entire year, the registrations of petrol cars increased by 22.2% (with a 28.4% share), while diesel cars increased by 8.2% (with a 17.6% share). In November, alternative fuel cars accounted for 57.7% of the market, with sales up by 21.9% compared to last year. On a cumulative basis, alternatives increased by 23.2% to a market share of 53.9% (an increase of 1.4 percentage points compared to the same period in 2022). Electrified cars represented 47.7% of the market in November and 44.7% cumulatively for the year, with sales increasing by 27.8%

in the month and 25.5% cumulatively. Among these, mild and full hybrids grew by 30.2% in the month, with a market share of 37.8%, while in the year cumulatively, they grew by 27.1%, with a market share of 36.2%. Registrations of rechargeable cars (BEVs and PHEVs) increased by 19.3% for the month (market share: 9.8%) and by 19% year-to-date (market share: 8.5%). Specifically, electric cars had a 5.7% share and grew by 55.4% in the month. However, plug-in hybrids fell by 9.8%, with a market share of 4.1% for the month. Cumulatively, both fuel types grew by 33.2% and 8.4%, respectively. Finally, gas-powered cars represented 10% of new registrations in November. Out of these, 9.8% were LPG cars (an increase of 1.1% compared to November 2022) and 0.2% CNG cars (which decreased by 46.3%). Over the past eleven months, LPG cars have increased by 22.2%, while CNG cars have decreased by 83.8%.

Spain's car market continued to grow in November 2023, with 78,314 registrations, an increase of 7% compared to the same month last year. From January to November 2023, 867,587 units were registered, resulting in a growth rate of 17.3%. However, this is still a 24.7% decrease compared to 2019.

ANFAC, the Spanish automotive association, reported that if the growth trend continues in December, the year could end with around 950,000 registrations, which would be an improvement in 2022 but still below one million units. Demand from private and business customers has increased, and the production rate has stabilised, allowing for better delivery times. Conventional hybrids are becoming more popular, and ANFAC expects them to become the first choice for consumers soon. ANFAC also highlighted that purchasing electric cars and plug-in hybrids is eligible for a subsidy of up to €7,000 through the MOVES III plan and a 15% deduction of up to €3,000 on the IRPEF.

In terms of sales channels, new registrations in the name of companies increased by 3.3% compared to November 2022, while sales to private individuals rose by 14%. The rental channel, however, decreased by 16.4%.

Petrol cars represented 36.3% of the market share in November, followed by non-rechargeable hybrids with 34.4% (+8.2% compared to last year). Diesel cars accounted for 10.6% of the market share, but sales decreased by 22.8% compared to November 2022. Plug-in hybrids had a 7% market share, with sales increasing by 14.2% compared to last year. Electric cars comprised 7.7% of the market share, with sales rising by 82.4% compared to November 2022. Gas cars had a 4% market share.

Finally, the average CO_2 emissions fell slightly in November to 112.7 g/km, 4.8% less than in November 2022.

In November 2023, there were 152,711 new car registrations in **France**, a 14% increase from November 2022. From January to November 2023, there has been a 16.2% increase, with a total of 1,593,718 registrations compared to the same period in 2022.

Diesel passenger cars and bioethanol vehicles are still decreasing at -28.3% and -57.2%, respectively, compared to the same month last year. However, all other types of fuel are increasing. In November 2023, electric vehicles had a market share of 20.2% compared to 15.2% in November 2022.

In November 2023, 245,701 units were registered on the **German** market, which is a decrease of 5.7% compared to the previous year. However, in the first eleven months of the year, 2,602,726 units were registered, representing an increase of 11.4% compared to the same period in 2022 but a decline of approximately 22% compared to the pre-pandemic period of January-November 2019.

In November 2023, domestic orders decreased by 19% compared to the same month in the previous year, while from January to October 2023, a 19% decline was also observed.

Regarding fuel type, hybrid cars accounted for 32% of the market in November 2023, with a growth of 7.9%, out of which 7.4% were plug-in hybrids showing a decline of 59.3%. On the other hand, electric cars (BEVs) accounted for 18.3% of the market, showing a 22.5% increase. Finally, LPG cars made up 0.4% of the market, showing a decline of 38.7%.

The average CO_2 emissions of newly registered cars increased by 15.1% to 111.2 g/km in November 2023.

In November, 156,525 new passenger cars were registered in the **UK**, which is 9.5% higher than the same month last year. For the first eleven months of the year, 1,761,962 units were registered, an increase of 18.6% compared to the same period the previous year.

