



Press release

THE EUROPEAN CAR MARKET WILL CLOSE 2023 WITH AROUND 12.8 MILLION REGISTRATIONS: +13.7% COMPARED TO 2022 AND -18.7% COMPARED TO 2019

In December, registrations fell by 3.8% due to the sharp decline in Germany (-23%).

In the run-up to the European elections in June 2024, the automotive industry is stepping up institutional dialogue on critical issues and preparing for future legislation, particularly concerning provisions to combat climate change. ANFIA predicts the European car market will slow its growth to around +3% in the newly started year

Turin, 18th January 2024 - According to figures published today by ACEA, in the European Union as a whole, including EFTA and the United Kingdom¹ in December, 1,048,727 units were registered, 3.8% fewer than the previous year.

In 2023, registered sales reached 12,847,481 units, a positive change of 13.7% compared to the previous year.

"The European car market had been growing for sixteen consecutive months, but in December, it experienced a decline of 3.8%. Despite this setback, the market is expected to close in 2023, with sales volumes up by 13.7% compared to 2022 but down by 18.7% compared to 2019 before the crisis - says Roberto Vavassori, the President of ANFIA.

In December, almost all the major car markets, including the United Kingdom, saw an increase in sales, with France leading the way with a growth rate of 14.5%. Spain followed with 10.6%, the United Kingdom with 9.8%, and Italy with 5.9%. However, Germany remained in negative territory with a decline rate of 23%.

During December, the market share of pure electric cars (BEVs) exceeded that of diesel cars (10.8%) registered during the month, marking the seventh consecutive month that BEVs have had a higher penetration rate (19.6%). In 2023, BEVs will continue to have a higher market share (15.7%) than diesel cars (11.9%). However, diesel car registrations in Italy accounted for 15.2% of the month's total, compared to only 6.1% for BEVs. This highlights that the share of electric cars still lags behind that of other major European countries.

ANFIA expects the European car market to slow its growth to around 3% in the coming year due to the risks of a recession in Germany, the still-restrictive credit conditions, and the widespread reduction of incentives for purchasing electric cars.

¹EU 27 + EFTA + Regno Unito (ricordiamo che dal 1° febbraio 2020 il Regno Unito non fa più parte dell'Unione Europea). I dati per Malta non sono al momento disponibili.

Italian Association of Automotive Industry (ANFIA)

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The automotive industry intends to continue the decarbonisation of mobility in the EU through an orderly and rational transition. The industry is preparing to intensify the institutional dialogue on the main dossiers in June's run-up to the European elections.

At a national level, the Automotive Development Table will continue to support the productive conversion of companies and accelerate investment in research and development. This will increase sales of light vehicles and orient the demand towards new technologies, particularly by redesigning the Ecobonus measure to make it more attractive for private individuals and companies".

In the EU+EFTA+UK region, registrations of alternative fuel cars fell by 8.5% in December, but both BEVs (+4.9%, with a share of 19.6%) and conventional hybrids (+7.9%, with a share of 26.6%) continued to grow. In total, 573,700 hybrid and electric cars of all types were registered, accounting for 54.7% of the market. Rechargeable vehicles (BEVs and PHEVs) reached a share of 28%. In the five major markets, sales of rechargeable cars totalled 190,704 units in December, down 32.4%, while for 2023, in the same area, rechargeable cars totalled 1,866,464 units, up 8.3%.

In December 2023, sales in Italy reached a total of 111,111 units, a 5.9% increase compared to the same month in the previous year. For 2023, total registrations amounted to 1,565,331 units, representing an 18.9% increase from 2022.

According to ISTAT estimates, the national consumer price index rose by 0.2% month-on-month and 0.6% year-on-year in December. This is a decrease compared to the previous month's increase of 0.7%. The reduction in inflation was primarily due to the falling prices of regulated energy goods (which accentuate their decline from -34.9% to -41.6%), of recreational, cultural, and personal care services, and processed food. However, there was a deceleration in the price of non-regulated energy goods (from -22.5% to -21.1%), with an increase in the price of unprocessed food. Among the non-regulated energy products, electricity on the free market (from -46.5% to -41.3%), town gas and natural gas on the free market (from -10.2% to -6.2%), heating oil (from -10.2% to -6.2%) and Transport Diesel (-1.3% to -0.5%; -3.7% on a monthly basis) decreased at a slower rate. Petrol prices slowed down (from +7.5% to +5.0%; -2.9% on a monthly basis) while prices for other fuels increased (from -12.4% to -14.4%; -0.3% on a monthly basis).

