



European
Automobile
Manufacturers
Association

Economic and Market Report

EU Automotive Industry
Full-year 2020



March 2021

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EU ECONOMIC OUTLOOK

The EU economy ended 2020 in the grip of the deepest recession since World War II, with GDP contracting by a record 6.3% last year. The relaxation of restrictions following the March-April lockdown – imposed in response to the COVID-19 pandemic – were largely reversed during the last quarter of 2020 in order to contain a second wave of infections.

A return to pre-pandemic economic activity levels is expected to occur by end 2021 or early 2022, assuming that the rollout of COVID-19 vaccines continues to accelerate across the region during the second quarter of 2021. The European Commission now forecasts GDP growth in the EU of 3.7% in 2021 and 3.9% in 2022.

Inflation remained subdued in 2020 (0.7%), due to significant falls in energy and services prices. However, according to the European Commission's latest forecast, a strengthening of economic activity in the second half of 2021 should see year-on-year inflation rates of 1.5% during this and next year.

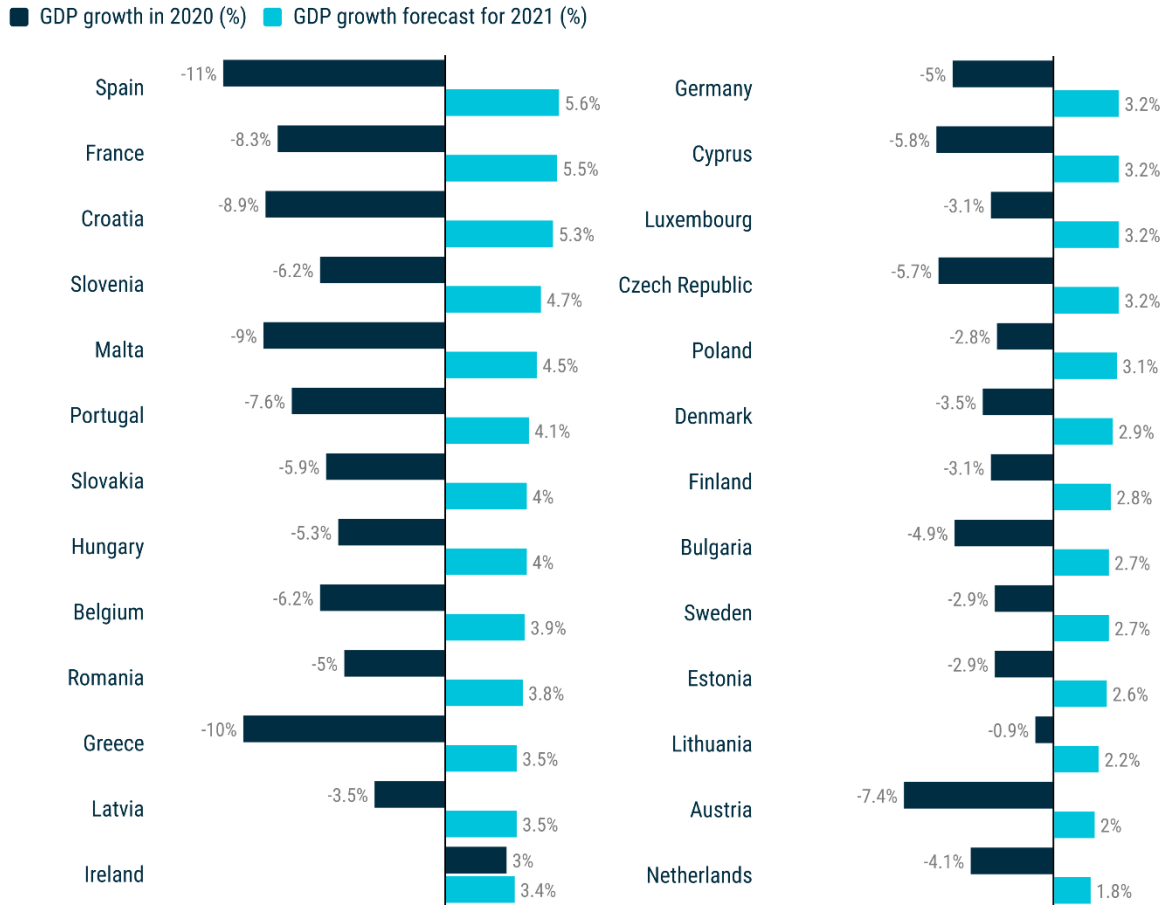
Job losses during the lockdown period in the first half of 2020 were unprecedented, although the decline was much less dramatic than the drop in economic activity. This is largely due to the successful implementation of extraordinary support instruments in all EU member states, such as policies to support short-time work and ensuring adequate income protection for small businesses. The EU unemployment rate is set to increase to 8.6% this year – from 7.7% in 2020 – and then decline to 8.0% in 2022.

Table 1: EU forecast

	2020	2021	2022
GDP growth (%)	-6.3	3.7	3.9
Inflation (%)	0.7	1.5	1.5
Unemployment rate (%)	7.7	8.6	8.0

SOURCE: EUROPEAN COMMISSION EUROPEAN ECONOMIC FORECAST, WINTER 2021

Figure 1: EU GDP growth by country (winter forecast)



SOURCE: EUROPEAN COMMISSION EUROPEAN ECONOMIC FORECAST, WINTER 2021

PASSENGER CARS

REGISTRATIONS

WORLD

The spread of the COVID-19 virus and the associated efforts to contain it weighed heavily on 2020 global passenger car demand. The number of cars sold worldwide fell by 15.3%, from 74.9 million units in 2019 to 63.4 million last year.

Throughout 2020, the European passenger car market posted a significant decline (-20.6%), again mainly due to the COVID-19 outbreak in the spring of 2020. The region's results were influenced by strong losses in the European Union (-23.7%), the United Kingdom (-29.4%) and EFTA countries (-16.7%). The impact of COVID-19 in Eastern Europe was minor, with Russia (-8.1%) and Ukraine (-4.8%) posting more modest decreases, while passenger car sales enjoyed a massive rebound in Turkey (+57.5%).

North America saw a slight improvement in car demand during the last quarter of 2020. This brought the full-year total to 13.2 million units; however this was still 18% lower than 2019 levels. US results were in line with the region's performance, down 16.6% to 11.2 million units sold last year.


