Press release

THE EUROPEAN CAR MARKET IN SLOWDOWN IN APRIL (-6.8%), DUE TO CALENDAR EFFECTS DETERMINED BY EASTER HOLIDAYS

As for vehicle emissions' reductions and also diesel motorizations (this latter subject has been recently highlighted by some decline in the relating market shares in some countries), ANFIA restated its position favourable to technological neutrality of whatever regulation aimed at ameliorating the air quality

Turin, 16th May 2017 – According to the data issued today by ACEA, in **the enlarged EU countries (plus EFTA[1])**, in April new car registrations amounted to 1,230,235 units, down by 6.8% on April 2016.

In the first four months 2017, registered volumes reached 5,487,695 units, with a positive variation by 4.5% last year, same period.

"In April the European Car Market discounted the calendar effects determined by Easter holidays, fallen in March last year, commented **Aurelio Nervo, President of ANFIA**. The Big Five, recording *71% of the whole EU28+EFTA area registrations, resulted consequently in decline by, respectively: UK -19.8%, Germany -8%, France -6% and Italy -4.6%, excluding on the other hand Spain, increased by 1.1%, principally thanks to the good trend recorded by leasing and company cars, and also despite its two working days less than in April 2016. Like in March, a meaningful contribution to the global result came from the growth of the New EU Members' area: up by 8.2% in the month (and up by 15.5% in the cumulative total); in the above area, Poland and the Czech Republic represent 58% of the monthly registrations, by themselves.*

The Five Major European countries closed positively the first four months of the year, all the same and despite the decline recorded in April 2017.

Looking at the theme of the reduction of vehicle emissions and the debate on diesel motorizations, highlighted by signs of decline regarding their market share in some countries, ANFIA reconfirmed its position in favour of the technological neutrality of whatever regulation targeted at improving the air quality, with a particular reference to the city traffic".

In **Italy,** new registrations amounted to 160,359 units, namely down by 4.6%. This was actually the very first negative sign after thirty-four consecutive months in growth,

[1] EU28+EFTA: as for Malta, data are unavailable at the moment

mainly due to the calendar effects, with April in down by two working days on April 2016 that had closed at up by 12.3% on its turn.

On the contrary, from the comparison on sold volumes regarding the months of March-April 2017 on the same period in 2016, the market was in growth (up by 7.7%).

The first four months of 2017 closed with 743,321 new registrations, in acceleration by 8% on the same period last year.

Sales to private individuals went down by 17.4% in the month and those relating to companies (excluding rental and leasing) went up by 32.4% on April 2016.
New registrations of petrol cars decelerated by 16% in April, covering 31.6% of the market, whereas in the first four months an acceleration was posted, up by 4.5%; diesel cars, on the contrary, recorded an increase by 2.4%, with a market share by 58.2% in the month, and also an increase in volumes (up by 9.3% in the cumulative total). The market of hybrid cars went on growing at a very good rhythm, recording a monthly acceleration by 54.3% and 55.2%, in the first four months. Also LPG cars went on rising, up by 2.5% in the month and up by 23.1% in the cumulative amount. As for CNG cars, on the other hand, they continued being in negative trend and lost 55.2% of the market in April and 40.1% in the first four months. As a whole, sales of alternative motorizations went down by 3.3% on April 2016, weighing 10.2% of the total market, while in the cumulative total the increase was of 12.3% with a share by 10.6%.

According to ISTAT data, in April the **domestic consumer price index** went up by 0.4% on a monthly basis and 1.9% on April 2016 (in March: up by 1.4%).
As for Non-regulated Energy goods, there were some decreases in prices of **Other fuels**, that went down by 0.9% in terms of conjuncture – owing to the decline of the LPG price – and they showed a softening in growth, on a yearly basis (up by 11.5% from up by 12.2% in the previous month). Also the price of **diesel** was in deceleration (down by 0.5% on a monthly basis and it represented a slowdown of the growth on a trend basis (up by 12.7% from up by 14.9% of the previous month). The price of **Petrol** decreased by 0.6% on March and the relating trend growth went down still further, from up by 11.8% of the previous month to up by 8.4% in April.

Italian brands recorded 89,264 new registrations in Europe in the month of April, down by 0.5%, reaching 7.3% in terms of market share on 6.8% of last year. In the month, there was also a two-digit growth by Alfa Romeo (up by 52.2%). In the first four months 2017, car volumes attained 392,399 units, namely up by 10.8% on January-April 2016. The market share went to 7.2% on 6.7% last year. Positive results were also recorded by Fiat brands, in the first four months, as for Fiat brands (+10.4%), Alfa Romeo (+38.7%) and Lancia/Chrysler (+1.8%).