When looking at the market by fuel type, petrol cars had a price increase of 24.9%, accounting for 30.4% of the market share in December. Diesel passenger cars, on the other hand, decreased by 19.7%, with a share of 15.2%. Registrations of petrol cars grew by 22.4%, while diesel cars grew by 5.9% for the whole year. In December, alternative fuel cars represented 54.4% of the market, with sales volumes increasing compared to the same month in the previous year (+6.3%). In the cumulative, alternatives increase by 21.8% and rise to a market share of 54% (+1.3 percentage points over the 2022 total). Electrified passenger cars account for 45.1% of the December market, while in the cumulative they have a 44.8% share, with increasing volumes (+8.3% in the month and +24.1% in the

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cumulative). Among them, mild and full hybrids increase by 6% in the month, with a 35% market share, while in the cumulative they are up 25.4%, with a 36.1% share. Registrations of rechargeable vehicles (BEVs and PHEVs) increased by 17.1% in the month (market share: 10.2 percent) and by 18.9% for the year (share: 8.6%). Electric cars had a share of 6.1% and grew by 50.6% in the month, while plug-in hybrids declined by 12.4%, with 4% of the market for the month. In cumulative 2023 both fuels are up, +34.8% (share: 4.2%) and +6.8% (share: 4.4%), respectively. Finally, gas-powered cars represented 9.2% of the passenger cars registered in December, with LPG cars accounting for 9% (+0.2%) and CNG cars 0.2% (-56%). In the cumulative year, LPG cars are up 20.3% (share: 9.1%) and CNG cars are down 82.4% (share: 0.1%).

In December 2023, **Spain** registered 81,772 new units, a 10.6% increase compared to the same month in the previous year. The market has grown by 16.7% from January to December 2023, with 949,359 units registered.

ANFAC, the Spanish automotive association, notes that the market's growth in 2023 is positive, but Spain needs to overcome the barrier of one million cars sold by 2024. To achieve this, it is necessary to continue promoting policies that support the country's decarbonisation efforts, such as fleet renewal and the gradual introduction of low and zero-emission vehicles. This is a good time for consumers to buy a new car, especially an electric or plug-in hybrid, as the MOVES plan still has funds available, and there is a deduction of up to 15% on the IRPF tax. In 2024, new policies will need to be implemented to encourage people to purchase electrified vehicles and help change the trend.

In 2023, new registrations in the name of companies increased by 13.1% compared to the previous year, private individuals' sales increased by 14.5%, and the rental channel grew by 37.5%.

In December 2023, petrol cars made up 36% of the market, non-rechargeable hybrids 34.1%, diesel cars 10.9% (down by 26.5% compared to December 2022), plug-in hybrids 8% (up 41.3% from last year), electric vehicles 7.2% (up 73.2% from December 2022), and gas cars 3.7%. The market share for all fuel types increased in 2023, except for diesel, which decreased by 15%. The market comprises 41.9% petrol cars, 17.1% diesel cars, 3.8% BEVs, 5.9% PHEVs, 29.5% non-rechargeable hybrids and 1.8% gas cars.

The average CO₂ emissions in December 2023 were 112.6 g/km, 5.4% lower than in December 2022.

In December 2023, 181,005 new vehicle registrations were recorded in **France**, showing a 14.5% increase compared to December 2022. The year 2023 saw a growth rate of 16.1%, with a total of 1,774,723 registrations compared to the previous year.

Diesel passenger cars and bioethanol have continued to decline as compared to the same month last year, with a decrease of 22.1% and 38.1%, respectively. On the other hand, all



other fuel types have shown an increase. Electric cars have shown a market share of 20.6% in December 2023, compared with 15.8% in December 2022. For 2023, diesel fell by 28.2% and had a market share of 9.7%, while electric cars (16.8% market share) and PHEV (9.2% market share) both showed an increase of 47% and 28.8%, respectively.

In December, the **German** market saw a decrease of 23% in registered units, with 241,883 units registered. However, for 2023, registrations stood at 2,844,609 units, an increase of 7.3% compared to 2022. This figure is still 21% lower than the registration numbers for January-December 2019.