The Society of Motor Manufacturers and Traders (SMMT) notes that the new car market is recovering and is mainly driven by the fleet channel investing in the latest generation and environmentally friendly vehicles. Carmakers must start implementing policies to drive economic growth and minimise carbon emissions as they prepare to meet their responsibilities under new market legislation and the recently concluded COP28. Incentives for private buyers of electric vehicles should align with those that have successfully driven business purchases and workable business regulations that encourage rather than penalise the transition.

During November, fleet registrations increased by 39.1%, private registrations saw a 1% increase, and business registrations saw a 6.2% increase.

Sales of electric vehicles increased by 17.1% and accounted for a market share of 15.6% in November. Plug-in hybrid electric vehicles (PHEVs) also increased by 55.8% and had a market share of 10.1%, up from 7.1% last year. Diesel cars, on the other hand, continued to decline, with a 16.8% drop in sales volume and a market share of 3%. Petrol cars, however, saw an increase in sales volume by 7.4% compared to November 2022, with a market share of 39.5%.

Italian Association of Automotive Industry (ANFIA)

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

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 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
5,528 companies
273,600 employees (direct and indirect), the 7.3% of the employees in the Italian manufacturing sector
86.2 billion Euros of turnover, which means 9.9% of the Italian manufacturing sector turnover and of 5.2% the Italian GDP
76.3 billion Euros of tax levy of motorisation

UNIONE EUROPEA - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Novembre/November		% Chg	Gennaio-novembre/January-November		% Chg
	2023	2022	23/22	2023	2022	23/22
Austria	18.900	18.178	+4,0	220.653	197.445	+11,8
Belgium	37.552	29.778	+26,1	450.960	341.719	+32,0
Bulgaria	3.567	2.313	+54,2	34.698	26.672	+30,1
Croatia	3.388	2.658	+27,5	52.740	40.246	+31,0
Cyprus	1.244	956	+30,1	13.997	10.852	+29,0
Czech Republic	19.410	17.408	+11,5	206.294	177.531	+16,2
Denmark	16.354	13.124	+24,6	153.611	133.067	+15,4
Estonia	1.827	1.428	+27,9	21.007	19.281	+9,0
Finland	6.676	6.392	+4,4	81.704	75.508	+8,2
France	152.711	133.960	+14,0	1.593.718	1.371.008	+16,2
Germany	245.701	260.512	-5,7	2.602.726	2.337.039	+11,4
Greece	10.452	8.070	+29,5	126.244	98.797	+27,8
Hungary	8.305	9.499	-12,6	99.743	103.523	-3,7
Ireland	914	985	-7,2	121.505	105.189	+15,5
Italy	139.249	119.882	+16,2	1.454.261	1.211.965	+20,0
Latvia	1.532	1.489	+2,9	17.895	15.641	+14,4
Lithuania	2.189	1.766	+24,0	25.771	24.051	+7,2
Luxembourg	3.638	3.435	+5,9	45.803	38.973	+17,5
Malta	462	428	+8,0	6.730	5.976	+12,6
Netherlands	28.256	27.746	+1,8	345.579	281.254	+22,9
Poland	41.685	34.196	+21,9	432.915	382.877	+13,1
Portugal	15.769	15.351	+2,7	182.988	142.324	+28,6
Romania	11.134	11.074	+0,5	133.238	116.891	+14,0
Slovakia	7.064	6.758	+4,5	82.675	72.392	+14,2
Slovenia	3.881	3.633	+6,8	46.318	43.999	+5,3
Spain	78.314	73.216	+7,0	867.587	739.466	+17,3
Sweden	25.406	25.588	-0,7	260.391	252.611	+3,1
EUROPEAN UNION	**885.581**	**829.823**	**+6,7**	**9.681.752**	**8.366.297**	**+15,7**
EU14[1]	779.892	736.217	+5,9	8.507.730	7.326.365	+16,1
EU13[2]	105.689	93.606	+12,9	1.174.022	1.039.932	+12,9
Iceland	*1.297*	*1.293*	*+0,3*	*16.089*	*15.225*	*+5,7*
Norway	*10.348*	*19.510*	*-47,0*	*114.772*	*134.826*	*-14,9*
Switzerland	*22.005*	*21.406*	*+2,8*	*225.267*	*201.197*	*+12,0*
EFTA	33.650	42.209	-20,3	356.128	351.248	+1,4
United Kingdom	156.525	142.889	+9,5	1.761.962	1.485.601	+18,6
EU + EFTA + UK	**1.075.756**	**1.014.921**	**+6,0**	**11.799.842**	**10.203.146**	**+15,6**
EU14 + EFTA + UK	970.067	921.315	+5,3	10.625.820	9.163.214	+16,0