South America was one of the regions most affected by the spread of COVID-19. The severity of the lockdowns saw passenger car demand in the region contract by 29.2% to 2.5 million units during 2020. The Brazilian market faced similar losses, with a contraction of 28.6% on 2019 levels.

Japanese passenger car sales saw strong growth in the final quarter of the year, owing to the recovery trend in the macroeconomic conditions. Nevertheless, this was insufficient to offset declines seen in the first three quarters of 2020, with full-year volumes down by more than 11%. In contrast, South Korea's full-year 2020 performance finished in positive territory, with a 9.0% increase on the previous year.

The Chinese market improved noticeably over the second half of 2020. Effective pandemic containment supported an impressive demand rebound in China, with December marking the eighth consecutive month of growth. This saw Chinese car sales reach 19.7 million units in 2020, a retreat of just 6.8% on the 2019 total. At the same time, China's share of global sales increased to 31.1% from 28.2% in 2019.

Despite a strong recovery in the third and fourth quarters of the year, the Indian passenger car market shrank by 18.9% between January-December 2020, reaching 2.5 million units compared with 3.1 million units over the same period in 2019.

Table 2: World new passenger car registrations

	2020	2019	% change 20/19	% share 2020
EUROPE	14,381,719	18,112,057	-20.6	22.7
 European Union ¹	9,942,509	13,028,948	-23.7	15.7
EFTA	387,609	465,570	-16.7	0.6
United Kingdom	1,631,064	2,311,140	-29.4	2.6
Russia	1,505,093	1,638,065	-8.1	2.4
Turkey	610,109	387,256	+57.5	1.0
Ukraine	85,866	90,207	-4.8	0.1
Others: Europe ²	219,469	190,871	+15.0	0.3
NORTH AMERICA³	13,166,862	16,038,444	-17.9	20.8
<i>of which the United States</i>	<i>11,233,042</i>	<i>13,464,172</i>	<i>-16.6</i>	<i>17.7</i>
SOUTH AMERICA	2,507,177	3,539,446	-29.2	4.0
<i>of which Brazil</i>	<i>1,615,056</i>	<i>2,262,017</i>	<i>-28.6</i>	<i>2.5</i>
ASIA	30,664,108	33,959,472	-9.7	48.4
China	19,734,117	21,163,413	-6.8	31.1
Japan	3,814,090	4,295,672	-11.2	6.0
India	2,491,242	3,072,410	-18.9	3.9
South Korea	1,623,657	1,489,156	+9.0	2.6
Others: Asia ⁴	3,001,002	3,938,821	-23.8	4.7
MIDDLE EAST/AFRICA	2,684,752	3,247,640	-17.3	4.2
WORLD	63,404,618	74,897,059	-15.3	100.0

SOURCE: ACEA, IHS MARKIT

¹ Data for Malta not available

² Includes Belarus, Bosnia-Herzegovina, Kazakhstan, North Macedonia, Serbia and Uzbekistan

³ Based on production type

⁴ Includes Hong Kong, Taiwan and all the other South Asian countries

THE EUROPEAN UNION

The EU passenger car market dropped by almost one-quarter (-23.7%) in 2020 as a result of the measures aimed at preventing the spread of the coronavirus. This was the single biggest yearly drop ever recorded in car demand, with new car registrations falling by 3 million units compared to 2019.

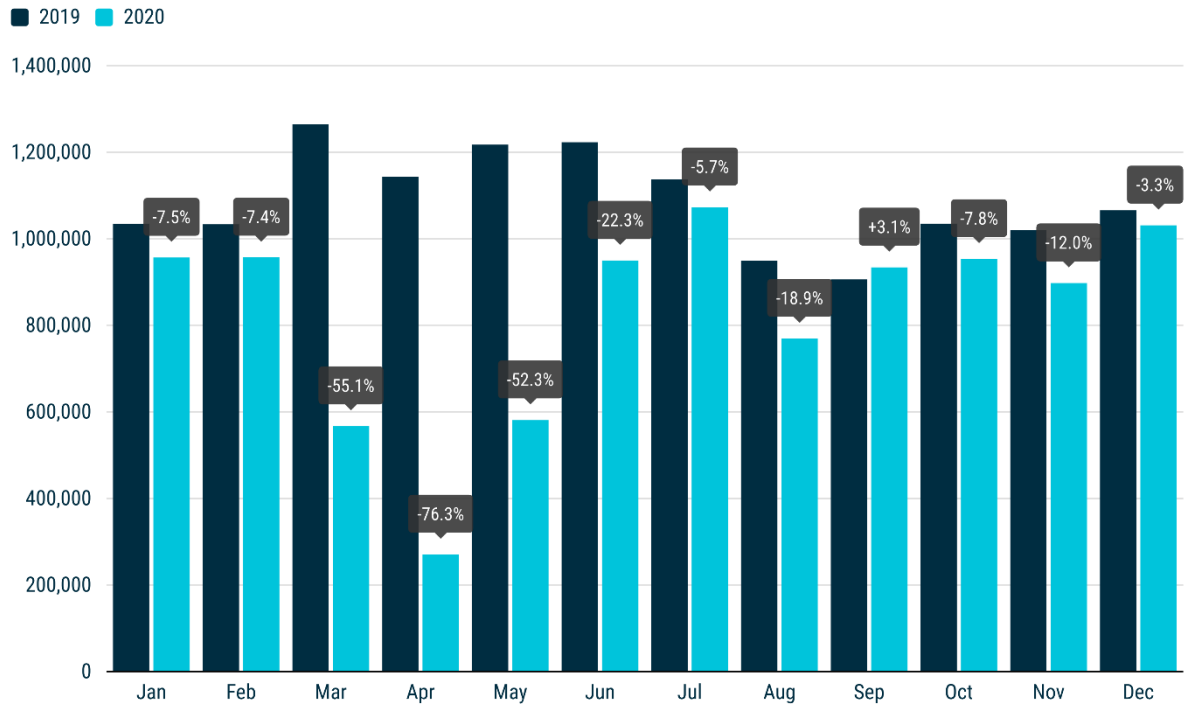
The disruption caused by the COVID-19 pandemic saw many markets in the region end the year with falls in the 20-30% range, including the four major ones. Spain and Italy suffered the steepest falls of the 'big four' markets, with car registrations contracting by 32.3% and 27.9% respectively. The percentage decline in France was also notable (25.5%), with a total of 1.7 million units during 2020. Germany – the largest market in terms of volumes – reached 2.9 million units. However, this represented a 19.1% decrease compared with the previous year.