Domestic orders in December 2023 fell by 14%, and for January-December 2023, the fall was 18%.

Regarding alternative fuel types, hybrid cars represented 29.5% of the market in December. Of these, 6.2% were plug-in hybrids, which is a decrease of 51%. Electric cars (BEVs) had a market share of 18.4%, with an increase of 11.4%. Gas-powered cars accounted for only 0.5% of the market in the month, with a decrease of 14.1%.

The average CO₂ emissions of newly registered cars rose 4.9% year-on-year to 114.9 g/km.

In December, the **UK** market saw 141,092 new passenger car registrations, which is 9.8% more than the same month last year. For 2023, there were 1,903,054 new car registrations, which is 17.9% higher than the previous year.

The Society of Motor Manufacturers and Traders (SMMT) has reported that as supply issues ease, the new car market is improving and is expected to be the best year since the recession. The fleet segment, especially the latest generation of electric vehicles, is driving this growth. The challenge for 2024 is to deliver a green recovery by incentivising consumers to make the UK one of Europe's top markets for zero-emission vehicles. The government has set an ambitious transition timetable and is investing in electric cars.

In December, fleet registrations rose by 38.7%, private registrations fell by 0.1%, and company registrations fell by 1.5%.

Sales of electric vehicles increased by 34.2% in December, with a market share of 19.7%. Plug-in hybrid electric vehicles (PHEVs) increased to 8.6% of the market from 6.5% a year ago. For the year, battery electric vehicles (BEVs) increased by 17.8% and PHEVs by 39.3%. Diesel cars stopped declining in December, with a 22.1% increase (a 3.5% share), while petrol cars increased by 29.2%, reaching a market share of 38.5%. In 2023, diesel cars fell by 13.8% (3.8% share), while petrol cars rose by 13.5% (40.7% share).

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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

5,439 companies

272,000 employees (direct and indirect), the 7.3% of the employees in the Italian manufacturing sector

100.6 billion Euros of turnover, which means 11.5% of the Italian manufacturing sector turnover and of 5.6% 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

	Dicembre/December		% Chg	Gennaio-dicembre/January-December		% Chg
	2023	2022	23/22	2023	2022	23/22
Austria	18.497	17.602	+5,1	239.150	215.047	+11,2
Belgium	25.715	24.584	+4,6	476.675	366.303	+30,1
Bulgaria	3.123	2.009	+55,5	37.724	28.680	+31,5
Croatia	3.453	2.528	+36,6	57.694	43.928	+31,3
Cyprus	743	776	-4,3	14.740	11.628	+26,8
Czech Republic	15.125	14.553	+3,9	221.419	192.084	+15,3
Denmark	19.187	15.215	+26,1	172.798	148.282	+16,5
Estonia	1.813	1.145	+58,3	22.820	20.426	+11,7
Finland	5.800	6.187	-6,3	87.502	81.695	+7,1
France	181.005	158.027	+14,5	1.774.723	1.529.035	+16,1
Germany	241.883	314.318	-23,0	2.844.609	2.651.357	+7,3
Greece	8.240	6.486	+27,0	134.484	105.283	+27,7
Hungary	7.986	8.001	-0,2	107.720	111.524	-3,4
Ireland	345	209	+65,1	122.310	105.398	+16,0
Italy	111.111	104.961	+5,9	1.565.331	1.316.926	+18,9
Latvia	1.408	1.183	+19,0	19.083	16.824	+13,4
Lithuania	1.757	1.445	+21,6	27.528	25.496	+8,0
Luxembourg	3.348	3.121	+7,3	49.151	42.094	+16,8
Malta	470	433	+8,5	7.200	6.409	+12,3
Netherlands	26.577	30.818	-13,8	369.791	312.075	+18,5
Poland	42.117	36.872	+14,2	475.032	419.749	+13,2
Portugal	16.635	14.971	+11,1	199.623	157.295	+26,9
Romania	11.373	12.437	-8,6	144.611	129.328	+11,8
Slovakia	5.328	6.449	-17,4	88.003	78.841	+11,6
Slovenia	2.805	2.525	+11,1	48.809	46.339	+5,3
Spain	81.772	73.910	+10,6	949.359	813.376	+16,7
Sweden	29.436	35.476	-17,0	289.827	288.087	+0,6
EUROPEAN UNION	867.052	896.241	-3,3	10.547.716	9.263.509	+13,9
EU143	769.551	805.885	-4,5	9.275.333	8.132.253	+14,1
EU134	97.501	90.356	+7,9	1.272.383	1.131.256	+12,5
<i>Iceland</i>	<i>1.452</i>	<i>1.450</i>	<i>+0,1</i>	<i>17.541</i>	<i>16.675</i>	<i>+5,2</i>
<i>Norway</i>	<i>12.183</i>	<i>39.495</i>	<i>-69,2</i>	<i>126.955</i>	<i>174.321</i>	<i>-27,2</i>
<i>Switzerland</i>	<i>26.948</i>	<i>24.737</i>	<i>+8,9</i>	<i>252.215</i>	<i>225.934</i>	<i>+11,6</i>
EFTA	40.583	65.682	-38,2	396.711	416.930	-4,8
United Kingdom	141.092	128.462	+9,8	1.903.054	1.614.063	+17,9
EU + EFTA + UK	1.048.727	1.090.385	-3,8	12.847.481	11.294.502	+13,7
EU14 + EFTA + UK	951.226	1.000.029	-4,9	11.575.098	10.163.246	+13,9

