

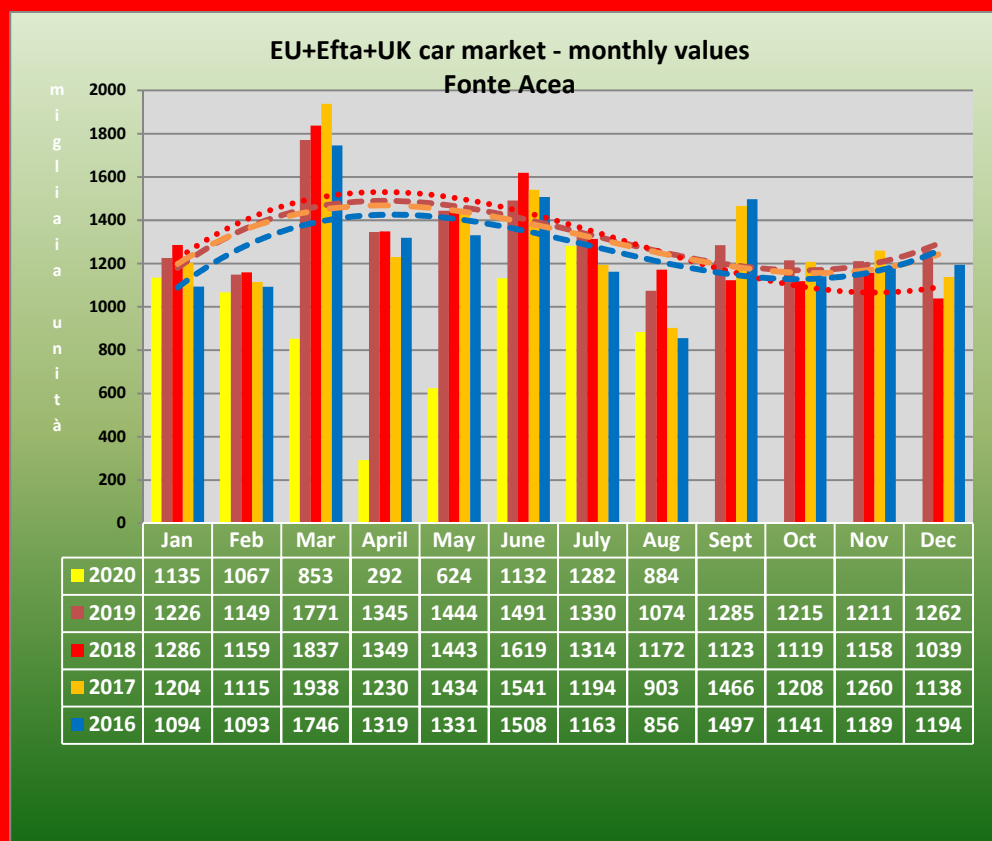


## Press Release

Torino, September 26, 2020

### European car market. July-August registrations

An easing of the fall of the European car market (EU + Efta + UK) in July (-3.7%) was followed by a new heavy loss in August (-17.6%). Cumulatively in the first eight months of the year, the market loss was 32.9% with 7,267,621 units registered, with a loss of more than 3,500,000 units



According to data released by ACEA, the Association of European Manufacturers, in the two months July-August, registrations of new cars in the EU + EFTA + UK area amounted to 2,166,134 units against 2,404,216 units in the same period last year, with a loss of approximately

