

FIM CISL REPORT STELLANTIS GROUP

Third quarter 2024

October 2024



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FIM-CISL: Stellantis, deep red -31.7% in Q3 to 387,600 vehicles. Annual production under 500,000 vehicles is expected, with cars under 300,000.

All establishments in the negative.

October 18 strike and demonstration in Rome to give a wake-up call to the company, European and national institutions.

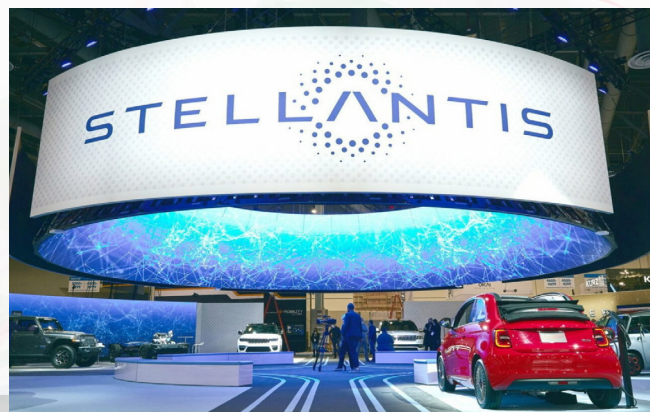
STELLANTIS production situation in Italy 3rd Quarter 2024



Production figures for the first nine months of 2024, after three years of growth, show a strong negative figure compared to the previous year, with the quantity among passenger cars and commercial vans at **387,600 units** compared to 567,525 in 2023. For the first time, all plants are in the negative, “deep red,” losing both passenger cars and commercial vehicles. Precisely, **passenger cars** record a **-40.7 percent with 237,700 units** and **commercial vehicles** a **-10.2% with 149,900**. In the 3rd quarter, the only two plants that were in the positive in the first part of the year, Pomigliano d’Arco and Atessa, also gave way and recorded negative figures of -5.5 percent and -10.2 percent, respectively. Certainly, far from the extremely negative figures of the other plants, which touch peaks ranging from **-47% to -75.8%** compared to the nine months of last year. Volumes that are bound to worsen. **If the trend seen in Q3 is confirmed in the last quarter, production would worsen further with cars under 300,000 and overall production, considering commercial vehicles, would fall below 500,000, with less than a third of the 2023 volumes (751,000).** In order to meet

the government-established target of 1 million vehicles in 2030, the Stellantis Group would have to double production. Collapsing volumes in the markets and transition to electric and digital, a perfect storm significantly affecting Europe and its most relevant industrial fabric.

The difficult situation in Italy and the recent dramatic news from Germany and Belgium of plant closures with thousands of layoffs highlight the urgency of intervention on the strategic choices of the sector by the EU, with targeted industrial policies and specific resources, including from our government, and serious and courageous industrial commitments from Stellantis and the component companies. The situation of the automotive sector in Italy and Europe is becoming increasingly critical. In the absence of a sharp reversal of di-



rection, the industrial and employment outlook risks being irreparably compromised.

For these reasons, the FIM-CISL, together with Fiom and Uilm, **has called an 8-hour strike** of the entire automotive sector with a demonstration in Rome on **October 18, 2024**.

Situation in the Final Productions Plants



Turin Production Pole Plant



Production volumes measured in the first 9 months amounted to **22,240 units** compared to 70,365 measured in 2023 (-68.4%). 91% of the Turin plant's volumes of 20,210 are represented by 500 Bev, the remainder being Maserati productions with 2,030 units. The latter are far from the 41,000 units produced in 2017, Maserati's peak production year. The situation is worsening and for the coming months there are no signs of improvement.

A market downturn, determined a year ago, negatively impacted the 500 Bev's productions, losing more than 2/3 of production from the 63,400 units produced until September 2023. This already by the end of 2023 had led to the decision to organize the production line on one shift and the request for Cigo and Cds. Since Feb. 19, on days in operation, social shock absorbers have been used, involving an average of 35 percent/40 percent of the 1,050 workers on the 500 Bev line. In the first six months, production stoppages of 45 days were also used, 19 in the first quarter and 26 in the second, involving both the 500 Bev and Maserati lines.