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

	Dicembre/December						Gennaio-dicembre/January-December					
	quota %		Unità		Var %	quota %		Unità		Var %		
	2023	2022	2023	2022	23/22	2023	2022	2023	2022	23/22	2023	2022
Volkswagen Group	26,1	25,0	226.397	223.888	+1,1	26,1	25,2	2.753.053	2.332.715	+18,0		
Volkswagen	11,4	11,3	99.123	101.152	-2,0	10,9	11,1	1.149.741	1.028.632	+11,8		
Skoda	5,3	4,4	45.948	39.452	+16,5	5,5	5,0	580.729	461.769	+25,8		
Audi	5,1	5,4	44.225	48.120	-8,1	5,4	5,1	570.455	476.073	+19,8		
Seat	1,9	1,5	16.235	13.245	+22,6	2,0	1,9	209.675	176.776	+18,6		
Cupra	1,9	1,6	16.195	14.394	+12,5	1,6	1,3	166.515	121.155	+37,4		
Porsche	0,5	0,8	4.302	7.163	-39,9	0,7	0,7	69.690	62.455	+11,6		
Others ²	0,0	0,0	369	362	+1,8	0,1	0,1	6.249	5.855	+6,7		
Stellantis	14,0	16,7	121.150	149.944	-19,2	17,8	19,7	1.880.083	1.827.343	+2,9		
Peugeot	4,0	4,8	35.115	43.038	-18,4	5,4	6,0	569.509	557.043	+2,2		
Fiat ³	2,8	3,3	24.258	29.978	-19,1	3,4	4,0	358.867	368.941	-2,7		
Opel/Vauxhall	2,8	3,3	24.292	29.596	-17,9	3,3	3,7	351.848	338.529	+3,9		
Citroen	2,2	2,7	19.378	23.894	-18,9	3,2	3,7	334.571	341.515	-2,0		
Jeep	1,0	1,3	8.758	11.350	-22,8	1,1	1,1	120.734	98.463	+22,6		
DS	0,4	0,4	3.242	3.800	-14,7	0,4	0,3	46.997	30.062	+56,3		
Alfa Romeo	0,3	0,5	2.652	4.884	-45,7	0,4	0,5	45.246	45.581	-0,7		
Lancia/Chrysler	0,3	0,3	3.013	2.593	+16,2	0,4	0,4	44.802	41.073	+9,1		
Others ⁴	0,1	0,1	442	811	-45,5	0,1	0,1	7.509	6.136	+22,4		
Renault Group	11,9	12,1	103.340	108.254	-4,5	10,9	10,6	1.152.230	985.248	+16,9		
Renault	7,1	6,8	61.566	61.217	+0,6	6,0	5,9	629.093	541.946	+16,1		
Dacia	4,7	5,2	41.098	46.606	-11,8	4,9	4,8	519.547	440.429	+18,0		
Alpine	0,1	0,0	676	431	+56,8	0,0	0,0	3.590	2.873	+25,0		
Hyundai Group	7,6	6,9	66.138	62.118	+6,5	8,4	9,2	885.626	849.546	+4,2		
Kia	3,5	3,2	29.938	28.875	+3,7	4,3	4,6	453.393	429.912	+5,5		
Hyundai	4,2	3,7	36.200	33.243	+8,9	4,1	4,5	432.233	419.634	+3,0		
Toyota Group	6,8	6,3	58.797	56.879	+3,4	6,9	7,2	728.727	662.800	+9,9		
Toyota	6,3	6,0	54.882	53.817	+2,0	6,5	6,9	686.705	635.978	+8,0		
Lexus	0,5	0,3	3.915	3.062	+27,9	0,4	0,3	42.022	26.822	+56,7		
BMW Group	8,3	7,2	71.588	64.912	+10,3	6,9	6,8	722.767	625.991	+15,5		
BMW	6,8	5,8	59.022	52.216	+13,0	5,6	5,4	589.682	504.707	+16,8		
Mini	1,4	1,4	12.566	12.696	-1,0	1,3	1,3	133.086	121.284	+9,7		
Mercedes-Benz	6,9	6,9	59.813	62.288	-4,0	5,7	5,9	597.525	549.179	+8,8		
Mercedes	6,6	6,6	56.884	59.596	-4,6	5,4	5,7	570.591	529.288	+7,8		
Smart	0,3	0,3	2.929	2.692	+8,8	0,3	0,2	26.934	19.891	+35,4		
Ford	2,9	3,6	25.379	32.264	-21,3	3,4	4,1	362.805	380.289	-4,6		
Tesla	3,5	3,6	30.055	32.269	-6,9	2,6	1,6	279.042	147.457	+89,2		
Volvo Cars	2,8	2,8	24.256	25.450	-4,7	2,1	2,1	219.712	191.618	+14,7		
Nissan	1,9	1,6	16.672	14.731	+13,2	1,9	1,7	195.569	155.444	+25,8		
Suzuki	1,5	1,2	12.785	10.443	+22,4	1,5	1,2	154.948	108.013	+43,5		
Mazda	1,4	1,3	12.188	11.644	+4,7	1,4	1,2	145.567	108.330	+34,4		
Jaguar Land Rover Group	0,6	0,5	5.220	4.745	+10,0	0,7	0,6	69.241	58.523	+18,3		
Land Rover	0,5	0,4	4.568	3.876	+17,9	0,6	0,5	58.987	46.549	+26,7		
Jaguar	0,1	0,1	652	869	-25,0	0,1	0,1	10.254	11.974	-14,4		
Mitsubishi	0,4	0,8	3.887	7.367	-47,2	0,4	0,6	40.532	54.280	-25,3		
Honda	0,3	0,3	2.889	2.543	+13,6	0,3	0,4	32.912	39.967	-17,7		