In April, **Spain** posted 101,375 new registrations (up by 1.1%). this was the thirteenth consecutive monthly growth, in spite of a different number of working days (April 2017 two days less than April 2016, due to Easter holidays).

In the first four months of the year the registered volumes amounted to 409,286 units, increasing by 6.1% on the first four months in 2016. This was then the very best 4-month period since 2009, despite volumes were still lower than those recorded in the pre-crisis period (471,303 units in January-April 2008 and 532,346 units in January-April 2007).

Actually, Easter holidays have influenced also the decline recorded by new registrations sold to private individuals (down by 14.4% in the month), already in slackening trend in the progressive as from the beginning of the year, failing possible encouragement to the car park in use replacement, and also influenced the increase of registrations in leasing area (up by 35.8%).

As underlined by ANFAC, the Spanish Automotive Trade Association, by adjusting data seasonally and comparing the period of March-April 2017 with the same in 2016, the market presents a growth by 7.2%, though the private market remains in decline (down by 1.4%).

With reference to the trend of the various sale channels in the first four months 2017, the most contained growth was exactly recorded in the private registrations (up by 1.1%), while company cars increased by 11.5% (up by 3.7% in the month) and the leasing sector by 10.4%.

In April 2017, hybrid and electric cars maintained a market share by 4%, as in March, growing to 4.3% in the progressive since the beginning of the year in comparison with 44.7% as for petrol and 51% as for diesel.

In **France**, in April, were registered 171,871 new cars, in decline by 6%, but in growth by 3.9% face to the same number of working days (19 in April 2017 on 21 in April 2016).

In the first four months of the current year, total new registrations amounted to 712,925, in growth by 2% (same number of working days, 84, in 2016, first 4-month period).

The second-hand car market, according to CCFA estimations (French Automotive Trade Association) recorded 465,161 new registrations, in decline by 6.7%. In the first four months 2017, the market reached 1,910,932 units, namely up by 0.4% on the same period in 2016.

For the second consecutive month, in France were sold more petrol cars than diesel ones in April. Actually, according to CCFA data, these latter ones underwent a decline in the market share going down to 48%, on 52% of last year. In the first four months 2017, diesel cars remained leader with 47.56% of the total new registered amount (the share was 52.23% in the first four months 2016) on 47.49% of petrol cars (43.57% last year). In the same period, hybrid and electric cars attained 4.89% of market share (4.14% last year).

According to CCFA, also the offer of 3-cylinder engines (petrol motorisation), mounted on the most economic car segments (55% of the French market), has partially motivated the decline of diesel motorizations that generally appear in superior class car models.

To this latter situation, it must be added the drivers' fear that diesel cars be banned from city centres.

In **Germany**, in April – three working days less than in April 2016 – 290,697 units (down by 8%) were registered. In the first four months in 2017, total volumes attained 1,135,381 units, namely up by 2.5% on the same period in 2016 that represents the highest volume amount for the first 4-month period since 2009.

According to VDA (German Automotive Trade Association), domestic orders presented a contraction by 1% in the first four months 2017 on the same period in 2016.

VDA underlined then that diesel car registrations have lost 19% in the month, with a market share by 41.3% on 47% in April 2016. The share has definitely stopped at 42.3% in the cumulative amount since the beginning of the year on 47.3% of last year. The President of the German Association, Matthias Wissmann, underlined that this trend reflects the uncertainty climate showed by consumers and also recalls the pressing need for a more objective debate on the following: EURO 6 diesel cars (last generation) really represent a cleaner and economically convenient technology, indispensable element to reach the targets of CO_2 emission reductions.

Finally, in April, the **United Kingdom** totalled 152.076 cars, in decrease by 19.8% mostly due to the entering into force (as from the first day of the month) of the new yearly car road tax (excepting zero-emission vehicles). In the first four months of 2017, car volumes stood at 972,092 units (up by 1.1%), maintaining record levels.

The Society of Motor Manufacturers and Traders Ltd. in London (SMMT) declared that all sale channels were in decline in April: -28.4% new registrations to private, -12.3% fleets, -21% company cars. Trend in downturn also for all motorizations, with petrol cars down by 13.1%, diesel cars own by 27.3% and alternative motorizations in decline for its very first time over forty-seven consecutive months, though the contraction has been contained at 1.3%.

SMMT underlined that the slackening recorded in April had already been anticipated due to the following: race for new car registrations before the end of March, in order to avoid the increase of the taxation, to be summed up to a lower number of working days to the Easter holidays.