Table 3: Top 4 – New passenger car registrations in the EU

	2020	2019	% change 20/19
Germany	2,917,678	3,607,258	-19.1
France	1,650,118	2,214,279	-25.5
Italy	1,381,496	1,916,949	-27.9
Spain	851,211	1,258,251	-32.3
EUROPEAN UNION	9,942,509	13,028,948	-23.7

SOURCE: ACEA

Figure 2: New passenger car registrations in the EU | 12-month trend



SOURCE: ACEA

PRODUCTION

WORLD

After the shutdowns in the spring and a slow restart in the third quarter of the year, European production was boosted at the end of 2020 by incentivised demand and the need to rebuild inventory. Nevertheless, the impact of the COVID-19 pandemic remains evident in the full-year results, with passenger car production in the region contracting by 22.3% to 14.1 million units.

Production in North America in 2020 was down 20.4%, with 9.7 million units manufactured, mainly due to pandemic-related shutdowns between March and June 2020 and the economic impact that this left in its wake. The United States also closed the year down overall, with 2020 car output dropping 17.6% compared with 2019.

Passenger car production in South America ended 2020 at its lowest level since 2003, with full-year output down 34.2% to less than 1.8 million units. This was a direct consequence of the many disruptions brought about by the COVID pandemic, which started to become evident in the region by late March. Brazil – the main production country in South America – faced similar losses, tumbling 34.3% to 1.6 million units manufactured overall last year.

China's economy continued to improve through the last quarter of 2020, leading to a rebound in passenger car production. Although it remained in negative territory, the percentage decline (compared over 2019) dropped from the 19.1% recorded during January-September 2020 to 6.4% over the full-year. More than 19.3 million cars were built in China overall last year; accounting for 31.5% of global car production.

The COVID-19 crisis has inflicted negative effects on Japanese and South Korean production since February 2020. The collapse in demand around the world, combined with component shortages, has led to plant shutdowns. However, improved market conditions saw output increase gradually in the fourth quarter of 2020. As a result, full-year 2020 production dropped by 16.0% in Japan and 10.3% in South Korea.

Thailand's total output in 2020 fell 34.6% to 0.6 million units, while Indonesia posted the region's greatest decline (-48.5%) with 0.5 million cars manufactured. Passenger car production in India also declined substantially (-22.7%), mainly due to the COVID-19 pandemic, which saw a full nationwide lockdown from March until the end May 2020.

For full-year 2020, passenger car production worldwide contracted by 16.9% to 61.4 million units.

Table 4: World passenger car production

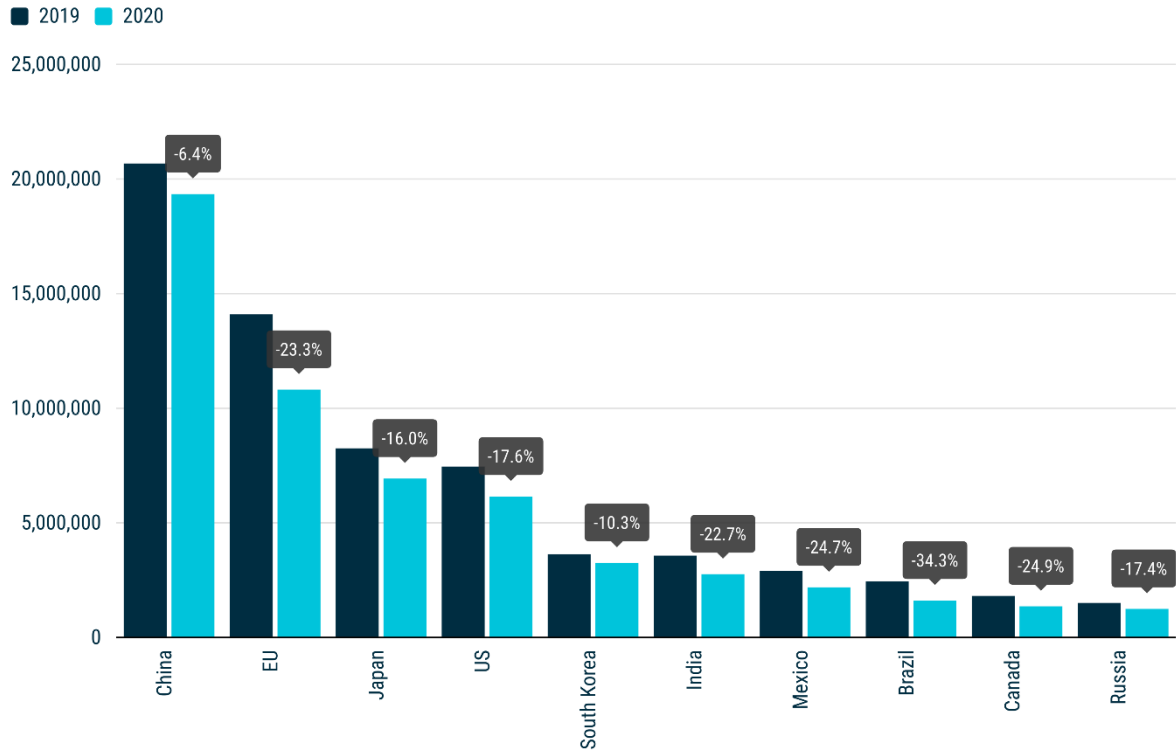
	2020	2019	% change 20/19	% share 2020
EUROPE	14,131,321	18,178,364	-22.3	23.0
European Union	10,810,265	14,096,291	-23.3	17.6
Russia	1,247,278	1,509,638	-17.4	2.0
United Kingdom	918,526	1,306,957	-29.7	1.5
Turkey	827,830	944,087	-12.3	1.3
Ukraine	4,265	6,367	-33.0	0.01
Others: Europe ⁵	323,157	315,024	+2.6	0.5
NORTH AMERICA	9,694,810	12,173,713	-20.4	15.8
<i>of which the United States</i>	<i>6,147,781</i>	<i>7,456,656</i>	<i>-17.6</i>	<i>10.0</i>
SOUTH AMERICA	1,755,366	2,667,108	-34.2	2.9
<i>of which Brazil</i>	<i>1,608,870</i>	<i>2,449,242</i>	<i>-34.3</i>	<i>2.6</i>
ASIA	34,416,295	39,242,881	-12.3	56.1
China	19,344,024	20,675,568	-6.4	31.5
Japan	6,933,486	8,252,646	-16.0	11.3
South Korea	3,254,147	3,629,252	-10.3	5.3
India	2,760,062	3,570,435	-22.7	4.5
Thailand	624,531	955,105	-34.6	1.0
Indonesia	529,619	1,028,782	-48.5	0.9
Others: Asia ⁶	970,426	1,131,093	-14.2	1.6
MIDDLE EAST/AFRICA	1,358,616	1,549,139	-12.3	2.2
<i>of which Iran</i>	<i>812,529</i>	<i>703,555</i>	<i>+15.5</i>	<i>1.3</i>
WORLD	61,356,408	73,811,205	-16.9	100.0

