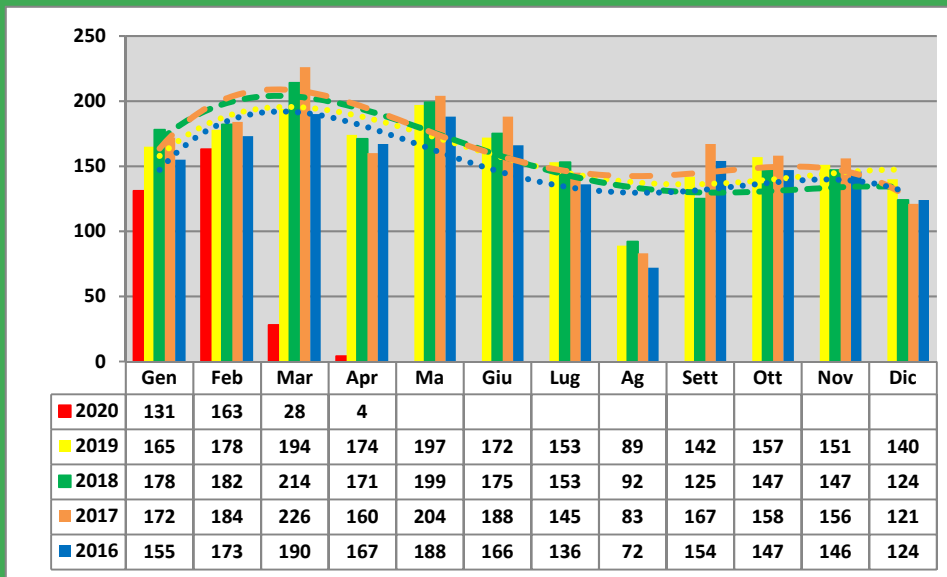


Torino, May 6, 2020

## Italian car market. Registrations in April 2020

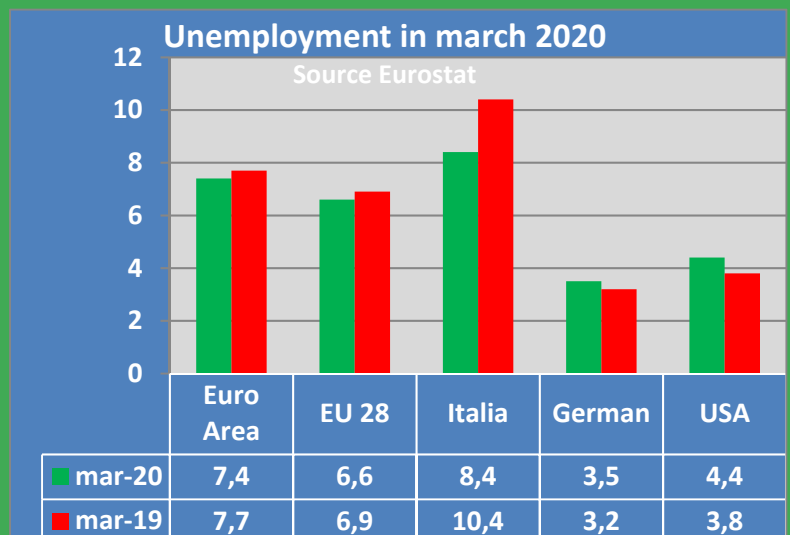
**The collapse of the Italian car market, due to Covid-19, intensifies in April: -97.5% in the month. The final count for the first quarter of 2020, therefore, stops at 351,611 registrations, volumes halved compared to the same period of the previous year (-50.7%).**

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 CO<sub>2</sub> / km) to alternative fueled cars with CO<sub>2</sub> 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

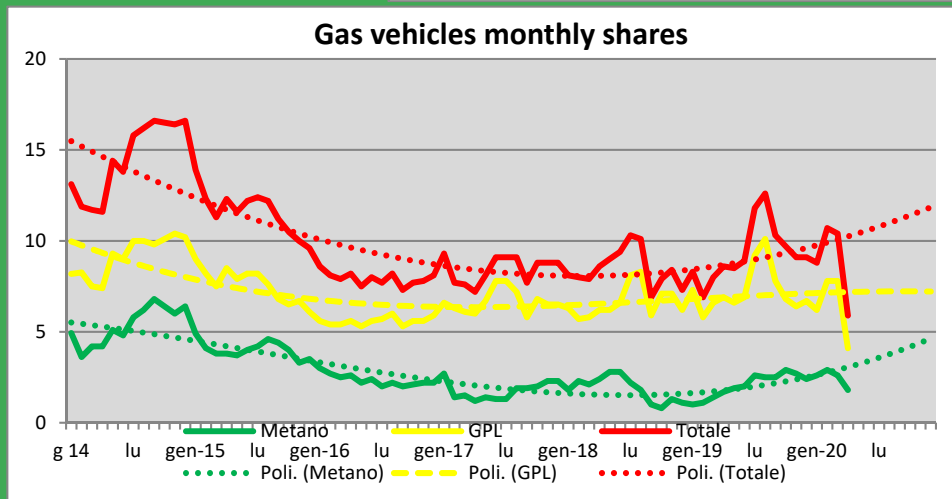
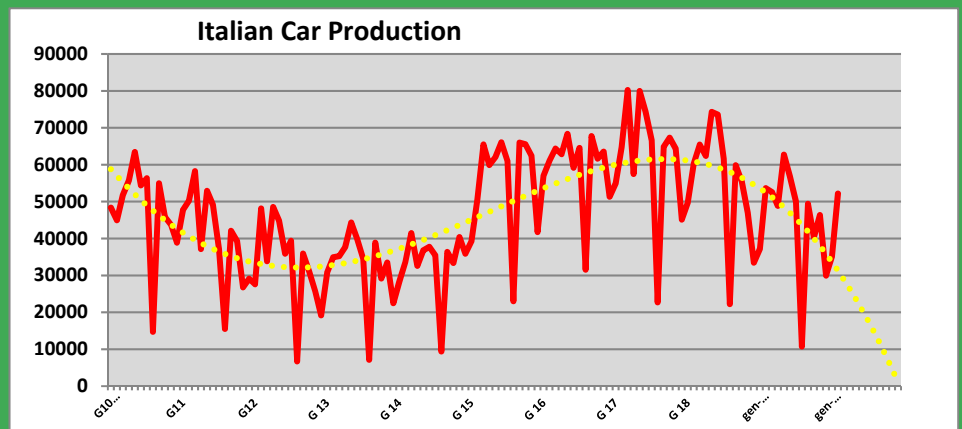


For its part, UNRAE stresses, "The official April data unfortunately confirm what we anticipated since the beginning of the crisis. The necessary and severe measures to contain the infection have slowed down its spread, but the blockade of economic activities has brought the car distribution chain to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



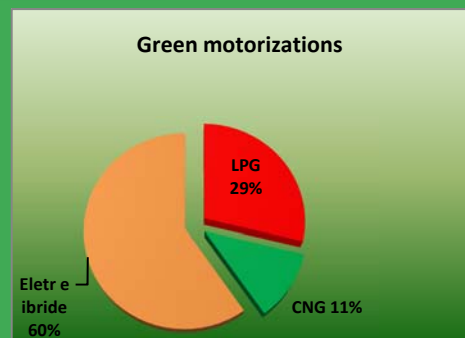
As for the automotive sector as a whole, according to preliminary figures from ANFIA, in February 2020 domestic production of cars decreased by 3.4% compared to the same month of the previous year.

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.



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