In the forthcoming months, a stabilization in car demand is expected, in parallel with some attenuation of the negative effect created by the road car tax reform.

Furthermore, as from the beginning of May, SMMT management have favourably welcomed the publication of the governmental proposals in favour of the UK Air Quality Plan, that anticipate what follows: EURO 6 diesel cars sold in these last two years shall not undergo either possible penalization or taxation on UK road traffic territory.

The local automotive industry has been committed with improving the air quality in cities and it has invested billions Euros in developing new cars, commercial vehicles, trucks and buses at low emission impact; to solve the problem of emissions' reduction it is necessary to favour the rapid diffusion of these new cleaner vehicles.

As underlined in the plan, each possible measure taken in order to encourage the car park in-use renewal shall have precise objective to follow and also brought effective environmental advantages. SMMT management expect that those planning measures realized to improve traffic flows and diffuse electric and hybrid vehicles shall become of top-priority in cities and they impatiently wish to work with the governmental Administration in order to improve the diffusion of more modern low-impact vehicles, independently from the type of motorization.

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ANFIA – Italian Association of the Automotive Industry – is one of the leading Italian Trade Associations, members of CONFINDUSTRIA.
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 and/or intended for special use, such as fitting and specific equipment mounted on motor vehicles.

UNIONE EUROPEA[1] - IMMATRICOLAZIONI AUTOVETTURE PER PAESE

EUROPEAN UNION [1] - NEW PASSENGER CAR REGISTRATIONS BY COUNTRY

dati provvisori/provisional data

	Aprile/April		% Chg	Gennaio-Aprile/January-April		% Chg
	'17	'16	17/16	'17	'16	17/16
AUSTRIA	30.201	31.102	-2,9	118.694	109.557	+8,3
BELGIUM	51.132	55.022	-7,1	215.841	204.478	+5,6
BULGARIA	2.479	2.173	+14,1	9.086	7.572	+20,0
CROATIA	6.213	4.793	+29,6	17.023	13.585	+25,3
CYPRUS	1.088	1.151	-5,5	4.728	4.419	+7,0
CZECH REPUBLIC	22.749	23.131	-1,7	90.808	82.729	+9,8
DENMARK	17.610	19.865	-11,4	77.531	72.076	+7,6
ESTONIA	2.226	2.134	+4,3	8.095	7.562	+7,0
FINLAND	9.394	11.088	-15,3	42.507	44.202	-3,835
FRANCE	171.871	182.863	-6,0	712.925	699.245	+2,0
GERMANY	290.697	315.921	-8,0	1.135.381	1.107.345	+2,5
GREECE	8.452	9.735	-13,2	29.549	25.061	+17,9
HUNGARY	8.681	8.064	+7,7	33.024	27.763	+18,9
IRELAND	7.842	10.381	-24,5	83.806	93.205	-10,1
ITALY	160.359	168.135	-4,6	743.321	688.497	+8,0
LATVIA	1.417	1.464	-3,2	5.481	5.348	+2,5
LITHUANIA	2.254	2.037	+10,7	7.778	6.639	+17,2
LUXEMBOURG	4.864	5.233	-7,1	18.205	18.198	+0,04
NETHERLANDS	29.360	27.610	+6,3	150.014	125.875	+19,2
POLAND	39.476	34.517	+14,4	165.408	139.205	+18,8
PORTUGAL	18.829	15.978	+17,8	78.698	74.406	+5,8
ROMANIA	6.640	6.174	+7,5	28.916	23.645	+22,3
SLOVAKIA	7.272	7.278	-0,1	30.086	27.301	+10,2
SLOVENIA	6.001	5.472	+9,7	24.691	22.163	+11,4
SPAIN	101.375	100.279	+1,1	409.286	385.773	+6,1
SWEDEN	30.476	33.580	-9,2	119.880	116.809	+2,6
UNITED KINGDOM	152.076	189.505	-19,8	972.092	961.285	+1,1
EUROPEAN UNION[1]	**1.191.034**	**1.274.685**	**-6,6**	**5.332.854**	**5.093.943**	**+4,7**
EU15[2]	1.084.538	1.176.297	-7,8	4.907.730	4.726.012	+3,8
EU12[3]	106.496	98.388	+8,2	425.124	367.931	+15,5
ICELAND	*2.047*	*2.273*	*-9,9*	*6.677*	*5.878*	*+13,6*
NORWAY	*11.339*	*14.116*	*-19,7*	*49.580*	*51.204*	*-3,2*
SWITZERLAND	*25.815*	*28.698*	*-10,0*	*98.584*	*100.655*	*-2,1*
EFTA	39.201	45.087	-13,1	154.841	157.737	-1,8
EU + EFTA	**1.230.235**	**1.319.772**	**-6,8**	**5.487.695**	**5.251.680**	**+4,5**
EU15 + EFTA	1.123.739	1.221.384	-8,0	5.062.571	4.883.749	+3,7

SOURCE: NATIONAL AUTOMOBILE MANUFACTURERS' ASSOCIATIONS

[1] Data for Malta n.a.

