

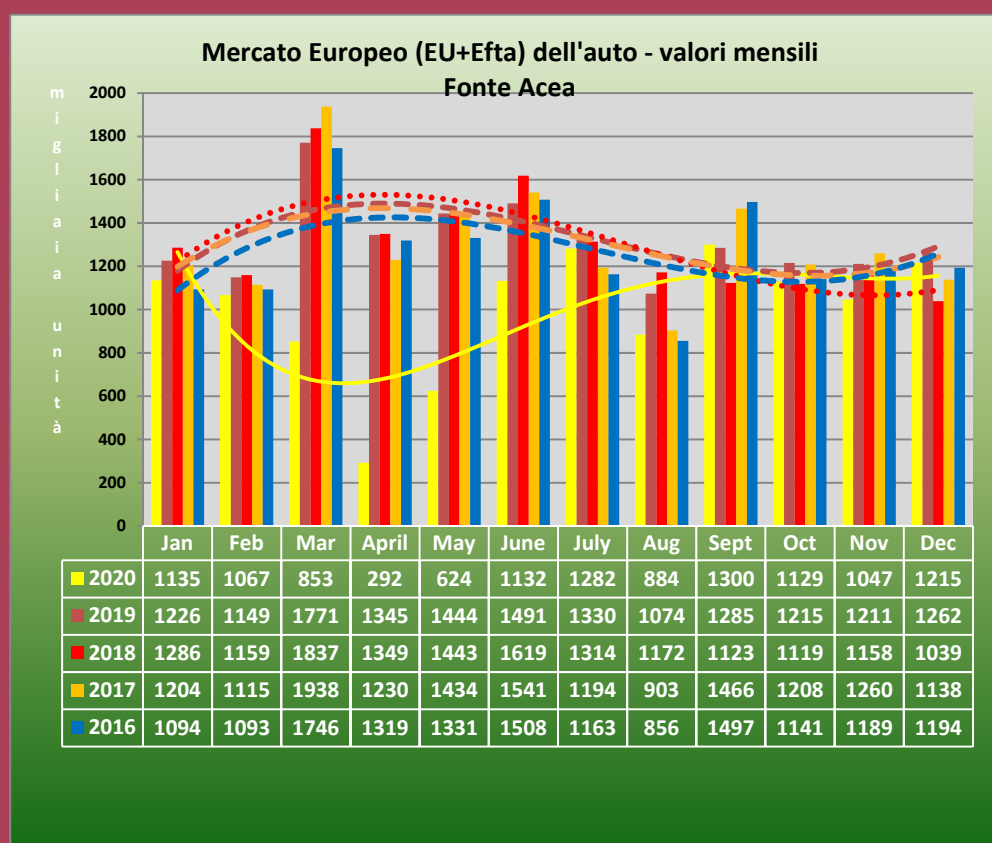


Press Release

Torino, January 20, 2021

European car market. Registrations in December 2020

The European car market (EU + EFTA + UK) fell slightly also in December: in the month -3.7% with 1,214,581 units registered. In the total of the year, the market fell by 24.3% with a loss of approximately 3,800,000 units.



