

Registrations of all types of vehicles fall in October

- **Passengers car and SUV registrations decreased by 21% in October, with 74,228 units registered.**
- **Light commercial vehicle registrations decreased by 4% in the month compared to October 2019, to 16,574 units.**
- **Industrial vehicles, buses, coaches and minibuses closed October with a decrease in sales of 28.2%, with 2,777 units.**

Madrid, 2020, November 2nd. All registrations of all types of vehicles close down in October, with a sharp decrease in sales in both the passenger car and off-road vehicle segments and also in commercial vehicles. The market as a whole thus recorded a fall of more than 35% in the first ten months of the year.

The tenth month closed with a 21% drop in sales of passenger car and SUV registrations, to 74.228 units. In the accumulated period of the year, 669.662 units have been sold, 36.8% less than in the same period of the previous year. The negative evolution of the pandemic, together with the uncertainty regarding the social and economic consequences of the pandemic, is causing a general fall in sales, which could be even worse without the support plans approved for the sector.

The average CO2 emissions of passenger cars sold in October were 108,5 grams of CO2 per kilometre, 10,3 grams less than the average emissions of new vehicles sold in October 2019.

All channels reduced their sales, with special emphasis on the rental channel, which fell by 46,2% to 2.884 units. The private channel recorded a deep decline in the month, 22.7% and 37,974 units.

Datos elaborados por IEA a partir de la información facilitada por DGT

MATRICULACIONES DE TURISMOS. Octubre 2020

| CANAL | Oct-20 | Oct-19 | %2020/2019 | Acum 2020 | Acum 2019 | %2020/2019 |
|-----------------------|---------------|---------------|---------------|----------------|------------------|---------------|
| Particular | 37.974 | 49.108 | -22,7% | 336.777 | 484.989 | -30,6% |
| Empresa | 33.370 | 39.489 | -15,5% | 248.369 | 358.744 | -30,8% |
| Alquilador | 2.884 | 5.357 | -46,2% | 84.516 | 215.507 | -60,8% |
| TOTAL TURISMOS | 74.228 | 93.954 | -21,0% | 669.662 | 1.059.240 | -36,8% |

LIGHT COMMERCIAL VEHICLES

In October, 16.574 light commercial vehicles were registered, 3,9% less than in the same month last year. The accumulated drop is 30,7%, with 125.861 units. The rental channel recorded growth in the month of 58,5%, to 3.071 units, but was unable to compensate for the fall in the year as a whole. The channel of self-employed falls about 14% and companies, 10,5% in the month of October.

Datos elaborados por IEA a partir de la información facilitada por DGT

MATRICULACIONES DE VEHICULOS COMERCIALES LIGEROS. Octubre 2020

| DERIVADOS, FURGONETAS Y PICK-UP | Octubre 2020 | %2020/2019 | Enero-Octubre 2020 | %2020/2019 |
|--|--------------|---------------|--------------------|---------------|
| Derivados de turismo | 46 | 84,0% | 306 | -52,1% |
| Furgonetas | 8.139 | -15,5% | 63.395 | -37,8% |
| Pick-up | 669 | -28,8% | 7.427 | -14,9% |
| Total Derivados, Furgonetas y Pick-up | 8.854 | -16,4% | 71.128 | -36,0% |

| FURGONES Y CAMIONES/CHASIS LIGEROS | Octubre 2020 | %2020/2019 | Enero-Octubre 2020 | %2020/2019 |
|------------------------------------|--------------|--------------|--------------------|---------------|
| Comerciales ligeros <2,8 Tn. | 1.471 | 10,1% | 10.507 | -28,1% |
| Furgon/Combi >=2,8 <=3,5 | 5.520 | 21,5% | 37.617 | -19,1% |
| Camión/Chasis Cabina >=2,8 <=3,5Tn | 729 | -5,6% | 6.609 | -28,4% |
| Total Fg/Ch Ligeros | 7.720 | 16,0% | 54.733 | -22,2% |

| | | | | |
|----------------------------------|---------------|--------------|----------------|---------------|
| TOTAL COMERCIALES LIGEROS | 16.574 | -3,9% | 125.861 | -30,7% |
|----------------------------------|---------------|--------------|----------------|---------------|

| Canal | Octubre | | | | | Enero-Octubre | | | | |
|--------------|---------------|---------------|---------------|---------------|--------------|----------------|---------------|----------------|---------------|---------------|
| | 2020 | | 2019 | | %2020/2019 | 2020 | | 2019 | | %2020/2019 |
| | Unidades | Peso | Unidades | Peso | | Unidades | Peso | Unidades | Peso | |
| Autónomo | 5.079 | 30,6% | 5.894 | 34,2% | -13,8% | 40.777 | 32,4% | 57.864 | 31,9% | -29,5% |
| Empresa | 8.424 | 50,8% | 9.416 | 54,6% | -10,5% | 66.348 | 52,7% | 95.990 | 52,9% | -30,9% |
| Alquilador | 3.071 | 18,5% | 1.938 | 11,2% | 58,5% | 18.736 | 14,9% | 27.698 | 15,3% | -32,4% |
| Total | 16.574 | 100,0% | 17.248 | 100,0% | -3,9% | 125.861 | 100,0% | 181.552 | 100,0% | -30,7% |