[2] Member States before the 2004 enlargement

[3] Member States having joined the EU since 2004

EU 28[1] - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EU 28[1] - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data — *dati provvisori/provisional data*

	Aprile/April					Gennaio-Aprile/January-April				
	%[1] 2017	%[1] 2016	Unità Units 2017	Unità Units 2016	Var % % Chg 17/16	%[1] 2017	%[1] 2016	Unità Units 2017	Unità Units 2016	Var % % Chg 17/16
VW Group	**24,7**	**25,3**	**293.608**	**322.006**	**-8,8**	**23,0**	**23,7**	**1.229.094**	**1.206.719**	**+1,9**
VOLKSWAGEN	11,0	12,0	131.489	152.460	-13,8	10,6	11,2	564.481	571.312	-1,2
AUDI	5,7	5,9	67.720	75.461	-10,3	5,3	5,6	281.549	282.953	-0,5
SKODA	4,6	4,5	54.350	57.120	-4,8	4,2	4,2	223.953	214.523	+4,4
SEAT	2,8	2,3	33.494	29.127	+15,0	2,5	2,2	133.382	113.441	+17,6
PORSCHE	0,5	0,6	6.201	7.400	-16,2	0,5	0,5	24.081	23.154	+4,0
OTHERS[2]	0,0	0,0	354	438	-19,2	0,0	0,0	1.648	1.336	+23,4
PSA Group	**10,5**	**10,5**	**124.994**	**133.604**	**-6,4**	**10,1**	**10,5**	**539.188**	**532.631**	**+1,2**
PEUGEOT	6,2	6,1	74.402	77.423	-3,9	5,9	6,1	316.992	308.556	+2,7
CITROEN	4,0	4,0	47.363	50.419	-6,1	3,9	3,9	205.774	198.534	+3,6
DS	0,3	0,5	3.229	5.762	-44,0	0,3	0,5	16.422	25.541	-35,7
RENAULT Group	**10,7**	**10,3**	**128.013**	**131.376**	**-2,6**	**9,9**	**9,6**	**527.412**	**490.912**	**+7,4**
RENAULT	7,6	7,3	90.795	93.309	-2,7	7,1	6,9	380.040	352.480	+7,8
DACIA	3,1	3,0	36.816	37.775	-2,5	2,7	2,7	145.863	137.440	+6,1
LADA	0,0	0,0	402	292	+37,7	0,0	0,0	1.509	992	+52,1
FCA Group	**7,4**	**6,9**	**87.761**	**88.477**	**-0,8**	**7,2**	**6,9**	**386.460**	**350.002**	**+10,4**
FIAT	5,6	5,3	66.155	67.533	-2,0	5,5	5,2	293.343	266.171	+10,2
JEEP	0,7	0,7	7.953	8.657	-8,1	0,6	0,7	34.347	34.464	-0,3
ALFA ROMEO	0,6	0,4	7.065	4.754	+48,6	0,5	0,4	27.834	20.518	+35,7
LANCIA/CHRYSLER	0,5	0,6	5.924	7.066	-16,2	0,5	0,5	27.451	26.946	+1,9
OTHERS[3]	0,1	0,0	664	467	+42,2	0,1	0,0	3.485	1.903	+83,1
FORD	**6,5**	**6,8**	**76.899**	**86.791**	**-11,4**	**7,2**	**7,2**	**385.362**	**367.074**	**+5,0**
OPEL Group	**5,9**	**6,4**	**70.227**	**81.087**	**-13,4**	**6,4**	**6,8**	**341.634**	**346.755**	**-1,5**
OPEL/VAUXHALL	5,9	6,3	70.227	80.779	-13,1	6,4	6,8	341.634	345.450	-1,1
CHEVROLET	0,0	0,0	0	261	-100,0	0,0	0,0	0	1.099	-100,0
Other GM	0,0	0,0	0	47	-100,0	0,0	0,0	0	206	-100,0
BMW Group	**6,4**	**6,3**	**75.965**	**80.795**	**-6,0**	**6,3**	**6,4**	**336.530**	**325.364**	**+3,4**
BMW	5,1	5,1	60.927	64.500	-5,5	5,1	5,1	270.910	261.851	+3,5
MINI	1,3	1,3	15.038	16.295	-7,7	1,2	1,2	65.620	63.513	+3,3
DAIMLER	**6,5**	**6,2**	**77.277**	**79.446**	**-2,7**	**6,0**	**5,9**	**319.647**	**300.337**	**+6,4**
MERCEDES	5,8	5,5	69.320	69.948	-0,9	5,4	5,2	286.785	264.554	+8,4
SMART	0,7	0,7	7.957	9.498	-16,2	0,6	0,7	32.862	35.783	-8,2
TOYOTA Group	**4,3**	**3,9**	**51.805**	**49.208**	**+5,3**	**4,7**	**4,2**	**249.093**	**213.560**	**+16,6**
TOYOTA	4,1	3,6	48.963	46.226	+5,9	4,4	3,9	234.414	199.486	+17,5
LEXUS	0,2	0,2	2.842	2.982	-4,7	0,3	0,3	14.679	14.074	+4,3
NISSAN	**2,9**	**3,2**	**35.090**	**40.424**	**-13,2**	**3,9**	**3,9**	**208.761**	**196.565**	**+6,2**
HYUNDAI	**3,2**	**3,3**	**38.150**	**42.536**	**-10,3**	**3,2**	**3,3**	**169.796**	**165.843**	**+2,4**
KIA	**3,4**	**2,9**	**40.056**	**37.100**	**+8,0**	**3,1**	**2,9**	**162.947**	**145.535**	**+12,0**
VOLVO CAR CORP.	**1,9**	**1,9**	**22.867**	**23.844**	**-4,1**	**1,8**	**1,8**	**98.036**	**90.935**	**+7,8**
JAGUAR LAND ROVER Group	**1,1**	**1,2**	**13.075**	**15.681**	**-16,6**	**1,6**	**1,6**	**86.521**	**79.707**	**+8,5**
LAND ROVER	0,8	0,9	9.133	11.182	-18,3	1,1	1,2	58.382	60.150	-2,9
JAGUAR	0,3	0,4	3.942	4.499	-12,4	0,5	0,4	28.139	19.557	+43,9
SUZUKI	**1,4**	**1,2**	**17.225**	**15.267**	**+12,8**	**1,5**	**1,2**	**79.770**	**63.416**	**+25,8**
MAZDA	**1,2**	**1,2**	**14.654**	**15.701**	**-6,7**	**1,4**	**1,6**	**76.534**	**80.252**	**-4,6**
HONDA	**0,8**	**0,8**	**9.142**	**10.802**	**-15,4**	**1,0**	**1,2**	**51.731**	**58.692**	**-11,9**
MITSUBISHI	**0,7**	**0,7**	**8.694**	**9.447**	**-8,0**	**0,7**	**0,8**	**37.869**	**39.658**	**-4,5**
OTHERS JAPANESE[4]	**0,2**	**0,2**	**2.406**	**2.900**	**-17,0**	**0,2**	**0,2**	**10.691**	**11.291**	**-5,3**

