



European
Automobile
Manufacturers
Association

Economic and Market Report

EU Automotive Industry Quarter 2 2018



October 2018

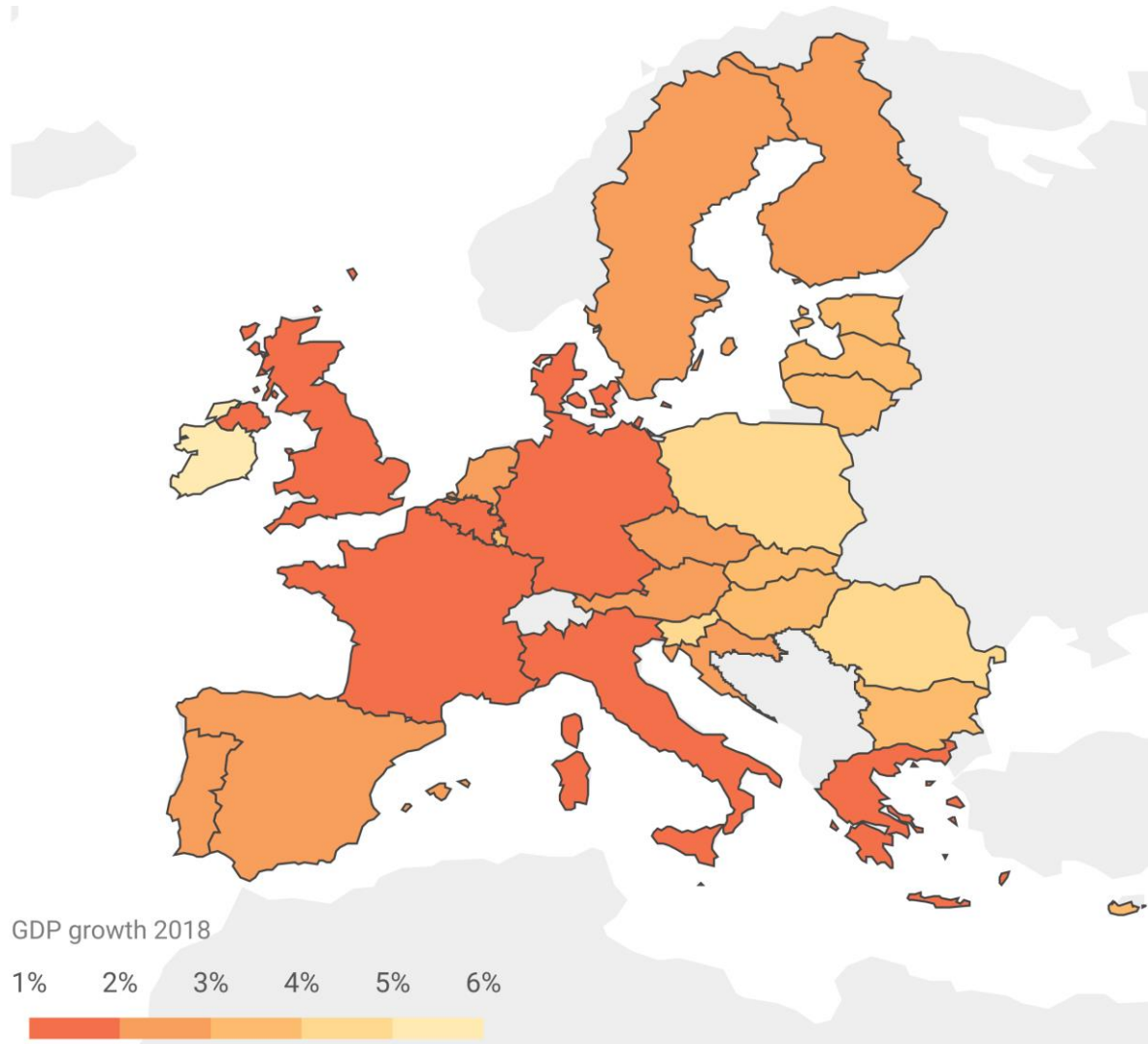
CONTENTS

EU economic outlook	2
Passenger cars.....	4
Registrations	4
World.....	4
The European Union	6
Passenger car registrations by fuel type.....	8
Production.....	11
World.....	11
The European Union	14
Trade	15
Imports.....	16
Exports	17
Commercial vehicles.....	18
Registrations in the EU	18
New light commercial vehicles (LCV) up to 3.5 tonnes	20
New medium and heavy commercial vehicles (MHCV) over 3.5 tonnes.....	21
New medium and heavy buses and coaches (MHBC) over 3.5 tonnes.....	22
Global production outlook.....	23
Trade	25
Imports.....	26
Exports	27

EU ECONOMIC OUTLOOK

The EU economy is expected to continue to expand this year, although at a more moderate pace than in 2017 – when growth was the highest recorded in 10 years. In its latest economic forecast, the European Commission states that it expects EU GDP to grow by 2.1% in 2018 and 2.0% in 2019, reflecting the risks of rising geopolitical tensions due to increasingly protectionist trade measures. Moreover, uncertainties surrounding the outcome of the Brexit negotiations still represent a serious threat to future growth.

Figure 1: EU GDP growth forecast (in %)



SOURCE: SUMMER 2018 ECONOMIC FORECAST, EUROPEAN COMMISSION

Table 1: European Economic Forecast - Spring 2018

EU FORECAST	2017	2018	2019
GDP GROWTH (% , YOY)	2.4	2.1	2.0
INFLATION (% , YOY)	1.7	1.7	1.7
UNEMPLOYMENT (%)	7.6	7.1	6.7

SOURCE: EUROPEAN COMMISSION, DG ECFIN

Inflation in the European Union is expected to remain stable over the next few years, despite the increase in oil prices in recent months. In its Summer Forecast, the European Commission estimates the HICP¹ inflation indicator to remain unchanged at 1.7% for 2018 and 2019.

The labour market outlook remains positive, as continued economic expansion and moderate wage growth are expected to sustain job creation in the coming years. After reaching pre-crisis levels last year, the EU unemployment rate is projected to continue its downward trend from 7.6% last year to 6.7% in 2019.

¹ Harmonised Index of Consumer Prices

PASSENGER CARS

REGISTRATIONS

WORLD

After a moderate start in the first quarter of the year (+0.7%), EU new car registrations accelerated during the second quarter of 2018, bringing cumulative half-year growth to +2.9%. EU demand, already sustained by the excellent performance of Central European countries, benefited from a decisive recovery in Western European markets. Passenger car sales also increased in Russia (+19.0%) and Ukraine (+6.6%), positively contributing to the region's growth. As a result, the European car market increased by 3.7% during the first six months this year, reaching almost 10 million vehicles sold.

Half-year car volumes in the United States went up by 1.4% compared to the same period in 2017. About 7 million passenger cars were sold in total, with the United States accounting for 17.3% of the global car market – in third place after China and the European Union.

South American demand for cars remained strong during the first six months this year (+11.0%), primarily driven by Brazil (+11.8%). Overall, 1.8 million cars were sold in South America, of which more than half in the Brazilian market.

Japanese car sales were down 2.6% compared with 2017, as economic growth is expected to soften this year. South Korea slightly recovered the first quarter's decline, posting moderate growth over the first semester (+1.3%).

The Chinese new passenger car market saw a rise in its sales (+6.1%) from January to June 2018. Overall, 11.5 million vehicles were sold over the period, representing 28.4% of global car sales.