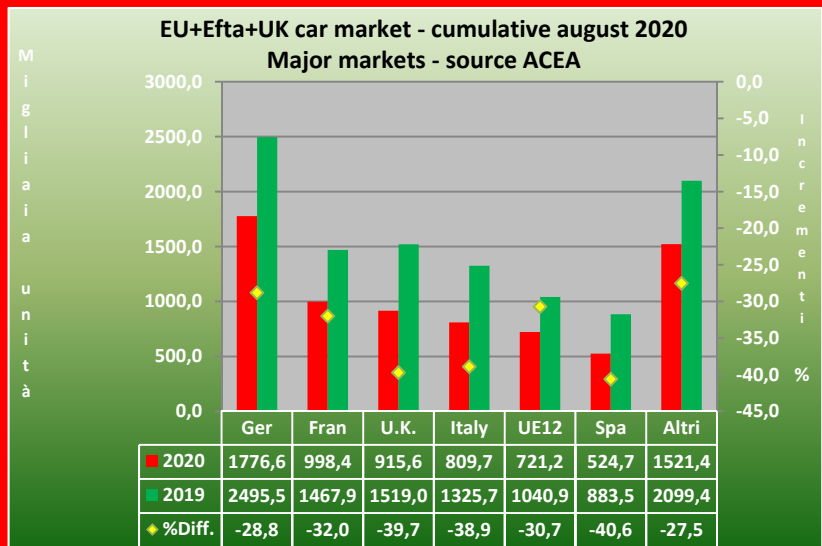
238,000 units (-10%). The first eight months of the year therefore closed with a decrease of 32.9% to 7,267,621 units registered, with a loss of more than 3,500,000 units.

In the cumulative of the first eight months of the year, the greatest losses were recorded in Spain (-40.6%) followed by Great Britain (-39.7%), Italy (-38.9%)

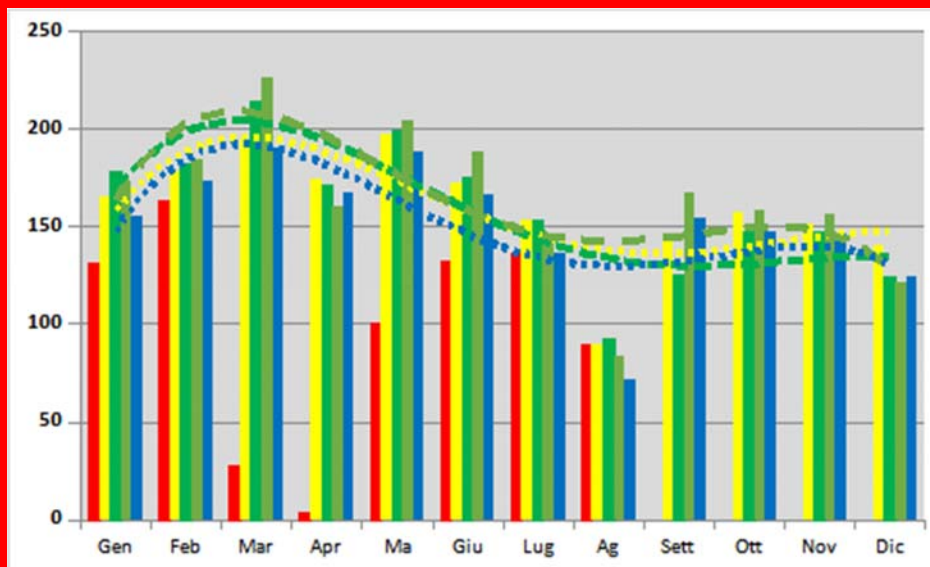
and, at some distance, from France (-32%), from the EU12 (-30.7%), [the latter mainly due to Romania (-37.5%), Poland (-31.6%), from Slovakia (-31.2%), and Slovenia (-25.5%)], Germany (-28.8), and the EFTA area (-26.6%).

As to the Italy the car market was stable in August after seven months of declines:

-0.4% to 88,801 units. The final balance of the first eight months was 809,655 units registered, (-39%).



