

Press Release

JULY: TRUCKS SHOW A RECOVER (+33.9%), THANKS ALSO TO THE COMPARISON WITH A JULY 2019 STRONGLY IN DECREASE (-21.4%), WHILE TOWED VEHICLES REVERSE AGAIN THE TREND (-2.3%) AFTER THE FIRST POSITIVE SIGN IN JUNE, AND THE BUSES CONTAIN THE CONTRACTION WITH A 17.6%

To encourage the investments until now postponed by road transport companies finally intervene measures for the renewal of fleets provided for by the Decree for Road Transport Investments 2020-2021, for the benefit also of the restart of the production chain

Turin, August 31st 2020 - In July, the trucks market shows recovery signs (+33.9%, first positive variation after the one in February 2020, which close with +9.4%), thanks also the comparison with a July 2019 strongly negative (-21.4%), while towed vehicles, after the first positive sign of 2020 in June (+6.2%), reverses again the trend, bringing back a slight contraction(-2.3%). For both sectors, the period from January to July 2020 closes with the strong double-digit slowdown.

The recovery phase is slow and difficult, as evidenced by the still very low production levels of the industrial vehicles (trucks and buses) in Italy, which closed the first half of the year with -41.3%.

Nor are the first signs of a recovery in the confidence climate among companies sufficient to revive the market and, therefore, to support the necessary process of fleet renewal, since they are still far from the levels prior to the health emergency. According to the ISTAT survey, in July composite index of the company confidence climate (lesi) rises for the second month in row, from 66.2 to 76.7, but only in the Manufacture sector, where it goes from 124 to 129.7, returns to the historically high levels recorded at the beginning of 2018.

To encourage the investments until now postponed by road transport companies finally intervene measures for the renewal of fleets provided for by the Decree for Road Transport Investments n.203 of May 12th 2020, published on the Gazzetta Ufficiale at the end of July, followed by on August 7th, of the publishing of the Executive Decree with the implementing of the measures already planned.

The measures which follow the method of the last years, but with, a larger budget: 46.4 million of Euro for the purchase of the alternative fuels vehicles (equal or higher 3.5 ton) as well as for the acquisition of devices suitable for the reconversion of thermal-powered vehicles for the freight transport into electrically driven vehicles; 44.1 million for the purchase, with the scrapping of an equal size vehicle or an higher one of 11.5 ton, of Euro VI diesel vehicles starting from 7 t and for the purchase of commercial vehicles Euro 6 Dtemp and of equal Euro VI or higher of 3.5 t and until 7 t, with scrapping of a vehicle of the same type; 29.3 million for towed vehicles for the intermodality with at least an innovative device, and for trailers and semitrailers or

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equipment for specific vehicles higher of 7 t for transports in ATP regime; 2.5 million for the purchasing of swap bodies and trailers or semitrailers carrying cases.

There are two different incentive phases: the first from October 1st, 2020 to November 16th, 2020 and the second from May 14th, 2021 to June 30th, 2021, within which applications for access to the incentive may be submitted from July 29th. The maximum amount eligible for investment per each company may not exceed 550,000 Euros and, for companies that make a reservation but do not confirm the investment, it is impossible to access the next incentive window.

Analyzing numbers, in July 2020 have been released **2,242** certifications of **new trucks** (+33.9% respect to July 2019; the economy variation, respect to June 2020 is of 40%) and **1,081** certifications of **new heavy trailers and semitrailers**, with GVW over 3,500 kg (-2.3%), divided this way: 139 trailers (+16.8%) and 942 semitrailers (-4.7%).

From January to July 2020 are counted 11,470 certifications of **new trucks**, the 26.6% less respect from the same period in 2019, and 6,609 certifications of **new heavy trailers and semitrailers** (-32.5% respect to January/July 2019), divided this way: 607 trailers (-35.1%) and 6,002 semitrailers (-32.3%).

The 94.4% of the medium-heavy trucks sold since the beginning of the year is powered by diesel and the 5.6% alternative powered (it was the 7.2% in January/July 2019).

Analyzing the segments, during the month, for rigid trucks, is registered a growth of certifications of 28%, while road trucks recover closing with a +48%. Intermodality vehicles (containers holders, roll-away, flatbeds) grow of 48% during the month, reducing the losses since the beginning of the year of -24%. In July, is underlined a recover of the medium-heavy trucks for the sold wastes transportation, with a trend of growth of 13% in the cumulate.

Slightly variance between the slowdown of rigid trucks (-26%) and the road trucks one (-27.3%) in the progressive since the beginning of the year 2020, as the similar decreases are registered in the yard (-25.4%) and road (-26.7%) trucks sector.

Looking at the market **by geographic areas**, in the first seven months of 2020 the strongest contractions for the trucks market have been registered in the North West (-32%) and in the North East (-32.9%). Following by the South, the Islands (-21.5%) and the Center (-12.6%). Referring to the towed vehicles, is the North East which pays the most (-35.7%), followed by the Center (-35%), by the South and the Islands (-34.4%) and by the North West (-24.9%).

Always referring to trailers and semitrailers, in July, national manufacturers keep the 50.2% of certifications (46% in the first 7 months of the year). In the progressive of 2020, the loss of foreign brands (-37.7%), which totalized 3.591 certifications, overtakes the national once (-25.1%), which count 3,018 certifications.