In the first half of 2018, new car sales in India were 14.8% higher than in the same period one year ago, continuing the positive trend started in 2017; this is due to a low base of comparison and strong domestic demand.

Overall, 40.4 million passenger cars were sold worldwide, 3.7% more than in the first half of 2017.

Table 2: World new passenger car registrations

	H1 2018 ²	H1 2017	% change 18/17	% share 2018
EUROPE	9,891,516	9,541,132	+3.7	24.5
EU ³	8,449,247	8,211,379	+2.9	20.9
EFTA	246,538	250,584	-1.6	0.6
RUSSIA	792,629	665,918	+19.0	2.0
TURKEY	275,870	305,924	-9.8	0.7
UKRAINE	37,363	35,037	+6.6	0.1
OTHERS-EUROPE ⁴	89,869	72,290	+24.3	0.2
NORTH AMERICA⁵	8,347,951	8,312,027	+0.4	20.7
<i>of which the US</i>	<i>6,979,742</i>	<i>6,885,664</i>	<i>+1.4</i>	<i>17.3</i>
SOUTH AMERICA	1,821,502	1,641,421	+11.0	4.5
<i>of which Brazil</i>	<i>946,477</i>	<i>846,340</i>	<i>+11.8</i>	<i>2.3</i>
ASIA	18,317,836	17,425,747	+5.1	45.3
CHINA	11,458,949	10,798,977	+6.1	28.4
JAPAN	2,280,358	2,341,175	-2.6	5.6
INDIA	1,799,965	1,567,907	+14.8	4.5
SOUTH KOREA	750,260	740,554	+1.3	1.9
OTHERS-ASIA ⁶	2,028,304	1,977,134	+2.6	5.0
MIDDLE EAST/AFRICA	2,022,599	2,032,148	-0.5	5.0
WORLD	40,401,404	38,952,475	+3.7	100.0

SOURCE: IHS MARKIT, ACEA

² Provisional figures

³ Data for Malta not available

⁴ Includes Belarus, Bosnia-Herzegovina, Kazakhstan, Macedonia, Serbia and Uzbekistan

⁵ Based on production type

⁶ Includes Hong Kong, Taiwan and all the other South Asian countries, excluding India

THE EUROPEAN UNION

The European passenger car market grew by 2.9% to reach 8,449,247 units over six months this year, thanks to significant increases observed both in April (+9.6%) and in June (+5.2%) – which marked the highest June total on record.

Looking at the major markets, demand went up in Spain (+10.1%), France (+4.7%) and Germany (+2.9%), although sales contracted in the United Kingdom (-6.3%) and in Italy (-1.4%) – although at a slower pace compared to the first quarter of the year.

The strong performance of the new EU member states is worth highlighting, as registrations increased by 11.4% here during the first six months of this year.

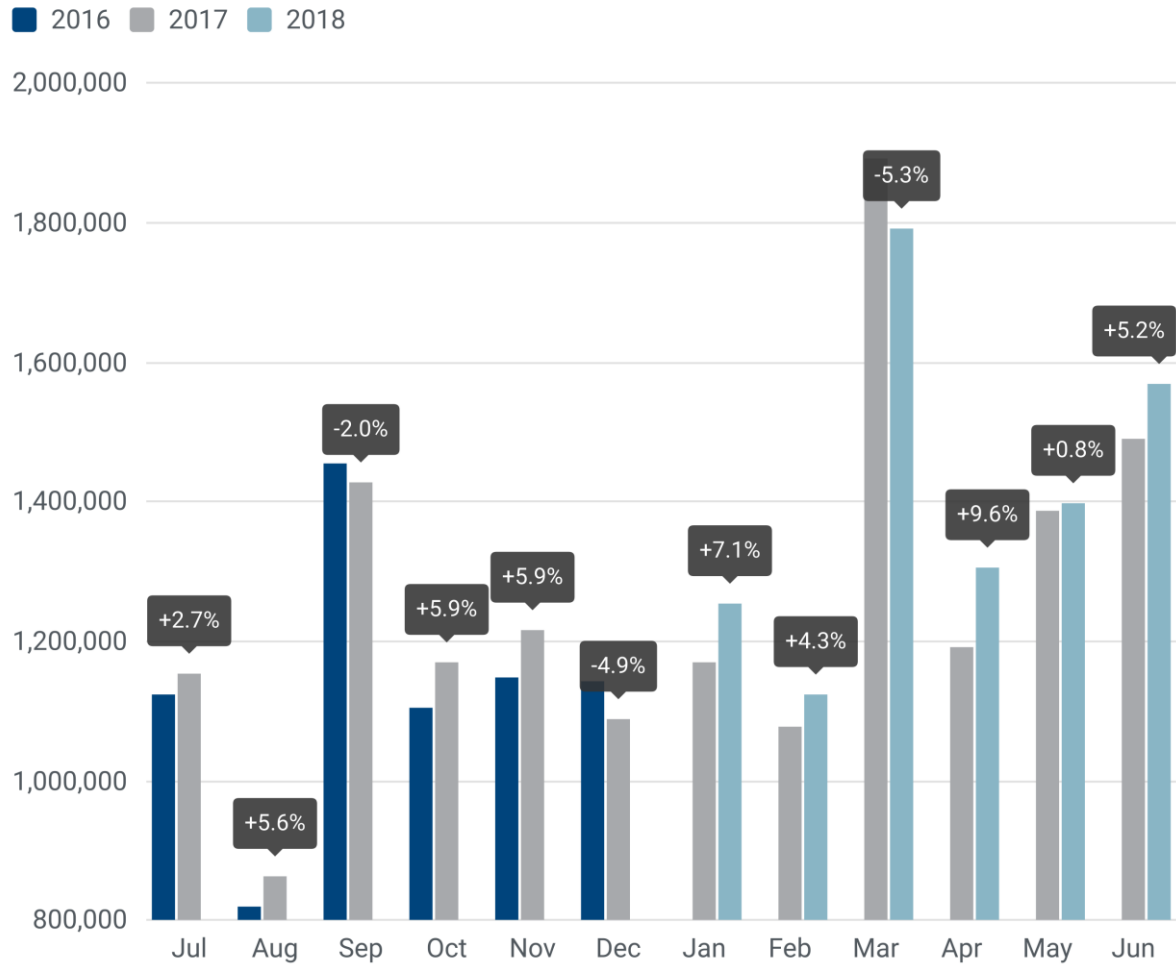
Table 3: Top 5 – New passenger car registrations in the EU

	H1 2018	H1 2017	% change 18/17
GERMANY	1,839,031	1,787,026	+2.9
UNITED KINGDOM	1,313,994	1,401,811	-6.3
FRANCE	1,188,150	1,135,267	+4.7
ITALY	1,120,829	1,137,299	-1.4
SPAIN	734,649	667,494	+10.1
EU⁷	8,449,247	8,211,379	+2.9

