



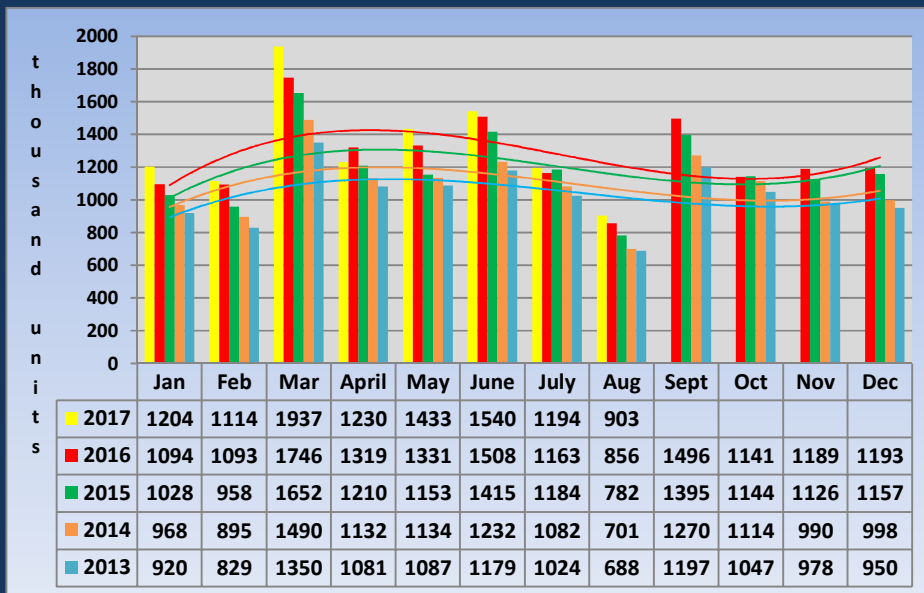
Press Release

Turin, September 14, 2017

European Car Market – July/August 2017 registrations

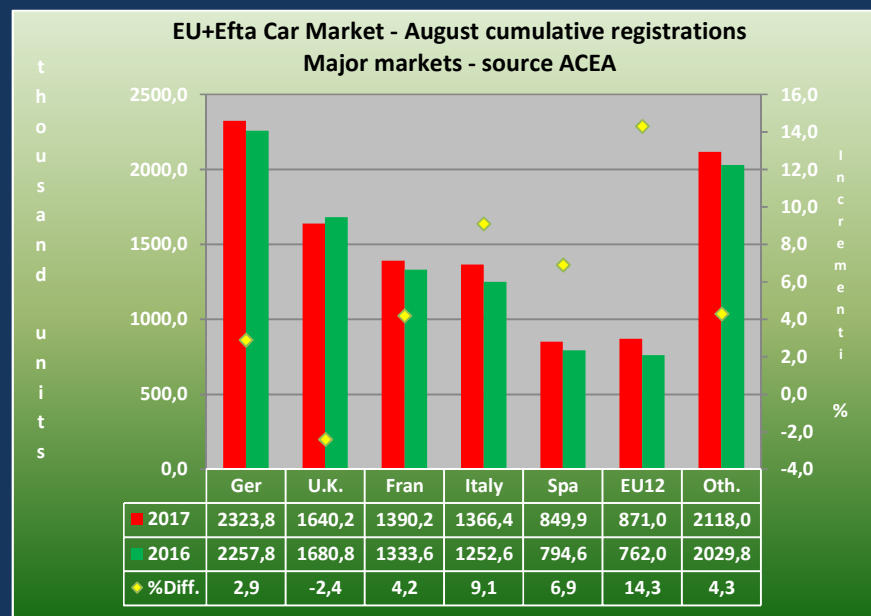
A 5.5% increase in car registrations in the EU+Efta in August, for a total of 903,143 units, is the best result in the month of the last ten years. In July the increase was only of 2.6% with 1,193,554 units. In the aggregate of the first eight months the registrations were 4.4% higher than the same period last year at 10.559.543 units.

Increase in volume and share of FCA Group, up from 7.0% to 7.3% in the first eight months.