INDUSTRIAL AND BUSES

Registrations of commercial vehicles, buses, coaches and minibuses fell by 28,2% during October, with 2.777 units delivered. It accumulated a drop of 28,6% in the first ten months with a total of 16.960 vehicles registered. Industrial vehicles have reduced their deliveries by 27,3% during this last month, with 2.572 units sold. Similarly, buses, coaches and minibuses maintained their drop in sales in the tenth month with a 37,5% reduction and 205 units delivered.

Datos elaborados por IEA a partir de la información facilitada por DGT

MATRICULACIONES DE VEHÍCULOS INDUSTRIALES Y AUTOBUSES. Octubre 2020

| VEHÍCULOS INDUSTRIALES | Octubre 2020 | %2020/2019 | Enero-Octubre 2020 | %2020/2019 |
|---------------------------------------|--------------|---------------|--------------------|---------------|
| Vh. Industriales ligeros >3,5 <=6 Tn. | 60 | 25,0% | 706 | 4,4% |
| Vh. Industriales medios >6 <=16 Tn. | 203 | -19,4% | 2.077 | -27,5% |
| Vh. Industriales pesados >16 Tn. | 2.309 | -28,7% | 12.513 | -26,9% |
| Vh. Industriales pesados rígidos | 305 | -32,4% | 2.638 | -33,0% |
| Tractocamiones | 2.004 | -28,1% | 9.875 | -25,1% |
| TOTAL VEHÍCULOS INDUSTRIALES | 2.572 | -27,3% | 15.296 | -26,0% |

| AUTOBUSES, AUTOCARES Y MICROBUSES | Octubre 2020 | %2020/2019 | Enero-Octubre 2020 | %2020/2019 |
|--|--------------|---------------|--------------------|---------------|
| Autobuses y autocares. | 177 | -36,6% | 1.365 | -44,6% |
| Microbuses (más de 9 plazas). | 28 | -42,9% | 299 | -53,9% |
| TOTAL AUTOBUSES, AUTOCARES Y MICROBUSES | 205 | -37,5% | 1.664 | -46,5% |

| | | | | |
|---|--------------|---------------|---------------|---------------|
| TOTAL VEHÍCULOS INDUSTRIALES Y AUTOBUSES | 2.777 | -28,2% | 16.960 | -28,6% |
|---|--------------|---------------|---------------|---------------|

STATEMENTS

Noemi Navas, Communication Director of ANFAC, explained that "the health uncertainty and the economic crisis have a strong impact on the evolution of vehicle registrations. The purchase assistance plans are good tools to achieve market stimulation and are allowing the falls don't be even worse. The crisis situation will extend to 2021 and if we don't want the sector and its employment to fall even more, it will be necessary to maintain the support. From ANFAC we are very concerned about the effect that a rise in the Registration Tax would have, because of its automatic adaptation to the WLTP, in a market that cannot overcome the crisis of Covid19. In addition to intensifying the MOVES with more resources in 2021, we also request that the scrapping plans, such as RENOVE, be maintained so as not to further worsen the quality of the Spanish car fleet in this crisis and to continue reducing CO2 emissions".

Raúl Morales, Communication Director of Faconauto, indicates that "after the return to activity in May, the perspectives improved because a pool of buyers was mobilized, which boosted registrations. The announcement of the Renove 2020 had a call effect that also contributed to reactivate the demand in those first months. As we feared, it had some "mirage": the worsening of the health situation, the drop in population mobility and the lack of consumer confidence is taking its toll on enrollments. We are confident that the Renove, which will be fully operational for the next two months, will help change this trend. However, there is great concern about developments at the start of the year, so it is essential to solve the problem, from the 1st of January, by the implementation of the new WLTP emissions protocol, which will mean that, overnight, a large number of new cars will pay the registration tax. This will be an added problem and will make it difficult to reactivate the market, which must be our main objective right now.

According to **Communication Director of Ganvam, Tania Puche**, "vehicle registrations continue to decline, demonstrating the lack of consumer confidence. The delay in the implementation of the tool to request the help of the Renove, which opened on the 20th, has made that, in a certain way, its incentive character is diluted in a context of economic uncertainty derived from the second wave of the coronavirus. In this sense, it is important to make the buyer see that if they intend to change their car, they should not postpone the decision because from January, although from the sector we are pressing for a tax reform, there is a risk of a price increase as a result of the entry into force of the WLTP regulation, which will make vehicles that were previously exempt from registration tax now have to pay it because the parameters for measuring CO2 emissions change".