The situation worsened further in Q3: total standstill in August, while in July five days were worked and in September nine. Yesterday (Oct. 1)'s announcement to extend the CDS duration by another 3 weeks and for the entire month of October further highlights a worsening situation.

Certainly, the delay in the launch of the eco-incentives that started in June did not affect volumes positively, but we think the lack of eco-incentives in other European countries did. On the **Maserati line, the production situation is critical**. On the production front, 2,030 units have been reached, **-70% compared to 2023**. In Maserati's best years, production, between Grugliasco and Mirafiori, reached over 41,210 units in Q3 (FY 2017). In addition to the 65 days of production stoppage in the first half of the year, there were about 36 more in Q3 plus the collective vacation shutdown. From April 3 until December 31, 2024, when the plant is not stopped, the Solidarity Contract is used for about 968 workers based on orders to be filled. Since Q2, only the Maserati GT and GC

have been produced, even in full-electric Folgore versions, but to date they have not been able to compensate for the production stoppage of the Ghibli, Quattroporte and Levante. We consider the shifting of the production launch of the new Quattroporte model in its full-electric version from 2025 to 2028 to be negative. The announcement of the production of the new Levante Folgore SUV on the Large E-UV Bev platform in 2027 also worries us because of the excessively long timeframe and its possible displacement from Mirafiori. It is essential to understand from Stellantis what strategy they want to adopt for Maserati, on models and volumes. With the initiatives and the demonstration we put on, it was important to force Stellantis to assign a model like the 500 hybrid to the Mirafiori plant by the end of 2025. A car with significant volume potential that can ensure the maintenance of Mirafiori's production mission as an auto assembly plant. It is necessary to try to anticipate its launch and production schedule. In addition, other production strengthening initiatives are needed by anticipating the launch of Maseratis or with other assignments, including bringing the small platform to Italy.

Maserati Modena Plant



Production at the Modena plant, contrary to company forecasts, **declined significantly**. Specifically, **220 cars** were produced **compared to 910 in 2023**, continuing the negative situation seen since the beginning of the year. While in the latter part of 2023 the use of Cigo was very marginal, in the first six months of 2024 it was significant, involving about 130 workers for about 58 days. A low-volume situation is expected throughout 2024. From May 13 until December 31, CDS was activated for this with utilization around 40%. It was confirmed that in the 3rd quarter of 2024 the investment in the "Fuoriserie Customization Program Atelier," intended for the creation of custom Maserati models, will be completed. At the beginning of 2025, the implementation of the full-electric Folgore platform is also planned on MC20 and MC20 Cielo; until then there will be no significant changes in volumes. At the two Modena sites, in addition to the approximately 260 direct production staff, 130 engineers have been assigned to the Maserati Engineering Team, while another 450 engineers are engaged in design and development activities serving all other Stellantis entities. From June 1 to the end of November, Cigo was also activated for the R&D anti. In the new structure of the R&D Centers, it will be crucial that this important reality related to research and design, with the presence of many professional skills, is not dispersed and does not suffer downsizing.

Cassino Plant



Production in the 3rd half of the year is **19,710 units, leading to a negative decrease of -47.7%** compared to 2023, the worst in the history of the Cassino plant. The plant has been organized on a single shift since this beginning of the year. The current production is 20% Alfa Romeo Giulia, 53% Alfa Romeo Stelvio and 27% new Maserati Grecale, the latter is also produced in full electric version. The potential of the Cassino plant is enormous; suffice it to say that in the first nine months of 2017 production was five times the current level, with employment of more than 4,500 units. The production situation in recent years has negatively impacted employment; there are currently 2,580 in force. Cassino has also been affected by numerous production shutdowns, a total of about 40 days in CDS. On the remaining days the CDS involves an average of 600 workers per day. Recently about 568 workers in the press/plastic departments have also been included in the CDS. Workers temporarily transferred to Stellantis sites number about 100. In addition to the Maserati Grecale, the plant has been assigned the future STLA Large BEV platform with the new Alfa Romeo Stelvio and Giulia models scheduled for production in the second half of 2025 and early 2026, while the third model will be produced from 2027. It is necessary to bring forward the launch of the new models as soon as possible to limit the current use of shock absorbers; otherwise, there will continue to be a difficulty on volumes throughout 2025.

