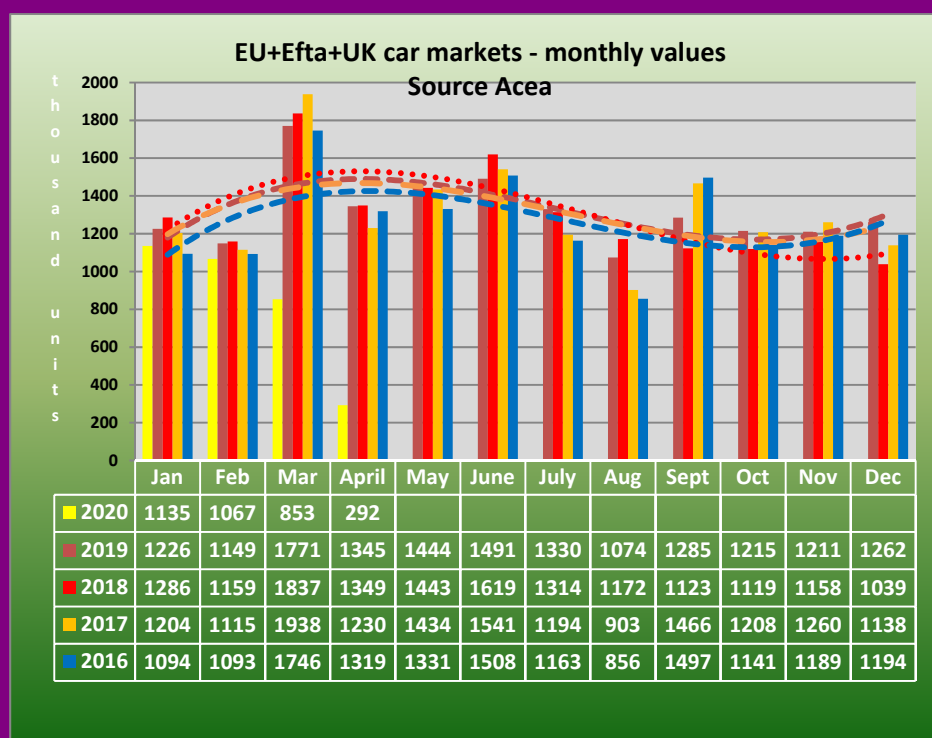


Torino, May 20, 2020

European car markets. Registrations in April 2020

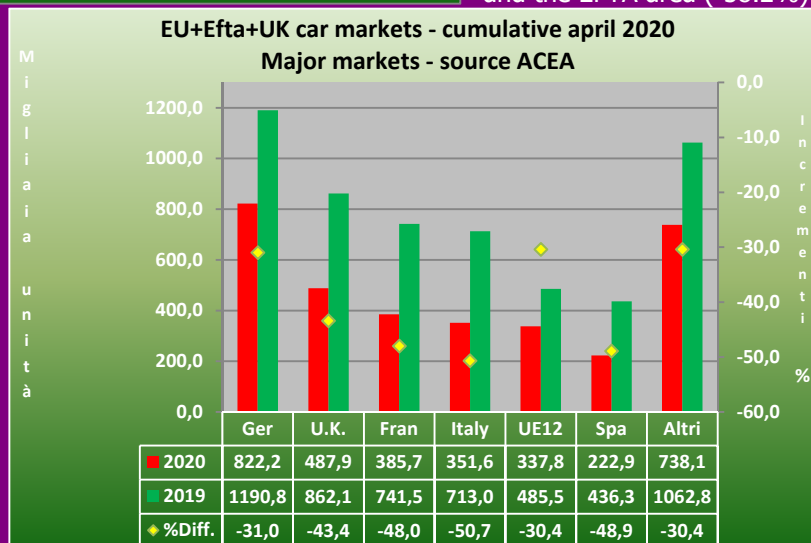
A Further heavy fall in all European auto markets in April due to the Covid-19 crisis: -78.3% in the month.



According to data released by ACEA, the Association of European Manufacturers, in April the registrations of new cars in the EU + EFTA + UK area amounted to 292,192 units compared to 1,345,181 in the same month last year, with a loss of 1,052,999 units (-78.3%). The first four months therefore closed with a decrease of 39.1% to 3,346,193 units sold compared to 5,492,003 in the first four months of 2019.