SOURCE: IHS MARKIT

⁵ Includes Belarus, Kazakhstan, Serbia and Uzbekistan

⁶ Includes Taiwan, Australia, Malaysia, Pakistan, Philippines and Vietnam

Figure 3: Top 10 – World passenger car production



SOURCE: IHS MARKIT

THE EUROPEAN UNION

In the full year 2020, European Union production fell by 23.3%, or some 3.3 million fewer cars built than in 2019. This was mostly related to the decrease in consumer demand due to the COVID restrictions affecting car retail throughout the region last year.

In 2020, passenger car output contracted in all key EU manufacturing countries. France suffered the greatest drop (-45.8%), slipping to fifth place among the major EU car producers, behind the Czech Republic and Slovakia. The other two markets showing the strongest declines were Germany (-24.3%) and Spain (-19.5%). These countries however maintained their positions as the largest and second-largest producers of passenger cars in the EU.

Table 5: Top 10 – Passenger car producers in the EU

	2020	2019	% change 20/19
Germany	3,403,981	4,493,769	-24.3
Spain	1,751,891	2,175,909	-19.5
Czech Republic	1,129,184	1,398,996	-19.3
Slovakia	943,847	1,072,858	-12.0
France	861,660	1,590,636	-45.8
Italy	476,288	548,688	-13.2
Romania	437,628	490,412	-10.8
Hungary	432,603	524,348	-17.5
Sweden	256,671	285,709	-10.2
Belgium	237,261	247,020	-4.0
EUROPEAN UNION	10,810,265	14,096,291	-23.3

SOURCE: IHS MARKIT

TRADE

Eleven months into 2020, ex-EU imports and exports of passenger cars dropped considerably both in value and in volume. The pandemic directly affected international trade activity, due to supply chain disruptions and a drastic drop in global demand, particularly in the first half of the year.

The European Union exported €110 billion worth of passenger cars between January and November last year, some €21 billion less than the year before. Over the same period, imports amounted to €46.2 billion, providing the European Union with a trade surplus of approximately €64 billion, down 13.2% on to the same period in 2019.

Table 6: EU passenger car trade

Trade in value (in million €)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19
Imports	46,174	57,487	-19.7
Exports	110,210	131,273	-16.0
Trade balance	64,036	73,786	-13.2
Trade in volume (in units)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19
Imports	2,744,307	4,038,015	-32.0
Exports	4,743,577	5,751,805	-17.5

SOURCE: EUROSTAT

IMPORTS

With a 20% share, the United States accounted for the highest value of EU-imported cars, up 13.0% compared with January to November 2019. Together with the United Kingdom and Japan, these three markets made up more than half the total value of ex-EU imports of passenger cars.

With the exception of the United States (up 12.0%), the number of cars imported into the European Union from its main trade partners fell significantly last year. The steepest decline was observed in imports of UK-made cars, with volumes more than halved (-57.7%) compared to 2019.

As a result, the total volume of passenger cars imported into the EU fell by 32.0% during January to November 2020.

Table 7: Main countries of origin of EU passenger car imports

Trade in value (in million €)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
United States	9,374	8,298	+13.0	20.3
United Kingdom	8,113	12,214	-33.6	17.6
Japan	7,357	9,938	-26.0	15.9
Turkey	5,725	7,496	-23.6	12.4
South Korea	5,071	6,036	-16.0	11.0
Mexico	3,817	4,485	-14.9	8.3

SOURCE: EUROSTAT

Table 8: Main countries of origin of EU passenger car imports

Trade in volume (in units)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
Turkey	447,723	637,374	-29.8	16.3
Japan	441,026	628,777	-29.9	16.1
United Kingdom	437,097	1,032,786	-57.7	15.9
United States	349,705	312,103	+12.0	12.7
South Korea	291,980	410,848	-28.9	10.6
Morocco	214,392	255,818	-16.2	7.8

SOURCE: EUROSTAT

EXPORTS

Eleven months into the year, the United Kingdom remained the EU's most valuable export market for passenger cars (23.3% share of the total value), ahead of the United States (19.1%) and China (15.1%). Although export values to these three destinations fell during 2020, together they still made up some 60% of the overall value of cars exported from the EU.

In terms of volume, the numbers of European cars shipped to Turkey and Ukraine increased strongly (up 115.7% and 29.4% respectively). The volume of EU-built cars exported to China from January to November 2020 also increased, albeit at a more modest rate (+3.2%). By contrast, EU exports to other major destinations fell significantly, contributing to a year-to-date drop of 17.5% in the total volume of exported cars.

Table 9: Main destinations for EU passenger car exports

Trade in value (in million €)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
United Kingdom	25,716	34,312	-25.1	23.3
United States	21,071	27,151	-22.4	19.1
China	16,636	17,483	-4.8	15.1
South Korea	6,241	5,221	+19.5	5.7
Switzerland	5,700	6,475	-12.0	5.2
Turkey	5,445	2,262	+140.7	4.9

SOURCE: EUROSTAT

Table 10: Main destinations for EU passenger car exports

Trade in volume (in units)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
United Kingdom	1,202,113	1,765,838	-31.9	25.3
United States	620,252	776,713	-20.1	13.1
China	391,572	379,540	+3.2	8.3
Turkey	347,236	160,966	+115.7	7.3
Switzerland	186,101	232,831	-20.1	3.9
Ukraine	176,988	136,814	+29.4	3.7

SOURCE: EUROSTAT

COMMERCIAL VEHICLES

REGISTRATIONS

THE EUROPEAN UNION⁷

Commercial vehicle registrations in the European Union dropped significantly during 2020, owing to the impact of the COVID-19 lockdowns, particularly during the first half of the year. Although the declines were less steep during the second half of 2020, the number of vans, trucks and buses registered throughout the EU region contracted by 18.9% last year to 1.7 million units overall.