Pomigliano Plant



The Campania plant alone continues to produce more than **59 percent of the Italian plants' cars**, but the situation has worsened for Pomigliano as well. Until the previous quarter it was the only auto assembly plant that did not lose from the 2023 figure. With the last quarter even G.B. Vico, while producing **141,290 units, experienced a negative drop of -5.5%**, inevitable after the decision of a 5-week summer closure between vacations and layoffs. In the disaggregated data, Panda with 110,900 units grows with +17% compared to the nine months of 2023, while on the line of the Alfa Romeo Tonale and Dodge Hornet we find a -45% decline. The drop in volumes on Tonale and Hornet led already in the last weeks of March to production on a single shift (150 cars on the shift) and use of Cigo, to cope with the production stops, amounting to 36 days until September 30. This situation is having negative repercussions both internally and in the supply chain. In addition, we are

concerned these days about the production downturn on the Panda line, which has led to the request for Cigo for 10 working days in October alone and 25 days from January to September 30, reducing the production set up per shift from 395 to 320 cars. The confirmation of the production of the Fiat Panda at least until 2029 is a positive commitment that we won in the open discussion with Stellantis, although in the last period we are concerned about the reduction in volumes produced. Therefore, it is necessary to monitor the performance of Panda in order to verify its resilience up to its life cycle, also by virtue of the new Panda produced in the Serbian plant in Kragujevac, but above all, it is imperative that the small platform be assigned to our country in order to produce low-cost mass-market models.

Melfi Plant



The production figure in the first 9 months compared to the previous year is **strongly negative, with -61.9%, which in volume terms means almost 90 thousand cars in a single year**. It is the plant that loses the largest amount of cars. Of the 54,240 cars produced, 34 percent are 500X, 28 percent are Jeep Renegade, and 38 percent are Jeep Compass. In the first quarter, collective production stoppages totaled 28 days, in the second 37, and in the third 40, for a total of 105 days managed with CDS. On other days, CDS utilization was in the first quarter 23 percent, or an average of 1,282 workers each day; in the second quarter at 40 percent on an average of 1,500 workers per day, and worsening further in the third quarter by 60 percent. The loss of significant portions of production has led to negative repercussions in terms of employment, addressed by various alternative tools to layoffs, such as exit incentives on a purely voluntary basis (from 2021 to the present has involved nearly 1,735 workers, bringing employment to 5,300). Since mid-May 2023, shifting at the plant has been reduced from 17 to 15 shifts, but since the beginning of the year it has in fact been running on two shifts. However, the situation in Melfi is difficult and complex. Especially in the transition phase to the five new multibrand models on the BEV STLA Medium platform, which certainly represent a positive response in terms of future prospects for the Lucania plant, but which at this stage of preparation has meant entering into a new Solidarity Contract that expires on June 26, 2025. The timetable communicated in the official meetings for the start-up of new production and the intertwining with the current ones specifically provides: in Q1 2025, the production ascent of the first full-electric car under the DS brand will start, then to follow by 2026, the other four will be launched: two Jeeps, one DS and one Lancia. One of

the two Jeep models will be the hybrid Jeep Compass. The four models initially planned in full-electric version only will also have the option of being produced in hybrid versions. The estimated full-scale production of the five models will be about 260,000 cars per year, which management says should saturate the plant, but that will be all to be verified given the situation. The situation for the supply chain is also very critical; there is a need to ensure the use of shock absorbers, we are acting at the institutional level, both ministerial and regional, to have all the guarantees attached and avoid negative impacts at the employment level. About 3,000 workers are currently employed in the supply chain. The meetings held at the ministerial level must be the area where we can obtain those elements of guarantee that we have not yet received from Stellantis and the institutions today. It is necessary for the group to be committed to prioritizing supplies to companies in the area, but at the same time, it is necessary to support supplier companies in the process of modernization and transition to new production. In addition, it is essential to act on the program agreement and the instruments available in complex crisis areas to attract other new investments and to protect workers in the Melfi area.

