



## Press release

### **POSITIVE START TO 2024 FOR THE EUROPEAN CAR MARKET: +11.5% IN JANUARY**

**In Italy, the Automotive Development Table is continuing its work, which is expected to be completed by March, the month in which the new incentive plan is expected to be applied**

**Turin, 20th February 2024** - According to figures published today by ACEA, in the European Union as a whole, including EFTA and the United Kingdom<sup>1</sup> in January car registrations totalled 1,015,381 units, 11.5% more than in January 2023.

*"The European car market faced a downturn in December 2023, recording a decline of 3.8%. However, it has made a comeback and started the new year with a double-digit increase of 11.5%. The German market's robust growth played a vital role in achieving this growth, said Roberto Vavassori, President of ANFIA.*

*In January 2024, all five major markets, including the UK, posted positive performances. Germany and Italy recorded double-digit growth rates of 19.1% and 10.6%, respectively. France, the UK, and Spain followed in growth with 9.2%, 8.2%, and 7.3%, respectively.*

*In January, pure electric cars (BEVs) and diesel cars recorded the same penetration rate of 11.9%. However, Italy is still lagging in electric car penetration, with diesel cars accounting for 15.4% of new registrations in January, compared to just 2.1% of BEVs.*

*In Italy, the Automotive Development Table continues its activities, and its work is expected to be completed by March. The new incentive plan presented on February 1st is also scheduled to come into effect in March.*

*These new incentive measures aim to stimulate the spread of ultra-low and zero-emission vehicles, accelerate the pace of fleet renewal, and bring Italy closer to the target of 1.8 million registered units per year. In 2023, Italy had only registered just over 1.5 million units, and reaching this target would be healthy for the country.*

*Apart from the necessary measures in terms of demand, production is also crucial for Italy. The goal is to increase production levels to at least one million light vehicles annually, which will maintain the supply chain, including components, in decent shape".*

In January, registrations for alternatively fuelled cars increased by 23.5% in the EU+EFTA+UK region. Both Battery Electric Vehicles (BEVs) and conventional hybrids saw a rise of 29.3% and 21.4%, respectively. BEVs accounted for 11.9% of the market share. In

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<sup>1</sup> 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.



total, 498,655 hybrid and electric cars were registered, representing 49.1% of the market. Rechargeable vehicles (BEVs and PHEVs) reached a share of 19.8%. In January, the sales of rechargeable cars for the top five markets amounted to 115,307 units, a 21.6% increase, giving them a 16.7% share.

In Italy, volumes totalled 141,885 in January 2024 (+10.6%).

According to ISTAT estimates, the national consumer price index rose by 0.3% monthly and 0.8% annually in January. The acceleration in inflation was caused by the increase in transport service prices (from +3.7% to +4.3%) and unprocessed food prices (from +7.0% to +7.5%), as well as the fall in regulated energy goods prices (from -41.6% to -21.4%). Non-regulated energy prices showed a trend of -21.2% (from -21.1% in December), reflecting the evolution of electricity prices on the free market (from -50.7% to -45.1%), town and natural gas prices on the free market (from -41.3% to -39.5%), and heating oil prices (from -6.2% to -5%). Meanwhile, petrol prices fell (from +5% to -1.2%; -0.4% on a monthly basis), diesel prices for transport equipment rose (from -0.5% to -5.9%; -1% on a monthly basis), and other fuel prices rose (from -14.4% to -15.2%; -0.6% on a monthly basis).

When analysing the market by fuel, petrol cars closed in January with an increase of 26.7% and a market share of 30.5%. Diesel passenger cars, on the other hand, fell (-8.7% compared with January 2000), with a share of 15.4%. Registrations of alternatively fuelled vehicles accounted for 54% of the market in January, with an increase of 9.4% compared to the same month in 2023. Electrified vehicles accounted for 42.9% of the market in January, with volumes up 9.4%. Mild and full hybrids grew by 14.2% in the month, with a market share of 37.9%. Battery car registrations fell by 25.3% in the month (market share: 5%): in detail, electric cars had a share of 2.1% (down 11.1% in the month), while plug-in hybrids, which were down 33.1%, had a share of 2.9%. Finally, gas-powered cars accounted for 11.1% of new registrations in January, of which 11% were LPG cars (+16.7% compared to January 2008), and the remaining share was made up of CNG cars (-22.4% compared to 12 months ago).

In January 2024, the number of new car registrations in Spain was 68,685, 7.3% higher than last year.

