



Press release

FOR THE FOURTEENTH CONSECUTIVE MONTH, THE EUROPEAN CAR MARKET GREW, WITH SEPTEMBER INCREASING 11.1%

The position adopted by the European Parliament's Environment Committee (Envi) on Euro 7 is a significant step in a delicate and complex process. It confirms the return to more rational regulatory processes, promising news. Additionally, the Memorandum of Understanding signed by ANFIA and MIMIT on the Italian front is a strategic step towards sustainable transition, as it aims to accelerate production conversion and strengthen the competitiveness of the national automotive supply chain

Turin, 20 October 2023 - According to figures released today by ACEA, in the European Union as a whole, including EFTA and the United Kingdom¹ in September, car registrations totalled 1,166,728 units, 11.1% more than in September 2022.

In the first nine months of 2023, sales volumes reached 9,684,894 units, a positive change of 17% compared to the same period last year.

"In September, the European car market achieved its fourteenth consecutive month of growth (+11.1%) - says Roberto Vavassori, President of ANFIA.

In the major markets (including the UK), the most robust growth was recorded in Italy, with a 22.7% increase, followed by the United Kingdom at 21% and France at 10.7%. Spain had a limited growth of only 2.3% while Germany remained stable, decreasing only 0.1%.

In the first nine months of the year, the market's growth continues with double-digit figures (+17%), resulting in over 9.6 million registered vehicles. Despite this, sales volumes are still below pre-pandemic levels, with a decrease of 20.1% compared to January-September 2019.

The recent position expressed by the Environment Commission (Envi) of the European Parliament on Euro 7 was welcomed as a step towards greater rationality in European regulatory processes.

On the Italian front, ANFIA and the Ministry of the Economy and Made in Italy have signed a Memorandum of Understanding to speed up production conversion and strengthen the automotive sector's competitiveness. The plan aims to produce one million light vehicles by 2030, aligning production levels with the size of the Italian supply chain.

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



The progressive reduction in volumes in recent years has led Italy to occupy, in 2022, eighth place in the ranking of European countries in terms of cars produced yearly, while in 2000 it was in fifth place".

In September, the registrations of alternative fuel cars in the EU+EFTA+UK region rose by 19.8%. Both battery electric vehicles (BEVs) and conventional hybrids saw a slight increase compared to the previous month, with BEVs increasing by 13.2% and accounting for a share of 16.1%. Conventional hybrids increased by 29.4% and accounted for a share of 28.7%. For the fourth consecutive month, the share of BEVs surpassed that of diesel cars, reaching 10.4%. Over 614,423 hybrid and electric cars were registered, which accounted for 52.7% of the market. Rechargeable cars, which include BEVs and PHEVs, reached a share of 23.9%. In September, the sales of rechargeable cars in the five major markets totalled 858,455 units, showing an increase of 11.6%. In the first nine months of 2023, rechargeable cars in the same area totalled 6,765,987 units, showing a 17.4% increase.

In September 2023, 136,237 units were sold in Italy, a 22.7% increase from the previous year. From January to September 2023, a total of 1,176,003 units were registered, which is 20.5% more than the same period in 2022.

The latest ISTAT data shows that Italy's national consumer price index increased by 0.2% month-on-month and 5.3% year-on-year in September. This is slightly lower than the previous month's figure of 5.4%. The decrease in inflation was mainly due to lower prices in unprocessed food (from 9.2% to 7.7%), processed food (from 10% to 8.9%), durable consumer goods (from 4.6% to 4%), and non-durable consumer goods, semi-durable consumer goods, and housing services. These factors were only partially offset by higher prices in non-regulated energy (from 5.7% to 7.6%), lower prices in regulated energy (from -29.6% to -27.9%), and an increase in transport service prices (from 1.2% to 3.8%). The increase in non-regulated energy prices was primarily driven by the prices of petrol (from 6.2% to 13.9%; 2.1% over the month) and transport diesel (from 0.6% to 3.5%; 4.2% over the month). However, this was partially offset by a significant decrease in the prices of electricity on the free market (from -8.1% to -8.7%), town gas and natural gas on the free market (from -3.6% to -5.6%), and other fuels (from -19.1% to -23.1%).