Plant di Atessa



Atessa Plant Production in commercial vehicles by the first nine months of 2024 reaches 149,900 units, with a negative result compared to 2023 of -10.2%. The situation in the first six months of the year was positive: working on 15 shifts without production stoppages due to lack of material, with the forecast to produce 255,000 commercial vehicles (+11% compared to 2023). The situation changed in June; for 15 days, 400 to 600 people were placed on Cigo as a result of a decrease in orders for cabin cruisers, due to a drop in the RV market.

The situation worsened further in July, where the company reported a drop in production even on Van productions, bringing the number of people in Cigo to 800. When they returned from vacation, they suspended the third shift, placing about 1,300 people in Cigo. Since the start of Cigo to date, an average of about 800 people have been suspended from work. For the Atessa plant, the production stoppage in the summer period was also extended to four weeks, between vacations and Cigo.

We are very concerned about the discontinuation of the third shift and the impacts it could bring to the Polish plant, although we have heard that they have also reduced pro-

duction to two shifts in Gliwice. For us, the Abruzzo plant must continue to maintain leadership in commercial vehicles within the Stellantis group; therefore, Italian production must be protected and strengthened. The stabilization of the 98 staff leasing workers who have been present for several years would go in this direction. It is not acceptable for Stellantis to keep postponing the issue over time; the professionalism that has been invested in for so long should not be dispersed. Also in the logic of strengthening, the Atessa plant could produce commercial vehicles with hydrogen fuel cell propulsion. The Atessa (CH) plant, a leader in light commercial vehicles, produces not only commercial vehicles for Fiat and PSA, but also for Opel and Vauxhall and, from 2024, those of Toyota. Full-electric versions are also being produced at the plant. The investment in upgrading the new paint shop, which no longer uses solvents and has a lower environmental impact, has been completed.

The Group's industrial plan Stellantis

Stellantis business plan status and verification meetings*

“Dare Forward 2030” was presented on March 1, 2022

Stellantis' approach since the presentation of the Forward Plan has been to adapt it according to the context and changes that may affect strategies in the sector. This means that in recent months we have had to constantly check the plan through continuous discussion between the union and the company, both locally and nationally, including in the presence of Mimit.

Our goal is to guarantee for each reality an industrial and employment perspective, making a commitment not to close plants, but to transform them technologically, with concrete and positive solutions within an ecological and digital transition that is affecting the automotive sector. Below are the most relevant aspects that emerged in the latest meetings with the Stellantis Group and institutions.

- ✓ **Turin Manufacturing District:** vehicle and component manufacturing hub, where the company has confirmed its intention to maintain its value as a design center for electrification and sustainability, the design heart of icon-

ic Italian brands. However, activities related to new technology currently appear to be small.

- **Maserati GT and GC**, production launches during 2023. From the beginning of 2024, production also started in electric versions. Currently, production on a dedicated line with a production of 10 cars/day has been arranged.
- The launch of the future Maserati luxury E sedan in Mirafiori has been moved from 2025 to 2028 and the launch of the new large E-UV BEV in 2027, but Stellantis has not disclosed in which plant it will be assigned.
- The Fiat 500e, built in Mirafiori, has been exported to the United States since early 2024 with still low volumes.
- The Fiat 500 hybrid will have an expected start in late 2025.
- The joint venture with Punch Powertrain, aimed at producing the e-DCT transmission, will be operational in February 2024 and will house an advanced plant in Turin, Italy, to produce and supply innovative electrified transmissions for the next generation of hybrid and PHEV models. It will have an installed capacity of 600,000 electrified transmissions per year to support Stellantis' overall needs. It currently employs more than 300 people (with potential workforce at full capacity of 500). Production is currently underway.
- The first Circular Economy Hub, which aims to extend the life of components and vehicles by ensuring a longer service life, opened on Nov. 23, 2023, with about 300 workers, reaching around 500 at full capacity in 2025. Currently, the great demand is geared toward the re-manufacturing of PSA-originated powertrains (Diesel). The activities are in the development phase.
- The Battery Technology Center was opened in September 2023, where performance testing and validation of battery components for Stellantis' electric vehicles will be conducted during the development and production phases.
- For the Central Entities, they reiterated their commitment to develop competencies on research and innovation, related specifically and not only to production in Italian plants, increasing collaboration with the Polytechnic. Currently, the structuring and organization of sectors dedicated to research and development are still in progress. Research and development functions employ 4,300 workers in Italy (3,700 white-collar and 500 blue-collar) spread across the Turin, Modena, Pomigliano, Balocco, Trento, Bari and