SOURCE: ACEA

⁷ Data for Malta not available

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

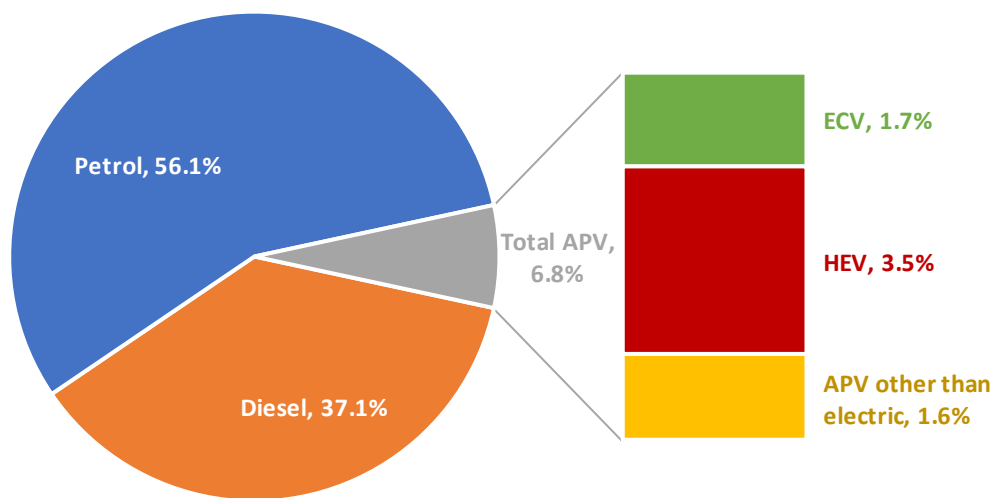


SOURCE: ACEA

Passenger car registrations by fuel type

In the first half of 2018, more than 56% of all new passenger cars in the EU ran on petrol, while diesel cars accounted for 37% of the market. All alternatively-powered vehicles (APV) combined accounted for 6.8% of passenger cars sales. However only one out of every 60 cars sold across the EU during the second quarter of 2018 was electrically-chargeable.

Figure 3: New passenger car in the EU by fuel type, % share | H1 2018



SOURCE: ACEA

Petrol and diesel cars

Diesel's market share fell from 45.6% to 37.1% of total passenger car registrations compared to the first semester one year ago. This drop was largely offset by an increase in demand for petrol cars (+17.2%), which now account for 56% of all new passenger cars sold in the EU – 7 percentage points more than in the first half of 2017.

Alternatively-powered vehicles (APV)

In the first six months of the year, demand for alternatively-powered vehicles in the European Union grew significantly (+35.6%), mostly driven by plug-in hybrid (+50.8%) and battery electric (+40.3%) car sales. Overall, 143,017 electrically-chargeable cars were registered in the EU from January to June 2018, or 45.8% more than in the same period one year ago.

Demand for LPG and NGV vehicles also increased strongly – up 23.3% in the first half of 2018 – mainly thanks to a notable uplift of natural gas-fuelled car registrations over the second quarter (+139.8%), which led to a cumulative growth of 97.1% so far this year.

Table 4: New passenger car registrations in the EU by alternative powertrain

	H1 2018	H1 2017	% change 18/17
ECV⁸	143,017	98,086	+45.8
<i>Of which BEV</i>	<i>65,713</i>	<i>46,838</i>	<i>+40.3</i>
<i>Of which PHEV</i>	<i>77,304</i>	<i>51,248</i>	<i>+50.8</i>
HEV⁹	291,584	212,699	+37.1
APV other than electric¹⁰	132,407	107,346	+23.3
<i>Of which LPG</i>	<i>86,809</i>	<i>83,780</i>	<i>+3.6</i>
<i>Of which NGV</i>	<i>44,822</i>	<i>22,737</i>	<i>+97.1</i>
Total APV	567,008	418,131	+35.6

SOURCE: ACEA

⁸ Electrically-chargeable vehicles, including battery electric vehicles (BEV), extended-range electric vehicles (EREV), fuel cell electric vehicles (FCEV) and plug-in hybrid electric vehicles (PHEV)

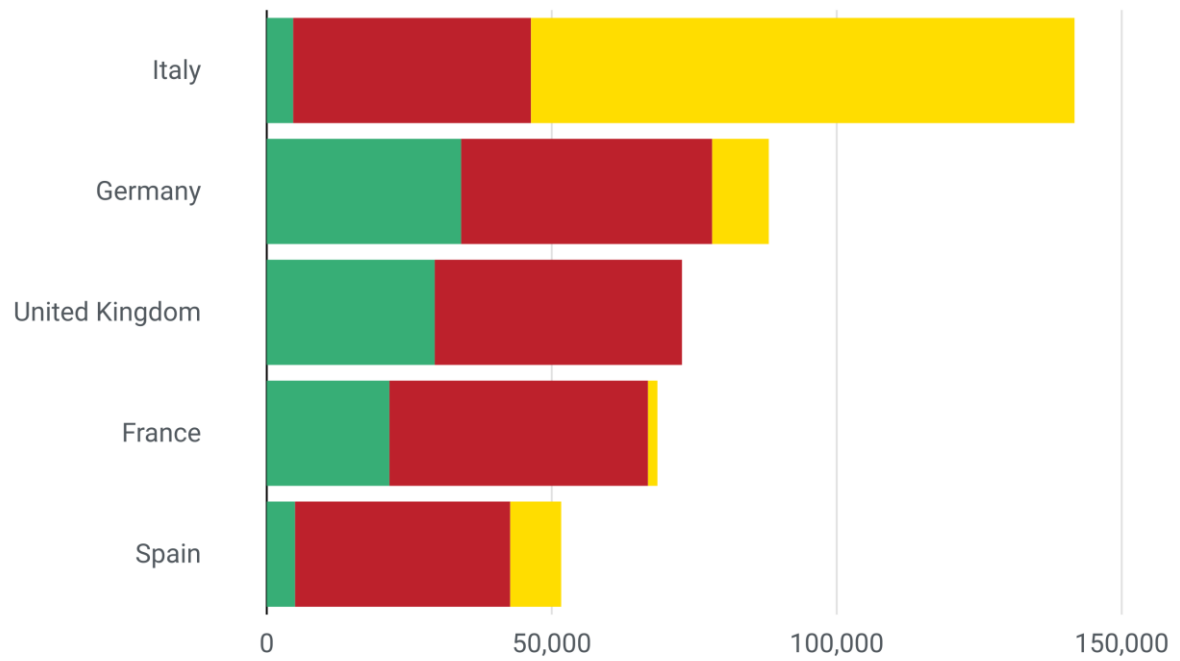
⁹ Hybrid electric vehicles, including full and mild hybrids

¹⁰ Alternatively-powered vehicles other than electric, including natural gas (NGV), LPG-fuelled and ethanol (E85) vehicles

Among the five key EU markets, APV registrations saw the highest increases in Spain (+67.4%) and Germany (+72.7%). Demand for alternatively-powered vehicles also continued to post strong growth in France (+28.2%), the UK (+24.2%) and Italy (+14.9%).

Figure 4: Alternative powertrain car registrations in the five key EU markets | H1 2018

■ ECV ■ HEV ■ APV other than electric



SOURCE: ACEA

PRODUCTION

WORLD

European passenger car output increased modestly (+2.2%) in the first six months of 2018, mostly the result of recovering production in the EU. After a slow start this year, EU output increased during the second quarter, resulting in a half-year growth of 1.6%. Production slowed down in Turkey (-5.4%) but maintained strong momentum in Russia and Ukraine (up 16.5% and 20.1%, respectively).

North American passenger car production slightly decreased so far this year (-2.0%), as a result of declining output in the US (-2.7%), which accounts for 61.5% of the region's total car production. Production in South America, on the other hand, continued its upward trend (+11.2%), with Brazil being the main contributor to this result: in the first half of 2018, Brazilian output grew 9.7% to 1.2 million units.