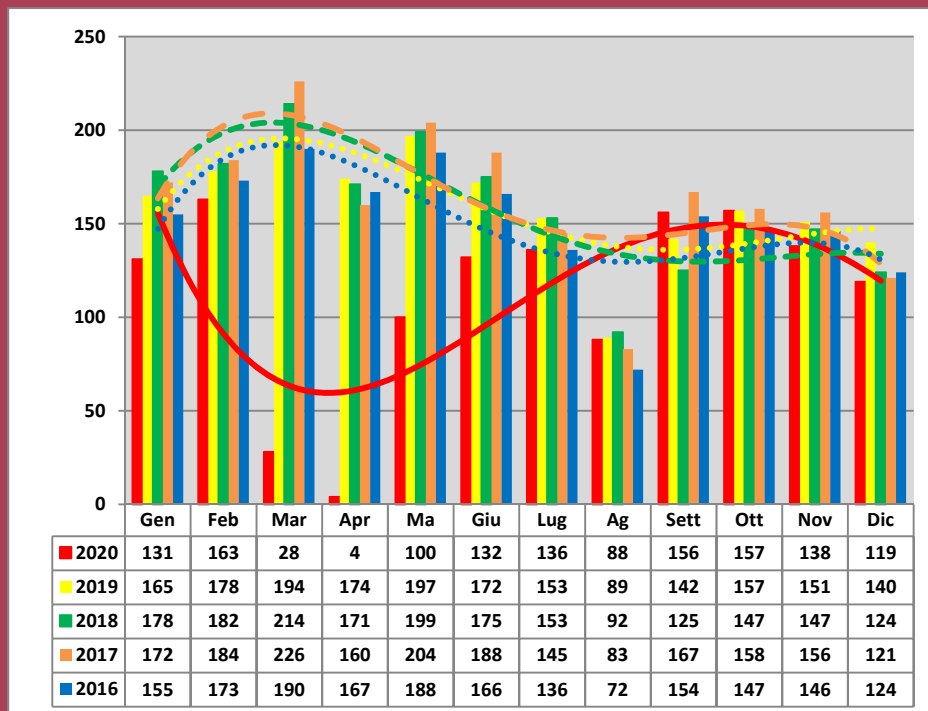
According to data released by ACEA, the Association of European Manufacturers, in December registrations of new cars in the EU + EFTA + UK area amounted to 1,214,581 units against 1,261,550 units in the same period of the year last. The year therefore closed with a decrease of 24.3% to 11,961,182 registered units, with a loss of approximately 3,800,000 units.

During the month the greatest losses were recorded in Italy (-14.9%), in France (-11.8%), in Great Britain (-10.9%), followed by the EU12 (-5.1%). Spain loses only 0.01% while Germany rises by 9.9% and the EFTA area by 8.9%.

The situation of the major markets in the total for the year appears in the table alongside. In particular, France regains the second position ahead of Great Britain.

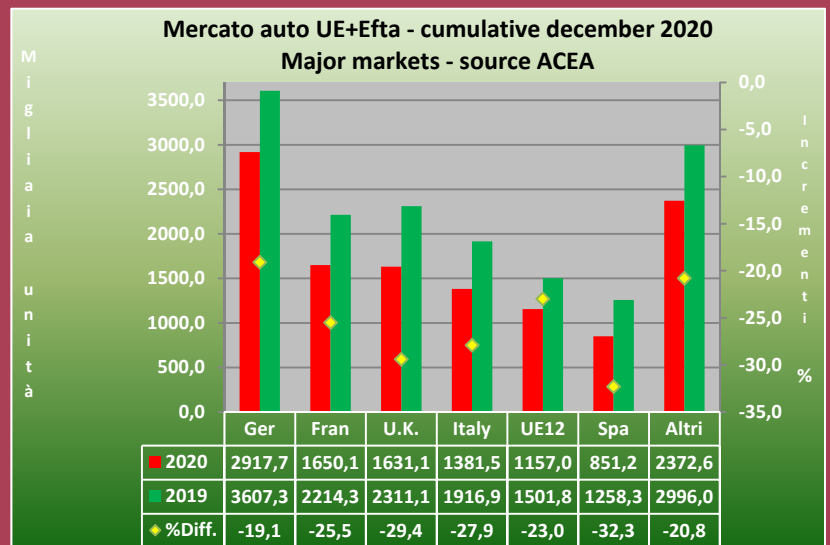
As to Italy in particular the market continued to drop dramatically in December: -14,9% with 119,454 units registered. The final balance for the year was 1,381,496 units registered, (-27.9%), with a loss of 535,000 cars compared to 2019.

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



and the entire supply chain in knee.