SOURCE: ACEA MEMBERS

[1] ACEA estimation based on total by market

[2] Includes Bentley, Lamborghini and Bugatti

[3] Includes Dodge and Maserati

EUROPA (EU28[1]+EFTA) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

EUROPE (EU28[1] +EFTA) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

dati provvisori/provisional data — *dati provvisori/provisional data*

	Aprile/April					Gennaio-Aprile/January-April				
	%[1] 2017	%[1] 2016	Unità *Units* 2017	Unità *Units* 2016	Var % % Chg 17/16	%[1] 2017	%[1] 2016	Unità *Units* 2017	Unità *Units* 2016	Var % % Chg 17/16
VW Group	**24,8**	**25,4**	**305.177**	**335.338**	**-9,0**	**23,1**	**23,8**	**1.269.903**	**1.250.826**	**+1,5**
VOLKSWAGEN	11,1	12,0	136.758	159.013	-14,0	10,6	11,3	582.217	592.786	-1,8
AUDI	5,7	5,9	70.030	77.911	-10,1	5,3	5,5	289.701	290.833	-0,4
SKODA	4,6	4,6	56.814	60.054	-5,4	4,2	4,3	233.168	224.615	+3,8
SEAT	2,8	2,3	34.558	29.947	+15,4	2,5	2,2	137.377	116.280	+18,1
PORSCHE	0,5	0,6	6.619	7.936	-16,6	0,5	0,5	25.657	24.882	+3,1
OTHERS[2]	0,0	0,0	398	477	-16,6	0,0	0,0	1.783	1.430	+24,7
PSA Group	**10,3**	**10,3**	**127.066**	**136.217**	**-6,7**	**10,0**	**10,3**	**547.619**	**541.997**	**+1,0**
PEUGEOT	6,1	6,0	75.597	78.904	-4,2	5,9	6,0	322.170	314.098	+2,6
CITROEN	3,9	3,9	48.168	51.368	-6,2	3,8	3,8	208.741	201.701	+3,5
DS	0,3	0,5	3.301	5.945	-44,5	0,3	0,5	16.708	26.198	-36,2
RENAULT Group	**10,6**	**10,1**	**130.083**	**133.943**	**-2,9**	**9,8**	**9,5**	**536.042**	**499.306**	**+7,4**
RENAULT	7,5	7,2	92.034	95.200	-3,3	7,0	6,8	385.774	358.747	+7,5
DACIA	3,1	2,9	37.647	38.451	-2,1	2,7	2,7	148.755	139.567	+6,6
LADA	0,0	0,0	402	292	+37,7	0,0	0,0	1.513	992	+52,5
FCA Group	**7,3**	**6,8**	**89.264**	**89.697**	**-0,5**	**7,2**	**6,7**	**392.399**	**354.175**	**+10,8**
FIAT	5,4	5,2	66.967	68.315	-2,0	5,4	5,1	296.782	268.827	+10,4
JEEP	0,7	0,7	8.217	8.932	-8,0	0,6	0,7	35.361	35.404	-0,1
ALFA ROMEO	0,6	0,4	7.376	4.846	+52,2	0,5	0,4	28.874	20.822	+38,7
LANCIA/CHRYSLER	0,5	0,5	5.927	7.069	-16,2	0,5	0,5	27.460	26.986	+1,8
OTHERS[3]	0,1	0,0	777	535	+45,2	0,1	0,0	3.922	2.136	+83,6
FORD	**6,4**	**6,7**	**78.470**	**88.646**	**-11,5**	**7,1**	**7,1**	**391.702**	**374.132**	**+4,7**