After a moderate start in the first quarter, car production picked up momentum in China (+4.8%), driven largely by strong demand in the SUV segment. China maintained its leading position among global passenger car producers with 11.3 million cars built from January to June 2018. This represents 28% of global production.

Japanese output continued to remain stable so far this year, thanks to favourable exports (especially of SUVs). South Korean production, on the other hand, decreased significantly (-5.5%) as a result of stagnant domestic demand and an uncertain economic situation.

Looking at the emerging markets, India posted the highest output growth (9.2%), followed by Thailand and Indonesia (+8.5% and +7.0%, respectively), all benefiting from robust domestic demand and exports.

Globally, 40.5 million passenger cars were built worldwide, 2.2% more than in the first half of 2017.

Table 5: World passenger car production

	H1 2018 ¹¹	H1 2017	% change 18/17	% share 2018
EUROPE	10,283,991	10,062,899	+2.2	25.4
EU	8,882,743	8,742,056	+1.6	21.9
RUSSIA	745,617	639,906	+16.5	1.8
TURKEY	534,731	565,459	-5.4	1.3
UKRAINE	3,697	3,079	+20.1	0.01
OTHERS-EUROPE ¹²	117,203	112,399	+4.3	0.3
NORTH AMERICA	6,769,838	6,911,003	-2.0	16.7
<i>of which the US</i>	<i>4,165,131</i>	<i>4,281,412</i>	<i>-2.7</i>	<i>10.3</i>
SOUTH AMERICA	1,363,161	1,226,291	+11.2	3.4
<i>of which Brazil</i>	<i>1,170,061</i>	<i>1,066,460</i>	<i>+9.7</i>	<i>2.9</i>
ASIA	21,040,860	20,397,013	+3.2	51.9
CHINA	11,343,204	10,821,744	+4.8	28.0
JAPAN	4,111,958	4,104,010	+0.2	10.1
INDIA	2,079,401	1,903,638	+9.2	5.1
SOUTH KOREA	1,881,088	1,990,094	-5.5	4.6
INDONESIA	518,992	484,987	+7.0	1.3
THAILAND	511,630	471,371	+8.5	1.3
OTHERS-ASIA ¹³	594,587	621,169	-4.3	1.5
MIDDLE EAST/AFRICA	1,074,675	1,046,322	+2.7	2.7
<i>of which IRAN</i>	<i>682,678</i>	<i>661,816</i>	<i>+3.2</i>	<i>1.7</i>
WORLD	40,532,525	39,643,528	+2.2	100.0

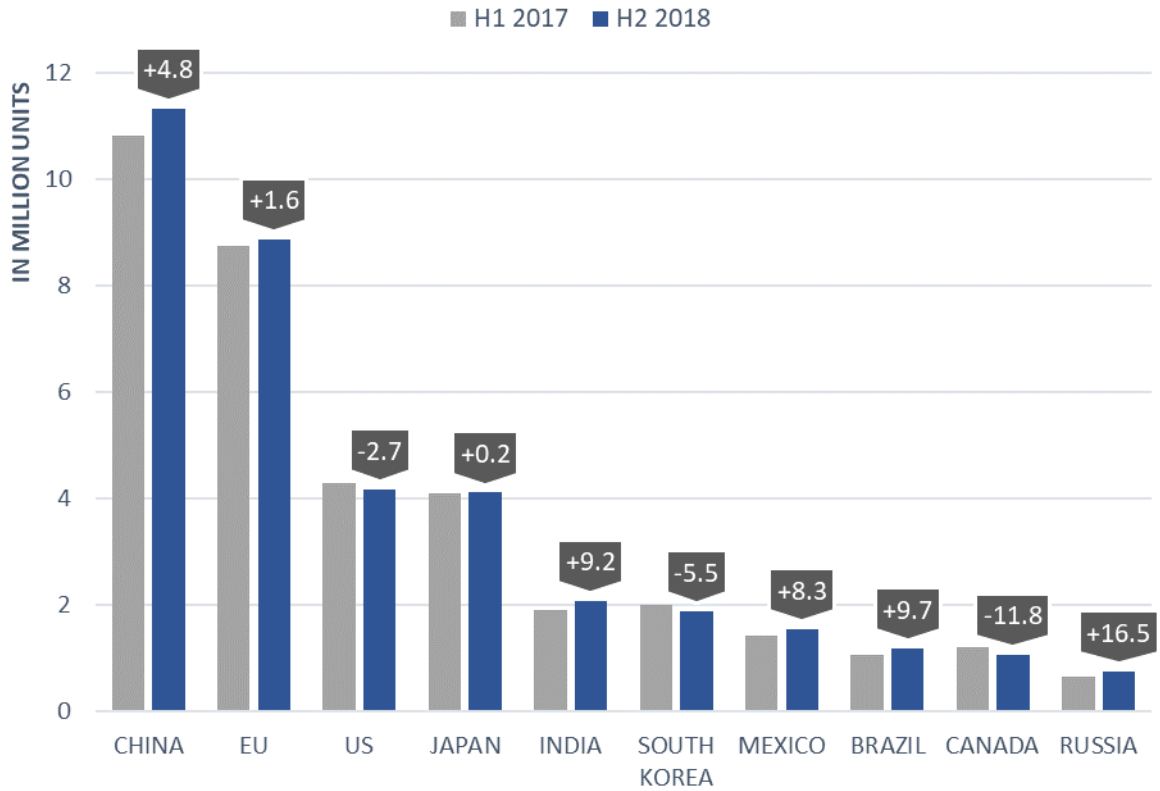
SOURCE: IHS MARKIT

¹¹ Provisional figures

¹² Includes Belarus, Kazakhstan, Serbia and Uzbekistan

¹³ Includes Taiwan, Australia, Malaysia, Pakistan, Philippines and Vietnam

Figure 5: Top 10 – World passenger car production



SOURCE: IHS MARKIT

THE EUROPEAN UNION

European Union car production showed a recovery in the second quarter of the year as domestic demand accelerated in some Western European markets. This has brought half-year production up by 1.6% to almost 9 million units. As a result, the EU – the world’s second largest car producer after China – increased its global output share from 21.6% in Q1 to almost 22% in the first half of 2018.

Looking at the main Western European car producers, output grew in France (+5.1%) and Spain (+3.2%), but declined in Italy (-11.7%), Germany (-2.9%) and the UK (-2.6%) – although at a slower pace compared to the first quarter of the year.

In Central Europe, passenger car production increased strongly in Romania (+19.1%), followed by Slovakia (+3.9%) and the Czech Republic (+0.9%), which showed more modest growth. By contrast, Polish production dropped significantly (-17.9%) during the first six months of 2018.

Table 6: Top 10 – Passenger car producers in the EU

	H1 2018 ¹⁴	H1 2017	% change 18/17
GERMANY	2,740,004	2,821,500	-2.9
SPAIN	1,256,309	1,216,975	+3.2
FRANCE	904,936	861,336	+5.1
UNITED KINGDOM	844,707	867,581	-2.6
CZECH REPUBLIC	756,288	749,899	+0.9
SLOVAKIA	511,270	491,960	+3.9
ITALY	374,782	424,552	-11.7
HUNGARY	243,874	243,942	-0.03
ROMANIA	237,511	199,390	+19.1
POLAND	211,949	258,092	-17.9
EU	8,882,743	8,742,056	+1.6

SOURCE: IHS MARKIT

¹⁴ Provisional figures

TRADE

In the first half of 2018, EU imports of cars grew both in value (+5.2%) and in volume (+10.4%), due to the substantial increase in imports from Asian countries (especially South Korea and Japan).