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

1 Member states before the 2004 enlargement

2 Member states having joined the EU since 2004

EU 27 - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 27 - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Novembre/November					Gennaio-novembre/January-November				
	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	**26,2**	**25,1**	**231.743**	**207.995**	**+11,4**	**26,1**	**25,2**	**2.525.889**	**2.108.827**	**+19,8**
Volkswagen	10,7	11,3	95.199	93.960	+1,3	10,8	11,1	1.050.458	927.480	+13,3
Skoda	5,9	4,6	52.595	37.922	+38,7	5,5	5,0	533.986	422.317	+26,4
Audi	5,5	5,6	48.391	46.390	+4,3	5,4	5,1	526.285	427.953	+23,0
Seat	1,9	1,6	16.476	12.993	+26,8	2,0	2,0	193.284	163.531	+18,2
Cupra	1,6	1,2	13.845	10.302	+34,4	1,6	1,3	150.608	106.761	+41,1
Porsche	0,5	0,7	4.844	6.016	-19,5	0,7	0,7	65.421	55.292	+18,3
Others[2]	0,0	0,0	393	412	-4,7	0,1	0,1	5.847	5.493	+6,4
Stellantis	**15,7**	**18,1**	**139.073**	**150.022**	**-7,3**	**18,2**	**20,1**	**1.758.723**	**1.677.432**	**+4,8**
Peugeot	4,5	5,6	39.476	46.647	-15,4	5,5	6,1	534.379	514.015	+4,0
Fiat[3]	3,1	3,8	27.271	31.417	-13,2	3,5	4,1	334.600	338.965	-1,3
Opel/Vauxhall	2,9	3,0	25.766	25.303	+1,8	3,4	3,7	327.517	308.933	+6,0
Citroen	2,8	3,2	24.994	26.378	-5,2	3,3	3,8	315.066	317.640	-0,8
Jeep	1,2	1,0	10.223	8.491	+20,4	1,2	1,0	111.975	87.113	+28,5
DS	0,5	0,4	4.161	3.324	+25,2	0,5	0,3	43.754	26.262	+66,6
Alfa Romeo	0,3	0,5	2.690	4.033	-33,3	0,4	0,5	42.584	40.697	+4,6
Lancia/Chrysler	0,5	0,4	4.003	3.629	+10,3	0,4	0,5	41.787	38.481	+8,6
Others[4]	0,1	0,1	489	800	-38,9	0,1	0,1	7.061	5.326	+32,6
Renault Group	**10,6**	**10,6**	**93.587**	**88.234**	**+6,1**	**10,8**	**10,5**	**1.048.872**	**876.985**	**+19,6**
Renault	5,5	5,8	49.037	48.144	+1,9	5,9	5,7	567.522	480.736	+18,1
Dacia	5,0	4,8	44.217	39.838	+11,0	4,9	4,7	478.436	393.808	+21,5
Alpine	0,0	0,0	333	252	+32,1	0,0	0,0	2.914	2.441	+19,4
Hyundai Group	**8,2**	**8,2**	**72.999**	**68.015**	**+7,3**	**8,5**	**9,4**	**819.712**	**787.482**	**+4,1**
Kia	4,0	3,9	35.654	32.440	+9,9	4,4	4,8	423.455	401.037	+5,6
Hyundai	4,2	4,3	37.345	35.575	+5,0	4,1	4,6	396.257	386.445	+2,5
Toyota Group	**7,6**	**7,0**	**67.076**	**58.127**	**+15,4**	**6,7**	**6,7**	**646.201**	**556.862**	**+16,0**
Toyota	6,2	5,5	55.092	45.656	+20,7	5,4	5,4	525.673	448.306	+17,3
Lexus	1,4	1,5	11.985	12.471	-3,9	1,2	1,3	120.529	108.556	+11,0
BMW Group	**6,2**	**7,3**	**55.340**	**60.710**	**-8,8**	**6,9**	**7,2**	**663.211**	**605.310**	**+9,6**
BMW	5,9	7,0	52.235	58.027	-10,0	6,5	7,0	625.595	581.653	+7,6
Mini	0,4	0,3	3.105	2.683	+15,7	0,4	0,3	37.616	23.657	+59,0
Mercedes-Benz	**5,9**	**6,2**	**52.471**	**51.336**	**+2,2**	**5,6**	**5,8**	**537.712**	**486.891**	**+10,4**
Mercedes	5,6	5,9	49.999	49.065	+1,9	5,3	5,6	513.707	469.692	+9,4
Smart	0,3	0,3	2.472	2.271	+8,9	0,2	0,2	24.005	17.199	+39,6
Ford	**3,0**	**4,1**	**26.806**	**33.791**	**-20,7**	**3,5**	**4,2**	**336.748**	**347.667**	**-3,1**
Tesla	**3,5**	**2,6**	**31.394**	**21.681**	**+44,8**	**2,6**	**1,4**	**248.601**	**115.188**	**+115,8**
Volvo Cars	**2,3**	**2,4**	**20.769**	**19.507**	**+6,5**	**2,0**	**2,0**	**195.405**	**166.168**	**+17,6**
Nissan	**2,0**	**1,5**	**17.277**	**12.201**	**+41,6**	**1,8**	**1,7**	**178.966**	**140.734**	**+27,2**
Suzuki	**1,5**	**1,3**	**13.182**	**10.618**	**+24,1**	**1,5**	**1,2**	**142.209**	**97.570**	**+45,8**
Mazda	**1,4**	**1,1**	**12.119**	**9.427**	**+28,6**	**1,4**	**1,2**	**133.328**	**96.686**	**+37,9**
Jaguar Land Rover Group	0,7	0,5	5.885	4.417	+33,2	0,7	0,6	64.021	53.778	+19,0
Land Rover	0,6	0,4	5.153	3.644	+41,4	0,6	0,5	54.419	42.673	+27,5
Jaguar	**0,1**	**0,1**	**732**	**773**	**-5,3**	**0,1**	**0,1**	**9.602**	**11.105**	**-13,5**
Mitsubishi	**0,5**	**0,5**	**4.567**	**3.841**	**+18,9**	**0,4**	**0,6**	**36.645**	**46.913**	**-21,9**
Honda	**0,3**	**0,3**	**2.907**	**2.216**	**+31,2**	**0,2**	**0,3**	**24.171**	**29.259**	**-17,4**