The latest market analysis shows that at the end of September, petrol cars saw a 32.2% rise in registrations, with a market share of 29.7%. Meanwhile, diesel passenger cars saw a decline of 2.5% in the same period, with a share of 15.2%. Over the year, petrol car registrations have increased by 22.6% (with a 28.5% share) and diesel cars by 11.3% (18.4% share). In September alone, alternative fuel cars made up 55.2% of the market, with sales up 26.9% compared to last year. Throughout the year, alternative fuel registrations increased by 22.8%, reaching a market share of 53.1%, an increase of 1.0 p.p. compared to the same period in 2022. Passenger cars with electric power comprised 47.1% of the market in September and 44.1% throughout the year, with sales volumes increasing by 31.2% in the month and 25% cumulatively. Amongst these, mild and full hybrids saw an

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increase of 34.8% in the month, with a market share of 39.4%. Throughout the year, they saw a growth of 26.6%, with a market share of 35.7%. Registrations of rechargeable cars increased by 15.1% in the month (market share: 7.6%) and by 18.5% throughout the year (share: 8.4%). Electric cars accounted for 3.6% of the market in September and saw a decline of 2.3% in the same month. However, plug-in hybrids saw a growth of 37.1%, representing 4% of the market for the month. On a cumulative basis, both types grew by 27.6% and 11.6% respectively. Gas-powered cars comprised 8.1% of September registrations, with 8% being LPG cars (up by 12.4% compared to September 2022) and 0.1% CNG cars (down by 84.2%). Over the nine months, LPG car registrations rose by 24.2%, while CNG car registrations fell by 85.9%.

In September 2023, **Spain** registered 68,803 units, an increase of 2.3% compared to last year. From January to September 2023, the market witnessed growth of 18.5%, with 711,380 units registered. However, this number is 15.8% lower than the same period in 2019.

Despite having one less working day than in September 2022, the month saw a slight increase in car sales, according to the Spanish automotive association ANFAC. While sales volumes maintained double-digit growth throughout the year, political uncertainty and high-interest rates have affected the market. ANFAC fears that inflation and these uncertain economic conditions may prevent the market from reaching the target of 950,000 units by the end of the year.

In September, new company registrations increased by 4.9% compared to September 2022, whereas sales to private individuals increased by 9.4%. However, the rental channel experienced a significant decline of 43.9%.

Petrol cars were the most popular, representing 32.3% of the market share in September. Non-rechargeable hybrids followed with 29.4% of the market share, diesel cars with 24.6% (but sales were down by 11.9% compared to September 2022), plug-in hybrids with a 6% share for the month (with a volume increase of 17.9% compared to September 2022), electric cars with 5.5% of the market share (with a volume increase of 18.6% compared to September 2022), and gas cars with 2.2% market share.

In September, average CO₂ emissions were 116.7 g/km, 1.3% lower than in September 2022.

France saw a surge in new car registrations in September 2023, with a total of 156,303 new registrations, indicating a 10.7% increase compared to September 2022. In the first nine months of 2023, the total number of new car registrations was 1,288,624, representing a 15.9% increase compared to the same period in 2022.

Diesel passenger cars and bioethanol vehicles saw a decline compared to the same month last year, with a decrease of 34.7% and 77.4%, respectively. However, all other fuel types

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showed an increase in registrations. Electric vehicles had a market share of 19.3% in September 2023 compared to 15.9% in September 2022.

In September, 224,501 units were registered on the **German market**, a slight decrease of 0.1%. Over the first nine months of 2023, registrations amount to 2,138,047 units, representing an increase of 14.5% compared to the same period in 2022.

Regarding fuel types, hybrid cars (+6.9%) make up 32.6% of the market, of which 6.9% are plug-in hybrids (-45.7%). Electric cars (BEVs) have a share of 14.1%, which increased by 28.6%. Finally, LPG cars (-47.7%) represent only 0.3% of the market.