BMW Group	**6,5**	**6,4**	**79.367**	**84.757**	**-6,4**	**6,4**	**6,5**	**350.550**	**339.165**	**+3,4**
BMW	5,2	5,1	63.823	67.917	-6,0	5,2	5,2	283.061	273.954	+3,3
MINI	1,3	1,3	15.544	16.840	-7,7	1,2	1,2	67.489	65.211	+3,5
OPEL Group	**5,8**	**6,2**	**71.554**	**82.483**	**-13,3**	**6,3**	**6,7**	**347.360**	**352.131**	**-1,4**
OPEL/VAUXHALL	5,8	6,2	71.375	82.135	-13,1	6,3	6,7	346.761	350.672	-1,1
CHEVROLET	0,0	0,0	148	284	-47,9	0,0	0,0	428	1.162	-63,2
Other GM	0,0	0,0	31	64	-51,6	0,0	0,0	171	297	-42,4
DAIMLER	**6,5**	**6,3**	**80.494**	**82.585**	**-2,5**	**6,1**	**5,9**	**332.392**	**311.965**	**+6,5**
MERCEDES	5,9	5,5	72.338	72.839	-0,7	5,4	5,2	298.714	275.077	+8,6
SMART	0,7	0,7	8.156	9.746	-16,3	0,6	0,7	33.678	36.888	-8,7
TOYOTA Group	**4,4**	**3,9**	**54.565**	**52.080**	**+4,8**	**4,7**	**4,3**	**260.281**	**224.243**	**+16,1**
TOYOTA	4,2	3,7	51.616	48.953	+5,4	4,5	4,0	245.072	209.451	+17,0
LEXUS	0,2	0,2	2.949	3.127	-5,7	0,3	0,3	15.209	14.792	+2,8
NISSAN	**2,9**	**3,2**	**36.079**	**41.761**	**-13,6**	**3,9**	**3,9**	**214.430**	**202.856**	**+5,7**
HYUNDAI	**3,2**	**3,3**	**39.520**	**44.044**	**-10,3**	**3,2**	**3,2**	**174.444**	**170.437**	**+2,4**
KIA	**3,4**	**2,9**	**41.279**	**38.194**	**+8,1**	**3,0**	**2,8**	**166.266**	**148.794**	**+11,7**
VOLVO CAR CORP.	**2,0**	**1,9**	**24.510**	**25.185**	**-2,7**	**1,9**	**1,8**	**104.662**	**96.165**	**+8,8**
JAGUAR LAND ROVER Group	**1,1**	**1,2**	**13.352**	**15.988**	**-16,5**	**1,6**	**1,6**	**88.275**	**81.715**	**+8,0**
LAND ROVER	0,8	0,9	9.342	11.404	-18,1	1,1	1,2	59.601	61.798	-3,6
JAGUAR	0,3	0,3	4.010	4.584	-12,5	0,5	0,4	28.674	19.917	+44,0
SUZUKI	**1,5**	**1,2**	**18.228**	**16.359**	**+11,4**	**1,5**	**1,3**	**83.604**	**67.088**	**+24,6**
MAZDA	**1,3**	**1,3**	**15.711**	**17.161**	**-8,4**	**1,5**	**1,6**	**80.548**	**86.043**	**-6,4**
HONDA	**0,8**	**0,9**	**9.596**	**11.536**	**-16,8**	**1,0**	**1,2**	**53.658**	**61.361**	**-12,6**
MITSUBISHI	**0,8**	**0,8**	**9.414**	**10.469**	**-10,1**	**0,7**	**0,8**	**40.541**	**43.168**	**-6,1**
OTHERS JAPANESE[4]	**0,3**	**0,3**	**3.103**	**3.897**	**-20,4**	**0,2**	**0,3**	**12.939**	**13.828**	**-6,4**