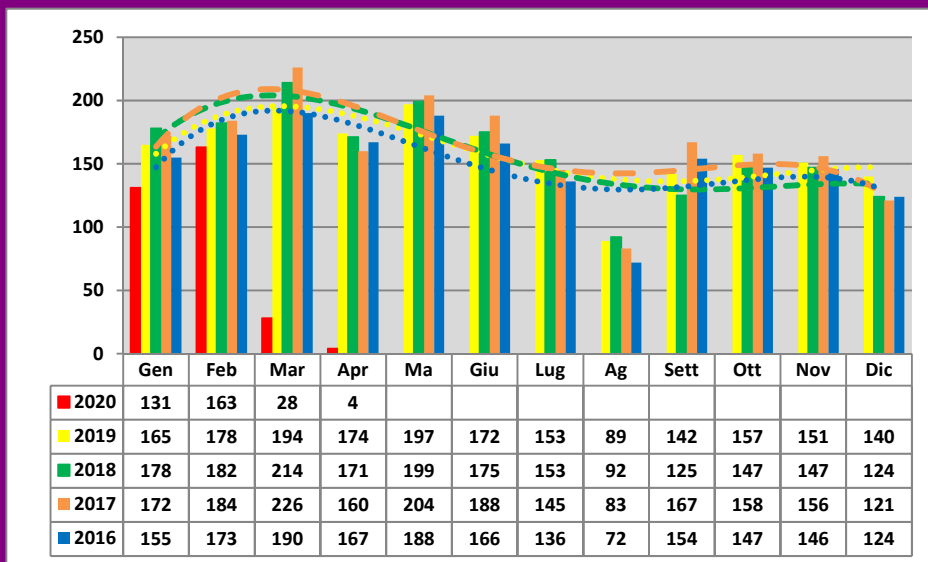
Among the Major Markets, after Italy (-97.6%), the United Kingdom (-97.3%), Spain (-96.5%), France (-88.8%) and, at a certain distance, the EU 12 (-63.4%), Germany (-61.1%) and the EFTA area (-58.2%).

In the cumulative of the first four months, the largest losses were recorded in Italy (-50.7%), followed by Spain (-48.9%), France (-48%), Great Britain (-43.4%), and at some distance from Germany (-31%) and from the EFTA area and the EU 12 (-30.4%) [the latter mainly due to Slovenia (-38.8%), Poland (-34%), from Slovakia (-31.7%) and Romania (-27.5%)]



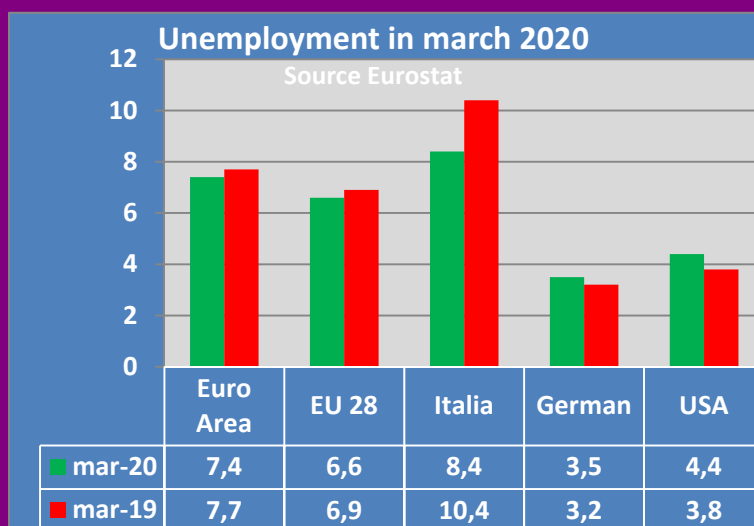
As to Italy in particular the collapse of the car market, due to Covid-19, intensifies in April: -97.5% in the month. The final count for the first four months of 2020, therefore, stops at 351,611 registrations, volumes halved compared to the same period of the previous year (-50.7%).

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



Anfia draws the attention of the Government to the need to provide measures to support demand, which are necessary today also for the resumption of production activities. On the other hand, the Minister of Economic Development himself had announced, in the first days of March, before the lockdown, the arrival of new incentives to encourage

the replacement of running parks with 10 and more years of seniority, to improve emissions levels and give oxygen to the sector. Anfia's proposals in this sense focus on an increase in the Ecobonus 2020 fund to continue incentives for BEV and PHEV cars and the provision for an extension of the bonus (currently in force for cars up to 60 g of CO₂ / km) to alternative fueled cars with CO₂ emissions from 61 to 95 g / km, in line with the policies for directing the market towards low environmental impact technologies and in line with the objectives set by European regulations. Furthermore, given the considerable number of cars accumulated in stock by dealers and manufacturers during the lockdown, to prevent their stocks from blocking the restart of production and to give an immediate boost to the resumption of sales at a time when consumer confidence is low, Anfia believes that it will be highly effective for citizens and businesses to provide an incentive to purchase cars in stock produced before the lockdown

