

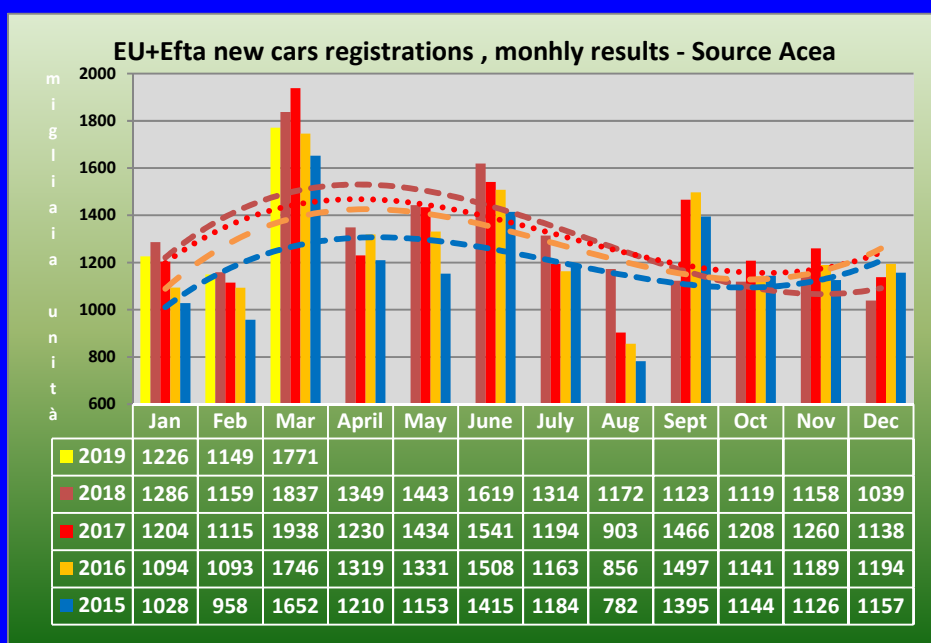


Press Release

Torino, April 19, 2019

European car market. Registrations in March 2019

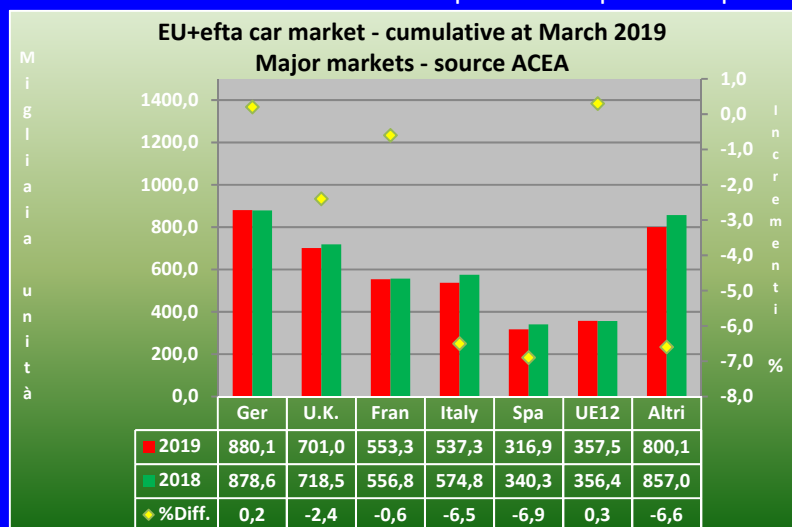
The European car market continues to fall: -3.6% in March. In the first quarter of the year registrations decreased by 3.2% to 4,146,152 units.