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market²Bentley, Bugatti, Lamborghini and MAN³Includes Abarth

EUROPA (EU27+EFTA+UK) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA
 EUROPE (EU27+EFTA+UK) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data

	Dicembre/December						Gennaio-dicembre/January-December					
	quota %		Unità		Var %	quota %		Unità		Var %		
	2023	2022	2023	2022	23/22	2023	2022	2023	2022	23/22	2023	2022
Volkswagen Group	26,0	25,2	273.176	274.671	-0,5	25,9	24,8	3.324.705	2.804.700	+18,5		
Volkswagen	11,1	11,2	116.075	122.226	-5,0	10,6	10,7	1.357.139	1.209.665	+12,2		
Audi	5,4	5,6	56.272	61.180	-8,0	5,7	5,4	733.176	614.900	+19,2		
Skoda	5,1	4,4	53.906	47.524	+13,4	5,3	4,8	680.153	538.569	+26,3		
Seat	1,9	1,4	20.135	15.721	+28,1	1,9	1,8	247.144	204.334	+21,0		
Cupra	1,9	1,5	19.443	16.083	+20,9	1,6	1,3	199.274	141.430	+40,9		
Porsche	0,7	1,0	6.840	11.445	-40,2	0,8	0,8	99.046	87.387	+13,3		
Others ²	0,0	0,0	503	492	+2,3	0,1	0,1	8.772	8.415	+4,2		
Stellantis	13,0	14,7	136.016	159.793	-14,9	16,6	18,2	2.128.625	2.052.722	+3,7		
Peugeot	3,7	4,2	38.652	45.271	-14,6	5,0	5,5	639.848	619.517	+3,3		
Opel/Vauxhall	3,0	3,1	30.948	33.399	-7,3	3,6	3,8	458.992	428.540	+7,1		
Fiat ³	2,4	2,9	25.522	31.354	-18,6	3,0	3,5	381.026	394.507	-3,4		
Citroen	2,1	2,3	21.884	25.269	-13,4	2,9	3,3	369.750	375.519	-1,5		
Jeep	0,9	1,1	9.212	11.868	-22,4	1,0	0,9	126.655	103.281	+22,6		
DS	0,3	0,4	3.459	4.025	-14,1	0,4	0,3	50.088	32.928	+52,1		
Alfa Romeo	0,3	0,5	2.784	5.041	-44,8	0,4	0,4	48.444	49.997	-3,1		
Lancia/Chrysler	0,3	0,2	3.018	2.605	+15,9	0,3	0,4	44.815	41.104	+9,0		
Others ⁴	0,1	0,1	537	961	-44,1	0,1	0,1	9.007	7.329	+22,9		
Renault Group	10,6	10,6	111.635	116.022	-3,8	9,7	9,4	1.242.293	1.062.259	+16,9		
Renault	6,3	6,2	65.744	67.247	-2,2	5,3	5,2	681.023	583.227	+16,8		
