



## Press Release

### **STRONG CONCERNING FOR THE IMPACTS OF THE CORONAVIRUS EMERGENCY ON THE PRODUCTION AND ON THE INDUSTRIAL VEHICLES MARKET, ALSO BECAUSE OF THE STOP OF THE PROVINCIAL MOTORIZATION ACTIVITIES**

**Since the huge resources already invested for the market, it is important to realize quickly those measures in support of the investments of the transport sector, which ANFIA thanks for the efforts made for the Country as guarantee for the logistics to plants.**

**These are the market numbers in February 2020, not relevant in the development of the scenario given by the current emergency: towed vehicles -23.8%; trucks +9.7%; buses: +19.9%**

*Turing, March 20<sup>th</sup> 2020* - The productive sector of the industrial vehicles is going to dealing with one of the worst consequences given by the management of the coronavirus emergency, among the slowing down of the production, the closing of some plants, and stop of the **registration process**, because of the stop of the provincial motorizations activities.

The reactivation of testing and validation activities is fundamental for the national productive sector, being feasible respecting the Government measures for the pandemic outbreak. Another priority, with the goal to encourage the continuation of the production and to prepare the restarting of the market, is the **quickly application of the measures in support of the investments** by the transport companies, using the resources already invested by the Fiscal Law (12.9 million of Euro) and by the Budget Law 2020 (about 50 million of Euro).

The **market numbers**, not relevant in the development of the scenario given by the current emergency, show a negative trend in the first two months of 2020 both for trucks and for towed vehicles, but while for the first ones in the second month of the year a slight grow has been registered, for the second ones the two months period closed with a strong double-digit decrease. **New trucks** registered 4,013 certifications in January-February 2020, **the 1.2% less** respect to the same period of 2019, while during February reached 1,931 (+9.7% respect to February 2019). A different situation for **heavy trailers and semitrailers** with GVW over 3,500 kg, with 2,187 certifications released in the first two months period, the **20.6% less** respect to January-February 2019, divided this way: 172 trailers (-29.2%) and 2,015 semitrailers (-19.8%). In February 2020, have been released 1,038 new **heavy trailers and semitrailers** certifications (-23.8%), divided this way 76 trailers (-38.7%) and 962 semitrailers (-2.3%).

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Referring to the **trucks market** in the **first two months period 2020** by **geographical area**, 2,053 certifications has been registered the North Italy regions (266 less than one year ago) and 1,960 certifications has been registered in the Center, South regions and in the islands (218 certifications more than year ago). According to **weight classes**, certifications released are this way divided: 370 trucks with GVW over 3,501 to 8,000 kg, -15% respect to one year ago; 276 trucks with GVW from 8,001 to 15,999 kg, +26% per year; 3,367 trucks with GVW over 16,000 kg however, the 84% of the market, -1.2% respect to the first two months period of 2019.

According to the **type**, the road tractors represent the 52% of the overall of the certifications released, in slowdown of 2.3%, while rigid trucks, which are represent the 48%, are the same respect to the volumes of one year ago. Lorries-yard market counts 323 certifications of new trucks, the 8% of the market, with an increase of 39 units. This last sector is growing, unfortunately, with the current stop of a big part of the production activities because of the health emergency - in Italy where it would be impossible apply the safety procedures to avoid the spread of COVID-19 - will get slowly in the next months.

Looking at **fuels**, are 291 the trucks on road with an alternative powered traction, the 7.25% of the market, among them 169 LGN, 106 methane and 16 hybrids (diesel/electric). Gas vehicles give a "clean" and a sustainable alternative respect to diesel ones, representing an advanced technology which contribute to the improvement of the air and of the life quality, with low emissions and a significative reduction of noise. Being the most environmentally compatible fuels for internal combustion engines, natural gas and biogas reduce strongly CO<sub>2</sub> emissions (until 95% with bio-methane). These vehicles benefit of State incentives and tax breaks. IVECO, after the 25.000 gas engines and after traveling over a billion Km on the road since 1996, is the leader manufacturer in Europe of gas natural commercial vehicles.

Analyzing the **towed vehicles market** instead, the decrease of the **first two months period of 2020** included all the geographical areas and especially the North-East.

**National brands** represent the 44% of the market, with volumes in slowdown of 10%. **International brands** represent the 56% of the market and register in the first two months of the year, a contraction of registrations of 27%.

Coronavirus emergency is having a concerning impact on the freight transport sector, which difficulties effected also on the productive supply chain, because of the lack or the delayed delivery of products and because of the barriers to supply. The fear of the infection made difficult the freight transport from and for our country, caused by blocks and long control procedures at the borders, also among the EU countries, to which is added an excessive dependence on foreign vehicles and drivers, some of whom, given

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the situation, have even refused to work in Italy. Meanwhile, the closing of the external borders of the EU proposed by the European Commission has been approved, few days ago, by the leader of the 27 countries reunited by call-conference. When each country will apply it, will be banned trips to the EU, starting from 30 days.