ANFAC, the Spanish Automotive Association, notes that this is a positive start to the year, especially considering that January 2023 only recorded orders placed in November and December 2022, which were delayed due to logistical problems - although the market is still far from the 2020 figures. The automotive sector has shown resilience and adaptability to various crises. However, there are some challenges to face with the delays caused by the terrorist attacks in the Red Sea and the severe drought, which can affect the production of goods. As we wait to see how the February market performs, there is confidence in approaching the goal of one million new cars in 2024.

Italian Association of Automotive Industry (ANFIA)

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In January 2024, new company registrations decreased by 1.6% compared to January 2023, while sales to private individuals increased by 6.3%. The rental channel grew significantly by 74.6%.

Regarding car types, non-rechargeable hybrid cars were the most popular, accounting for 38.5% of the market (+26.6%). Petrol cars accounted for 34.9% of the monthly market, while diesel cars accounted for 11%, both showing a decrease compared to last year. Plug-in hybrids and electric vehicles had a positive increase of 11.5% and 14.3%, respectively, while gas cars had a 4% market share.

The average CO<sub>2</sub> emissions in January 2024 were 116.2 g/km, 2% less than in January 2023.

**France** saw 122,284 new car registrations in January 2024, a 9.2% increase from January 2023.

When compared to the same month last year, diesel passenger cars decreased by 23.3% and bioethanol by 45.3%. Petrol cars also showed a decline of 3.7%. However, all other fuel types experienced a rise. Electric vehicles, in particular, had a 16.4% market share during the month, an increase from 13.1% a year ago.

In January, the **German** market saw an increase of 19.1% in registered units, totalling 213,553.

Hybrid cars were quite popular, accounting for 24.4% of the market, and 6.7% were plug-in hybrids. Electric vehicles (BEVs) also had a good share, increasing by 23.9% and accounting for 10.5% of the market. Gas-powered cars had a modest 0.9% share of the market.

The average CO<sub>2</sub> emissions of newly registered vehicles decreased by 4.1% compared to January 2023, at 125.6 g/km.

The **UK** saw an increase of 8.2% in new car registrations in January, totalling 142,876 units.

The Society of Motor Manufacturers and Traders (SMMT) highlights that it took just over 20 years to reach one million electric vehicle sales, but this milestone can be doubled in just two years with the right policies in place. The market's growth depends on sales in the company car and fleet channels. The government must temporarily halve VAT in the next budget to support private buyers. This will help reduce carbon emissions, stimulate economic growth, and encourage all consumers to switch to an electric vehicle, which is necessary to achieve the net-zero goal.

During the month, there was a 29.9% rise in fleet registrations, while private and company registrations fell by 15.8% and 17.7%, respectively.

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Sales of electric vehicles increased by 21% in January, accounting for a 14.7% market share. Plug-in hybrid electric vehicles (PHEVs) also rose by 31.1%, obtaining a share of 8.4% - up from 6.9% in the previous year. Meanwhile, diesel car sales declined by 10.1% in January, with a market share of 6.5%. On the other hand, sales of petrol cars increased by 7.5% compared to January 2020, accounting for a market share of 57.3%.

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#### **ANFIA - Italian Association of the Automotive Industry**

Founded in March 1912, ANFIA's mission has always been to represent the interests of its associate members and to ensure effective communication between the Italian automotive industry, on the one hand, and the public administration and Italian political bodies, on the other, in all technical, economic, fiscal, legal, statistical and quality matters relating to the automotive sector. The Association is divided into three product groups, each chaired by a President. Components: manufacturers of parts and components for motor vehicles; Car Coachbuilders and Designers: companies involved in the design, engineering, and styling of motor vehicles and/or parts and components for the automotive sector; Motor Vehicles: manufacturers of motor vehicles 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), representing 7.3% of the Italian manufacturing workforce