Melfi plants. There is a strong tendency throughout the Stellantis group to use external resources, even for high professionalism; we think this risks impoverishing internal professionalism and overall competitiveness.

- Investment on the Mirafiori Green Campus, which will be completed in December 2025, is expected to accommodate 10,000 employees, including engineers, technicians and employees of the Central Entities. At the same time, we reiterated the need to strengthen and invest more on R&D aspects, avoiding the loss of qualified figures, allowing Turin to be increasingly one of the four most important innovation centers, in the area of mobility, of the Stellantis Group.

✓ Comau

- On July 25, Stellantis informed us that it had signed a preliminary agreement with One Equity Partners for the sale of 50.1 percent of Comau, with the intention then of retaining a minority stake at least for the first few years. We are opposed to the sale of Comau, as it risks the dissipation of a valuable professional and industrial asset. The transaction will most likely be completed by the end of the year and after the necessary public approvals, such as antitrust and golden power. We have always maintained that the only spin-off that would be acceptable to us would be on the "Ferrari model," where the majority shareholding in Stellantis would be maintained, as a guarantee of our country's industrial heritage. We are insisting to the Italian government that it exercise its action to the best of its ability in order to oppose this operation to obtain all the industrial and employment guarantees for this important company. The sale to investment funds is a source of concern because they do not follow industrial logic. Comau is an important reality in the field of robotics, industrial automation and e-mobility, which employs about 750 people in Italy and more than 3,700 worldwide; this divestment determines the obvious risk of further impoverishing the research and development heritage in our country in such a technologically advanced field.

✓ Teksid

- There are 1,064 workers at the Carmagnola foundry, of whom 177 are administered and 110 are seconded from Pratola Serra, Melfi and Cassino. The productions are all dedicated to components, cylinder head and crankcase, related to endothermic engines and therefore destined for downsizing as 2030 approaches. Most of the parts currently in production are end-

of-life. At the last meeting, the company reiterated that it remains the Group's Aluminum Hub of Excellence with the goal of offsetting the shrinking production with new production of lighter components required by the ongoing transformations in electric cars. For this reason, he believes there are no issues in the short term; in fact, battery boxes, metal boxes to hold hardware systems, oil pans and gearboxes have been put into production. It is essential for us to have continuous monitoring and verification with respect to the real employment impacts and especially to have certain answers with respect to future prospects. To date we do not have a situation of social shock absorbers. However, we are concerned about the decline in direct employees, the reduction in the number of parts that will be produced, and the annual production that is below the plant's potential. Among other things, one of the 4 casting technologies Lost Foam is expected to cease production in the spring of 2025

✓ Verrone

- From 2024 single supplier exchange of commercial vehicles produced in Atessa and Cliwice

✓ Modena

- Production and development of the various versions of the Maserati MC20, with electrification planned for 2025. An investment will be made in the 3rd quarter of 2024 on the project called "Fuoriserie," a new paint shop, for the customization of all Maserati cars.

✓ Cassino

- Production of the Folgore electric platform on Maserati Grecale has started in the first quarter of 2024. With the allocation of the Stla Large platform, it will become the leading plant to produce the next generation of vehicles of premium and luxury brands such as Alfa Romeo and Maserati. Upcoming production launches include the future Alfa Romeo Stelvio and Giulia, including electric versions, developed on the new platform where the former will be produced starting in the second half of 2025, the latter in early 2026. Another new model on the large platform will be produced from 2027.

✓ Pomigliano d'Arco

- They are in production from the 2nd half of 2022 the Alfa Romeo Tonale and Hornet Dodge. The life cycle of the Panda has been extended, with the new hybrid, until at least 2029, and in any case, as long as legislation on endothermic production allows, a new model cycle will then take over.

