## PRESS REVIEW

# Passenger Car and Light Commercial Vehicle Market Showed an Increase of 41\% in the first quarter of 2020. 

## Passenger Car Market Increased By \%45, Light Commercial Vehicle Market Increased By 26\%.

Turkey's passenger car and light commercial vehicle total market increased by 40,62\% in the first quarter of 2020 compared to the same period of previous year, to 124.403. In the first quarter of 2019, total market sales figure was 88.469.

Passenger car sales went up by 44,79\% in the first quarter of 2020, compared to the same period of previous year, to 99.630 . In the same period of 2019, the sales were 68.812.

In January-March period of 2020, light commercial vehicle market increased by 26,03\%, in comparison to previous year, to $\mathbf{2 4 . 7 7 3}$. In the same period of previous year, the sales were 19.657.

# Passenger Car and Light Commercial Vehicle Market Showed an Increase of 1,6\% in March 2020. 

## Passenger Car Market Increased By 3\%, Light Commercial Vehicle Market Decreased By 4\%.

In March 2020, passenger car and light commercial vehicle market decreased to 50.008. In comparison to the total number of 49.221 in March 2019, the sales went up in a ratio of $\mathbf{1 , 6 \%}$.

In March 2020, passenger car sales went up by $3,26 \%$ in comparison to the same month of the year before and were $\mathbf{3 9 . 8 8 7}$. Last year, the sales were 38.628.

Light commercial vehicle market decreased by 4,46\% in March 2020 compared to March 2019, to 10.121. Last year, the sales were 10.593.

By the end of March 2020, an increase of $45,1 \%$ in the sales of passenger cars below 1600 cc and a decrease of $8,4 \%$ in the sales of passenger cars with a 1600-2000cc motor volume was observed. As for the sales of the passenger cars over 2000cc, a decrease of $29,8 \%$ was observed. 107 electric cars and 3.503 hybrid passenger cars were sold in the first quarter of 2020.

When the average emission values of the passenger car market in the end of March 2020 are considered, the passenger cars between $100-120 \mathrm{~g} / \mathrm{km}$ took the largest share with a ratio of $41,56 \%$, with a number of 41,408 .

By the end of March 2020, diesel passenger car sales share decreased to $44,86 \%$ while the automatic transmission passenger car sales share increased to $71,51 \%$.

By the end of March 2020, $83,4 \%$ of the passenger car market segment again consisted of the vehicles in the $A, B$ and $C$ segments. When evaluated according to segments, Segment $C$ with a share of $61,3 \%$ reached the highest sales volume (61.055). When evaluated according to frame, most preferred body type was again Sedan ( $47,9 \%$, a quantity of 47.709 ).

By the end of March 2020, when evaluated according to body type, vans with a share of $75,2 \%$ had the highest sales volume (18.629), light trucks followed them with a share of $11,92 \%$ (2.952) while the share of minibuses was $6,73 \%(1.668)$ and the share of pick-ups was $6,15 \%(1,524)$ in light commercial vehicle market.

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In the first quarter of 2020, Turkey's passenger car and light commercial vehicle total market presented a sales number of 124.403. In comparison to the total number of 88.469 , the sales went up in a ratio of $40,62 \%$.

In March 2020, passenger car and light commercial vehicle market presented a sales number of 50.008. In comparison to the total number of 49.221 in March 2019, the sales went up in a ratio of $\mathbf{1 , 6 \%}$.

The passenger car and light commercial vehicle market, in comparison to the average 10-year March sales, showed a decrease of $\mathbf{2 6 , 1 4 \%}$.



In the first quarter of 2020, passenger car sales went up by $44,79 \%$ in comparison to the same period of previous year and were 99.630. In the same period of previous year, the sales were 68.812 .

In March 2020, passenger car sales went up by 3,26\% in comparison to March 2019 and were 39.887. In March 2019, the sales were 38.628 .

The passenger car market, in comparison to the average 10-year March sales, showed a decrease of $\mathbf{2 0 . 9 4} \%$.



In January-March period of 2020, light commercial vehicle sales increased by $26,03 \%$ in comparison to the same period of the last year, to 24.773. In the same period of previous year, the sales were 19.657.

In March 2020, light commercial vehicle sales decreased by 4,46\% in comparison to the same month of previous year, to 10.121. In March 2019, the sales were 10.593.

The light commercial vehicle market, in comparison to the average 10-year March sales, showed a decrease of $41,32 \%$.