All EU markets posted double-digit declines during 2020, with the exception of Denmark. Of the four major markets, Spain was the hardest hit (-26.1%), followed by France (-16.9%), Italy (-15.1%) and Germany (-14.8%).

Table 11: New commercial vehicle and bus registrations in the EU | by segment

	2020	2019	% change 20/19
Vans ⁸	1,439,427	1,747,471	-17.6%
Trucks ⁹	247,499	333,072	-25.7%
Buses ¹⁰	29,147	36,563	-20.3%
TOTAL	1,716,073	2,117,106	-18.9%

SOURCE: ACEA

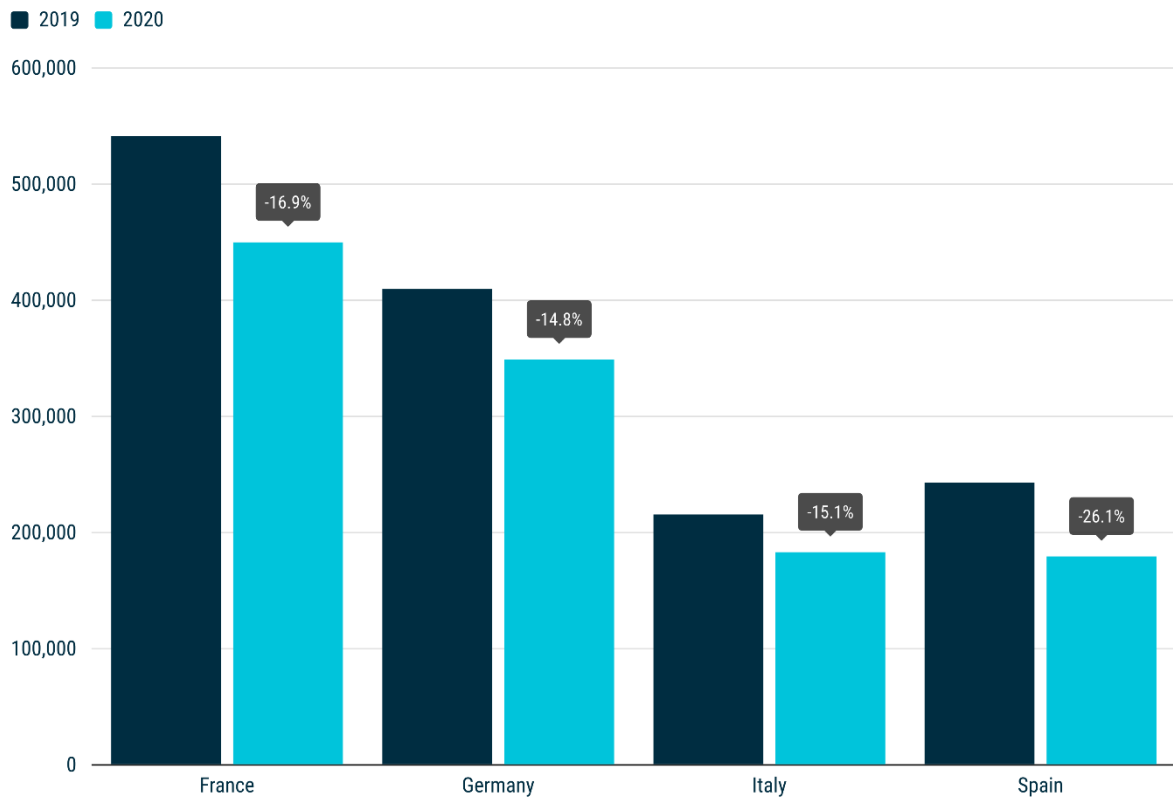
⁷ Data for Malta not available

⁸ Light commercial vehicles up to 3.5t (including buses)