✓ Melfi:

- From the first quarter of 2025 to 2026, the 5 new multibrand models will be launched on the Stla medium platform, the first will be a DS followed by the other models: Jeep, DS, Lancia and Jeep Compass hybrid. The new cars will also be able to be powered by hybrid.

✓ Atessa

- 85 percent of Atessa's production is exported. The Atessa plant is one of the main production points worldwide for new electrified commercial vehicles for the Citroën, FIAT Professional, Opel, Peugeot, Vauxhall and Toyota brands as part of the Pro One strategic offensive for Stellantis' commercial vehicle division. In addition to the production of full electric commercial vehicles, the new generation of large vans will be developed.

✓ Cento of Ferrara

- Reaffirmed the commitment made in union agreements on BU marine and industrial engines, for these productions, the plant has achieved complete functional autonomy. It is necessary to continue to strengthen the reindustrialization plan for the area in addition to verifying the necessary guarantees for the future should there be any hypothesis of divestment, which is increasingly likely even if not officially confirmed.

✓ Termoli

- During the latest meeting on September 17 at the Ministry of Enterprise and Made in Italy, it unfortunately failed to provide clarity on the now even more uncertain future of the Termoli plant. ACC's top management announced that it would suspend its investment in the Molise giga-factory for battery production until a later date. ACC said it is proceeding with its research and development activities for the production of new, less expensive and more efficient cells, but it is not until early 2025 that it should have a new type of battery ready to supply Mercedes and Stellantis, so that it can finally start investment in Termoli and Germany. As far as we are concerned, ACC's choice to postpone investment on Termoli is negative and also endangers the competitiveness of Italian plants in the future. We have asked the government to take action toward ACC and Stellantis in order to have the investment confirmed and the possibility of being able to use other funds, since those from the PNRR will no longer be available. The investment initially included the contribution of about 400 million euros from the Italian state for a total investment of more than 2 billion. Tak-

ing note of Stellantis' declaration that it intends to continue with the "Dare Forward" industrial plan and thus to confirm the stop of endothermic engines in 2030, in the absence of the investment it would essentially decree the closure of the Termoli production site and the consequent dismissal of more than 2,000 workers, with the impoverishment of the entire industrial fabric. In the meantime, Stellantis has assured in principle that with the production of current engines it will ensure the continuity of the Termoli mechanics plant, as long as engines can be produced, however, it has not identified new products that can compensate for the gradual decline in volumes and the heralded end of Fire, so much so that to this day it is resorting heavily to the use of social shock absorbers.

✓ Pratola Serra

- From the end of 2024 it will be the only plant to supply the B2.2 diesel Euro 7 engines for all the Group's commercial vehicles, but currently only Ducato supplies continue, and the other brands (Peugeot Citroen, Opel and Vauxhall) continue to fit French engines. Next week, the solidarity contract will be discontinued and the three shifts will start, with use of the single-day Cigo. Three types of engines are currently produced, with 75 percent of the entire production being the diesel engine for Ducato commercial vehicles and for future applications Stellantis Pro One models.

In the various meetings we have had with the company and institutions, both national and local, we have asked that in addition to specific requests on the allocations of new production in the factories and the volumes of future production, it is necessary to have guarantees on the research and development functions assigned to our country and on the supplies related to the supply chain and components of the Italian factories.

The situation in the automotive sector is getting worse every day,

Answers are needed from EU, government, Stellantis and component companies.

FIM-FIOM-UILM 8-hour strike of the automotive industry with demonstration in Rome on October 18, 2024 to defend employment and build the future of the auto industry.

The situation in the automotive sector in Europe is becoming increasingly critical, and the production situation of the Stellantis group in Italy that we noted in the first nine months of 2024 shows a worsening of production volumes and an increase in the use of social shock absorbers, and therefore,

it becomes even more urgent to give concrete consequence to the commitments already made and the need to obtain additional guarantees yet to be defined that have emerged in the numerous meetings and in the worsening of the overall situation. In the absence of a clear reversal of direction, the industrial and employment outlook risks being irreparably compromised. The dramatic news coming from Germany and Belgium, starting with the VW Group, risks producing an earthquake for the entire automotive industry on the continent, starting even with the many component companies in the north-central area of the country.