During the same period, the total value of EU passenger car exports remained roughly stable at around €65 billion. Export volumes increased by 6.0%, with roughly 3 million cars exported from January to June this year. This resulted in a trade surplus of €40.6 billion, slightly lower than in the first half of 2017 (-3.3%).

Table 7: EU passenger car trade

Trade in value (€m)	H1 2018	H1 2017	% change 18/17
IMPORTS	24,228	23,036	+5.2
EXPORTS	64,806	65,003	-0.3
TRADE BALANCE	40,578	41,967	-3.3
Trade in volume (units)	H1 2018	H1 2017	% change 18/17
IMPORTS	1,906,476	1,727,192	+10.4
EXPORTS	2,879,043	2,715,574	+6.0

SOURCE: EUROSTAT

IMPORTS

EU car import volumes from Japan (+7.6%), South Korea (+15.6%) and especially Mexico (+77.1%) increased from January to June 2018.

On the other hand, EU passenger car imports from Turkey declined both in value (-4.1%) and in volume (-6.3%). Imports value from the United States also recorded a double-digit decline (-15.1%) so far this year.

Overall, the EU imported 1.9 million passenger cars in the first six months of 2018, up 5.2% compared to one year ago.

Table 8: Origin of most passenger car imports

Trade in value (€m)	H1 2018	H1 2017	% change 18/17
WORLD	24,228	23,036	+5.2
JAPAN	5,257	4,992	+5.3
TURKEY	4,605	4,802	-4.1
SOUTH KOREA	3,877	3,239	+19.7
MEXICO	3,161	1,868	+69.2
UNITED STATES	2,951	3,475	-15.1

SOURCE: EUROSTAT

Table 9: Origin of most passenger car imports

Trade in volume (units)	H1 2018	H1 2017	% change 18/17
WORLD	1,906,476	1,727,192	+10.4
TURKEY	413,402	441,224	-6.3
JAPAN	355,748	330,640	+7.6
SOUTH KOREA	300,769	260,085	+15.6
MEXICO	165,428	93,416	+77.1
MOROCCO	145,107	129,054	+12.4

SOURCE: EUROSTAT

EXPORTS

Six months into the year, the export value of EU passenger cars destined to China (+7.1%), Japan (+5.6%) and South Korea (+37.8%) strongly increased. This can mainly be attributed to the increasing export of plug-in electric cars.

By contrast, exports to the United States – the EU's most valuable export market for cars – declined by 8.7% so far this year.

Despite the increase observed in exported volumes (+6.0%), the total value of EU-built passenger car exported worldwide remained roughly stable compared to one year ago.

Table 10: Main destinations of EU passenger car exports

Trade in value (€m)	H1 2018	H1 2017	% change 18/17
WORLD	64,806	65,003	-0.3
UNITED STATES	17,190	18,838	-8.7
CHINA	11,628	10,860	+7.1
JAPAN	4,103	3,886	+5.6
SOUTH KOREA	3,951	2,867	+37.8
SWITZERLAND	3,731	3,916	-4.7

SOURCE: EUROSTAT

Table 11: Main destinations of EU passenger car exports

Trade in volume (units)	H1 2018	H1 2017	% change 18/17
WORLD	2,879,043	2,715,574	+6.0
UNITED STATES	577,460	559,018	+3.3
CHINA	284,781	272,536	+4.5
TURKEY	230,257	219,550	+4.9
JAPAN	142,572	134,665	+5.9
SWITZERLAND	138,761	147,481	-5.9

SOURCE: EUROSTAT

COMMERCIAL VEHICLES

REGISTRATIONS IN THE EU

During the first half of 2018, the EU market expanded by 4.7%, counting almost 1.3 million new vehicles. Commercial vehicle registrations posted the third consecutive month of growth in June (+7.3%), contributing to the positive cumulative result. Growth was mainly driven by van sales, which account for almost 85% of the commercial vehicle sector's demand.

Spain posted the highest increase over this period (+10.9%), followed by France (+5.0%), Germany (+3.7%) and Italy (+2.1%). The UK market, on the other hand, has contracted by 3.5% so far this year.

Table 12: New commercial vehicle registrations in the EU | by type

	H1 2018	H1 2017	% change 18/17
LCV ≤ 3,5t ¹⁵	1,066,703	1,015,092	+5.1%
MHCV > 3,5t ¹⁶	195,191	188,747	+3.4%
MHBC > 3,5t ¹⁷	20,206	20,398	-0.9%
TOTAL CV	1,282,100	1,224,237	+4.7%