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley, Bugatti, Lamborghini and MAN

3Includes Abarth

EUROPA (EU27+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EUROPE (EU27+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Novembre/November					Gennaio-novembre/January-November				
	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	**25,8**	**25,1**	**277.910**	**254.538**	**+9,2**	**25,9**	**24,8**	**3.050.746**	**2.530.029**	**+20,6**
Volkswagen	10,4	11,1	111.668	112.853	-1,0	10,5	10,7	1.240.775	1.087.439	+14,1
Audi	5,7	5,9	61.639	60.174	+2,4	5,7	5,4	676.979	553.720	+22,3
Skoda	5,7	4,4	61.144	45.101	+35,6	5,3	4,8	625.453	491.045	+27,4
Seat	1,8	1,5	18.856	15.168	+24,3	1,9	1,8	226.838	188.613	+20,3
Cupra	1,5	1,2	16.533	11.974	+38,1	1,5	1,2	180.124	125.347	+43,7
Porsche	0,7	0,9	7.489	8.653	-13,5	0,8	0,7	92.339	75.942	+21,6
Others[2]	0,1	0,1	581	615	-5,5	0,1	0,1	8.238	7.923	+4,0
Stellantis	**14,9**	**16,3**	**160.499**	**165.180**	**-2,8**	**16,9**	**18,6**	**1.992.352**	**1.892.962**	**+5,3**
Peugeot	4,3	4,9	45.814	49.771	-8,0	5,1	5,6	601.181	574.256	+4,7
Opel/Vauxhall	3,3	3,2	35.658	32.500	+9,7	3,6	3,9	427.988	395.141	+8,3
Fiat[3]	2,6	3,2	28.499	32.746	-13,0	3,0	3,6	355.488	363.155	-2,1
Citroen	2,6	2,8	27.903	28.809	-3,1	2,9	3,4	347.717	350.269	-0,7
Jeep	1,0	0,9	10.753	8.734	+23,1	1,0	0,9	117.442	91.413	+28,5
DS	0,4	0,4	4.410	3.562	+23,8	0,4	0,3	46.627	28.903	+61,3
Alfa Romeo	0,3	0,4	2.862	4.531	-36,8	0,4	0,4	45.649	44.956	+1,5
Lancia/Chrysler	0,4	0,4	4.003	3.631	+10,2	0,4	0,4	41.795	38.500	+8,6
Others[4]	0,1	0,1	597	896	-33,4	0,1	0,1	8.465	6.369	+32,9
Renault Group	**9,5**	**9,5**	**102.312**	**96.049**	**+6,5**	**9,6**	**9,3**	**1.130.653**	**946.228**	**+19,5**
Renault	5,1	5,1	54.839	51.960	+5,5	5,2	5,1	615.289	515.987	+19,2
Dacia	4,4	4,3	47.114	43.793	+7,6	4,3	4,2	512.055	427.425	+19,8
Alpine	0,0	0,0	359	296	+21,3	0,0	0,0	3.309	2.816	+17,5
Hyundai Group	**8,3**	**8,2**	**89.076**	**83.694**	**+6,4**	**8,7**	**9,7**	**1.029.632**	**987.686**	**+4,2**