Interventions on the strategic choices of the sector by the EU by defining a special Investment Fund for the automotive sector and targeted industrial policies by the government and precise industrial commitments by Stellantis and component companies are indispensable.

It is clear to all that individual countries are unable to respond systematically to a crisis that affects all automakers with a significant presence in Europe.

The European Union must implement a turnaround by arranging an extraordinary fund to impart more force to technological change, accompanying this change with a plan to safeguard employment, through a freeze on layoffs, the use of social shock absorbers, training, and strong support for reduced working hours. The transition must be both environmentally and socially sustainable.

The government must give concreteness to the discussion that began more than a year ago at Mimit for the definition of the development agreement with Stellantis and all the players in the Italian automotive sector for the increase of production levels in the Italian plants and their saturation, the assignment of the small platform and the production of mass-market models, the consolidation of the engineering and research centers, greater investment on innovative models, the retraining of workers' skills, and support for the reconversion of the components supply chain. Given the importance of the sector and its economic and social impacts, we believe that the involvement of the Council Presidency and the CEO of Stellantis is essential. The government must make public resources available, tied to precise commitments to employment retention and development of the sector, going beyond the logic of incentives for vehicle purchases alone. Resources must be used for reindustrialization, which is essential to avoid the negative impact of more than 75,000 workers in the auto industry as a result of the change of engines. New social shock absorbers are needed, in many Stellantis and allied plants are running out, the risk of layoffs could affect about 25,000 workers.

STELLANTIS ITALY: Production Volumes up to Q3 in the 2019-2024 periods

Establishment	Dept.	number of cars produced in the first nine months of 2019-2024							
		30/09/19	30/09/20	30/09/21	30/09/22	30/09/23	30/09/24	24 VS 23	24 VS 19
Turin Manufacturing Pole	2.861	11.930	10.776	54.290	70.340	70.365	22.240	-68,4%	86,4%
Maserati Modena	840	890	-	537	950	910	220	-75,8%	-75,3%
Cassino	2.600	41.461	37.315	32.554	40.730	37.580	19.710	-47,6%	-52,5%
Pomigliano	4.226	154.260	91.978	88.876	113.700	149.500	141.290	-5,5%	-8,4%
Melfi	5.300	201.460	147.355	142.278	137.660	142.320	54.240	-61,9%	-73,1%
Tot. Cars	15.827	410.001	287.424	318.535	363.380	400.675	237.700	-40,7%	-42,0%
Atessa - Commercial Vehicles	4.947	221.200	175.000	209.573	152.000	166.850	149.900	-10,2%	-32,2%
Total Cars+Commercial Vehicles	20.774	631.201	462.424	528.108	515.380	567.525	387.600	-31,7%	-38,6%

STELLANTIS ITALY: Annual Production Volumes from 2017 to 2023

Stellantis Establishments	Dip.	number of vehicles produced							
		31/12/17	31/12/18	31/12/19	31/12/20	31/12/21	31/12/22	31/12/23	23 VS 22
Turin Manufacturing Cluster	3.221	69.478	43.128	19.110	36.702	77.267	94.710	85.940	-9,3%
Maserati Modena	1.097	3.733	1.790	1.008	160	860	1.250	1.244	-0,5%
Cassino	2.993	135.263	99.154	58.772	53.422	43.753	55.000	48.800	-11,3%
Pomigliano	4.150	204.444	183.589	198.674	140.478	123.000	165.000	215.000	30,3%
Melfi	5.600	330.536	339.865	248.100	229.848	163.646	163.793	170.120	3,9%
Tot. Cars	17.061	743.454	667.526	525.664	460.610	408.526	479.753	521.104	8,6%
Atessa - Commercial Vehicles	5.020	292.000	297.007	293.216	257.026	265.048	206.000	230.280	11,8%
Total Cars+Commercial Vehicles	22.081	1.035.454	964.533	818.880	717.636	673.574	685.753	751.384	9,6%

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the union always on your side**