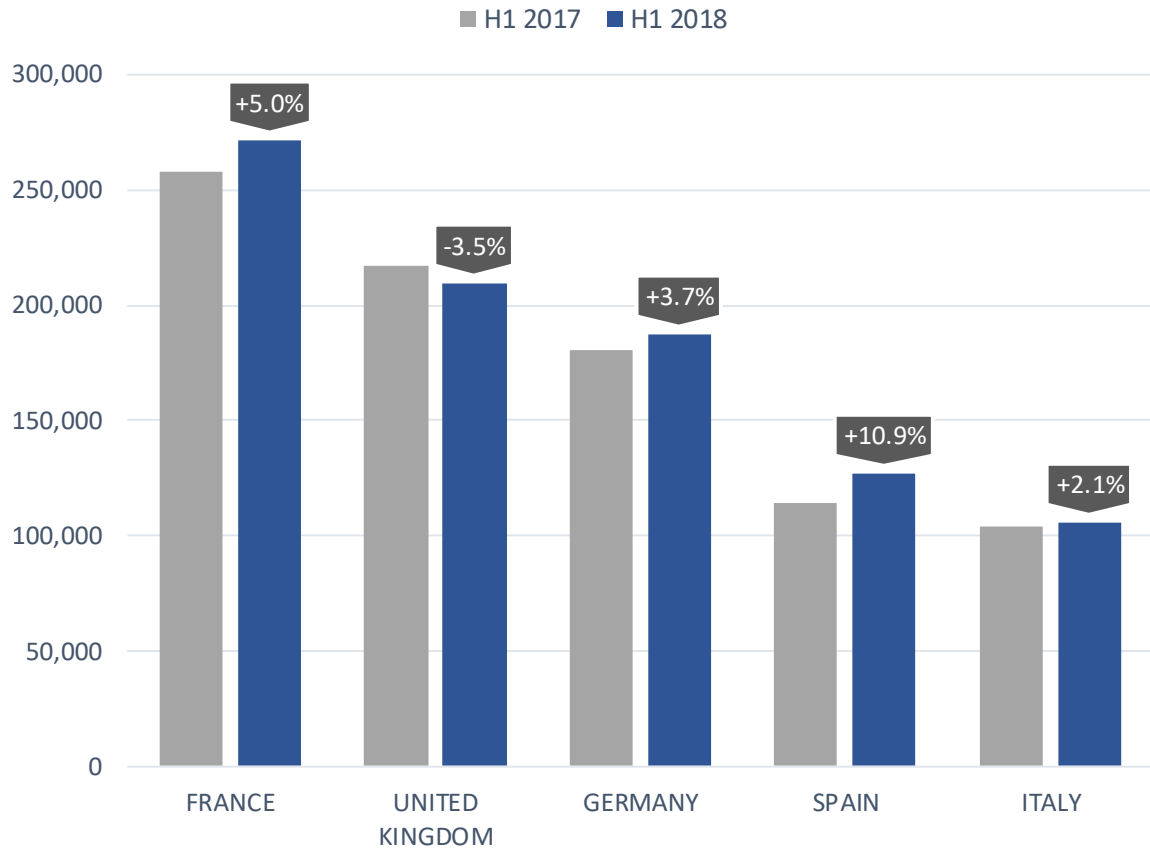
SOURCE: ACEA

¹⁵ New light commercial vehicles (LCV) up to 3.5 tonnes

¹⁶ New medium and heavy commercial vehicles (MHCV) over 3.5 tonnes

¹⁷ New medium and heavy buses and coaches (MHBC) over 3.5 tonnes

Figure 6: New commercial vehicle registrations in the five big EU markets



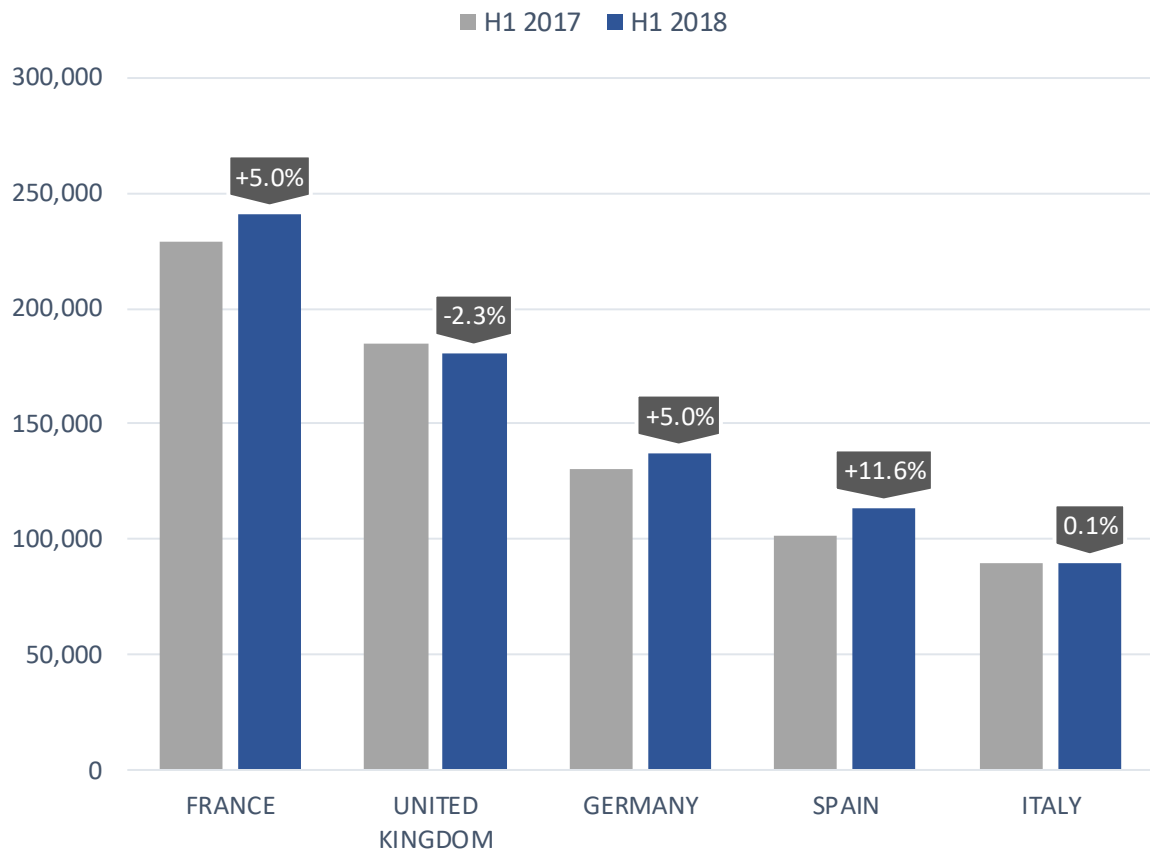
SOURCE: ACEA

New light commercial vehicles (LCV) up to 3.5 tonnes

From January to June 2018, one million new vans were registered across the European Union, up 5.1% compared to the same period one year ago. Demand for vans increased throughout the second quarter, with strong growth recorded in April (+9.8%), May (+4.3%) and June (+8.3%). For the first time, June registrations this year exceeded those of June 2007 – reached just before the industry was hit by the economic crisis.

The United Kingdom (-2.3%) was the only major market to post a decline, while Spain (+11.6%), France (+5.0%) and Germany (+5.0%) have all performed well so far in 2018.

Figure 7: New light commercial vehicle registrations in the five big EU markets



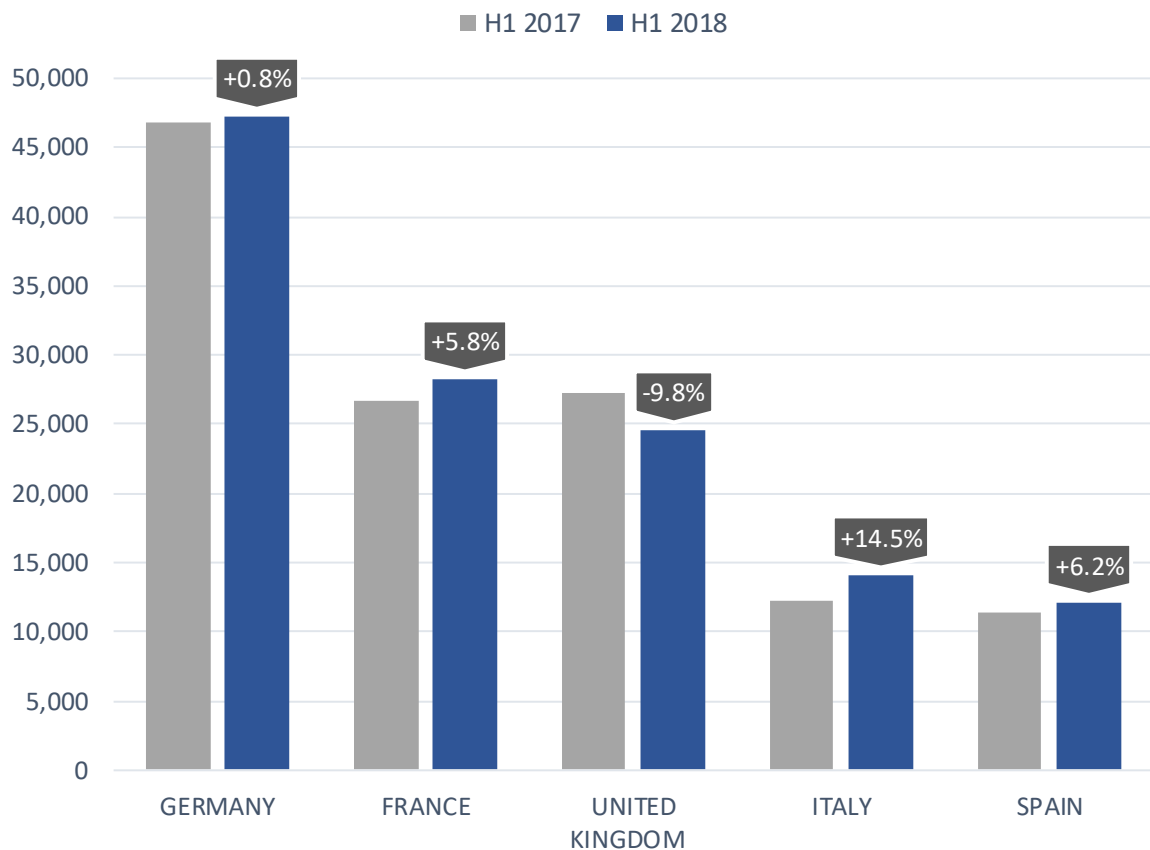
SOURCE: ACEA

New medium and heavy commercial vehicles (MHCV) over 3.5 tonnes¹⁸

Six months into the year, demand for trucks has remained positive across the EU, up 3.4% compared to one year ago. Growth was strong in April (+10.6%) and June (+2.3%), but the truck segment did less well (-2.2%) in May.