⁹ Commercial vehicles over 3.5t

¹⁰ Buses and coaches over 3.5t

Figure 4: Top 4 – New commercial vehicle and bus registrations in the EU



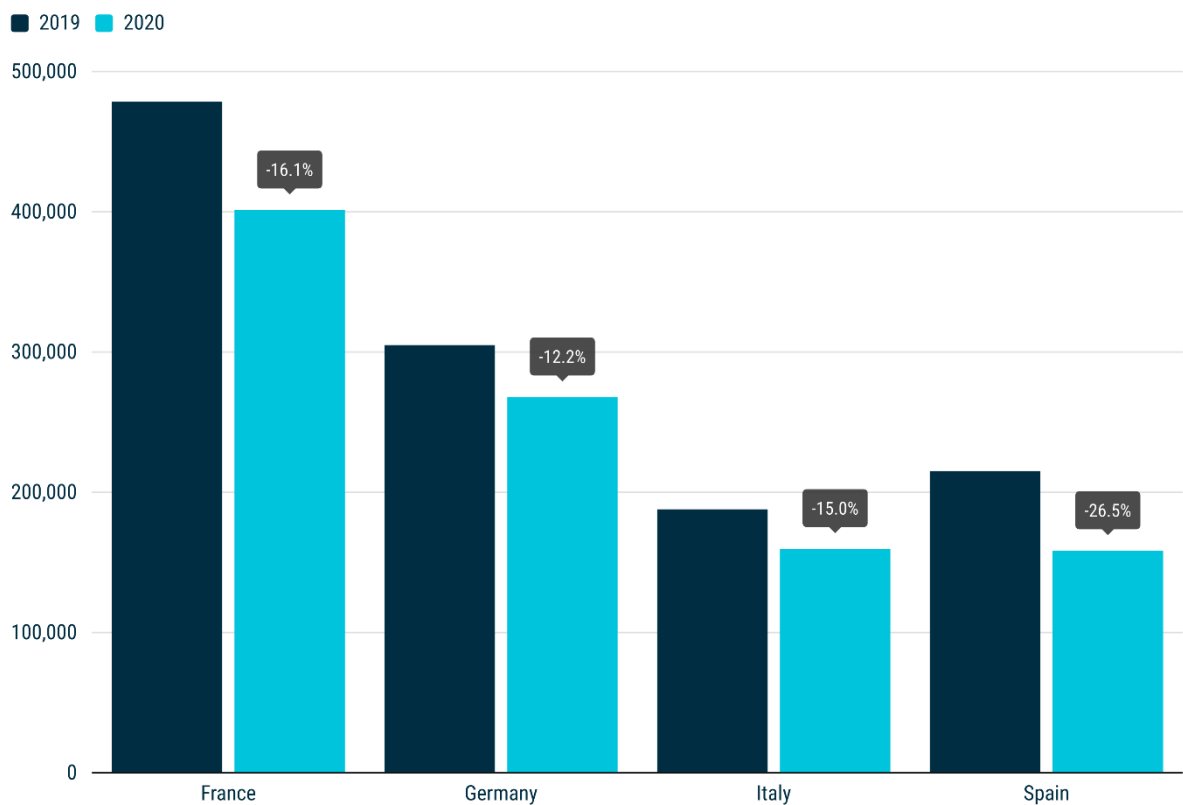
SOURCE: ACEA

Vans

Full-year results for 2020 in the van segment saw a 17.6% drop, with total registrations at 1.4 million units. However, the situation improved during the last quarter of the year with October and November performances in line with 2019 levels.

In all four of the EU's largest markets, demand fell at double-digit percentage rates. Spain suffered the sharpest overall drop (26.5%) last year, while losses were slightly more limited in France (16.1%), Italy (15.0%) and Germany (12.2%).

Figure 5: Top 4 – New van registrations in the EU



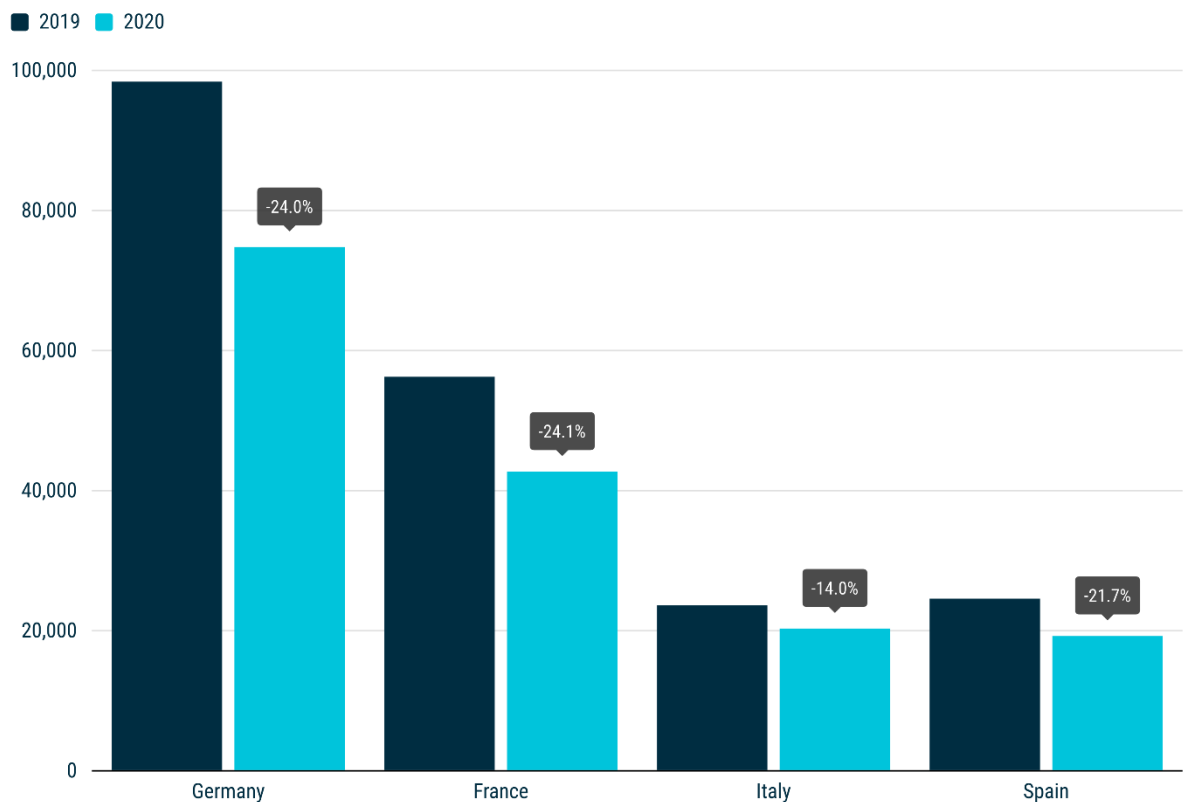
SOURCE: ACEA

Trucks

Despite positive results during the last two months of the year, the medium and heavy commercial vehicle category ended 2020 in negative territory, with registrations plummeting by 25.7% to 247,499 units for the full year. New truck registrations grew in both November (+3.7%) and December (+7.1%), but this was insufficient to offset the declines seen in the first half of the year.

Double-digit drops were recorded by all EU markets in 2020, including in the four major ones. France, Germany and Spain all posted percentage declines of over 20%, although the contraction was more modest in Italy (-14.0%).