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

76.3 billion euros of tax revenue from motorisation

#### **Italian Association of Automotive Industry (ANFIA)**

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

*dati provvisori/provisional data*

	Gennaio/January		% Chg 24/23	Gennaio-dicembre/January-December		% Chg 23/22
	2024	2023		2023	2022	
Austria	17.552	18.850	-6,9	239.150	215.047	+11,2
Belgium	46.667	39.847	+17,1	476.675	366.303	+30,1
Bulgaria	3.122	2.509	+24,4	37.724	28.680	+31,5
Croatia	4.492	3.438	+30,7	57.694	43.928	+31,3
Cyprus	1.527	1.275	+19,8	14.740	11.628	+26,8
Czech Republic	20.253	17.137	+18,2	221.419	192.084	+15,3
Denmark	8.848	10.402	-14,9	172.798	148.282	+16,5
Estonia	1.577	1.773	-11,1	22.820	20.426	+11,7
Finland	6.589	7.175	-8,2	87.502	81.695	+7,1
France	122.284	111.939	+9,2	1.774.723	1.529.035	+16,1
Germany	213.553	179.247	+19,1	2.844.609	2.651.357	+7,3
Greece	12.752	10.532	+21,1	134.484	105.283	+27,7
Hungary	8.040	8.313	-3,3	107.720	111.524	-3,4
Ireland	31.419	27.337	+14,9	122.310	105.398	+16,0
Italy	141.885	128.259	+10,6	1.565.331	1.316.926	+18,9
Latvia	1.202	1.370	-12,3	19.083	16.824	+13,4
Lithuania	2.121	2.072	+2,4	27.528	25.496	+8,0
Luxembourg	3.625	3.726	-2,7	49.151	42.094	+16,8
Malta	434	444	-2,2	7.200	6.409	+12,3
Netherlands	34.477	32.666	+5,5	369.791	312.075	+18,5
Poland	42.796	35.046	+22,1	475.032	419.749	+13,2
Portugal	15.737	14.639	+7,5	199.623	157.295	+26,9
Romania	12.733	12.266	+3,8	144.611	129.328	+11,8
Slovakia	7.935	6.680	+18,8	88.003	78.841	+11,6
Slovenia	4.221	4.435	-4,8	48.809	46.339	+5,3
Spain	68.685	64.038	+7,3	949.359	813.376	+16,7
Sweden	17.164	14.601	+17,6	289.827	288.087	+0,6
<b>EUROPEAN UNION</b>	<b>851.690</b>	<b>760.016</b>	<b>+12,1</b>	<b>10.547.716</b>	<b>9.263.509</b>	<b>+13,9</b>
<b>EU143</b>	<b>741.237</b>	<b>663.258</b>	<b>+11,8</b>	<b>9.275.333</b>	<b>8.132.253</b>	<b>+14,1</b>
<b>EU134</b>	<b>110.453</b>	<b>96.758</b>	<b>+14,2</b>	<b>1.272.383</b>	<b>1.131.256</b>	<b>+12,5</b>
<i>Iceland</i>	<i>457</i>	<i>730</i>	<i>-37,4</i>	<i>17.541</i>	<i>16.675</i>	<i>+5,2</i>
<i>Norway</i>	<i>5.122</i>	<i>1.859</i>	<i>+175,5</i>	<i>126.955</i>	<i>174.321</i>	<i>-27,2</i>
<i>Switzerland</i>	<i>15.236</i>	<i>16.437</i>	<i>-7,3</i>	<i>252.215</i>	<i>225.934</i>	<i>+11,6</i>
<b>EFTA</b>	<b>20.815</b>	<b>19.026</b>	<b>+9,4</b>	<b>396.711</b>	<b>416.930</b>	<b>-4,8</b>
<b>United Kingdom</b>	<b>142.876</b>	<b>131.994</b>	<b>+8,2</b>	<b>1.903.054</b>	<b>1.614.063</b>	<b>+17,9</b>
<b>EU + EFTA + UK</b>	<b>1.015.381</b>	<b>911.036</b>	<b>+11,5</b>	<b>12.847.481</b>	<b>11.294.502</b>	<b>+13,7</b>
<b>EU14 + EFTA + UK</b>	<b>904.928</b>	<b>814.278</b>	<b>+11,1</b>	<b>11.575.098</b>	<b>10.163.246</b>	<b>+13,9</b>