SOURCE: ACEA MEMBERS

[1] *ACEA estimation based on total by market*

[2] *Includes Bentley, Lamborghini and Bugatti*

[3] *Includes Dodge and Maserati*

EUROPA OCC. (EU15+EFTA) - IMMATRICOLAZIONI AUTOVETTURE PER MARCA

WESTERN EUROPE (EU15+EFTA) - NEW PASSENGER CAR REGISTRATIONS BY MAKE

	Aprile/April *dati provvisori/provisional data*					Gennaio-Aprile/January-April *dati provvisori/provisional data*				
	%[1] 2017	%[1] 2016	Unità *Units* 2017	Unità *Units* 2016	Var % % Chg 17/16	%[1] 2017	%[1] 2016	Unità *Units* 2017	Unità *Units* 2016	Var % % Chg 17/16
VW Group	**24,3**	**24,9**	**272.799**	**303.593**	**-10,1**	**22,5**	**23,2**	**1.137.987**	**1.133.922**	**+0,4**
VOLKSWAGEN	11,2	12,2	126.244	148.777	-15,1	10,6	11,4	537.184	555.321	-3,3
AUDI	6,0	6,2	67.634	75.469	-10,4	5,5	5,8	279.833	281.672	-0,7
SKODA	3,6	3,6	40.048	43.384	-7,7	3,3	3,3	166.494	162.609	+2,4
SEAT	2,9	2,3	32.091	27.787	+15,5	2,5	2,2	128.015	108.766	+17,7
PORSCHE	0,6	0,6	6.397	7.717	-17,1	0,5	0,5	24.746	24.161	+2,4
OTHERS[2]	0,0	0,0	385	459	-16,1	0,0	0,0	1.715	1.393	+23,1
PSA Group	**10,8**	**10,7**	**121.237**	**130.590**	**-7,2**	**10,4**	**10,7**	**525.002**	**521.098**	**+0,7**
PEUGEOT	6,4	6,2	72.106	75.519	-4,5	6,1	6,2	308.651	301.380	+2,4
CITROEN	4,1	4,0	45.876	49.206	-6,8	3,9	4,0	199.860	193.875	+3,1
DS	0,3	0,5	3.255	5.865	-44,5	0,3	0,5	16.491	25.843	-36,2
RENAULT Group	**10,3**	**9,9**	**116.126**	**121.097**	**-4,1**	**9,6**	**9,3**	**484.317**	**456.018**	**+6,2**
RENAULT	7,6	7,3	85.157	89.161	-4,5	7,1	6,9	360.923	338.845	+6,5
DACIA	2,7	2,6	30.771	31.788	-3,2	2,4	2,4	122.524	116.641	+5,0
LADA	0,0	0,0	198	148	+33,8	0,0	0,0	870	532	+63,5
FCA Group	**7,6**	**7,1**	**85.629**	**86.451**	**-1,0**	**7,5**	**7,0**	**378.157**	**342.552**	**+10,4**
FIAT	5,7	5,4	64.316	65.690	-2,1	5,6	5,3	285.982	259.750	+10,1
JEEP	0,7	0,7	7.593	8.472	-10,4	0,7	0,7	33.069	33.493	-1,3
ALFA ROMEO	0,6	0,4	7.120	4.716	+51,0	0,6	0,4	28.064	20.348	+37,9
LANCIA/CHRYSLER	0,5	0,6	5.862	7.056	-16,9	0,5	0,6	27.312	26.903	+1,5
OTHERS[3]	0,1	0,0	738	517	+42,7	0,1	0,0	3.730	2.058	+81,2
FORD	**6,3**	**6,8**	**71.116**	**82.811**	**-14,1**	**7,2**	**7,2**	**363.272**	**351.274**	**+3,4**