Figure 6: Top 4 – New truck registrations in the EU



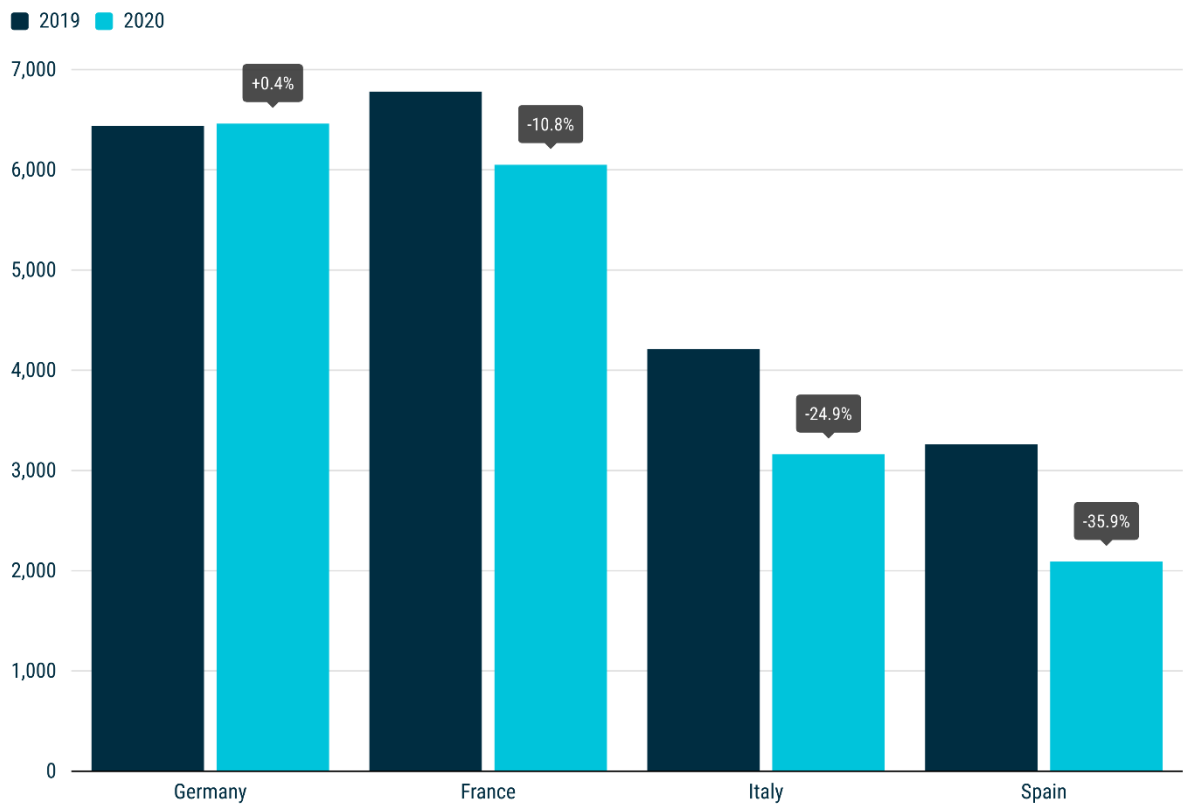
SOURCE: ACEA

Buses

December results for the bus segment were encouraging, with a double-digit increase (+13.4%) in registrations of new vehicles. Nevertheless, the impact of the COVID-19 lockdowns during the first half of the year continued to weigh heavily on the full-year performance. As a result, new bus and coach registrations throughout the European Union contracted by 20.3% in 2020, reaching 29,147 new registrations in total.

Among the major EU markets, Spain (-35.9%) and Italy (-24.9%) saw the steepest drops, while the downturn eased somewhat in France (-10.8%). Germany was the only major market to end 2020 on a positive note (0.4%), supported by strong performances in the final months of the year.

Figure 7: Top 4 – New bus registrations in the EU



SOURCE: ACEA

PRODUCTION OUTLOOK

WORLD

Production in Europe started slowly in 2020 and ground to a halt by mid-to-end March as a result of plant closures brought about by supply chain disruptions and by the health measures put in place to address the COVID-19 pandemic. By the end of the summer, incoming orders had begun to pick up and line rates at the plants started to increase. Overall in 2020, European commercial vehicle and bus output decreased by 17.7%, to around 3.0 million vehicles.

In North America, the most dramatic impact of the pandemic was felt in April, with plant closures lasting until May. In summer, commercial vehicles production returned to pre-COVID levels. However, plants scaled back their output slightly because of supply-side issues and the resurgence in virus cases. This resulted in a full-year output in the region of 3.8 million units (down 21.0%).

In 2020, the effects of COVID-19 brought significant losses for plants in South America, as production was interrupted following lockdown measures. Although the effects of the pandemic are still ongoing, there was a gradual return to a normal economic activity in the second half of the year. South American commercial vehicle production ended 2020 at 0.6 million units, a contraction of 20.0% compared with 2019.

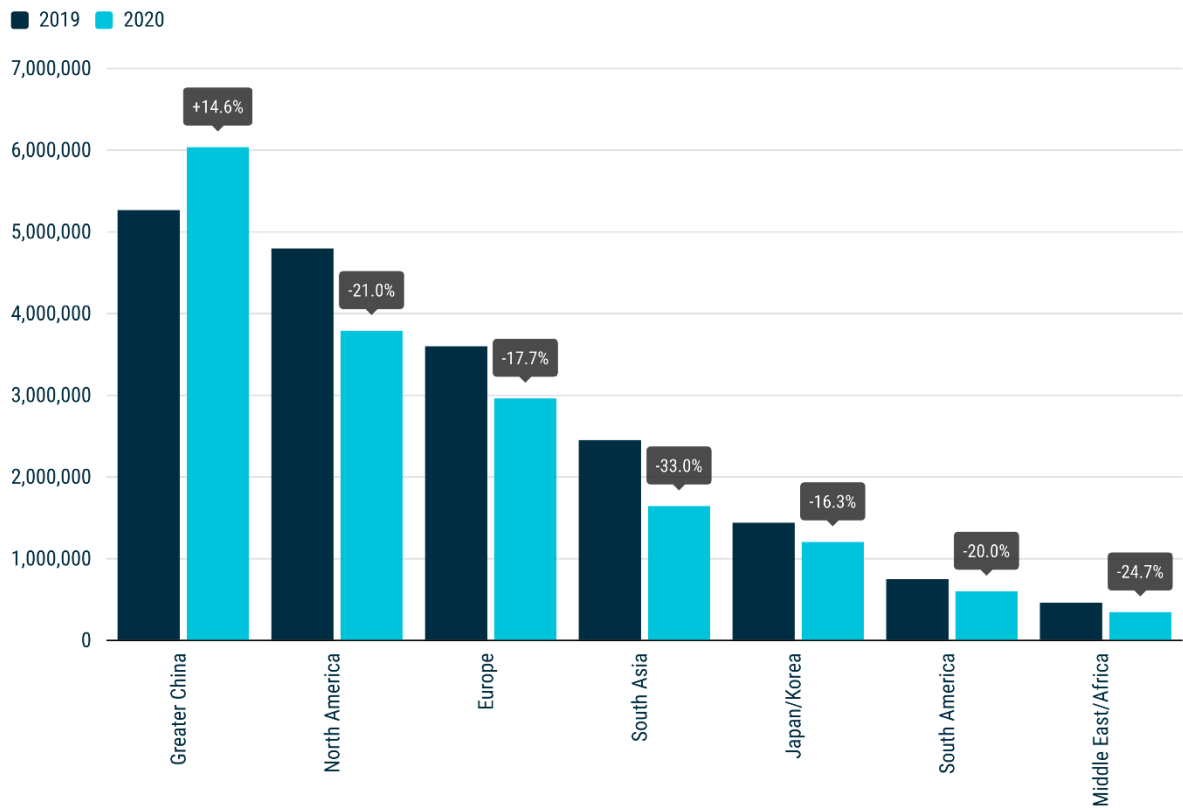
Greater China¹¹ recorded a significant increase in 2020 – up 14.6% to 6 million units – as government measures fostered demand and production. The economic stagnation caused by the coronavirus outbreak led to the government introducing stimulus policies to aid the economic recovery. As a result, commercial vehicle production rebounded strongly after April 2020, also fuelled by pent-up demand following the lockdown.