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

	Gennaio/January					Gennaio-dicembre/January-December				
	quota % % share <sup>1</sup>		Unità Units		Var % % chg	quota % % share <sup>1</sup>		Unità Units		Var % % chg
	2024	2023	2024	2023	24/23	2023	2022	2023	2022	23/22
Volkswagen Group	25,9	26,1	221.011	198.233	+11,5	26,1	25,2	2.753.053	2.332.715	+18,0
Volkswagen	9,7	11,3	82.312	85.947	-4,2	10,9	11,1	1.149.741	1.028.632	+11,8
Skoda	6,2	5,8	52.397	43.827	+19,6	5,5	5,0	580.729	461.769	+25,8
Audi	5,0	5,0	42.886	37.689	+13,8	5,4	5,1	570.455	476.073	+19,8
Seat	2,6	2,2	21.735	16.416	+32,4	2,0	1,9	209.675	176.776	+18,6
Cupra	1,6	0,9	13.748	7.095	+93,8	1,6	1,3	166.515	121.155	+37,4
Porsche	0,9	0,9	7.434	6.762	+9,9	0,7	0,7	69.690	62.455	+11,6
Others <sup>2</sup>	0,1	0,1	499	497	+0,4	0,1	0,1	6.249	5.855	+6,7
Stellantis	19,1	18,6	162.525	141.302	+15,0	17,8	19,7	1.880.083	1.827.343	+2,9
Peugeot	6,0	5,6	50.865	42.534	+19,6	5,4	6,0	569.509	557.043	+2,2
Opel/Vauxhall	3,6	3,1	30.459	23.529	+29,5	3,3	3,7	351.848	338.529	+3,9
Citroen	3,5	3,2	29.997	24.532	+22,3	3,2	3,7	334.571	341.515	-2,0
Fiat <sup>3</sup>	3,3	3,9	28.029	29.872	-6,2	3,4	4,0	358.867	368.941	-2,7
Jeep	1,3	1,2	11.436	9.495	+20,4	1,1	1,1	120.734	98.463	+22,6
Lancia/Chrysler	0,5	0,5	3.917	3.586	+9,2	0,4	0,4	44.802	41.073	+9,1
Alfa Romeo	0,4	0,4	3.799	3.317	+14,5	0,4	0,5	45.246	45.581	-0,7
DS	0,4	0,5	3.576	3.654	-2,1	0,4	0,3	46.997	30.062	+56,3
Others <sup>4</sup>	0,1	0,1	447	783	-42,9	0,1	0,1	7.509	6.136	+22,4
Renault Group	10,1	11,7	86.071	88.647	-2,9	10,9	10,6	1.152.230	985.248	+16,9
Dacia	5,8	6,0	49.078	45.476	+7,9	4,9	4,8	519.547	440.429	+18,0
Renault	4,3	5,7	36.828	43.025	-14,4	6,0	5,9	629.093	541.946	+16,1
Alpine	0,0	0,0	165	146	+13,0	0,0	0,0	3.590	2.873	+25,0
Toyota Group	8,8	8,6	75.005	65.246	+15,0	6,9	7,2	728.727	662.800	+9,9
Toyota	8,3	8,2	70.712	62.196	+13,7	6,5	6,9	686.705	635.978	+8,0
Lexus	0,5	0,4	4.293	3.050	+40,8	0,4	0,3	42.022	26.822	+56,7
Hyundai Group	8,1	9,0	68.701	68.366	+0,5	8,4	9,2	885.626	849.546	+4,2
Hyundai	4,1	4,3	34.783	32.405	+7,3	4,1	4,5	432.233	419.634	+3,0
Kia	4,0	4,7	33.918	35.961	-5,7	4,3	4,6	453.393	429.912	+5,5
BMW Group	6,6	5,7	55.797	43.534	+28,2	6,9	6,8	722.767	625.991	+15,5
BMW	5,7	4,8	48.247	36.178	+33,4	5,6	5,4	589.682	504.707	+16,8
Mini	0,9	1,0	7.550	7.356	+2,6	1,3	1,3	133.086	121.284	+9,7
Mercedes-Benz	4,2	5,1	35.977	38.879	-7,5	5,7	5,9	597.525	549.179	+8,8
Mercedes	4,1	4,9	34.632	37.169	-6,8	5,4	5,7	570.591	529.288	+7,8
Smart	0,2	0,2	1.345	1.710	-21,3	0,3	0,2	26.934	19.891	+35,4
Ford	3,0	3,7	25.346	28.222	-10,2	3,4	4,1	362.805	380.289	-4,6
Volvo Cars	2,5	2,1	21.153	15.681	+34,9	2,1	2,1	219.712	191.618	+14,7
Nissan	2,1	1,8	17.928	13.621	+31,6	1,9	1,7	195.569	155.444	+25,8
Tesla	1,7	1,1	14.466	8.669	+66,9	2,6	1,6	279.042	147.457	+89,2
Suzuki	1,6	1,4	13.744	10.844	+26,7	1,5	1,2	154.948	108.013	+43,5
Mazda	1,2	1,6	10.288	11.965	-14,0	1,4	1,2	145.567	108.330	+34,4
SAIC Motor	1,1	0,8	9.746	5.751	+69,5	N.D.	N.D.	N.D.	N.D.	N.D.
Jaguar Land Rover Group	0,6	0,6	5.458	4.937	+10,6	0,7	0,6	69.241	58.523	+18,3
Land Rover	0,6	0,6	4.945	4.291	+15,2	0,6	0,5	58.987	46.549	+26,7
Jaguar	0,1	0,1	513	646	-20,6	0,1	0,1	10.254	11.974	-14,4
Mitsubishi	0,6	0,3	4.717	2.402	+96,4	0,4	0,6	40.532	54.280	-25,3
Honda	0,4	0,3	3.281	2.397	+36,9	0,3	0,4	32.912	39.967	-17,7