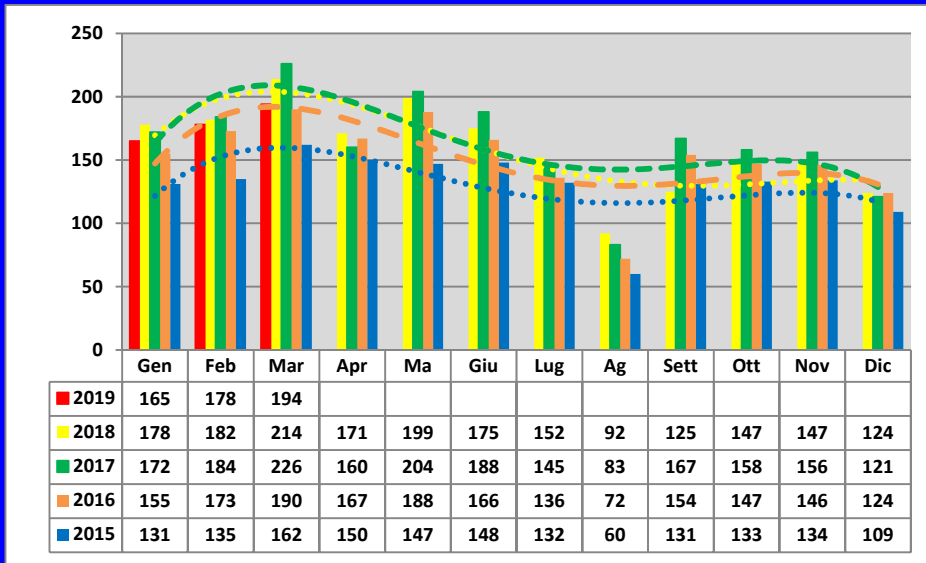
Among the major markets the largest losses occurred in Italy, which fell by 9.6% in the month, followed by Spain (-4.3%), by the United Kingdom (-3.4%) by the EU12 (-3.4%), from France (-2.3%) and from Germany (-0.5%). 9.1% increase in the EFTA area. Only the results of the EFTA area (+ 2.5%), of the EU12 (+0.3%) [mainly due to Lithuania (+58.2%), Romania (+25.1%), and of Hungary (+ 8.6%)], and of Germany (+0.2%) are positive. Spain drops by

6.9%, Italy by 6.5%, and France by 0.6%.

As to Italy in particular the worrying descent of the car market restarted: in March - 9.6%. In the cumulative 1st quarter demand fell by 6.5% to 537,289 units.



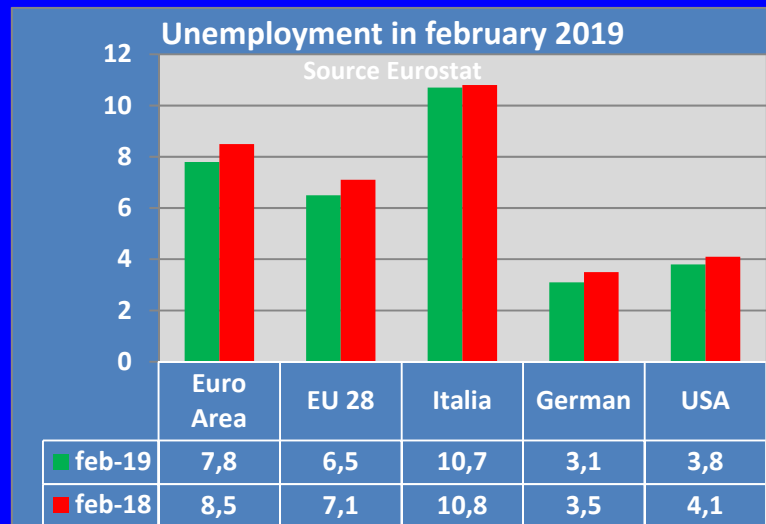
Monthly Registrations Trend. ('000 units) Source Min. Transports / Anfia / Unrae



According to Anfia: "... after the slight recovery in February (-2.4) which followed -7.5 in January, the car market in March shows a worrying downward trend which was also conditioned by a working day less (21 days in March 2019 against the 22 of March 2018). This result is also affected by the continuing decline in the consumer confidence index, also given the

negative forecasts for the Italian economy in 2019. Sales of expensive cars, after a 19% growth in February, the month prior to the entry into force of the bonus / malus, recorded a 27% drop in March. The only segments up during the month are SUVs compact (+16%) and small suvs (+7%)".

