



Press release

A SLOWDOWN OPENING FOR THE INDUSTRIAL VEHICLES AND BUSES MARKET IN 2019: -10.2% FOR TRUCKS, -1.6% FOR TOWED VEHICLES AND -1.7% FOR BUSES

ANFIA together with the other Associations of the Transport sector showed the necessity of structural and continuous measures to allow the Italian companies of this specific sector to be able to compete in an European scene to become increasingly competitive

Turin, February 22nd 2019 - During January 2019, have been released **2,320** certifications of **new trucks** (-10.2% respect to January 2018) and **1,412** certifications of new **heavy trailers and semitrailers**, with GVW over 3,500 kg (-1.6%), divided in 120 trailers (-9.8%) and 1,292 semitrailers (-0.8%).

To be remembered that **trucks** in 2018 closed with a positive sign: 25,582 certificates, the 5.1% more than 2017. Towed vehicles registered instead a slowdown during the year: 15,803 certificates of new **heavy trailers and semitrailers**, the 1.9% less than the period from January to December 2017, this way divided: 1,443 trailers (-8.2%) and 14,360 semitrailers (-1.2%).

As mentioned in the dossier called "**Freight Transport in the European Union and in Italy**" which has recently been updated by ANFIA, the **Logistic Performance Index 2018 of the World Bank** - which measures the logistics efficiency in the International transport - **puts Italy at the 19th place in the world ranking of the international transport**, overtaken, in the first 20 places, by 10 European countries. Looking at the statistical data noticed by the vectors registered in Italy, in 2017 (last data available), the international traffic (included cross-trade and cabotage) moved 13 billions tkm (+5% respect to 2016); 11,9 billions of them concerned the bilateral traffic (+3% respect to 2016), 0.6 billions for the cross-trade (+104%) and 0.5 billions for the cabotage (-7%).

The renewal of fleets - which has a key role for an efficiency, safe, sustainable and technological advanced logistics for the transport system - helps to the necessary improvement of the position of our country in the Logistic Performance Index. The technological innovations of the industrial vehicles and of the last generation trailers, together with the progressive infrastructures digitalization, give valid solutions applicable to all kinds of vehicles.

From the analysis of the Dossier, arises, that **in the European Union the way for the road goods transport is still the best choice: trucks moved the 72.8% (in Italy over the 80%) of goods on the road**. The European road goods transport increased of 5.2% in 2016 respect to 2015, with a volume of 1,803.5 billions of tkm, the highest registered in the last 5 years. Respect to 2013, the goods transport increased of 8%, but the evolution of the road goods transport has not been homogeneous in the European Union. Data, infact, show how the volume of moved in the countries of the UE15 went from the 87% of the overall of traffic of 2005 to the 69% of 2016, this difference has been conquered by the 13 countries of the centre and of the east of Europe, especially, by Poland.

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It is important to underline that the European Institutions, during the Trilogue of last February 18th, agreed to define the new law about the CO₂ emissions of heavy vehicles. The agreement confirmed the ambitious objectives of CO₂ which were proposed by the Commissions at the beginning: -15% within 2025 and -30% within 2030. It will be necessary going on in all Europe with the homogeneous development of the infrastructures for the alternative powers, especially the refueling network of the industrial vehicles (CNG and LNG) and the high voltage recharge points for the long range electric truck. Without the right recharge infrastructure and without an homogeneous distribution network of alternative fuels in the European Union, it will be difficult for the transport operators buy since now huge volumes of electric or gas trucks. It will be necessary to have an action plan (together with the environmental measures) which helps the demand of alternative powered trucks.

ANFIA together with the other transport Associations already manifested the necessity to have structural and ongoing to allow the Italian transport companies to be able to compete in the European scene always more competitive and to help to renew the old fleet in terms of environmental sustainable and safety. In particular, it should be adopted, as soon as possible, the Effective Laws for the sharing of the Road Transportation fund wanted by the 2019 Budget Law, and the Investment Fund to the renewal of the fleet should be increased respect last year.

In details:

Goods transport sector

Trucks with GVW >3500 kg
according to weight classes

	January 2019	January 2018	var. %
Medium trucks >3500<16000 kg	343	383	-10,4
Heavy trucks >=16000 kg	1.977	2.201	-10,2
Total trucks with GVW >3500 kg	2.320	2.584	-10,2

According to the type

Rigid trucks	1.096	1.022	7,2
Road tractors	1.224	1.562	-21,6
Total trucks with GVW >3500 kg	2.320	2.584	-10,2

Trailers and Semitrailers with GVW >3500 kg

According to the type	January 2019	January 2018	var. %
Trailers	120	133	-9,8
Semitrailers	1.292	1.302	-0,8
Total R & S with GVW >3500 kg	1.412	1.435	-1,6

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Passengers transport sector

Buses with GVW >3500 kg

According to the type	January 2019	January 2018	var. %
Urban buses/midibuses	152	149	2,0
Inter urban buses/midibuses	57	69	-17,4
Total TPL buses	209	218	-4,1
Tourist buses/midibuses	108	93	16,1
Total specific buses	317	311	1,9
minibuses	42	57	-26,3
school buses	56	54	3,7
Total buses with GVW >3500 kg	415	422	-1,7

Buses market with GVW over 3,500 kg, during January registers 415 new units, showing a slowdown of 1.7%. During the month, it is registered a growing for tourist buses and midibuses (+16.1%) and for school buses (+3.7%), while it is registered a slowdown for TPL buses (-4.1%) and for minibuses (-26.3%).

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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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