Notably, the average CO₂ emissions of newly registered cars increased by 12.4%, reaching 119.8 g/km in September 2023.

According to the latest figures, 272,610 new passenger cars were registered in the **UK market** in September 2021, which is a 21% increase from the same month last year. For the first nine months of this year, registrations reached 1,451,908 units, up by 20.2% compared to the previous year.

The British Automotive Association SMMT points out that despite the ongoing economic challenges, September was an exceptional month for the new car market. However, with stricter targets for electric vehicle manufacturers coming into effect next year, it is crucial to accelerate the transition to green cars. This can be achieved by creating new incentives for individuals to buy electric cars, such as bringing VAT on on-road charging in line with domestic off-road charges and requiring the installation of charging points. The upcoming Autumn Statement is the perfect opportunity to create the conditions for zero-emission mobility.

In September, fleet registrations increased by 50.8%, private registrations increased by 5.8%, and company registrations decreased by 12%.

Sales of electric vehicles continued to rise, with an increase of 18.9% and a market share of 16.6%. Plug-in hybrid electric vehicles (PHEVs) are also gaining popularity, with a 50.9% increase and a market share of 6.8% compared to 5.5% last year. However, diesel cars continued to decline, with a 4.2% drop in sales volume in September and a market share of 3.6%. On the other hand, petrol cars increased by 15% in sales volume compared to September 2022, with a market share of 38.7%.

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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

5,528 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

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

dati provvisori/provisional data

	Settembre/September		% Chg	Gennaio-agosto/January-August		% Chg
	2023	2022		2023	2022	
Austria	19.840	20.735	-4,3	182.886	163.209	+12,1
Belgium	38.906	31.025	+25,4	374.848	281.490	+33,2
Bulgaria	2.976	2.122	+40,2	27.382	21.975	+24,6
Croatia	3.734	3.486	+7,1	47.101	35.594	+32,3
Cyprus	1.525	1.186	+28,6	11.588	9.071	+27,7
Czech Republic	17.208	14.898	+15,5	167.564	143.843	+16,5
Denmark	14.885	13.009	+14,4	124.024	109.097	+13,7
Estonia	1.733	1.810	-4,3	17.454	16.181	+7,9
Finland	7.481	6.801	+10,0	68.575	62.918	+9,0
France	156.303	141.137	+10,7	1.288.624	1.112.067	+15,9
Germany	224.502	224.816	-0,1	2.138.066	1.867.885	+14,5
Greece	11.401	8.606	+32,5	104.510	82.735	+26,3
Hungary	9.123	9.419	-3,1	83.009	85.766	-3,2
Ireland	5.656	6.318	-10,5	118.354	101.587	+16,5
Italy	136.237	110.999	+22,7	1.176.003	976.226	+20,5
Latvia	1.406	1.538	-8,6	14.593	12.636	+15,5
Lithuania	2.242	2.216	+1,2	21.494	20.574	+4,5
Luxembourg	3.879	3.572	+8,6	37.997	32.073	+18,5
Malta	622	406	+53,2	5.802	5.069	+14,5
Netherlands	29.855	25.610	+16,6	288.961	224.706	+28,6
Poland	39.078	35.819	+9,1	350.317	316.680	+10,6
Portugal	14.077	12.502	+12,6	153.356	114.344	+34,1
Romania	10.545	11.927	-11,6	110.711	95.276	+16,2
Slovakia	6.859	5.237	+31,0	67.804	58.106	+16,7
Slovenia	4.051	3.776	+7,3	38.377	36.758	+4,4
Spain	68.803	67.240	+2,3	711.380	600.283	+18,5
Sweden	28.135	22.048	+27,6	209.969	204.640	+2,6
EUROPEAN UNION	861.062	788.258	+9,2	7.940.749	6.790.789	+16,9
EU14³	759.960	694.418	+9,4	6.977.553	5.933.260	+17,6
EU13⁴	101.102	93.840	+7,7	963.196	857.529	+12,3
<i>Iceland</i>	<i>1.136</i>	<i>1.192</i>	<i>-4,7</i>	<i>13.832</i>	<i>13.121</i>	<i>+5,4</i>
<i>Norway</i>	<i>10.342</i>	<i>14.646</i>	<i>-29,4</i>	<i>95.499</i>	<i>102.758</i>	<i>-7,1</i>
<i>Switzerland</i>	<i>21.578</i>	<i>20.947</i>	<i>+3,0</i>	<i>182.906</i>	<i>162.606</i>	<i>+12,5</i>
EFTA	33.056	36.785	-10,1	292.237	278.485	+4,9
United Kingdom	272.610	225.269	+21,0	1.451.908	1.208.368	+20,2
EU + EFTA + UK	1.166.728	1.050.312	+11,1	9.684.894	8.277.642	+17,0
EU14 + EFTA + UK	1.065.626	956.472	+11,4	8.721.698	7.420.113	+17,5