When the end of March 2020 passenger car market is studied in terms of engine volume, the biggest slice of the pie was taken by passenger cars under 1600cc with a ratio of $94,57 \%$ and a number of 94.224 . Passenger cars between 1600cc to 2000 cc followed them with a ratio of $1,64 \%$ and passenger cars above 2000 cc with a ratio of $0,16 \%$. In comparison with the same period of 2019, an increase of $45,1 \%$ in the sales of passenger cars below 1600 cc and a decrease of $8,4 \%$ in the sales of passenger cars with a 1600-2000cc motor volume was observed. As for the sales of the passenger cars over 2000 cc , a decrease of $29,8 \%$ was observed. 107 electric cars and 3.503 hybrid cars in total were sold by the end of March 2020.

| ENGINE <br> VOLUME | $\begin{aligned} & \text { ENGINE } \\ & \text { TYPE } \end{aligned}$ | End of March 2019 |  | End of March 2020 |  | Change | $\begin{gathered} \text { SCT } \\ \% \end{gathered}$ | $\begin{gathered} \text { VAT } \\ \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Qty | Segment | Qty | Segment |  |  |  |
| $\leq 1600$ cc | B/D | 64.921 | 94,35\% | 94.224 | 94,57\% | 45,1\% | 45, 50, 60 |  |
| $\begin{aligned} & 1601 \mathrm{cc}-\leq \\ & 2000 \mathrm{cc} \end{aligned}$ | B/D | 1.789 | 2,60\% | 1.638 | 1,64\% | -8,4\% | 100, 110 |  |
| $\geq 2001 \mathrm{cc}$ | B/D | 225 | 0,33\% | 158 | 0,16\% | -29,8\% | 160 |  |
| $\leq 85 \mathrm{~kW}$ | ELECTRIC | 16 | 0,02\% | 64 | 0,06\% | 300,0\% | 3 |  |
| $\begin{gathered} 86 \mathrm{~kW}-\leq \\ 120 \mathrm{~kW} \end{gathered}$ | ELECTRIC | 0 | 0,00\% | 0 | 0,00\% |  | 7 |  |
| $\geq 121 \mathrm{~kW}$ | ELECTRIC | 27 | 0,04\% | 43 | 0,04\% | 59,3\% | 15 |  |
| <=1600cc | HYBRID | 42 | 0,06\% | 39 | 0,04\% | -7,1\% | 45, 50, 60 |  |
| $\begin{gathered} \text { 1601cc - } \\ <=1800 \mathrm{cc} \\ (<=50 \mathrm{KW}) \end{gathered}$ | HYBRID | 0 | 0,00\% | 0 | 0,00\% |  | 110 | 18 |
| $\begin{aligned} & 1601 \mathrm{cc}- \\ & <=1800 \mathrm{cc} \\ & (>50 \mathrm{KW}) \end{aligned}$ | HYBRID | 1.731 | 2,52\% | 2.950 | 2,96\% | 70,4\% | 45, 50, 60 |  |
| $\begin{aligned} & \text { 1801cc- } \\ & <=2000 \mathrm{cc} \end{aligned}$ | HYBRID | 30 | 0,04\% | 420 | 0,42\% | 1300,0\% | 110 |  |
| $\begin{gathered} \text { 2001cc - } \\ <=2500 \mathrm{cc} \\ (<=100 \mathrm{KW}) \end{gathered}$ | HYBRID | 0 | 0,00\% | 82 | 0,08\% |  | 160 |  |
| $\begin{gathered} \text { 2001cc }- \\ <=2500 \mathrm{cc} \\ (>100 \mathrm{KW}) \end{gathered}$ | HYBRID | 30 | 0,04\% | 11 | 0,01\% | -63,3\% | 110 |  |
| >2500cc | HYBRID | 1 | 0,00\% | 1 | 0,00\% | 0,0\% | 160 |  |
| Total |  | 68.812 | 100,00\% | 99.630 | 100,00\% | 44,8\% | TAX RA | TES |

When the end of March 2020 passenger car market is studied in terms of average emission values, passenger cars between 100-120 gr/km have the highest share of $41,56 \%$ (41.408) and following this, passenger cars between $120-140 \mathrm{gr} / \mathrm{km}$ have a share of $28,22 \%$ (28.111).

