



## Press Release

**APRIL CLOSES WITH A SLOWDOWN, A SLIGHTLY ONE RESPECT THE PREVIOUS MONTH, FOR THE INDUSTRIAL VEHICLES AND BUSES MARKETS: -7.4% FOR TRUCKS, -2.6% FOR TOWED VEHICLES AND - 4% FOR BUSES**

With the "Growth Legislative Decree", approved on April 30th, has been reintroduced the 130% of super depreciation, which in the last years showed a good measure to support the request and also in the support of the national production levels of the Automotive sector

*Turin, May 22<sup>nd</sup> 2019* - During April 2019, have been released **2,378** certifications of new trucks (-7.4% respect to April 2018) and **1,989** of heavy trailers and semitrailers, with GVW over 3,500 kg (-2,6%), divided in 129 trailers (-1.5%) and 1,860 semitrailers (-2.7%).

Both for trucks and for towed vehicles is the fourth month in row with a negative sign. It is confirmed a negative trend in the first four months of 2019, with a double figures slowdown for trucks: 8,528 certifications, the 10.4% less than the period January-April 2018, and 6,607 certifications of new heavy trailers and semitrailers (-5.5% respect to January/April 2018), this way divided: 525 trailers (+7.4%) and 6,082 semitrailers (-6.4%).

For the trucks market, the slowdown of the first four months 2019, shows a different trend for each area: -4% for the North (West and East), -16% for the Centre and -19% for the South and Islands.

Building site trucks sales grow of 13% since the beginning of the year, while road works ones decreased of 12%. This data reflects the production trend for manufacture which in February 2019, grows of 3.4% respect to January 2019. The average of the trimester December 2018 to February 2019, the production in the manufacturing grows of 2.4% respect to the three previous months. The index, shows, per year a trend of growth, which reached 7.8%. This happened because of the approval of the "sblocca-cantieri" law (law n. 32/2019) even if, the Italian Association of Private Construction Contractors (ANCE) says there still are criticalities, legally, which impede a quickly use of the money allocated. Natural gas trucks market shows good results, from January to April 2019 it reached a market share of 11%, showing a focus always more forwarded to road transportations companies. Methane trucks sales grow of 105% and GNL ones of 34%.

Iveco, with a share of 80%, is leader of the GNL trucks market and recently it got the prize as "the most pro-active use of GNL in transportation" at the 2° Small-Scale LNG Summit, in Milan, a prize to recognize the continued offering of solutions for the sustainable transportation and to reduce to zero emissions. Analyzing the towed vehicle sector, in April, national manufacturers register a growth 15%, while the international ones a slowdown of 11%. National manufacturers reached 39% of certifications released

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the Ministry of Infrastructure and Transport (6 points more respect to April 2018) and the 37% in the cumulate (2 points more respect to the 1° quarter of 2018).

The slowdown of January-April 2019 included the North-West (-22%) and the North-East regions (-7%), while the sales in the Centre (+6%), in the South regions and in the Islands (+5%).

According to the production, during January-April, are in slowdown isothermal containers and tanks.

The renewal of the fleet is still a necessity - a key element for the transportation sector and for an efficient, safe, sustainable and technological advanced logistics- and also going on with the investments plan for the transportation sector.

ANFIA hopes that with the **“Growth Legislative Decree”**, approved on April 30th, has been reintroduced the 130% of super depreciation for the purchase of instrumental goods, until 2,5 million of Euro which in the last years showed a good measure to support the request and also in the support of the national production levels of the **Automotive sector**. The Decree includes the industrial vehicles among the instrumental goods which benefit from the reduction, so it helps the transportation companies, which applies on the industrial vehicles bought from April 1st to December 31st 2019. Companies could get an extension of the purchase until June 30th, 2020, but the buyer within December 31st 2019 had to signed the order and paid in advanced the 20%.

The renewal of the 2019/2020 investments law is still pending, after the expiration date of last April 15th, of the 2018/2019 incentive plan. This is another fundamental measure to give continuity to the market, especially for the towed and the intermodality markets, but also for the ATP transportation and the alternative fuels sector. For this year it would be useful to plan the chance to buy light commercial vehicles Euro 6d Temp, that even if are powered traditionally, anticipated the laws scheduled for August 2020.

