

## Press Release

**MAY SAW A RECOVERY IN THE TRUCK MARKET (+10.7%) AND TOWED VEHICLES (+45.4%), THANKS TO THE IMPACT OF THE FIRST INCENTIVE PACKAGE OF THE INVESTMENT DECREE, WHILE THERE WAS A DOWNTURN IN THE BUS SECTOR**

**For trucks, the cumulated figure for 2022 still closes with a minus sign (-2.2%), while for towed vehicles the result was positive (+12.2%) and for buses the drop was 15.8%.**

**The rapid exhaustion of funds from the first incentive period of the Road Haulage Investment Decree is part of the continuing difficult situation between raw materials and high fuel prices.**

**It is important to introduce measures to support the alternative fuels sector, in addition to the forthcoming opening, on 1st July, of the first incentive period for high-sustainability investments.**

*Turin, 16th June 2022* - In May, after heavy falls in April, the truck and towed vehicle market turned positive again, with a double-digit increase. On the other hand, the April fall in bus registrations worsened.

Analysing the market in detail during May 2022, a total of 2,440 new truck registration certificates were issued (+10.7% compared to May 2021) and 1,791 registration certificates were issued for new heavy trailers and semi-trailers, i.e., with a gVW of more than 3,500 kg (+45.4%), split into 116 trailers (-5.7%) and 1,675 semi-trailers (+51%).

In the first five months of 2022, there were 11,079 registration certificates for new trucks, 2.2% less than in the first five months of 2021, and 7,341 registration certificates for new heavy trailers and semi-trailers (+12.2% compared to January-May 2021), broken down as follows: 549 trailers (-9.7%) and 6,792 semi-trailers (+14.4%).

For trucks, in the first five months of 2022, three out of four geographical areas reported negative signs: -5.8% in the North-East, -2.6% in the Centre and -2.4% in the South and Islands. By contrast, registrations in the North-West (+1.9%) returned to growth, albeit slightly.

By weight class, vehicles over 3.5 and up to 5 tonnes recorded the most marked drop (-40%), followed by vehicles over 8 and up to 11.5 tonnes (-27.7%), vehicles over 11.5 and up to 12 tonnes (-19%) and the segment over 6 and up to 8 tonnes (-11.4%). There were slightly smaller contractions for the segment above 12 and below 16 t (-6.1%) as well as vehicles of 16 t and above (-1.8%). The only positive sign, as in January-April, is again shown by vehicles over 5 and up to 6 tonnes (+74.1%).

Italian Association of Automotive Industry (ANFIA)

Rigid trucks fell by 6% in January-May, while road tractors closed at +1.3%. Over the same period, construction vehicles maintained a positive trend (+5.6%), while road vehicles fell by 2.9%.

Analysing the market by fuel type, in January-May 2022, the market share of gas-powered vehicles was 3.6% (it was 7.3% in January-May 2021), representing a total of 400 units, while electric and hybrid diesel/electric trucks represented just 0.1% of the total compared to 0.2% in the first five months of 2021.

With reference to towed vehicles, in the first five months of 2022, the regions in the Centre (+33.4%), North-East (+23.7%) and North-West (+15.7%) showed double-digit growth, while the South and Islands recorded an 8% decrease.

Foreign brands totalled 4,352 vehicle registrations in the first five months of 2022 (+14.6%); there was also a positive change (+8.8%) for Italian brands, with 2,989 registrations.

**Luca Sra, ANFIA representative for freight transport, stated:** *"May sales figures show a market slightly recovering from the previous month's sharp contraction - but still with a negative balance on the combined figure for the first five months of 2022 compared to the previous year's figures. These trends are strongly influenced by the continuation of the current geopolitical and economic tensions and their repercussions on the sector. In particular, the constant increase in fuel prices has now more than offset the initial actions taken by the Government at the beginning of the year to protect road transport: in fact, the cleanest technologies, necessary for the decarbonisation of the sector, especially LNG and its renewable version, are particularly penalised. It is important, therefore, that governments accept the requests for action in support of the road transport sector and its environmental transition, renewing their support for alternative fuels through measures such as, for example, the reshaping of current motorway toll reimbursement levels awarded to companies in the sector".*

Italian Association of Automotive Industry (ANFIA)

In detail:

## Freight Transport Sector

Trucks with GVW > 3500 kg  
according to weight classes

	May 2022	May 2021	% change	Jan-May 2022	Jan-May 2021	% change
Medium trucks >3500<16000 kg	398	418	-4.8	1,703	1,782	-4.4
Heavy trucks >=16000 kg	2,042	1,786	14.3	9,376	9,546	-1.8
<b>Total trucks with GVW&gt;3500 kg</b>	<b>2,440</b>	<b>2,204</b>	<b>10.7</b>	<b>11,079</b>	<b>11,328</b>	<b>-2.2</b>

according to type

Rigid trucks	207	205	1.0	1,005	952	5.6
Road tractors	2,233	1,999	11.7	10,074	10,376	-2.9
<b>Total trucks with GVW&gt;3500 kg</b>	<b>2,440</b>	<b>2,204</b>	<b>10.7</b>	<b>11,079</b>	<b>11,328</b>	<b>-2.2</b>

Trailers & Semitrailers with GVW>3500 kg

according to type

	May 2022	May 2021	% change	Jan-May 2022	Jan-May 2021	% change
Trailers	116	123	-5.7	549	608	-9.7
Semitrailers	1,675	1,109	51.0	6,792	5,937	14.4
<b>Total T&amp;S with GVW&gt;3500 kg</b>	<b>1,791</b>	<b>1,232</b>	<b>45.4</b>	<b>7,341</b>	<b>6,545</b>	<b>12.2</b>

## Passenger Transport Sector

Buses with GVW>3500 kg

according to type

	May 2022	May 2021	% change	Jan-May 2022	Jan-May 2021	% change
Urban buses / midibuses	69	112	-38.4	323	513	-37.0
Interurban buses / midibuses	55	78	-29.5	403	396	1.8
<b>Total buses used for TPL</b>	<b>124</b>	<b>190</b>	<b>-34.7</b>	<b>726</b>	<b>909</b>	<b>-20.1</b>
Tourist buses / midibuses	35	40	-12.5	144	154	-6.5
<b>Total specific buses</b>	<b>159</b>	<b>230</b>	<b>-30.9</b>	<b>870</b>	<b>1,063</b>	<b>-18.2</b>
Minibuses	38	25	52.0	161	185	-13.0
School buses	17	25	-32.0	180	190	-5.3
<b>Total buses with GVW &gt;3500 kg</b>	<b>214</b>	<b>280</b>	<b>-23.6</b>	<b>1,211</b>	<b>1,438</b>	<b>-15.8</b>

The overall market for **buses** over 3,500 kg amounted to **214** new units in May 2022, a decrease of **23.6%** compared to May 2021. In the fifth month of the year, LPT buses (-34.7%), school buses (-32%) and tourist buses and midi-buses (-12.5%) remained negative, while minibuses (+52%) closed the month with a double-digit increase, a strong recovery compared to the previous month.

Italian Association of Automotive Industry (ANFIA)

In the first five months of 2022, the number of bus registrations issued was 1,211 (-15.8% compared to January-May 2021). All sectors show negative signs: LPT buses (-20.1%) and minibuses (-13%) continue to fall in double figures, while the contraction is smaller for tourist buses and midi buses (-6.5%) and school buses (-5,3%).

**Giovanni De Filippis, President of ANFIA's Bus and Coach Section** commented: *"There is still a negative trend in the bus and coach sector, which is suffering from the realignment of production chains following the combined effects of the pandemic and the current conflict, which are still impacting the supply chain. We are confident of a significant recovery in the sector in the second half of the year".*

In terms of fuel type, the market share of gas-powered buses is 16.4% in the period January-May 2022 (compared to 4.5% in January-May 2021), while electric and hybrid diesel/electric represent 6.4% (9.8% in the first five months of 2021).

Finally, at a regional level, in the first five months of 2022, registrations grew in double figures in the North-West (+75.5%) and North-East (+17%) regions, while the South and Islands (-40.3%) and the Centre (-38.8%) continued to fall.

**For more information: ANFIA Press Office**

Miriam Gangi - [m.gangi@anfia.it](mailto:m.gangi@anfia.it)

Ph. +39 011 5546502

Mob. +39 338 7303167

#### **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 Design & Engineering: 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](http://www.anfia.it)

[twitter.com/ANFIA\\_it](https://twitter.com/ANFIA_it)

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

#### **The Automotive Production Chain in Italy**

5,156 companies

268,300 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector

92.7 billion Euros of turnover, which means 9.3% of the Italian manufacturing sector turnover and of 5.2% the Italian GDP

76.3 billion Euros of tax levy of motorization

#### **Italian Association of Automotive Industry (ANFIA)**

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