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



According to Anfia, this is certainly a first positive sign and hope for a gradual recovery of the automotive market, with progressively improving market results by here at the end of the year. With the 'August'

Law Decree, the fund that finances the Ecobonus measure was further increased by 400 million euros for 2020, of which 300 are destined exclusively to the incentive measure provided for by the previous Relaunch Decree, by modifying the subdivision of the ceiling for the various emission bands and, above all, introducing the new 61-90 g / km of CO2 band. In this way, the push to the disposal of the stock of cars accumulated in the months of lockdown is combined

with

attention to the renewal of the running fleet in the name of environmental sustainability,

according to the European dictation

**For its part, UNRAE** underlines that "analyzing the registration data for the month of August (-0.4%), there are the first signs of stopping the bleeding after months of recession. The pace of renewal of the vehicle fleet remains, however, still very low, and to reach a normal market level it will be more necessary than ever to continue in the path traced in recent weeks with the provision of incentives for the purchase of low-emission vehicles. The market has reacted positively thanks to the recent regulatory changes that have accompanied many consumers to the replacement of their car. This, despite the sudden change in the rules in force (with the recent approval of the "August" Decree-Law) and more than 15

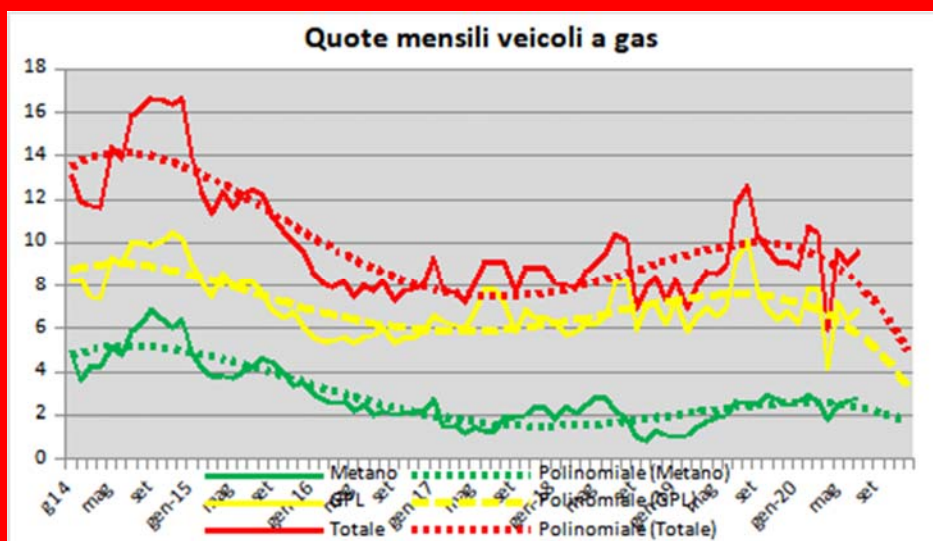


days of inactivity of the Invitalia platform due to the new incentives have created inevitable inconvenience to customers and operators in the sector. In particular, the latter were in fact forced to work in total uncertainty with respect to the capacity and residual funds and, therefore, to post-process all the production in the second half of August".

In July unemployment rose to 9.7% compared to 9.3% in June, at the same level as in 2019. Youth unemployment also rose (31.1%): it was 29.6% in June and 27, 9% in July of last year. The number of unemployed people looking for work started to increase again. In the automotive sector as a whole, according to preliminary data from ANFIA, in July 2020

the domestic production of cars increased by 4% compared to the same month of the previous year. In the first seven months, car production fell by 48%.





The share of gas vehicles rose to 9.6% compared to 9.0% in July, but the share of gas vehicles fell compared to 12.6% in the same month last year. Together with electric and hybrid vehicles, the share of vehicles powered

by alternative fuel to oil stood at 28.5% in August compared to 18.1% last year, thanks only to electric vehicles. During the month, diesel dropped to 35.3% (it was 38.2% in August 2019). Petrol vehicles covered 36.2% of the market in the month compared to 43.7% in August 2019.

Consequently, with regard to environmentally friendly engines, the proportions between the various alternatives continue to shift in favor of the electric and hybrid.

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