BMW Group	**6,8**	**6,7**	**75.963**	**81.811**	**-7,1**	**6,7**	**6,7**	**336.941**	**327.736**	**+2,8**
BMW	5,4	5,3	60.785	65.214	-6,8	5,3	5,4	270.791	263.473	+2,8
MINI	1,4	1,4	15.178	16.597	-8,5	1,3	1,3	66.150	64.263	+2,9
OPEL Group	**5,8**	**6,2**	**64.626**	**76.260**	**-15,3**	**6,3**	**6,7**	**320.597**	**328.070**	**-2,3**
OPEL/VAUXHALL	5,7	6,2	64.447	76.040	-15,2	6,3	6,7	319.998	327.202	-2,2
CHEVROLET	0,0	0,0	148	157	-5,7	0,0	0,0	428	583	-26,6
Other GM	0,0	0,0	31	63	-50,8	0,0	0,0	171	285	-40,0
DAIMLER	**6,8**	**6,5**	**76.928**	**79.463**	**-3,2**	**6,3**	**6,2**	**319.489**	**301.979**	**+5,8**
MERCEDES	6,1	5,7	68.846	69.778	-1,3	5,6	5,4	286.012	265.299	+7,8
SMART	0,7	0,8	8.082	9.685	-16,6	0,7	0,8	33.477	36.680	-8,7
TOYOTA Group	**4,0**	**3,7**	**45.360**	**45.246**	**+0,3**	**4,4**	**4,1**	**224.327**	**197.946**	**+13,3**
TOYOTA	3,8	3,5	42.954	42.601	+0,8	4,2	3,8	211.246	184.948	+14,2
LEXUS	0,2	0,2	2.406	2.645	-9,0	0,3	0,3	13.081	12.998	+0,6
NISSAN	**3,0**	**3,2**	**33.551**	**39.417**	**-14,9**	**4,0**	**3,9**	**201.569**	**191.000**	**+5,5**
HYUNDAI	**3,0**	**3,2**	**34.160**	**38.679**	**-11,7**	**3,0**	**3,1**	**153.111**	**151.294**	**+1,2**
KIA	**3,1**	**2,7**	**35.321**	**33.450**	**+5,6**	**2,9**	**2,7**	**147.478**	**131.952**	**+11,8**
VOLVO CAR CORP.	**2,1**	**2,0**	**23.141**	**24.059**	**-3,8**	**1,9**	**1,9**	**98.659**	**91.491**	**+7,8**
JAGUAR LAND ROVER Group	**1,1**	**1,3**	**12.841**	**15.627**	**-17,8**	**1,7**	**1,6**	**86.249**	**79.906**	**+7,9**
LAND ROVER	0,8	0,9	8.923	11.136	-19,9	1,1	1,2	58.048	60.316	-3,8
JAGUAR	0,3	0,4	3.918	4.491	-12,8	0,6	0,4	28.201	19.590	+44,0
MAZDA	**1,2**	**1,2**	**13.650**	**15.045**	**-9,3**	**1,4**	**1,6**	**72.382**	**77.838**	**-7,0**
SUZUKI	**1,3**	**1,1**	**14.816**	**13.386**	**+10,7**	**1,4**	**1,2**	**71.380**	**57.216**	**+24,8**
HONDA	**0,8**	**0,8**	**8.510**	**10.196**	**-16,5**	**0,9**	**1,1**	**48.069**	**55.641**	**-13,6**
MITSUBISHI	**0,8**	**0,8**	**8.563**	**9.577**	**-10,6**	**0,7**	**0,8**	**37.071**	**38.967**	**-4,9**
OTHERS JAPANESE[4]	**0,2**	**0,3**	**2.650**	**3.278**	**-19,2**	**0,2**	**0,2**	**11.046**	**11.979**	**-7,8**

SOURCE: ACEA MEMBERS

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[3] *Includes Dodge and Maserati*