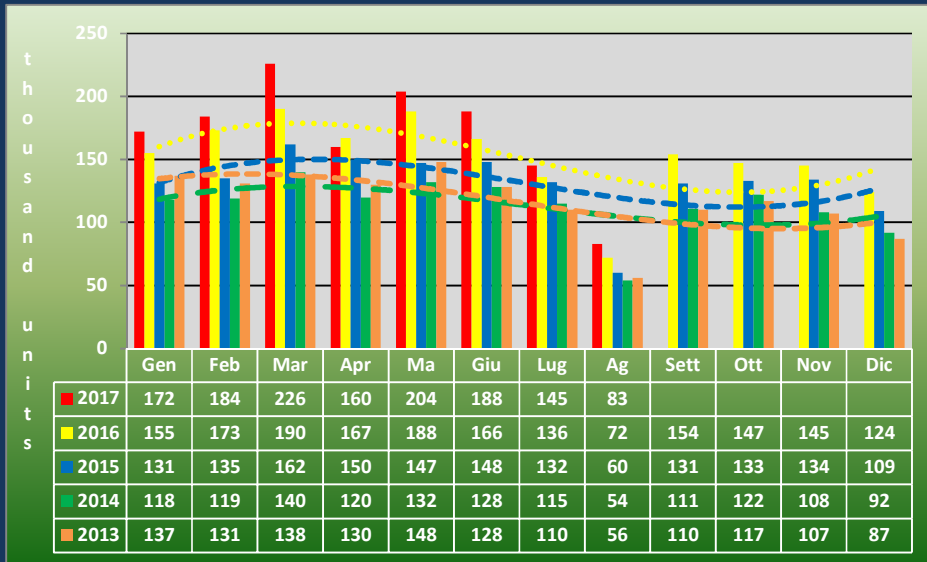
In the analysis of registrations by geographical areas in August the best was Italy with a +15.8% (+ 6.2% in July), followed by Spain with a +13% (+2.5% in July), UE12 with a +10.9% (+11.7% in July) and France with a +9.4% (+10.9% in July). The EFTA area rose by 4.8% (-1.4% in July), and Germany by 3.5% (+1.5% in July), while Britain lost 6.4% (-9.3% in July).

In the first eight months of the year, EU12 rose by 14.3% [mainly thanks to Romania (+16.6%), Poland (+17.8%) and Hungary (+19.3%)], followed by Italy with +9.1%, Spain (+6.9%), France with +4.2% and Germany (+2.9%). Great Britain loses 2.4%. The Efta area gains 1.2%. Great Britain remains in second place and Italy is fourth in the ranking of the major European countries.



As to Italy in particular, back to two digits the increase in car registrations in the Italian market: in August +15.8% with 83,363 registered vehicles. The figure for the first eight months shows a further increase, with a growth of 9.1% to 1,366,389 units.

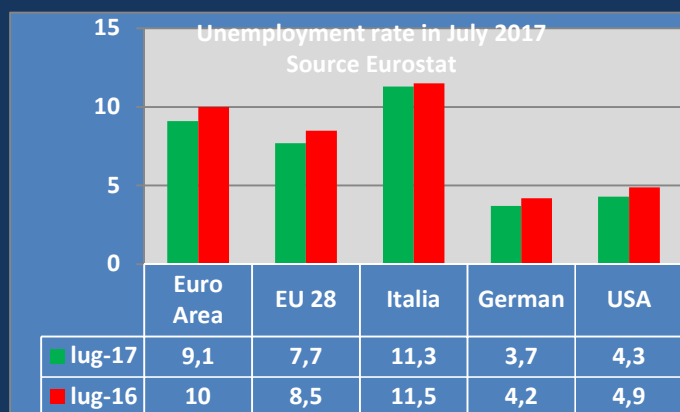
Monthly registrations trend. ('000 units) Source Min. Trasporti/Anfia/Unrae



Anfia emphasizes that "August recorded the best result, in terms of volumes, since 2009, when, for this month, it exceeded the 85,000 registrations. August 2017 counted, inter alia, the same number of working days of August 2016 (22 days)". According to Unrae: "Rental channels (+41.8%) and companies (+50.2%) grow with the self-registrations

component which weighs almost 80%; are essentially stable sales to individuals (+0.6%). The market confirms that new sales channels are being opened within conventional ones and that the same private channel is likely to be fueled by the selfregistrations park available in the sales networks. The market seems to be able to keep its growth potential unchanged at year-end, around 8-9%.

