

Press Release

**NEGATIVE CLOSING OF 2019 FOR THE INDUSTRIAL VEHICLES AND BUSES MARKETS:
-7.6% FOR TRUCKS, -8.1% FOR THE TOWED VEHICLES AND -7% FOR BUSES**

For the current year, the goal is to be able to change the trend thanks to the resources allocated for the renewal of the fleet and the support for the investments of the LPT transportation companies aim to the sustainability of transports

Turin, January 17th 2020 - In December 2019, have been released **1,990** certifications of **new trucks** (-11.7% less respect to 2018) and **1,055** certifications of new **heavy trailers and semitrailers**, with GVW over 3,500 kg (-17.5%), divided this way: 121 trailers (+42.4%) and 934 semitrailers (-21.8%).

Both fields confirm a negative trend of the whole 2019: 23,622 certifications of new **trucks**, the 7.6% less respect to in 2018, and 14,494 certifications of new **heavy trailers and semitrailers** (-8.1% respect to the cumulate in 2018), this way divided: 1,398 trailers (-2.9%) and 13,096 semitrailers (-8.6%).

In the **trucks** field, in 2019, only two months registered volumes in growth: May +4.4% and June +37.1%. These are previews of purchases respect to the application of the Law 2017/2400, concerning the obligations on CO2 emissions and fuel consumption, to some types of heavy vehicles of category N3. As a result of this, market decreases of 23% in the third three months period.

In the North of Italy, in 2019 have been released 13,854 certifications (-5.7%), the slowdown was of 9% and in the South (islands included), with 5,916 releases, has been registered the worst contraction of -11%.

Analyzing the market for type, trucks volumes of the previous year, are the same to the 2018 ones (+0,4%), while road trucks ones are in slowdown of 15%. It is still positive the lorries yard market (+22%).

About fuels, gas powered trucks, register in 2019 a share of 6.2%, for an overall of 1,467 vehicles. In details, methane trucks sale grow of 34% while the LNG ones of 49%.

For **trailers and semitrailers**, at geographical level, in 2019 the market shows an opposite trend in the North (52% of share), in slowdown of 15%, and in the Center/South (48% of share), in growth of 0.2%. National brands, with the 42% of share, register a decrease of registrations more than contained (-3.9%) respect to the International brands one (-11%).

After the criticalities which have been found in the application of the **Investment Law 2019/2020**, the hope is that for the current year the market can reverse the negative

Italian Association of Automotive Industry (ANFIA)

trend of 2019, being able to count on considerable resources for investments by the transportation companies.

The **tax law**, which came into force in December, provides for almost 13 million Euros in support of investments in the road transportation, aimed at scrapping vehicles used for the freight transport up to Euro IV and above 3.5 t, with the simultaneous purchase of industrial vehicles, both thermal powered, Euro VI class, and both alternative traction. Contributes, among 2,000 and 20,000 Euro, have been divided by mass of the vehicle and by power, and there will be a priority for those who scrap the most polluting vehicles. To define the contributes and the entry modalities is planned the enter into force of law by the Minister of Infrastructures and Transport together with The Ministry of Economy and Finance. ANFIA considers positive the budget, but, waiting for the law, the hope is to could dived it into **two separate plafonds, one of which is dedicated only to green technologies, alternative fuels, with no obligation to scrap**, for consistency with the Green New Deal and policies in support of sustainable mobility.

For 2020, however, there are more resources for the investments for about 50 millions of Euro, and, even if reduced, road transportations companies could count on a tax credit of 6% (ex super-amortization) for the purchase of industrial and commercial vehicles for business tool use.

The hope of ANFIA is that all the measures in support of the renewal of vehicles for the freight transport could be applied in line with the Green New Deal, really favouring investments by road transportation companies for the alternative traction and intermodal combinations.