In the Union borders, instead, following the “Guidelines for the management of borders” released by the EU few days ago, Member States must preserve the free of movement of freights and especially guarantee supply chain of essential products (medicines, medical equipment, essential and perishable food products, live animals) to satisfy including strengthening transport nodes as needed, designate priority lanes (green lanes) and consider the possible cancellation of existing weekend transit bans. Nielsen, underlines, that during the week in March from 2nd to 8th sales of organized mass retailing grew of 11% respect to the same period of 2019, the same of shops and e-commerce for food which grow of 82.3%. Any restrictions on the freights and passengers transport on public health grounds must be communicated to the Commission and to all the other Member States in a timely manner and before they are implemented.

In detail:

### Freight Transport Sector

Trucks with GVW > 3500 kg  
according to weight classes

	February 2020	February 2019	var. %	Jan-Feb 2020	Jan-Feb 2019	var. %
Medium trucks >3500<16000 kg	330	312	5,8	646	654	-1,2
Heavy trucks >=16000 kg	1.601	1.448	10,6	3.367	3.407	-1,2
<b>Total trucks with GVW&gt;3500 kg</b>	<b>1.931</b>	<b>1.760</b>	<b>9,7</b>	<b>4.013</b>	<b>4.061</b>	<b>-1,2</b>

according to type

	February 2020	February 2019	var. %	Jan-Feb 2020	Jan-Feb 2019	var. %
Rigid trucks	926	843	9,8	1.925	1.923	0,1
Road tractors	1.005	917	9,6	2.088	2.138	-2,3
<b>Total trucks with GVW&gt;3500 kg</b>	<b>1.931</b>	<b>1.760</b>	<b>9,7</b>	<b>4.013</b>	<b>4.061</b>	<b>-1,2</b>

Trailers & Semitrailers with GVW>3500 kg  
according to type

	February 2020	February 2019	var. %	Jan-Feb 2020	Jan-Feb 2019	var. %
Trailers	76	124	-38,7	172	243	-29,2
Semitrailers	962	1.238	-22,3	2.015	2.512	-19,8
<b>Total T&amp;S with GVW&gt;3500 kg</b>	<b>1.038</b>	<b>1.362</b>	<b>-23,8</b>	<b>2.187</b>	<b>2.755</b>	<b>-20,6</b>

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## Passengers transport sector

Buses with GVW>3500 kg

according to type	February 2020	February 2019	var. %	Jan-Feb 2020	Jan-Feb 2019	var. %
urban buses/midibuses	84	124	-32,3	181	260	-30,4
inter urban buses/midibuses	45	45	0,0	153	102	50,0
<b>total LPT buses</b>	<b>129</b>	<b>169</b>	<b>-23,7</b>	<b>334</b>	<b>362</b>	<b>-7,7</b>
tourist buses/midibuses	119	43	176,7	238	147	61,9
<b>Total specific buses</b>	<b>248</b>	<b>212</b>	<b>17,0</b>	<b>572</b>	<b>509</b>	<b>12,4</b>
minibuses	84	42	100,0	186	83	124,1
schoolbuses	52	49	6,1	78	105	-25,7
<b>Total buses with GVW &gt;3500 kg</b>	<b>384</b>	<b>303</b>	<b>26,7</b>	<b>836</b>	<b>697</b>	<b>19,9</b>

Buses market with GVW over 3,500 kg in February registers 384 new units, increasing of 26.7%. During the month, has been registered a growth in all the fields, with the only exception for LPT buses (-23.7%): with a triple-digit increase for tourist buses and midibuses (+176.7%) and for minibuses (+100%), while schoolbuses close the month with +6.1%.

In the first two-months period in 2020, have been released 836 buses certification 402 in the North Italy regions - against the 697 of January-February 2019, registering a double-digit increasement of 19.9%. Positive sign for tourist buses and midibuses (+61.9%) and for minibuses (+124.1%), while close the two months period in slowdown for LPT buses (-7.7%), and schoolbuses (-25.7%).

The 13.6% of the certifications released in the first two months of the year have been **alternative powered vehicles**: 88 methane, 15 hybrids (diesel/electric), 10 LGN, 1 electric belong to Rampini, Italian company that since 70 years develop high technological content and more and more ecological and that, in particular in the last years, has distinguished itself for an advancement of its range of electric and hydrogen buses, thanks to constant investments in Research & Development and a staff of 15% made up of highly specialized design engineers.

The management of the emergency situation, which decreased the production and makes it real supply difficulties, could delay production and delivering of buses. The hope is to be able to guarantee flexibility in terms of deadlines, through a further extension of delivery times.

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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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