| CO2 AVERAGE EMISSION VALUES (gr/km) | End of March 2019 |  | End of March 2020 |  | Change |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Qty | Segment | Qty | Segment |  |
| < $100 \mathrm{gr} / \mathrm{km}$ | 12.089 | 17,57\% | 13.533 | 13,58\% | 11,94\% |
| $\geq 100-<120 \mathrm{gr} / \mathrm{km}$ | 24.330 | 35,36\% | 41.408 | 41,56\% | 70,19\% |
| $\geq 120-<140 \mathrm{gr} / \mathrm{km}$ | 20.559 | 29,88\% | 28.111 | 28,22\% | 36,73\% |
| $\geq 140-<160 \mathrm{gx} / \mathrm{km}$ | 9.559 | 13,89\% | 14.458 | 14,51\% | 51,25\% |
| $\geq 160 \mathrm{gr} / \mathrm{km}$ | 2.275 | 3,31\% | 2.120 | 2,13\% | -6,81\% |
| Total | 68.812 | 100,00\% | 99.630 | 100,00\% | 44,79\% |

When the end of March 2020 passenger car market is studied in terms of engine type, petrol car sales have the highest share of $46,55 \%$ (46.381), diesel car share comes second with a share of $44,86 \%$ (44.694), autogas car share is $4,96 \%$, hybrid car share is $3,52 \%$ and electric car share is 0,11\%.

|  | End of March 2019 |  |  | End of March 2020 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| ENGINE TYPE | Qty | Segment | Qty | Segment | Change |
| Petrol | 27.227 | $39,57 \%$ | 46.381 | $46,55 \%$ |  |
| Diesel | 37.384 | $54,33 \%$ | 44.694 | $44,86 \%$ | $19,55 \%$ |
| Autogas | 2.324 | $3,38 \%$ | 4.945 | $4,96 \%$ | $112,78 \%$ |
| Hybrid | 1.834 | $2,67 \%$ | 3.503 | $3,52 \%$ | $91,00 \%$ |
| Electric | 43 | $0,06 \%$ | 107 | $0,11 \%$ | $148,84 \%$ |
| Total | $\mathbf{6 8 . 8 1 2}$ | $\mathbf{1 0 0 , 0 0 \%}$ | $\mathbf{9 9 . 6 3 0}$ | $\mathbf{1 0 0 , 0 0 \%}$ | $\mathbf{4 4 , 7 9 \%}$ |


| End of March 2020 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total | Share |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Segment | S/D | H/B | S/W | MPV | CDV | Spor | SUV |  |  |
| A (Mini) | 0 | 334 | 0 | 0 | 0 | 47 | 0 | 381 | 0,4\% |
| B (Entry) | 3.110 | 13.762 | 687 | 3 | 835 | 22 | 3.188 | 21.607 | 21,7\% |
| C (Compact) | 32.142 | 5.592 | 139 | 777 | 45 | 509 | 21.851 | 61.055 | 61,3\% |
| D (Medium) | 10.934 | 689 | 90 | 1 | 0 | 46 | 2.071 | 13.831 | 13,9\% |
| E (Luxury) | 1.460 | 0 | 71 | 0 | 0 | 95 | 636 | 2.262 | 2,3\% |
| F (Upper Luxury) | 63 | 0 | 0 | 0 | 0 | 36 | 395 | 494 | 0,5\% |
| Total | 47.709 | 20.377 | 987 | 781 | 880 | 755 | 28.141 | 99.630 | 100,0\% |
|  | 47,9\% | 20,5\% | 1,0\% | 0,8\% | 0,9\% | 0,8\% | 28,2\% | 100,0\% |  |
| End of March 2019 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total | Share |
| Segment | S/D | H/B | S/W | MPV | CDV | Spor | SUV |  |  |
| A (Mini) | 0 | 140 | 0 | 0 | 0 | 17 | 0 | 157 | 0,2\% |
| B (Entry) | 2.356 | 9.639 | 1.098 | 64 | 541 | 14 | 2.331 | 16.043 | 23,3\% |
| C (Compact) | 26.083 | 4.335 | 82 | 378 | 108 | 48 | 11.209 | 42.243 | 61,4\% |
| D (Medium) | 6.549 | 309 | 13 | 5 | 0 | 204 | 1.609 | 8.689 | 12,6\% |
| E (Luxury) | 853 | 0 | 16 | 0 | 0 | 33 | 449 | 1.351 | 2,0\% |
| F (Upper Luxury) | 62 | 0 | 0 | 0 | 0 | 35 | 232 | 329 | 0,5\% |
| Total | 35.903 | 14.423 | 1.209 | 447 | 649 | 351 | 15.830 | 68.812 | 100,0\% |
|  | 52,2\% | 21,0\% | 1,8\% | 0,6\% | 0,9\% | 0,5\% | 23,0\% | 100,0\% |  |
|  |  |  |  |  |  |  |  |  |  |
| Change | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total |  |
| Segment | S/D | H/B | S/W | MPV | CDV | Spor | SUV |  |  |
| A (Mini) |  | 138,6\% |  |  |  | 176,5\% |  | 142,7\% |  |
| B (Entry) | 32,0\% | 42,8\% | -37,4\% | -95,3\% | 54,3\% | 57,1\% | 36,8\% | 34,7\% |  |
| C (Compact) | 23,2\% | 29,0\% | 69,5\% | 105,6\% | -58,3\% | 960,4\% | 94,9\% | 44,5\% |  |
| D (Medium) | 67,0\% | 123,0\% | 592,3\% | -80,0\% |  | -77,5\% | 28,7\% | 59,2\% |  |
| E (Luxury) | 71,2\% |  | 343,8\% | \#SAYI/0! |  | 187,9\% | 41,6\% | 67,4\% |  |
| F (Upper Luxury) | 1,6\% |  |  |  |  | 2,9\% | 70,3\% | 50,2\% |  |
| Total | 32,9\% | 41,3\% | -18,4\% | 74,7\% | 35,6\% | 115,1\% | 77,8\% | 44,8\% |  |