Italy (+14.5%), Spain (+6.2%) and France (+5.8%) all performed very well. On the contrary, the United Kingdom (-9.8%) saw its registrations decline compared with the first semester of 2017.

Figure 8: New medium and heavy commercial vehicle registrations in the five big EU markets



SOURCE: ACEA

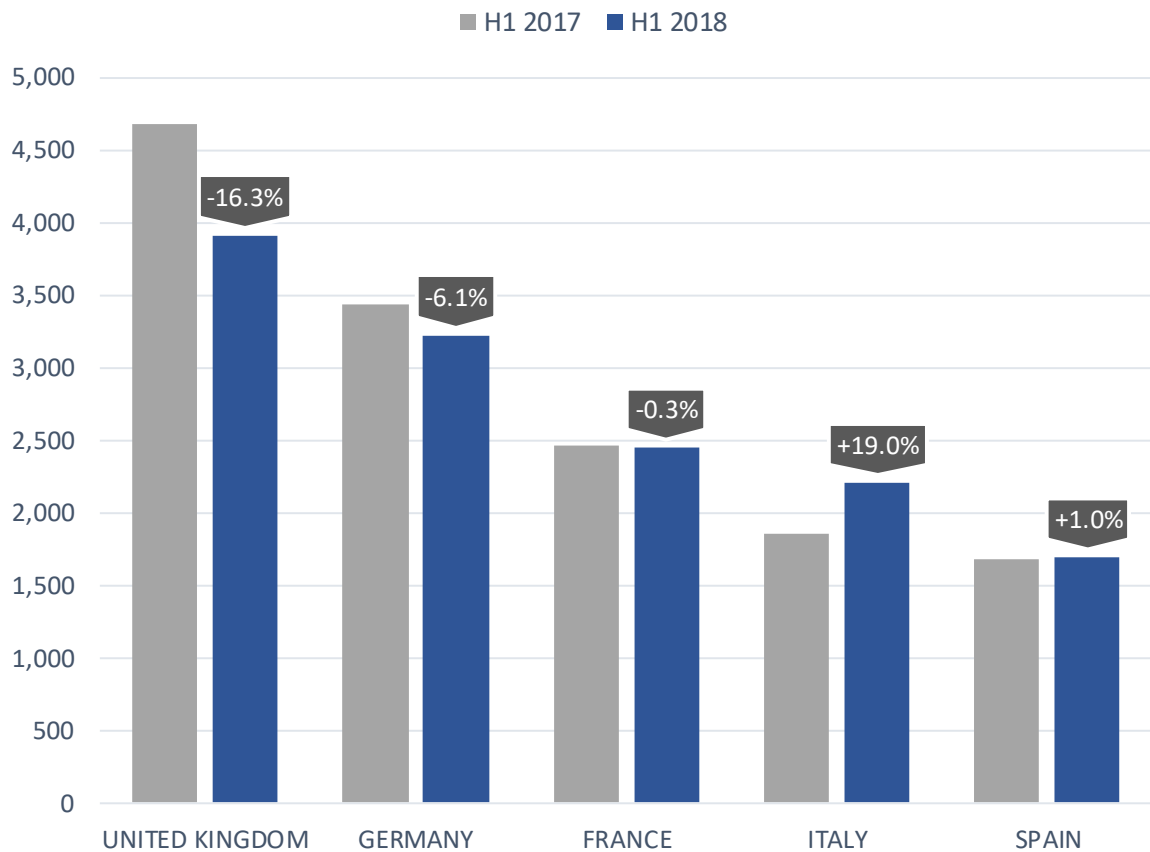
¹⁸ Excluding buses and coaches

New medium and heavy buses and coaches (MHBC) over 3.5 tonnes

EU demand for buses and coaches fluctuated throughout the second quarter of the year, with April and June declining (-4.3% and -3.4%) and May (+2.9%) posting growth. Overall, 20,206 new vehicles were registered in the EU during the first half of 2018, slightly down (-0.9%) compared to one year ago.

Among the five major EU markets, demand strongly increased in Italy (+19.0%), but registrations fell in the UK (-16.3%) and Germany (-6.1%). New EU member states made a substantial contribution to the cumulative half-year results (+18.3%).

Figure 9: Top 5 – New medium and heavy bus and coach registrations in the five big EU markets



SOURCE: ACEA

GLOBAL PRODUCTION OUTLOOK¹⁹

European²⁰ commercial vehicle production is expected to increase by 3.2% in 2018 to reach roughly 3.7 million units. The improved situation in Russia and Ukraine will be one of the main drivers of this growth, though commercial vehicle production will be positively supported also by the EU countries. Among the big five EU markets, highest increases are expected to come from Spain, France and the UK, while production is projected to remain stable in Germany and to slightly contract in Italy.

Chinese output²¹ is estimated to fall by 8.3% in 2018, as domestic demand will remain stagnant – especially in the light commercial vehicle segment – and export volumes low. The new emission standard released on December 2016 has driven up the price of new vans, making Chinese consumers more reluctant to buy such vehicles.

Japanese and South Korean commercial vehicle output will remain stable compared to 2017's results, with 1.6 million units produced in total by the end of this year.

Commercial vehicle production in North America is projected to increase slightly (+1.5%) this year, largely driven by higher heavy-truck output. Some 4.5 million units are expected to be built in 2018.

Production of commercial vehicles in South America will continue the positive momentum started last year. Driven by the recovery of the Brazilian market, South American output is expected to grow again in 2018 (+11.1%), reaching almost 0.9 million vehicles produced.

South Asian production of commercial vehicles is projected to strongly increase (+9.1%) throughout 2018, mainly thanks to significant growth in India and Indonesia.