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

	Settembre/September					Gennaio-Settembre/January-September				
	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	25,0	24,9	214.914	196.155	+9,6	26,2	25,2	2.079.924	1.709.573	+21,7
Volkswagen	10,5	10,8	90.179	85.007	+6,1	11,0	11,0	873.432	748.188	+16,7
Skoda	5,4	5,7	46.820	45.312	+3,3	5,5	5,1	433.173	345.531	+25,4
Audi	5,1	4,9	43.501	38.634	+12,6	5,4	5,0	429.508	341.460	+25,8
Seat	1,7	1,2	14.352	9.783	+46,7	2,1	2,0	163.015	138.930	+17,3
Cupra	1,7	1,6	14.787	12.317	+20,1	1,5	1,3	122.555	86.255	+42,1
Porsche	0,6	0,6	4.912	4.738	+3,7	0,7	0,7	53.182	44.571	+19,3
Others ²	0,0	0,0	362	364	-0,5	0,1	0,1	5.058	4.638	+9,1
Stellantis	19,3	18,9	165.800	148.927	+11,3	18,4	20,4	1.462.152	1.385.962	+5,5
Peugeot	5,5	5,9	47.436	46.722	+1,5	5,7	6,2	450.460	424.039	+6,2
Opel/Vauxhall	3,6	3,3	31.083	26.390	+17,8	3,5	3,8	274.982	259.663	+5,9
Fiat ³	3,6	3,8	31.413	29.986	+4,8	3,5	4,1	274.769	279.710	-1,8
Citroen	3,8	3,8	32.847	29.675	+10,7	3,3	3,9	259.682	263.672	-1,5
Jeep	1,3	0,6	11.073	4.943	+124,0	1,1	1,0	90.167	71.222	+26,6
DS	0,4	0,5	3.799	3.728	+1,9	0,5	0,5	36.884	32.915	+12,1
Alfa Romeo	0,4	0,4	3.673	3.040	+20,8	0,4	0,3	35.572	19.726	+80,3
Lancia/Chrysler	0,4	0,5	3.793	3.714	+2,1	0,4	0,5	33.553	31.183	+7,6
Others ⁴	0,1	0,1	683	729	-6,3	0,1	0,1	6.083	3.832	+58,7
Renault Group	10,4	10,8	89.530	85.202	+5,1	10,8	10,5	859.508	711.805	+20,8
Renault	5,9	6,1	50.512	48.019	+5,2	5,9	5,7	466.488	388.194	+20,2
Dacia	4,5	4,7	38.799	37.004	+4,9	4,9	4,7	390.689	321.636	+21,5
