



Press Release

DURING FEBRUARY CONTINUES THE SLOWDOWN FOR THE TRUCKS (-12.1%) AND FOR THE TOWED VEHICLES MARKETS (-7.1%), WHILE THE BUSES REGAIN (+3%)
ANFIA already showed the second stage of monitoring of the Progetto Diciotto, a 18m tractor trailer road testing started by Italy together with ANFIA and the Ministry of Infrastructure and Transport ten years ago, and now it got the regulatory acceptance at national level, in the respect of the European Directive

Turin, March 14th 2019 - During February 2019, have been released **1,773** certifications for **new trucks** (-12.1% respect February 2018) and **1,376** certifications for **new heavy trailers and semitrailers**, with GVW over 3,500 kg (-7.1%), divided this way: 124 trailers (+26.5%) and 1,252 semitrailers (-9.5%).

It is confirmed both for trucks and for towed vehicles, a negative trend in the first two months of 2019, with a double figures slowdown for **trucks**: 4,078 certifications, 11.4% less than period from January to February 2018, and 2,777 certifications for **new heavy trailers and semitrailers** (-4.8% respect to January-February 2018), divided this way: 244 trailers (+5.6%) and 2,533 semitrailers (-5.7%).

Few data belonging to the "Freight transport in the European Union and in Italy dossier", which has been recently updated by ANFIA, underline the core of the industrial vehicle sector for the European and also for the across borders goods. Eurostat data register a fleet of 4.3 million of heavy good vehicles registered UE28. Poland has the fleet with the highest number of vehicles, followed by France and Germany. Between 2013 and 2017, 15 member states registered an increasement of fleets, while a decreasement has been registered in Portugal, followed by Italy (-23%) and Denmark. In 2017, the 86% of the goods transport has been made by vehicles having a maximum authorized weight over 30 tons. Who moved the majority of tkm are the road tractors and semitrailers. Talking about distance over 300 km, which is handled movements in the UE the 57% of tkm and in Italy of 49%. To reminder that the EU policy for the road transportation aims to transfer the 30% of operations, made on distance 300 km, to railway transportation and to inland waterway within 2030 and more than 50% within 2050.

This to aim to the efficiency and to make sustainable the mobility of goods on big distances, in order to reduce the congestion and the overall of the emissions of vehicles on the roads too. The Progetto Diciotto goes to this direction, this testing born in Italy thanks to ANFIA and to the Minister of Infrastructures and Transport and it turns ten this year, its goal has always been to test the 18 mt combinations in terms of safety, drivability and maneuverability and to evaluate the advantages in the rationalizing of transportation, economic convenience and logistics. About this, last February 22nd, during the Transpotec exhibition, ANFIA showed the last results of the monitoring of the testing, which underlined once again the total safety, the driving comfort and the maneuverability declared by the drivers but also the efficiency that this use of 18mt vehicles give to the transportation companies. SMET, that in its sustainability report, says that the fleet of the 18mt semitrailers allowed a reduction of the distance covered over 137,000 km, with a resulting decrease of CO₂ about 73 tons, which become 220 if in the

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combination the 18 mt is hooked to a LNG tractor. These extraordinary results of the test could be ignored.

ANFIA hopes that this kind of complex vehicles could be recognized at the national regulatory level in the reform of the highway code, because it could give a big help in the promotion of the sustainable mobility of our country.

In details:

Goods transport sector

Trucks with GVW >3500 kg
according to weight classes

	February 2019	February 2018	var.%	Jan-Feb 2019	Jan-Feb 2018	var.%
Medium trucks >3500<16000 kg	317	324	-2,2	659	707	-6,8
Heavy trucks >=16000 kg	1.456	1.693	-14,0	3.419	3.894	-12,2
Total trucks with GVW >3500 kg	1.773	2.017	-12,1	4.078	4.601	-11,4

According to the type

Rigid trucks	851	850	0,1	1.933	1.872	3,3
Road tractors	922	1.167	-21,0	2.145	2.729	-21,4
Total trucks with GVW >3500 kg	1.773	2.017	-12,1	4.078	4.601	-11,4

Trailers and Semitrailers with GVW >3500 kg

According to the type

	February 2019	February 2018	var.%	Jan-Feb 2019	Jan-Feb 2018	var.%
Trailers	124	98	26,5	244	231	5,6
Semitrailers	1.252	1.383	-9,5	2.533	2.685	-5,7
Total R & S with GVW >3500 kg	1.376	1.481	-7,1	2.777	2.916	-4,8

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Passengers transport sector

Buses with GVW >3500 kg

According to the type	February 2019	February 2018	var. %	Jan-Feb 2019	Jan-Feb 2018	var. %
Urban buses/midibuses	125	96	30,2	272	245	11,0
Inter urban buses/midibuses	45	45	0,0	102	114	-10,5
Total TPL buses	170	141	20,6	374	359	4,2
Tourist buses/midibuses	45	68	-33,8	149	161	-7,5
Total specific buses	215	209	2,9	523	520	0,6
minibuses	43	43	0,0	84	100	-16,0
schoolbuses	50	47	6,4	106	101	5,0
Total buses with GVW >3500 kg	308	299	3,0	713	721	-1,1

Bus market with GVW over 3,500 kg, during February registers 308 new units, with a increasement of 3%. During the month, all sectors grow, with the only exception of tourist buses and midibuses (-33.8%): +20.6% for TPL buses and +6.4% for school buses, while minibuses stay stable (+0.0%).

In the progressive since the beginning of 2019, have been released 713 bus certifications against the 721 of January-February 2018 (-1.1%). In the first two months of 2019 with a positive sign we have TPL buses (+4.2%) and schoolbuses (+5%), while close with a decrease tourist buses and midibuses (-7.5%), and minibuses (-16%), respect to the first two months of 2018.

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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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