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*

	Gennaio/January					Gennaio-dicembre/January-December				
	quota %		Unità		Var %	quota %		Unità		Var %
	% share <sup>1</sup>	2024	2023	Units	24/23	2023	2022	Units	2022	% chg
<b>Volkswagen Group</b>	<b>25,4</b>	<b>26,2</b>	<b>258.402</b>	<b>239.005</b>	<b>+8,1</b>	<b>25,9</b>	<b>24,8</b>	<b>3.324.705</b>	<b>2.804.700</b>	<b>+18,5</b>
Volkswagen	9,4	11,1	95.498	100.770	-5,2	10,6	10,7	1.357.139	1.209.665	+12,2
Skoda	5,8	5,6	59.000	51.195	+15,2	5,3	4,8	680.153	538.569	+26,3
Audi	5,2	5,3	53.065	48.231	+10,0	5,7	5,4	733.176	614.900	+19,2
Seat	2,5	2,2	24.912	20.073	+24,1	1,9	1,8	247.144	204.334	+21,0
Cupra	1,6	1,0	16.154	9.002	+79,4	1,6	1,3	199.274	141.430	+40,9
Porsche	0,9	1,0	9.153	9.067	+0,9	0,8	0,8	99.046	87.387	+13,3
Others <sup>2</sup>	0,1	0,1	621	667	-7,0	0,1	0,1	8.772	8.415	+4,2
<b>Stellantis</b>	<b>18,0</b>	<b>17,2</b>	<b>183.120</b>	<b>156.702</b>	<b>+16,9</b>	<b>16,6</b>	<b>18,2</b>	<b>2.128.625</b>	<b>2.052.722</b>	<b>+3,7</b>
Peugeot	5,7	5,1	57.447	46.788	+22,8	5,0	5,5	639.848	619.517	+3,3
Opel/Vauxhall	3,9	3,2	39.305	29.043	+35,3	3,6	3,8	458.992	428.540	+7,1
Citroen	3,2	3,0	32.646	27.127	+20,3	2,9	3,3	369.750	375.519	-1,5
Fiat <sup>3</sup>	2,9	3,5	29.470	31.845	-7,5	3,0	3,5	381.026	394.507	-3,4
Jeep	1,2	1,1	12.141	9.953	+22,0	1,0	0,9	126.655	103.281	+22,6
Alfa Romeo	0,4	0,4	3.953	3.478	+13,7	0,4	0,4	48.444	49.997	-3,1
Lancia/Chrysler	0,4	0,4	3.917	3.586	+9,2	0,3	0,4	44.815	41.104	+9,0
DS	0,4	0,4	3.715	3.951	-6,0	0,4	0,3	50.088	32.928	+52,1
Others <sup>4</sup>	0,1	0,1	526	931	-43,5	0,1	0,1	9.007	7.329	+22,9
<b>Renault Group</b>	<b>9,2</b>	<b>10,4</b>	<b>92.935</b>	<b>94.899</b>	<b>-2,1</b>	<b>9,7</b>	<b>9,4</b>	<b>1.242.293</b>	<b>1.062.259</b>	<b>+16,9</b>
Dacia	5,1	5,3	51.673	47.962	+7,7	4,3	4,2	557.253	475.748	+17,1
Renault	4,0	5,1	41.050	46.760	-12,2	5,3	5,2	681.023	583.227	+16,8
Alpine	0,0	0,0	212	177	+19,8	0,0	0,0	4.017	3.284	+22,3
<b>Hyundai Group</b>	<b>8,5</b>	<b>9,4</b>	<b>86.525</b>	<b>85.466</b>	<b>+1,2</b>	<b>8,6</b>	<b>9,4</b>	<b>1.106.467</b>	<b>1.060.955</b>	<b>+4,3</b>
Kia	4,4	5,1	44.737	46.094	-2,9	4,5	4,8	572.297	542.852	+5,4