Alpine	0,0	0,0	219	179	+22,3	0,0	0,0	2.331	1.975	+18,0
Hyundai Group	8,2	9,0	70.930	70.858	+0,1	8,5	9,6	672.214	651.262	+3,2
Kia	4,5	4,7	39.132	37.107	+5,5	4,4	4,9	349.032	333.130	+4,8
Hyundai	3,7	4,3	31.798	33.751	-5,8	4,1	4,7	323.182	318.132	+1,6
Toyota Group	6,9	6,9	59.460	54.300	+9,5	6,9	7,2	544.278	488.782	+11,4
Toyota	6,5	6,5	55.830	51.451	+8,5	6,5	6,9	513.463	469.944	+9,3
Lexus	0,4	0,4	3.630	2.849	+27,4	0,4	0,3	30.815	18.838	+63,6
BMW Group	6,6	6,1	56.890	48.431	+17,5	6,6	6,7	525.667	453.410	+15,9
BMW	5,4	5,0	46.924	39.132	+19,9	5,4	5,4	427.366	367.001	+16,4
Mini	1,2	1,2	9.966	9.299	+7,2	1,2	1,3	98.301	86.409	+13,8
Mercedes-Benz	6,1	5,8	52.834	45.616	+15,8	5,5	5,8	436.949	392.357	+11,4
Mercedes	5,9	5,7	51.187	44.741	+14,4	5,3	5,6	417.711	378.770	+10,3
Smart	0,2	0,1	1.647	875	+88,2	0,2	0,2	19.238	13.587	+41,6
Ford	3,4	4,2	29.124	33.435	-12,9	3,6	4,1	282.145	281.524	+0,2
Tesla	2,8	3,4	23.834	26.436	-9,8	2,6	1,3	203.010	87.791	+131,2
Volvo Cars	1,9	1,8	16.296	13.853	+17,6	2,0	1,9	155.862	128.976	+20,8
Nissan	1,8	1,5	15.914	12.162	+30,9	1,8	1,7	145.331	116.454	+24,8
Suzuki	1,8	1,4	15.406	10.769	+43,1	1,4	1,2	114.770	78.811	+45,6
Mazda	1,6	1,6	13.827	12.647	+9,3	1,4	1,1	109.250	77.023	+41,8
Jaguar Land Rover Group	0,7	0,7	6.377	5.775	+10,4	0,7	0,7	52.621	45.078	+16,7
Land Rover	0,6	0,6	5.335	4.605	+15,9	0,6	0,5	44.581	35.540	+25,4
Jaguar	0,1	0,1	1.042	1.170	-10,9	0,1	0,1	8.040	9.538	-15,7
Mitsubishi	0,4	0,5	3.688	3.771	-2,2	0,4	0,6	28.478	39.212	-27,4
Honda	0,4	0,4	3.249	2.960	+9,8	0,2	0,4	18.054	24.452	-26,2