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In details:

## Goods transport sector

Trucks with GVW > 3500 kg  
according to weight classes

	April 2019	apr-18	var. %	Jan-Apr 2019	Jan-Apr 2018	var. %
Medium trucks >3500<16000 kg	433	352	23,0	1.471	1.556	-5,5
Heavy trucks >=16000 kg	1.709	1.855	-7,9	5.121	5.749	-10,9
<b>Total trucks with GVW&gt;3500 kg</b>	<b>2.378</b>	<b>2.567</b>	<b>-7,4</b>	<b>8.528</b>	<b>9.520</b>	<b>-10,4</b>

according to type

	April 2019	apr-18	var. %	Jan-Apr 2019	Jan-Apr 2018	var. %
Rigid trucks	1.141	1.068	6,8	4.135	4.087	1,2
Road tractors	1.237	1.499	-17,5	4.393	5.433	-19,1
<b>Total trucks with GVW&gt;3500 kg</b>	<b>2.378</b>	<b>2.567</b>	<b>-7,4</b>	<b>8.528</b>	<b>9.520</b>	<b>-10,4</b>

Trailers & Semitrailers with GVW>3500 kg

	April 2019	apr-18	var. %	Jan-Apr 2019	Jan-Apr 2018	var. %
Trailers	129	131	-1,5	525	489	7,4
Semitrailers	1.860	1.912	-2,7	6.082	6.499	-6,4
<b>Total T&amp;S with GVW&gt;3500 kg</b>	<b>1.989</b>	<b>2.043</b>	<b>-2,6</b>	<b>6.607</b>	<b>6.988</b>	<b>-5,5</b>

## Passenger transport sector

Buses with GVW>3500 kg  
according to type

	April 2019	apr-18	var. %	Jan-Apr 2019	Jan-Apr 2018	var. %
Urban buses/midibuses	53	41	29,3	390	390	0,0
Inter urban buses/midibuses	54	42	28,6	223	257	-13,2
<b>total TPL buss</b>	<b>107</b>	<b>83</b>	<b>28,9</b>	<b>613</b>	<b>647</b>	<b>-5,3</b>
Tourist buses/midibuses	81	105	-22,9	316	379	-16,6
<b>Total specific buses</b>	<b>188</b>	<b>188</b>	<b>0,0</b>	<b>929</b>	<b>1.026</b>	<b>-9,5</b>
minibuses	26	36	-27,8	179	178	0,6
schoolbuses	23	23	0,0	186	165	12,7
<b>Total buses with GVW &gt;3500 kg</b>	<b>237</b>	<b>247</b>	<b>-4,0</b>	<b>1.294</b>	<b>1.369</b>	<b>-5,5</b>

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Buses market's with GVW over 3.500 kg, during April registers 237 new units, with a slowdown of 4%. During the month is also registered a double figure growth for TPL buses (+28.9%), while are in a double figure slowdown tourist buses, midibuses (-22.9%) and minibuses (-27.8%). Schoolbuses, in the end, stay stable respect to April 2018. In the first four months of this current year, have been released 1,294 buses certificates against the 1,369 of January-April 2018 (-5.5%). A positive sign also for minibuses (+0.6%) and schoolbuses (+12,7%), while are in slowdown TPL buses (-5.3%) and tourist buses and midibuses (-16.6%), respect to the first four months of 2018.

Since the beginning of the year, on the Italian streets there are 27 new electric buses, 82 new hybrid diesel-electric buses and 45 new methane buses. Together these vehicles represent the 14% of the sold buses between January and April. Considering the pollution in our cities, the renewal of the fleet with alternative powered vehicles could be more incisive.

For the whole 2018 have been sold 53 electric buses, 19 hybrid diesel-electric bus and 386 methane buses, that, together represented the 10% of the market.

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ANFIA - Italian Association of the Automotive Industry - is one of the leading Italian Trade Associations, members of CONFINDUSTRIA.

Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector. The Association is structured in three product-based Groups, each one chaired by a President.

Components: motor vehicle parts and components manufacturers; Car Coachbuilders and Designers: companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector; Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport.

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