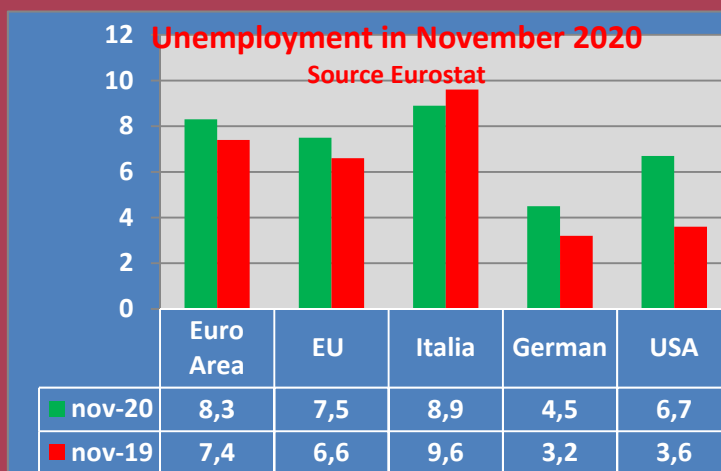
According to Anfia, "We archive 2020 as the most difficult post-war year for our sector - declared the President of ANFIA Paolo Scudieri - but we look to 2021 with confidence, thanks to the measures that came into force with the start of the new year, on agreement between all political forces, and which, in addition to supporting demand, will favor the restart of the industrial production of motor vehicles and components for the benefit of the entire automotive supply chain, with positive repercussions on employment levels and investments for green and digital transition. For the first time since the start of the pandemic and after repeated requests, the maneuver has finally included an intervention to support the recovery of the light commercial vehicle market, introducing contributions to the purchase of new vehicles differentiated on the basis of the total mass, the power supply and possible scrapping of the old vehicle. This is an important signal for a sector that represents a considerable part of our



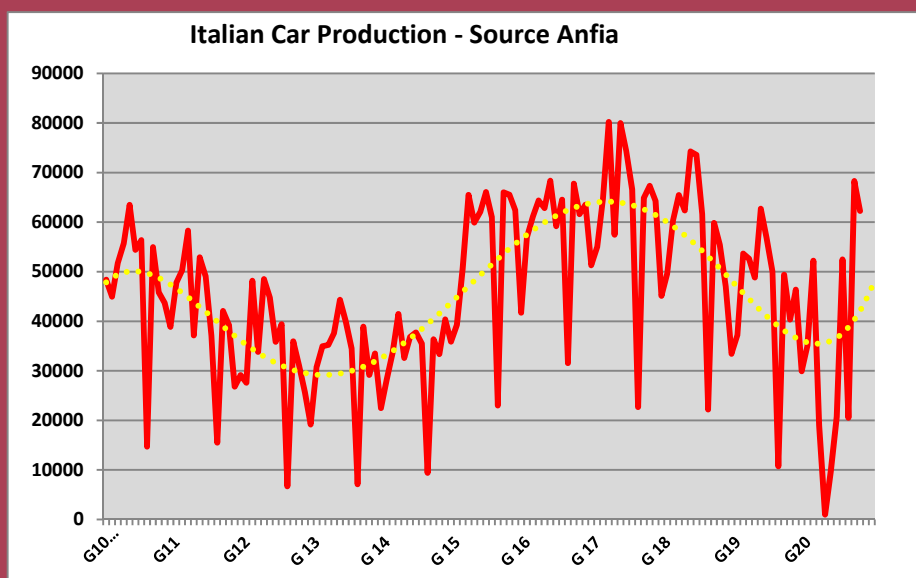
In a joint statement Anfia-Unrae and Federacipa underline that the month of December confirms the sharp decline in the car market with 119,454 units registered (-15%) against 140,448 last year, a decrease mainly due to the exhaustion of the incentives allocated previously. Confirmed, therefore, the gloomy forecasts of the past months, 2020 will be remembered as dramatic also for the automotive sector, with a frightening drop in registrations, 535,000 cars less than in 2019 (-27.9%)

production chain and which in 2020 confirmed its strategic importance for efficient logistics of goods up to the last mile, even in the exceptional conditions we have experienced and which have given a further boost to electronic commerce does Anfia But we need to look ahead with a constructive spirit to restart, as happened in Parliament with the bipartisan approval of an amendment to the 2021 Budget Law which introduced new measures to support the renewal of the fleet with less polluting and safer cars, strongly supported by the associations of the automotive sector ANFIA, FEDERAUTO and UNRAE.