*S/D: Sedan, H/B: Hatcback, S/W: Station Wagon, MPV: Multi Purpose Vehicle, CDV: Car Derived Van,, SUV: Sport Utility Vehicle
By the end of March 2020, 83,4\% of the passenger car market segment consisted of the vehicles in the A, B and C segments again. When evaluated according to segments, Segment C with a share of $61,3 \%$ has the highest sales volume (61.055) and Segment B follows it with a share of 21,7\% (21.607).

By the end of March 2020, when evaluated according to frame type, most preferred body type was sedan again ( $47,9 \%$, a quantity of 47.709 ). Following sedan passenger cars are SUV frame with a share of $28,2 \%$ and a sales volume of 28.141 and hatchback with a share of $20,5 \%$ and total sales volume of 20,377 .

By the end of March 2020, automatic transmission passenger car sales numbers, in comparison to the same period in 2019, increased by $62,56 \%$. Automatic transmission passenger car sale shares at the end of March 2020, in comparison to the same period of the previous year, increased from $63,69 \%$ to $71,51 \%$ (a number of 71.246 ).

|  | End of March 2019 | End of March 2020 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| AUTOMATIC <br> TRANSMISSION | Qty | Share in the <br> Segment | Qty | Share in the <br> Segment | Change |
| A (Mini) | 130 | $0,19 \%$ | 352 | $0,35 \%$ | $170,77 \%$ |
| B (Entry) | 7.661 | $11,13 \%$ | 10.737 | $10,78 \%$ | $40,15 \%$ |
| C (Compact) | 26.446 | $38,43 \%$ | 43.576 | $43,74 \%$ | $64,77 \%$ |
| D (Medium) | 7.910 | $11,50 \%$ | 13.825 | $13,88 \%$ | $74,78 \%$ |
| E (Luxury) | 1.351 | $1,96 \%$ | 2.262 | $\mathbf{2 , 2 7 \%}$ | $67,43 \%$ |
| F (Upper Luxury) | 329 | $0,48 \%$ | 494 | $0,50 \%$ | $50,15 \%$ |
| Total | $\mathbf{4 3 . 8 2 7}$ | $\mathbf{6 3 , 6 9 \%}$ | $\mathbf{7 1 . 2 4 6}$ | $\mathbf{7 1 , 5 1 \%}$ | $\mathbf{6 2 , 5 6 \%}$ |

By the end of March 2020, when evaluated according to body type, vans with a share of $75,2 \%$ had the highest sales volume (18.629), light trucks followed them with a share of $11,92 \%(2.952)$ while the share of minibuses was $6,73 \%(1.668)$ and the share of pick-ups was $6,15 \%(1.524)$ in light commercial vehicle market.

| LIGHT <br> COMMERCIAL <br> VEHICLE BODY <br> TYPE ANALYSIS | End of March 2019 |  | End of March 2020 |  | Change |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Qty | Segment | Qty | Segment |  |
| VAN | 14.176 | 72,12\% | 18.629 | 75,20\% | 31,41\% |
| LIGHT TRUCK | 2.382 | 12,12\% | 2.952 | 11,92\% | 23,93\% |
| MINIBUS | 1.659 | 8,44\% | 1.668 | 6,73\% | 0,54\% |
| PICK-UP | 1.440 | 7,33\% | 1.524 | 6,15\% | 5,83\% |
| Total | 19.657 | 100,00\% | 24.773 | 100,00\% | 26,03\% |