Both Japan and South Korea reduced their output in 2020, owing to falling domestic and international demand. Overall, commercial vehicle production in the region contracted by 16.3%, to 1.2 million vehicles.

Thailand and India are the largest producers in South Asia, making up 85% of total commercial vehicle production in the region. The Indian industry endured several plant shutdowns during the second quarter of 2020, and disruptions to the supply chain extended into the third quarter. This led India's commercial vehicle production to fall by 38.9% in 2020. Thailand's performance was relatively better than India's in 2020, falling 26.8% to 0.8 million units. This reduced the region's performance for 2020 by 33% to 1.6 million commercial vehicles produced.

¹¹ Includes Hong Kong and Taiwan

Figure 8: World commercial vehicle production | by region



SOURCE: IHS MARKIT

TRADE

Between January and November 2020, both imports and exports of commercial vehicles fell significantly (24.4% and 22.7% respectively) in terms of value.

The stagnation in the manufacturing industry caused by the COVID-19 outbreak negatively affected trade activity in all commercial vehicle segments.

Nevertheless, international trade in commercial vehicles provided the European Union with a trade surplus of approximately €6 billion in the first 11 months of 2020, albeit €1.5 billion lower than in the same period one year previously.

Table 12: EU commercial vehicle and bus trade | by segment

Trade in value (in million €)	LCV ¹²	CV & BC ¹³	TOTAL
Jan-Nov 2020			
Imports	3,601	2,050	5,650
Exports	5,631	5,980	11,612
Trade balance	2,030	3,931	5,961
Jan-Nov 2019			
Imports	4,965	2,510	7,475
Exports	7,105	7,925	15,030
Trade balance	2,139	5,415	7,554
% change 20/19			
Imports	-27.5	-18.3	-24.4
Exports	-20.7	-24.5	-22.7
Trade balance	-5.1	-27.4	-21.1

SOURCE: EUROSTAT

¹² LCV = Light commercial vehicles up to 5t

¹³ Commercial vehicles (CV) over 5t, including buses and coaches (BC)

IMPORTS

Turkey maintained its lead as the main country of origin for European Union commercial vehicle imports in 2020 to November. This was despite a 29.2% contraction in the overall value of vehicles exported to the EU.

Eleven months into 2020, commercial vehicle imports from the majority of the EU's main trading partners had fallen sharply in value terms, most notably those from the United Kingdom (24.5%), Thailand (48.9%) and Switzerland (32.4%).

At the same time, the value of commercial vehicles imported from China and Norway during the same period increased strongly, by 76.2% and 16.0% respectively.

Table 13: Top 10 – Countries of origin of EU commercial vehicle and bus imports

Trade in value (in million €)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
Turkey	3,078	4,349	-29.2	54.5
South Africa	930	1,036	-10.2	16.5
United Kingdom	568	752	-24.5	10.0
China	237	135	+76.2	4.2
Thailand	164	321	-48.9	2.9
Morocco	160	192	-16.7	2.8
Norway	132	113	+16.0	2.3
North Macedonia	105	148	-29.0	1.9
Switzerland	104	153	-32.4	1.8
United States	65	72	-9.9	1.1

SOURCE: EUROSTAT

EXPORTS

The overall value of commercial vehicle exports to the three main EU export destinations – the United Kingdom, Switzerland and Norway – declined significantly between January and November 2020 (by 29.7%, 10.6% and 36.7% respectively).

Nevertheless, these markets, together with China, accounted for more than half of total EU commercial vehicle exports during this period.

By contrast, the value of exports of EU-made commercial vehicles and buses destined for Turkey (+52.8%), the United States (+19.4%) and China (+17.2%) increased strongly during the first 11 months of 2020.

Table 14: Top 10 – Destinations for EU commercial vehicle and bus exports

Trade in value (in million €)	Jan-Nov 2020	Jan-Nov 2019	% change 20/19	% share 2020
United Kingdom	3,473	4,938	-29.7	29.9
Switzerland	908	1,016	-10.6	7.8
Norway	895	1,415	-36.7	7.7
China	803	685	+17.2	6.9
United States	531	445	+19.4	4.6
Turkey	522	342	+52.8	4.5
Israel	357	419	-14.8	3.1
Australia	339	610	-44.5	2.9
Russia	304	436	-30.2	2.6
Algeria	304	307	-1.0	2.6

SOURCE: EUROSTAT



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ABOUT THE EU AUTOMOBILE INDUSTRY

- 14.6 million Europeans work in the auto industry (directly and indirectly), accounting for 6.7% of all EU jobs.
- 11.5% of EU manufacturing jobs – some 3.7 million – are in the automotive sector.
- Motor vehicles account for €440.4 billion in taxes in major European markets.
- The automobile industry generates a trade surplus of €74 billion for the EU.
- The turnover generated by the auto industry represents over 7% of EU GDP.
- Investing €60.9 billion in R&D annually, the automotive sector is Europe's largest private contributor to innovation, accounting for 29% of total EU spending.

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