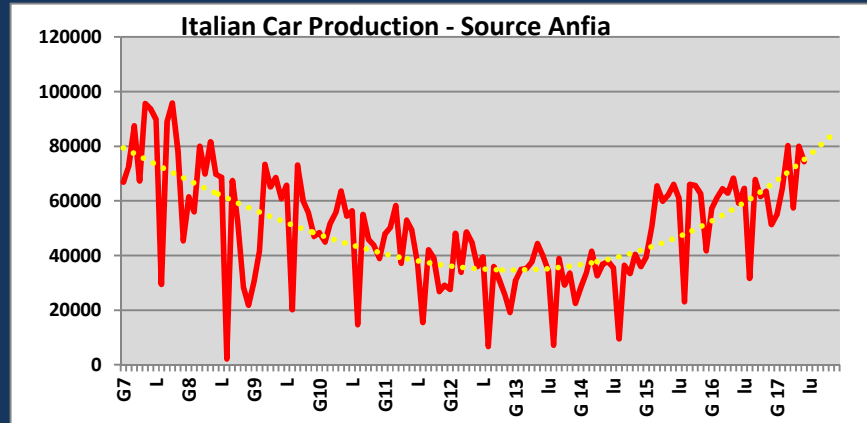
Overcoming the summer phase, which marked the important progress in controlling the flow of emigrants from Libya and the improvement of the general economic environment, also underlined by the rise in Moody's rating, we return to the usual political debate in a framework that remains uncertain as far as the real reforms the country needs to consolidate the economic results achieved in recent month. The major parties seem to try again this month to agree on an electoral system valid for both the Chamber of Deputies and the Senate. Gentiloni's government continues to promise tax breaks and employment-related initiatives, and data seems to play in his favor: in June, unemployment rose slightly to 11.3%, compared with 11.1% in the month before and 11.5% a year ago, but in an improved job vacancy situation: ten years after the crisis began, Italy in 2017 climbed to the 23 million jobs it had in 2008, and that (among other things) correspond to its historical record. Substantially stable youth unemployment: 35.5% in July against 35.2% in June, but well below 38.2% in July of last year.



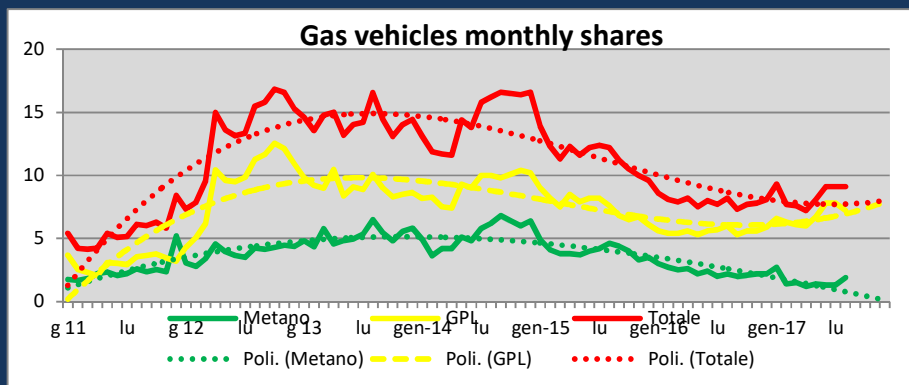
But no concrete solution is yet in sight to solve the long-term problems affecting our economy, which remain virtually unchanged, such as a decisive reduction in public spending to revive consumption and investment with a substantial reduction in fiscal pressure.

So, as repeatedly stated in the past, the biggest push to further increases in private car sales comes from the need to replace old cars, which have already been postponed during the crisis years.

As regards the automotive industry as a whole, a positive note for Italy is the continuation of the trend of increased car production. According to data collected by ANFIA among manufacturing companies, growth in the first half of the year was 10.5%.



The share of gas vehicles remained at 9,1% compared to last month, but it is up compared to 8,2% last year, but also this month is mainly due to LPG, although the contribution of CNG improved.



Along with electric and hybrid, the share of alternative fuel vehicles is 12.7% in August compared to 10, 3% last year. In the month, diesel rose to 57.7%

(but was 59% in August 2016). In the first eight months, it was 56.7%, in line with the first eight months of last year. Gasoline cars dropped to 29.6% in the month (32.1% in the first eight months, compared to 33.2% in the same period last year).

With regard to eco-friendly engines, the proportions of the various alternatives in the year continue to move in favor of the electric vehicles).