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
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	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	24,4	23,8	284.113	250.037	+13,6	25,9	24,7	2.510.847	2.042.148	+23,0
Volkswagen	9,9	10,3	115.448	107.894	+7,0	10,6	10,5	1.030.889	872.067	+18,2
Audi	5,5	5,1	64.113	53.449	+20,0	5,7	5,3	552.309	440.911	+25,3
Skoda	5,0	5,1	57.952	54.018	+7,3	5,2	4,8	507.859	400.627	+26,8
Seat	1,6	1,1	18.906	11.576	+63,3	2,0	1,9	191.499	159.911	+19,8
Cupra	1,7	1,5	19.316	15.664	+23,3	1,5	1,2	146.344	100.973	+44,9
Porsche	0,7	0,7	7.798	6.836	+14,1	0,8	0,7	74.925	61.004	+22,8
Others ²	0,0	0,1	580	600	-3,3	0,1	0,1	7.022	6.655	+5,5
Stellantis	17,2	16,6	200.826	174.664	+15,0	17,1	18,9	1.651.353	1.564.965	+5,5
Peugeot	4,9	5,1	57.438	53.559	+7,2	5,2	5,7	503.293	475.077	+5,9
Opel/Vauxhall	3,9	3,5	45.361	36.531	+24,2	3,7	4,0	355.766	330.654	+7,6
Fiat ³	3,0	3,1	35.176	32.490	+8,3	3,0	3,6	292.875	299.495	-2,2
Citroen	3,3	3,3	38.090	34.343	+10,9	3,0	3,5	286.541	290.768	-1,5
Jeep	1,0	0,5	11.945	5.384	+121,9	1,0	0,9	94.583	75.078	+26,0
DS	0,4	0,4	4.160	4.315	-3,6	0,4	0,4	39.479	36.092	+9,4
Alfa Romeo	0,3	0,3	4.049	3.465	+16,9	0,4	0,3	37.974	21.913	+73,3
Lancia/Chrysler	0,3	0,4	3.795	3.716	+2,1	0,3	0,4	33.561	31.198	+7,6
Others ⁴	0,1	0,1	812	861	-5,7	0,1	0,1	7.281	4.690	+55,2
Renault Group	8,8	9,1	102.461	95.400	+7,4	9,6	9,3	925.038	767.244	+20,6
Renault	5,1	5,1	59.318	53.237	+11,4	5,2	5,0	503.469	415.953	+21,0
Dacia	3,7	4,0	42.877	41.946	+2,2	4,3	4,2	418.893	349.006	+20,0
Alpine	0,0	0,0	266	217	+22,6	0,0	0,0	2.676	2.285	+17,1
Hyundai Group	8,8	9,6	102.390	100.506	+1,9	8,8	9,9	850.965	822.041	+3,5
Kia	4,9	5,1	56.919	53.203	+7,0	4,6	5,1	447.879	426.223	+5,1
Hyundai	3,9	4,5	45.471	47.303	-3,9	4,2	4,8	403.086	395.818	+1,8
Toyota Group	7,0	7,0	82.112	73.721	+11,4	6,9	7,2	667.192	595.208	+12,1
Toyota	6,4	6,6	74.928	69.196	+8,3	6,4	6,9	622.854	568.011	+9,7
Lexus	0,6	0,4	7.184	4.525	+58,8	0,5	0,3	44.338	27.197	+63,0
BMW Group	6,7	6,7	77.711	69.949	+11,1	6,8	7,1	660.020	590.039	+11,9
BMW	5,3	5,2	61.770	54.965	+12,4	5,4	5,7	525.417	468.082	+12,2
Mini	1,4	1,4	15.940	14.984	+6,4	1,4	1,5	134.602	121.957	+10,4
Mercedes-Benz	6,0	5,6	69.593	58.554	+18,9	5,4	5,8	521.578	478.178	+9,1
Mercedes	5,8	5,5	67.846	57.552	+17,9	5,2	5,6	501.840	463.394	+8,3
Smart	0,1	0,1	1.747	1.002	+74,4	0,2	0,2	19.738	14.784	+33,5
Ford	4,3	5,2	50.709	54.664	-7,2	4,2	4,6	402.682	382.203	+5,4
Tesla	2,9	4,0	34.080	42.191	-19,2	2,8	1,7	272.788	139.722	+95,2
Nissan	2,8	2,6	32.116	27.290	+17,7	2,3	2,1	219.382	172.960	+26,8
Volvo Cars	2,1	1,8	24.160	19.064	+26,7	2,1	2,0	205.256	165.379	+24,1
Suzuki	1,7	1,3	20.412	13.323	+53,2	1,4	1,2	139.781	97.880	+42,8
Mazda	1,7	1,7	19.838	18.106	+9,6	1,4	1,2	138.665	100.350	+38,2
Jaguar Land Rover Group	1,3	1,2	15.467	12.740	+21,4	1,1	1,1	108.827	93.423	+16,5
Land Rover	1,1	0,9	12.393	9.896	+25,2	0,9	0,9	90.332	73.041	+23,7
Jaguar	0,3	0,3	3.074	2.844	+8,1	0,2	0,2	18.495	20.382	-9,3
Honda	0,6	0,7	7.459	7.721	-3,4	0,5	0,6	44.828	52.686	-14,9
Mitsubishi	0,3	0,4	3.929	3.974	-1,1	0,3	0,5	30.029	41.492	-27,6

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley and Lamborghini

3Includes Abarth