



Press Release

2020 OPENS STILL IN SLOWDOWN FOR THE ITALIAN TRUCKS (-9.3%) AND TOWED VEHICLES MARKETS (-16.7%), WHICH GET WORSE, WHILE GROW BUSES (+17%)

In occasion of the Automotive Table at The Ministry of Economic Development, ANFIA reaffirmed the importance to adopt sustainability policies in the freight transport that guarantee the effective and fast diffusion of alternative powered vehicles

Turin, February 20th 2020 - In January 2020, have been released **2,088** certifications of **new trucks** (-9.3% respect to January 2019) and **1,160** certifications of **new heavy trailers and semitrailers**, with GVW over 3,500 kg (-16.7%), divided in 96 trailers (-19.3%) and 1,064 semitrailers (-16.5%).

2019 closed with a negative sign for both the sectors: 23,622 certifications of **new trucks**, -7.6% respect to 2018 and 14,494 certifications of **new heavy trailers and semitrailers**, (-8.1% compared to the cumulate in 2018), divided this way: 1,398 trailers (-2.9%) and 13,096 semitrailers (-8.6%).

The decrease in the trucks and towed vehicles markets registered at the end of 2019 and in the first six months of 2020, may have been partially affected by the trend in the manufacture production which, after the first three positive months in 2019, has progressively slowed down. At the trend level, the index of production in manufacture, corrected by the calendar effects, decreased both in November (-3.4%) and December (-1.3%).

Looking at the market by fuels, in 2019 have been registered 1,040 LNG trucks (+ 49% respect to the volumes in 2018), while in January 2020 the registrations increased of 58 units. The Italian fleet of LNG powered trucks is about 2,200 units and it will grow even more, parallel to the development of an extensive natural gas supply network. Italy currently has 66 fuel pumps and the network is expanding, also thanks to the 42 LNG ones planned in 2020 and upcoming opening¹.

In occasion of the activities of the Automotive Table at The Ministry of Economic Development, ANFIA reaffirmed the importance to adopt **sustainability policies in the freight transport** which guarantee the effective and the rapid spread of alternative powered vehicles and they are accompanied by tools to optimize logistics. On this last point, it is important to recall again the excellent results in terms of safety, manoeuvrability and environmental and economic sustainability of vehicles lengthened

¹ Federmetano Data

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1.5 m that ANFIA, with the patronage of the Ministry of Infrastructure and Transport, demonstrated in the experiment of "Progetto 18". The hope is that, with the resumption of the examination of the reform of the highway code, the amendment to Article 61 will be approved and the free national movement of the 18 m vehicles will be allowed.

In detail:

Goods transport sector

Trucks with GVW > 3500 kg
according to weight classes

	January 2020	January 2019	var. %
Medium trucks >3500<16000 kg	316	342	-7,6
Heavy trucks >=16000 kg	1.772	1.959	-9,5
Total trucks with GVW>3500 kg	2.088	2.301	-9,3

according to type

	January 2020	January 2019	var. %
Rigid trucks	1.002	1.080	-7,2
Road tractors	1.086	1.221	-11,1
Total trucks with GVW>3500 kg	2.088	2.301	-9,3

Trailers & Semitrailers with GVW>3500 kg

according to type

	January 2020	January 2019	var. %
Trailers	96	119	-19,3
Semitrailers	1.064	1.274	-16,5
Total T&S with GVW>3500 kg	1.160	1.393	-16,7

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Passengers transport sector

Buses with GVW>3500 kg

according to type	January 2020	January 2019	var. %
urban buses/midibuses	99	136	-27,2
inter urban buses/midibuses	111	57	94,7
total LPT buses	210	193	8,8
tourist buses/midibuses	121	104	16,3
Total specific buses	331	297	11,4
minibuses	104	41	153,7
schoolbuses	26	56	-53,6
Total buses with GVW >3500 kg	461	394	17,0

The bus market with GVW over 3,500 kg, which closed 2019 with a trend of decrease of 7%, in January 2020, reached 461 new units, reporting a double-digit increase of 17%. In fact, with the only exception of schoolbuses, which show a strong decrease (-53.6%), with a reversal trend compared to December, all sectors register positive sign: +8.8% for LPT buses and +16.3% for tourist buses and midibuses, both decreased last December; triple-digit growth for minibuses, +153.7%, which continue the trend of growth of the last month in 2019.

The industrial sector, which needs an urgent intervention of competitive repositioning, is awaiting to profit of the interventions provided by 2017 Budget Law (article 1, paragraphs 613-615, of L. 232/2016), which invested 100 million of Euro to support bus production companies that submit innovative projects aimed at the transition towards more modern and sustainable forms of production.

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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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