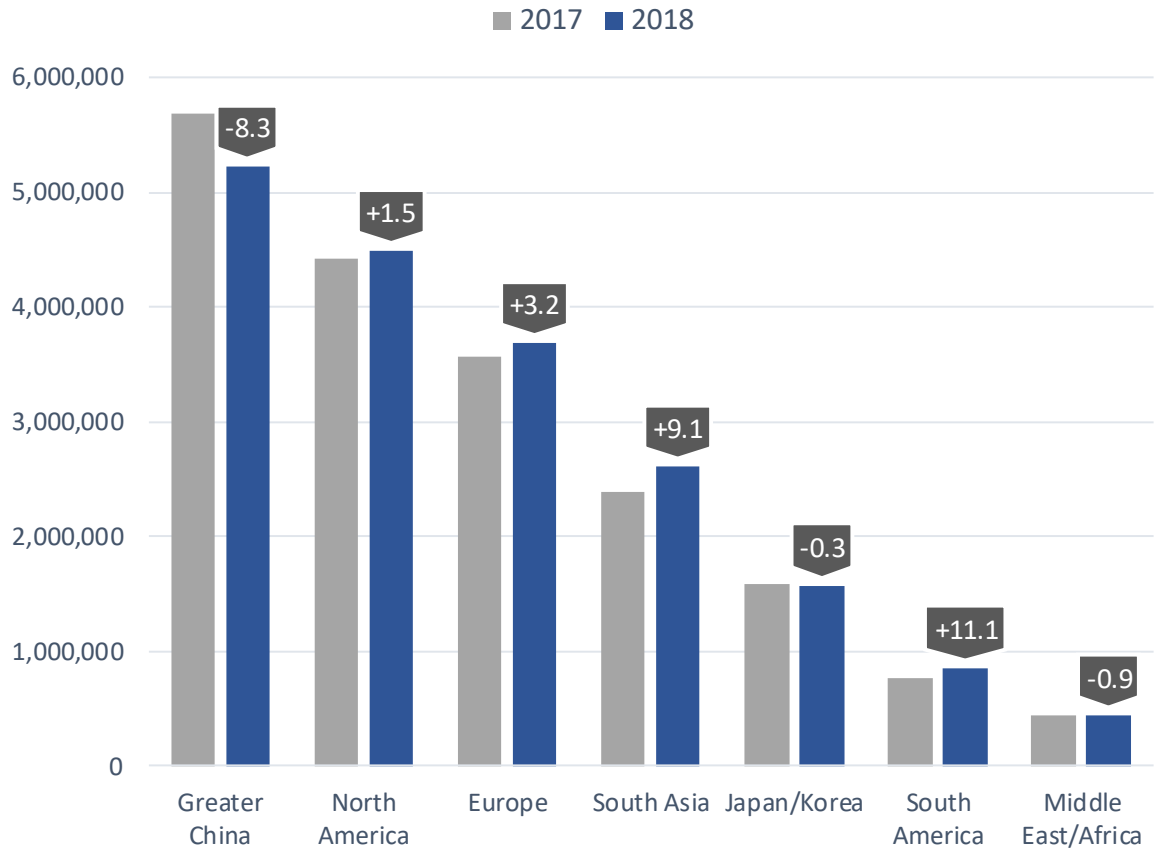
Output in the Middle East and Africa is forecast to remain more or less stable (-0.9%) this year, as commercial vehicle production will likely increase in Iran but decline in South Africa and Morocco.

¹⁹ Commercial vehicle production figures not available on a quarterly basis

²⁰ Includes Turkey and CIS countries

²¹ Includes Hong Kong and Taiwan

Figure 10: World commercial vehicle production²² | by region



SOURCE: IHS MARKIT

²² 2018 data provisional

TRADE

During the first half of 2018, the value of both imports (-1.5%) and exports (-1.4%) of EU commercial vehicles (including buses and coaches) declined slightly.

Light commercial vehicle export value grew compared to the first quarter (+0.7% in H1 and +3.1% in the first semester of 2018), but the total value of EU truck exports declined by 4.3% compared to a year ago.

So far in 2018, commercial vehicles generated a trade surplus of more than €1.2 billion for the European Union.

Table 13: EU commercial vehicles (CV), buses and coaches (BC) trade | by type

Trade in value (€m)	CV up to 5t	CV over 5t + BC	Total CV + BC
H1 2018			
IMPORTS	3,155	955	4,109
EXPORTS	2,168	3,183	5,351
TRADE BALANCE	-986	2,228	1,242
H1 2017			
IMPORTS	3,224	947	4,171
EXPORTS	2,104	3,326	5,430
TRADE BALANCE	-1,120	2,379	1,259
% change 18/17			
IMPORTS	-2.1	0.9	-1.5
EXPORTS	+3.1	-4.3	-1.4

SOURCE: EUROSTAT

IMPORTS

EU imports of commercial vehicles, including buses, from Turkey and China significantly declined during the first semester of 2018 (-4.9% and -29.7%, respectively). Nevertheless, together these two countries still accounted for more than 70% of all EU commercial vehicle imports this year.

Import volumes from South Africa (+48.1%), Morocco (+18.4%), India (+30.3%) and Mexico (+65.2%) increased markedly. On the other hand, the United States exports to the EU declined so far in 2018 (-11.2%), especially in the bus segment.

Total imports of EU commercial vehicles dropped by 5.9% from January to June this year, totalling 284,787 units.

Table 14: Top 10 – Origin of EU commercial vehicle and bus imports

Trade in volume (units)	H1 2018	H1 2017	% change 18/17
WORLD	284,787	302,801	-5.9
TURKEY	169,822	178,547	-4.9
CHINA	32,446	46,167	-29.7
SOUTH AFRICA	20,597	13,910	+48.1
THAILAND	17,827	22,497	-20.8
MOROCCO	14,279	12,064	+18.4
INDIA	10,852	8,331	+30.3
UNITED STATES	7,893	8,892	-11.2
SWITZERLAND	3,683	3,687	-0.1
MEXICO	1,938	1,173	+65.2
NORWAY	1,577	1,510	+4.4

SOURCE: EUROSTAT

EXPORTS

EU exports of commercial vehicles and buses continued the positive momentum started in the first quarter of the year. A notable increase in exports to Zimbabwe (+3,544.7%), Ghana (+586.9%), China (+387.8%) and Tunisia (+231.0%) was registered. Exports to Norway (+182.0%), Australia (+47.9%), and Serbia (+47.4%) also saw strong growth so far in 2018.

However, commercial vehicle exports to Turkey and Ukraine declined (-24.4% and -6.4% respectively) during the first half of 2018.

Six months into the year, the European Union exported 342,856 commercial vehicles, or 34.9% more than in the same period a year ago.

Table 15: Top 10 – Destinations of EU commercial vehicle and bus exports

Trade in volume (units)	H1 2018	H1 2017	% change 18/17
WORLD	342,856	254,141	+34.9
NORWAY	44,705	15,853	+182.0
TURKEY	18,117	23,954	-24.4
AUSTRALIA	16,975	11,481	+47.9
GHANA	16,636	2,422	+586.9
SWITZERLAND	15,821	15,381	+2.9
UKRAINE	11,844	12,657	-6.4
CHINA	11,775	2,414	+387.8
ZIMBABWE	11,408	313	+3,544.7
SERBIA	10,968	7,443	+47.4
TUNISIA	10,323	3,119	+231.0

SOURCE: EUROSTAT



European
Automobile
Manufacturers
Association

ABOUT ACEA

- ACEA represents the 15 Europe-based car, van, truck and bus manufacturers: BMW Group, DAF Trucks, Daimler, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Iveco, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.
- More information can be found on www.acea.be or [@ACEA_eu](https://twitter.com/ACEA_eu).

ABOUT THE EU AUTOMOBILE INDUSTRY

- 13.3 million people – or 6.1% of the EU employed population – work in the sector.
- The 3.4 million jobs in automotive manufacturing represent over 11% of total EU manufacturing employment.
- Motor vehicles account for some €413 billion in tax contributions in the EU15.
- The sector is also a key driver of knowledge and innovation, representing Europe's largest private contributor to R&D, with €54 billion invested annually.
- The automobile industry generates a trade surplus of €90.3 billion for the EU.