Kia	4,1	4,0	43.838	40.942	+7,1	4,6	5,0	538.045	509.601	+5,6
Hyundai	4,2	4,2	45.238	42.752	+5,8	4,2	4,7	491.587	478.085	+2,8
Toyota Group	**8,0**	**7,7**	**86.587**	**77.842**	**+11,2**	**6,9**	**7,1**	**818.328**	**729.101**	**+12,2**
Toyota	6,5	5,9	69.500	60.095	+15,6	5,5	5,6	651.573	575.701	+13,2
Lexus	1,6	1,7	17.087	17.747	-3,7	1,4	1,5	166.755	153.400	+8,7
BMW Group	**6,4**	**7,2**	**68.363**	**73.484**	**-7,0**	**6,9**	**7,2**	**810.779**	**736.480**	**+10,1**
BMW	5,9	6,9	63.781	69.583	-8,3	6,4	6,9	756.797	702.382	+7,7
Mini	0,4	0,4	4.582	3.901	+17,5	0,5	0,3	53.982	34.098	+58,3
Mercedes-Benz	**5,8**	**5,7**	**62.255**	**57.646**	**+8,0**	**5,4**	**5,7**	**640.210**	**586.254**	**+9,2**
Mercedes	5,5	5,4	59.642	55.280	+7,9	5,2	5,6	615.354	567.688	+8,4
Smart	0,2	0,2	2.613	2.366	+10,4	0,2	0,2	24.856	18.566	+33,9
Ford	**3,6**	**4,5**	**38.946**	**45.856**	**-15,1**	**4,1**	**4,6**	**482.342**	**474.376**	**+1,7**
Tesla	**3,4**	**3,2**	**36.149**	**32.007**	**+12,9**	**2,8**	**1,7**	**326.975**	**177.544**	**+84,2**
Nissan	**2,3**	**2,2**	**24.854**	**22.237**	**+11,8**	**2,3**	**2,1**	**266.082**	**214.700**	**+23,9**
Volvo Cars	**2,5**	**2,5**	**26.428**	**25.693**	**+2,9**	**2,2**	**2,1**	**256.619**	**213.330**	**+20,3**
Suzuki	**1,5**	**1,2**	**15.782**	**12.423**	**+27,0**	**1,5**	**1,2**	**172.196**	**119.910**	**+43,6**
Mazda	**1,4**	**1,2**	**14.795**	**12.205**	**+21,2**	**1,4**	**1,2**	**167.733**	**125.759**	**+33,4**
Jaguar Land Rover Group	1,2	0,9	12.815	9.218	+39,0	1,1	1,1	133.892	111.104	+20,5
Land Rover	1,0	0,8	10.475	7.675	+36,5	0,9	0,9	110.735	87.957	+25,9
Jaguar	**0,2**	**0,2**	**2.340**	**1.543**	**+51,7**	**0,2**	**0,2**	**23.157**	**23.147**	**+0,0**
Honda	**0,5**	**0,5**	**5.473**	**5.220**	**+4,8**	**0,5**	**0,6**	**56.129**	**63.745**	**-11,9**
Mitsubishi	**0,4**	**0,4**	**4.827**	**4.009**	**+20,4**	**0,3**	**0,5**	**38.596**	**49.518**	**-22,1**

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley, Bugatti, Lamborghini and MAN

3Includes Abarth