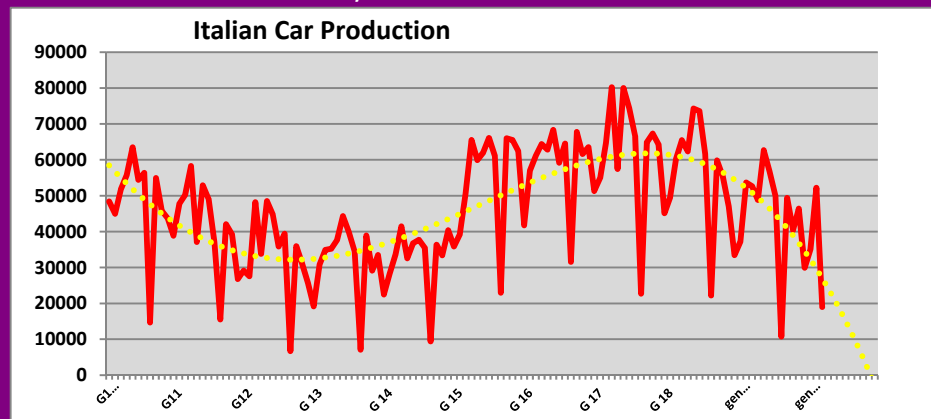


For its part, UNRAE stresses, "The official April data unfortunately confirm what we anticipated since the beginning of the crisis. The necessary and severe measures to contain the infection have slowed down its spread, but the blockade of economic activities has brought the car distribution chain to its knees, with its 1,400 companies supporting 160,000 families.

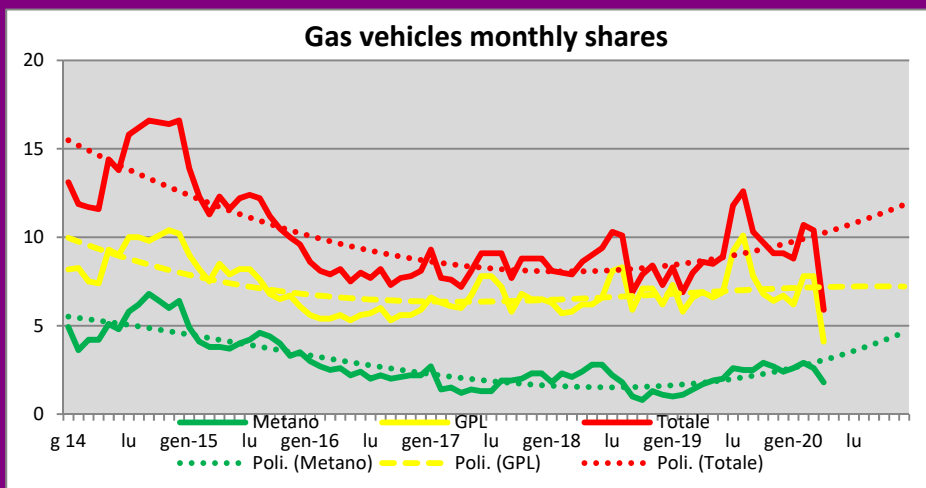
The reopening takes place with very severe restrictions on traffic still in force, and with a strongly weakened demand from households and businesses. Grippled by liquidity crises after 2 months of zeroed revenues, many of the dealers may not survive despite the reopening. We therefore renew the appeal to the banking system so that the huge resources made available by the Liquidity Decree are promptly provided to companies in the auto sector. "There is a clear need for an acceleration by the government, which immediately follows effective actions to their good intentions"

In March, unemployment unexpectedly dropped to 8.4% compared to 9.3% in February and 10.4% in 2019 in the presence of Covid-19. Youth unemployment falls to 28%: it was 29.2% in February and 30% a year ago. Unemployment starts to rise in Germany and the USA.

As for the automotive sector as a whole, according to preliminary figures from ANFIA, in March 2020 domestic car production decreased by 64.2% compared to the same month of the previous year due to covid-19 crisis. For the same reason, production fell by 26.6% in the first quarter to 175,137 units



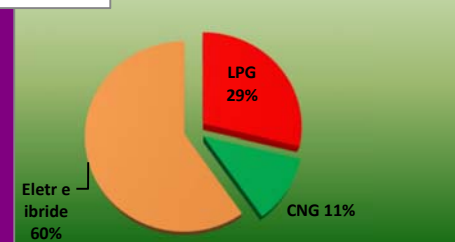
The share of gas vehicles fell to 5.9% compared to 10.4% in March, and to 8.6% in the same month last year.



Together with electric and hybrids, the share of alternative fuel vehicles stood at 24% in April compared to 14.7% last year, only thanks to electric and hybrid vehicles. Diesel increased to 40.9% in the month (it was 40.5% in April 2019). Petrol vehicles covered 35.2% of the market

in the month compared to 44.7% in April 2019. Consequently, as regards the environmentally friendly engines, the proportions between the various alternatives continue to shift in favor of the electric and hybrid.

Green motorizations



Emilio di Camillo – www.centrostudisubalpino.it - may 2020