According to Unrae: "The lack of the implementing decree and the preparation of the platform, necessary to the request of the Ecobonus, are disorienting consumers and penalizing the operations of the companies. Furthermore, in perspective the market scenario can only worsen, considering that the effects on sales of the Ecotax are not yet objectively detectable: in fact, from the ranges penalized by the malus, from 161 to 175 g / km of CO2, for example in the month of March saw an increase in registrations, since, however, cars ordered before 1 March and, therefore, exempt from paying the tax".



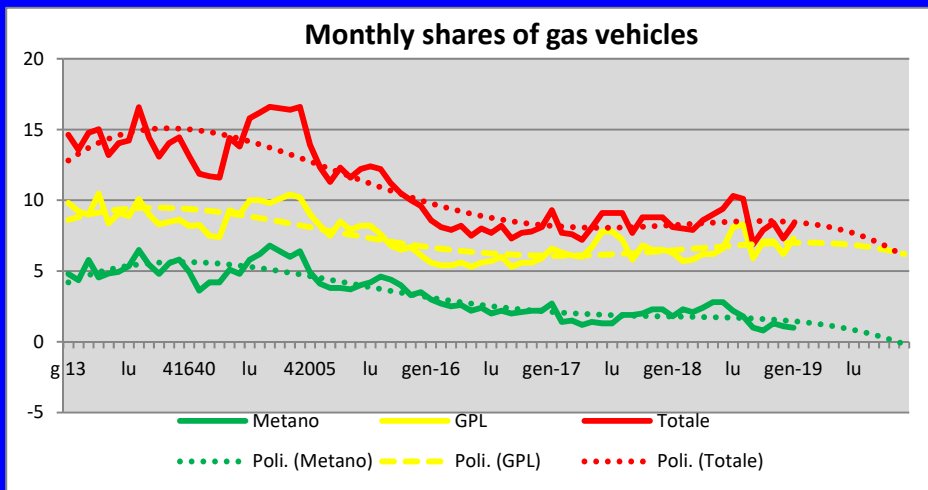
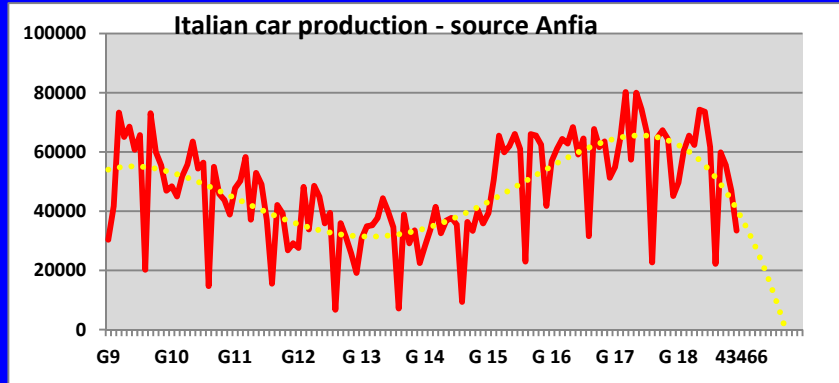
On April 1, the OECD announced a review of the economic forecasts for Italy: the 2019 GDP forecast was decreased by 0.2% and increased in 2020 by 0.5%. Meanwhile, ISTAT has published unemployment figures that show an increase compared to last month. In the meantime, the revised pension scheme "quota 100" have started together with the applications for Citizenship

income.

As for the automotive sector as a whole, according to preliminary ANFIA data, in January 2019 domestic car production decreased by 25% compared to the same month last year.

The share of gas vehicles stood at 8% compared to 7.9% in March last year.

Together with electric and hybrid



vehicles, the share of alternative fuel vehicles stood at 13.6% in March compared to 11.6% last year, exclusively due to electric vehicles. The contribution of CNG is increasingly modest. In the month, diesel stood at 45.2% (it was 54.5% in March last year). Petrol vehicles cover 41.2% of the market compared to 33.8% last year.

Consequently, with regard to eco-compatible engines, the

proportions between the various alternatives continue to shift in favor of the electric and hybrid. Continues to descend the share of CNG vehicles.