Hyundai	4,1	4,3	41.788	39.372	+6,1	4,2	4,6	534.170	518.103	+3,1
<b>Toyota Group</b>	<b>8,2</b>	<b>8,4</b>	<b>83.420</b>	<b>76.367</b>	<b>+9,2</b>	<b>7,1</b>	<b>7,3</b>	<b>913.955</b>	<b>819.044</b>	<b>+11,6</b>
Toyota	7,7	8,0	78.314	72.500	+8,0	5,7	5,7	728.991	647.464	+12,6
Lexus	0,5	0,4	5.106	3.867	+32,0	1,4	1,5	184.964	171.580	+7,8
<b>BMW Group</b>	<b>7,1</b>	<b>6,1</b>	<b>72.259</b>	<b>55.696</b>	<b>+29,7</b>	<b>6,9</b>	<b>7,1</b>	<b>888.770</b>	<b>806.327</b>	<b>+10,2</b>
BMW	6,0	5,0	60.781	45.390	+33,9	6,4	6,8	828.484	767.068	+8,0
Mini	1,1	1,1	11.478	10.306	+11,4	0,5	0,3	60.286	39.259	+53,6
<b>Mercedes-Benz</b>	<b>4,2</b>	<b>5,2</b>	<b>42.258</b>	<b>47.286</b>	<b>-10,6</b>	<b>5,5</b>	<b>5,8</b>	<b>710.433</b>	<b>656.118</b>	<b>+8,3</b>
Mercedes	4,0	5,0	40.869	45.466	-10,1	5,3	5,6	682.498	634.763	+7,5
Smart	0,1	0,2	1.389	1.820	-23,7	0,2	0,2	27.935	21.355	+30,8
<b>Ford</b>	<b>3,5</b>	<b>4,2</b>	<b>35.603</b>	<b>37.914</b>	<b>-6,1</b>	<b>4,0</b>	<b>4,6</b>	<b>518.371</b>	<b>516.509</b>	<b>+0,4</b>
Nissan	2,6	2,1	26.839	19.451	+38,0	2,3	2,1	293.476	238.335	+23,1
<b>Volvo Cars</b>	<b>2,6</b>	<b>2,3</b>	<b>26.033</b>	<b>20.795</b>	<b>+25,2</b>	<b>2,2</b>	<b>2,2</b>	<b>287.150</b>	<b>247.306</b>	<b>+16,1</b>
Tesla	1,7	1,0	17.493	9.390	+86,3	2,9	2,1	366.326	233.403	+56,9
<b>SAIC Motor</b>	<b>1,7</b>	<b>1,5</b>	<b>16.776</b>	<b>13.224</b>	<b>+26,9</b>	#N/D	#N/D	#N/D	#N/D	#N/D
Suzuki	1,6	1,4	15.795	12.596	+25,4	1,5	1,2	187.344	132.311	+41,6
Mazda	1,2	1,6	12.582	14.952	-15,9	1,4	1,2	182.532	140.225	+30,2
<b>Jaguar Land Rover Group</b>	<b>1,2</b>	<b>1,1</b>	<b>12.206</b>	<b>9.743</b>	<b>+25,3</b>	<b>1,1</b>	<b>1,1</b>	<b>145.490</b>	<b>119.892</b>	<b>+21,4</b>
Land Rover	1,0	0,9	10.351	8.021	+29,0	0,9	0,8	120.588	94.893	+27,1
Jaguar	0,2	0,2	1.855	1.722	+7,7	0,2	0,2	24.902	24.999	-0,4
<b>Honda</b>	<b>0,6</b>	<b>0,5</b>	<b>5.966</b>	<b>4.690</b>	<b>+27,2</b>	<b>0,5</b>	<b>0,6</b>	<b>60.606</b>	<b>67.188</b>	<b>-9,8</b>
<b>Mitsubishi</b>	<b>0,5</b>	<b>0,3</b>	<b>4.911</b>	<b>2.496</b>	<b>+96,8</b>	<b>0,3</b>	<b>0,5</b>	<b>42.823</b>	<b>57.146</b>	<b>-25,1</b>

SOURCE: ACEA MEMBERS

1ACEA estimation based on total by market

2Bentley, Bugatti, Lamborghini and MAN

3Includes Abarth