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Towed vehicles with isothermic equipment grow during the month of 29% and represent the 19% of the market, while in the cumulate keep the decrease of -11%, with 16% of share.

In details:

Freight Transport Sector

Trucks with GVW > 3500 kg
according to weight classes

	July 2020	July 2019	var.%	Jan-Jul 2020	Jan-Jul 2019	var.%
Medium trucks >3500<16000 kg	481	439	9,6	2.216	2.981	-25,7
Heavy trucks >=16000 kg	1.761	1.235	42,6	9.254	12.642	-26,8
Total trucks with GVW>3500 kg	2.242	1.674	33,9	11.470	15.623	-26,6

according to type

	July 2020	July 2019	var.%	Jan-Jul 2020	Jan-Jul 2019	var.%
Rigid trucks	1.308	1.021	28,1	6.056	8.181	-26,0
Road tractors	934	653	43,0	5.414	7.442	-27,3
Total trucks with GVW>3500 kg	2.242	1.674	33,9	11.470	15.623	-26,6

Trailers & Semitrailers with GVW>3500 kg

according to type

	July 2020	July 2019	var.%	Jan-Jul 2020	Jan-Jul 2019	var.%
Trailers	139	119	16,8	607	935	-35,1
Semitrailers	942	988	-4,7	6.002	8.861	-32,3
Total T&S with GVW>3500 kg	1.081	1.107	-2,3	6.609	9.796	-32,5

Passengers transport sector

Buses with GVW>3500 kg

according to type

	July 2020	July 2019	var.%	Jan-Jul 2020	Jan-Jul 2019	var.%
urban buses/midibuses	51	80	-36,3	402	643	-37,5
inter urban buses/midibuses	66	85	-22,4	378	407	-7,1
total LPT buses	117	165	-29,1	780	1.050	-25,7
tourist buses/midibuses	73	76	-3,9	504	638	-21,0
Total specific buses	190	241	-21,2	1.284	1.688	-23,9
minibuses	54	56	-3,6	388	350	10,9
schoolbuses	13	15	-13,3	143	262	-45,4
Total buses with GVW >3500 kg	257	312	-17,6	1.815	2.300	-21,1

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Buses market with GVW over 3,500 kg in July registers only **257** new units, with a slowdown of **17.6%** (it was of 54% on June 2020). All sectors close the month with a negative sign: -29.1% for LPT buses, -3.9% for tourist buses and midibuses, -3.6% for minibuses and -13.3% for schoolbuses.

In the first 7 months of 2020, buses certifications released have been 1,815 (-21%, which means 500 buses less respect to January-July 2019). As happened already in May and in June, also in July the cumulate is positive only for minibuses as at the beginning of the year (+10.9%, in growth in the first two-months period of 2020 with +114% and in decrease from March to July -25%), while are in double-digit slowdown LPT buses (-25.7%), tourist buses and midibuses (-21%) and schoolbuses (-45.4%).

The 87.4% of the sold buses since the beginning of the year is powered by diesel, the 12.6% alternative powered (14.6% from January to July 2019).

In the breakdown of the market by **geographic area**, in the progressive 2020 the strongest contraction is recorded in the North West (-29.8%), a few points away from the South and islands (-26.5%). In the Centre, the slowdown is of 18.6%, while the North East contains the drop to 5.7%.

The “August Decree Law” came into force on the 15th of the current month and it contains, among others, new measures for the passenger transport sector. Compensation mechanisms are in fact provided for as well as investment support for scheduled and tourist commercial transport services, strongly affected by the crisis triggered by the health emergency. It is also positive the adjustment (a further €400 million for 2020) of the initially insufficient provisioning of the fund for the compensation of lost revenue from local public transport traffic, whose service was guaranteed, albeit with considerable losses, even during the lockdown phase.

In addition to these measures of an economic nature, the relaunch of the sector, also at an industrial level, passes especially through **structural measures such as the public investments already planned in the short to medium term for the renewal of LPT fleets, which we hope will also serve to enhance again technological skills and production excellence that, even more so in this delicate phase of coexistence with the Covid-19, the Italian supply chain has the opportunity to express.**

Reminding that the bus fleet in Italy is made of for two thirds by vehicles that have more than 10 years old and for 45% by vehicles that have more than 15 years. The buses up to 10 years old from the first registration are 34% of the total. **At the end of 2018, the average age of the Italian bus fleet is of 12.5 years, the highest compared to other major European markets, which are on average under 10 years.** This means that 54.5% of buses circulating in our country are pre-Euro4 and only 35% belong to Euro5 and Euro6 classes, with serious implications for the environmental impact of collective mobility and on-board safety standards.

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Added to this are inefficiencies related to frequency and quality of service, which the Covid-19 pandemic has further complicated. The prescriptions on physical distance, in fact, reduce the number of passengers and oblige transport companies to employ a greater number of vehicles, which is not easy considering the fact that, at the end of 2019, the buses offer in Italy is of 17 units per 10,000 inhabitants, a density that drops to 7.8 considering only the means used for LPT.

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ANFIA - Italian Association of the Automotive Industry

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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The Automotive Production Supply Chain in Italy

5.529 companies

274.000 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector

105.9 billions of Euro of income, which means 11% of the total of the production in Italy and of 6.2% of the Italian GDP

76.3 billions of Euro of tax levy of motorization

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