In detail:

Freight Transport Sector

Trucks with GVW > 3500 kg

according to weight classes

	December 2019	December 2018	var. %	Jan-Dec 2019	Jan-Dec 2018	var. %
Medium trucks >3500	395	507	-22,1	4.629	4.988	-7,2
Heavy trucks >=16000 kg	1.595	1.747	-8,7	18.993	20.574	-7,7
Total trucks with GVW>3500 kg	1.990	2.254	-11,7	23.622	25.562	-7,6

according to type

Rigid trucks	1.148	1.178	-2,5	12.677	12.622	0,4
Road tractors	842	1.076	-21,7	10.945	12.940	-15,4
Total trucks with GVW>3500 kg	1.990	2.254	-11,7	23.622	25.562	-7,6

Italian Association of Automotive Industry (ANFIA)

Passengers transport sector

Buses with GVW > 3500 kg

according to type	December 2019	December 2018	var. %	Jan-Dec 2019	Jan-Dec 2018	var. %
urban buses/midibuses	81	112	-27,7	1.408	1.476	-4,6
inter urban buses/midibuses	57	43	32,6	751	1.053	-28,7
total LPT buses	138	155	-11,0	2.159	2.529	-14,6
tourist buses/midibuses	23	57	-59,6	854	899	-5,0
Total specific buses	161	212	-24,1	3.013	3.428	-12,1
minibuses	82	38	115,8	654	605	8,1
schoolbuses	39	33	18,2	582	534	9,0
Total buses with GVW > 3500 kg	282	283	-0,4	4.249	4.567	-7,0

During December, the buses with GVW over 3,500 kg registers 282 new units, slightly decreasing of 0.4%. During the month, keep to grow minibuses (+115.8%) and schoolbuses (+18.2%), while it is registered a double-digit slowdown in other sectors: -11% for LPT buses and -59.6% for tourist buses and midibuses.

In the whole 2019, have been released 4,249 buses certifications against the 4,567 of 2018, with a trend of decrease of 7%. Minibuses keep a positive sign (+8.1%) and also schoolbuses (+9%), while close in slowdown respect to 2018 LPT buses (-14.6%) and tourist buses and midibuses (-5%).

Analyzing the market **geographically**, in 2019, buses sales bring back a positive sing in the Center-South regions (+5.6%) and negative in the North ones (-19%).

Looking at **fuels**, during the past year have been released 623 certifications for alternative powered buses, in increase of 37% with a market share of 15% (it was 10 in 2018). LNG/Methane powers slowdown of 21%, with 303 vehicles, while the hybrids diesel/electric pass from 19 buses in 2018 to 255 in 2019, among them the 47% belong to Iveco. Electric buses registered in 2019 are 65 (53 in 2018), among them, 13 belong to Rampini Company and 1 to Italbus, the rest are Chinese and Polish. Regions which bought more hybrids buses have been: Lombardy (107), Tuscany (61), Trentino Alto Adige (32), Emilia Romagna (28) and Liguria (12). Electric buses have been bought by Lombardy (18), Sicily (16), Piedmont (13) and Liguria (10).

For 2020, have been invested 3 million of Euro for the renewal of the feel for the passengers transport. In particular, **the scrapping for category M2 or M3 vehicles until IV is encouraged with simultaneous acquisition, even through leasing, of M2 or M3 vehicles, thermal powered Euro VI compliant and alternative traction (CNG, LNG, hybrid, electric).**

Italian Association of Automotive Industry (ANFIA)



In addition to this measure, thanks to the **Milleproroghe Decree**, still in the process of being converted into law, **the investment of extraordinary resources for the renewal of the Genoa bus fleet**. In addition to the 20 million euros already invested for 2019, in fact, another 20 million euros have been invested for the metropolitan city of Genoa, in 2020, for the renewal of the fleet of vehicles used in the city, **with a priority for electric, hybrid and hydrogen powered vehicles**.

For more information: ANFIA Press Office
Miriam Gangi (Ms.) - m.gangi@anfia.it
Telephone: +39 011 5546502
Mobile: +39 338 7303167

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.

www.anfia.it/it/

twitter.com/ANFIA_it

[linkedin.com/company/anfia-it/](https://www.linkedin.com/company/anfia-it/)

Italian Association of Automotive Industry (ANFIA)

10128 Turin - Corso Galileo Ferraris, 61 - Phone: +39 011 5546511 - Fax: +39 011 545464 - E-mail: anfia@anfia.it -
00144 Rome - Viale Pasteur, 10 - Phone: +39 06 54221493 (4) - Fax: +39 06 54221418- E-mail: anfia.roma@anfia.it
www.anfia.it