Dacia	4,3	4,4	45.184	48.308	-6,5	4,3	4,2	557.253	475.748	+17,1		
Alpine	0,1	0,0	707	467	+51,4	0,0	0,0	4.017	3.284	+22,3		
Hyundai Group	7,3	6,7	77.059	73.323	+5,1	8,6	9,4	1.106.467	1.060.955	+4,3		
Kia	3,3	3,0	34.252	33.251	+3,0	4,5	4,8	572.297	542.852	+5,4		
Hyundai	4,1	3,7	42.807	40.072	+6,8	4,2	4,6	534.170	518.103	+3,1		
Toyota Group	8,6	7,9	90.662	85.804	+5,7	7,1	7,3	913.955	819.044	+11,6		
Toyota	6,9	6,2	72.444	67.647	+7,1	5,7	5,7	728.991	647.464	+12,6		
Lexus	1,7	1,7	18.219	18.157	+0,3	1,4	1,5	184.964	171.580	+7,8		
BMW Group	6,8	6,3	71.449	69.236	+3,2	6,9	7,1	888.770	806.327	+10,2		
BMW	6,3	5,9	65.637	64.178	+2,3	6,4	6,8	828.484	767.068	+8,0		
Mini	0,6	0,5	5.812	5.058	+14,9	0,5	0,3	60.286	39.259	+53,6		
Mercedes-Benz	6,7	6,4	70.223	69.864	+0,5	5,5	5,8	710.433	656.118	+8,3		
Mercedes	6,4	6,2	67.144	67.075	+0,1	5,3	5,6	682.498	634.763	+7,5		
Smart	0,3	0,3	3.079	2.789	+10,4	0,2	0,2	27.935	21.355	+30,8		
Ford	3,4	3,8	35.318	41.775	-15,5	4,0	4,6	518.371	516.509	+0,4		
Tesla	3,7	5,1	38.973	55.859	-30,2	2,9	2,1	366.326	233.403	+56,9		
Nissan	2,4	2,2	25.041	23.656	+5,9	2,3	2,1	293.476	238.335	+23,1		
Volvo Cars	2,9	3,1	30.478	33.976	-10,3	2,2	2,2	287.150	247.306	+16,1		
Suzuki	1,5	1,1	15.219	12.401	+22,7	1,5	1,2	187.344	132.311	+41,6		
Mazda	1,4	1,3	14.748	14.466	+1,9	1,4	1,2	182.532	140.225	+30,2		
Jaguar Land Rover Group	1,1	0,8	11.598	8.788	+32,0	1,1	1,1	145.490	119.892	+21,4		
Land Rover	0,9	0,6	9.853	6.936	+42,1	0,9	0,8	120.588	94.893	+27,1		
Jaguar	0,2	0,2	1.745	1.852	-5,8	0,2	0,2	24.902	24.999	-0,4		
Honda	0,4	0,3	4.477	3.443	+30,0	0,5	0,6	60.606	67.188	-9,8		
Mitsubishi	0,4	0,7	4.227	7.628	-44,6	0,3	0,5	42.823	57.146	-25,1		

SOURCE: ACEA MEMBERS

¹ACEA estimation based on total by market

2Bentley, Bugatti, Lamborghini and MAN

3Includes Abarth