For its part, UNRAE underlines that "Parliament largely acknowledges what we want and recognizes the importance of public incentives for the purchase of new cars to replace highly polluting vehicles. It is an investment whose benefits benefit employment, the environment and one of the industrial sectors that contributes most to the country's GDP. It is a great result for which we have worked with conviction in recent months, obtaining the unanimous approval of the Parliament that has understood the economic importance of the sector. For us it is a step forward, from which we must start to work together with the political decision-makers for a new mobility season. The PNRR (National Recovery and Resilience Plan) cannot ignore the car and the innovations that manufacturers have been working on for some time, without forgetting the necessary public infrastructures suitable for facilitating the spread of new types of cars. Furthermore, in order not to lose competitiveness with competing European companies, which enjoy particular tax benefits, we hope that in Italy the deductibility and deductibility system for company vehicles will finally be revised".

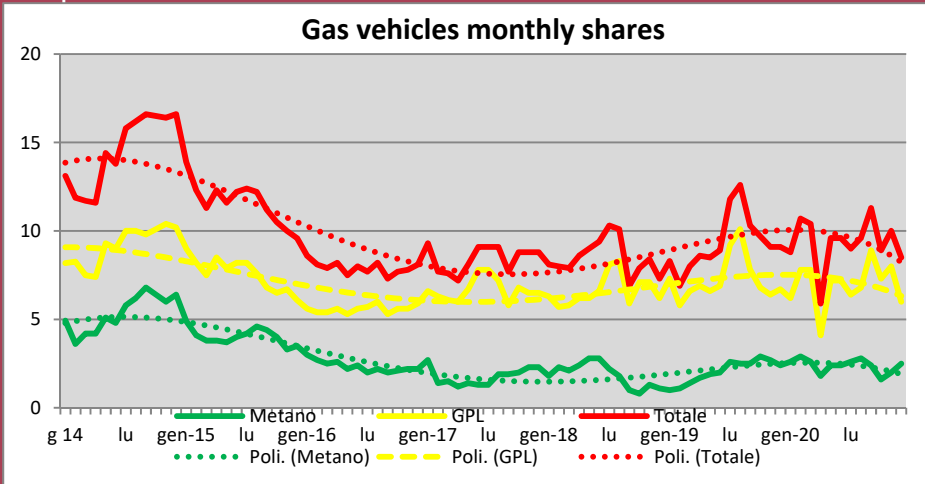


Unemployment decreased to 8.9% in November compared to 9.5% in October; it was 9.6% in November 2019. Youth unemployment also down: 29.5% compared to 29.9% in October, but up from 28.3% in the same month last year. As for the automotive sector as a whole, according to preliminary data from ANFIA, in October 2020 the domestic production of cars grew by 54.7% compared to the same month last year. In the first ten months, car production fell by 26.7%.



The share of gas vehicles fell in December to 8.5% compared to 10% in November and

9.1% in the same month last year. Together with electric and hybrid vehicles, the share of vehicles powered by an alternative fuel to oil stood at 41.2% in November compared to 16.7% last year, solely due to electric vehicles. During the month, diesel dropped to 25.8% (it was 34.8% in December 2019). Petrol vehicles covered 33% of the market in the month compared to 48.5% in December 2019.



Consequently, as regards environmentally friendly engines, the proportions between the various alternatives continue to shift in favor of hybrids and electric cars

