



## Press release

### **PUBLICATION OF THE DECREE ON INVESTMENTS FROM ROAD HAULAGE COMPANIES: STILL CONTINUING THE POLICY OF RENEWAL OF VEHICLE FLEETS PROMOTING PURCHASES OF ALTERNATIVELY-MOTORIZED INDUSTRIAL VEHICLES AND TRAILERS/SEMITRAILERS FOR THE INTERMODAL TRANSPORT**

**Meanwhile, in August, in progress the 2-digit truck market growth (+62.2%), with a positive trend of the trailer and semitrailer market (+8.8%), whereas the 9% increase recorded by the bus market did not concern the Local Public Transport sector**

*Turin, 19<sup>th</sup> September 2016* - In the Italian Official Gazette of 15<sup>th</sup> September 2016 were published the Decree of the Ministry of Infrastructure and Transport and the Directorial Decree concerning the disbursement modes of those 2016 resources to be invested in road haulage companies that, as from now to 15<sup>th</sup> April 2017, will buy commercial vehicles with alternative types of traction (CNG, LNG, Electric), as well as trailers and semitrailers for the intermodal transport.

*"ANFIA aims at raising both vehicle safety standards and environmental efficiency, by optimizing the logistic chain and incentivizing the intermodal transport. In these last years, the above targets have been shared with the Ministry of Infrastructure and Transport that has decided, also this current year, to sustain with incentives those road haulage companies for the replacement and the technological upgrading of the road carriage material - commented Andrea Zambon Bertoja, President of ANFIA Trailer Section.*

*We're quite satisfied and offer our thanks to the Ministry of Transport that, by means of its last four year dispositions, is going to set up a real policy of investments to replace vehicle fleets. Besides helping the trailer market to recover after such a long period of crisis, promoting the purchase of alternative traction vehicles - concluded Andrea Zambon Bertoja - this policy rewards those companies investing in safety, environmental efficiency and logistics".*

In August 2016, meanwhile, **1,912** registration documents were issued as for **New trucks** (up by **62.2%** on August 2015) and **961** registration documents as for **Heavy trailers and semitrailers**, with GVW over 3,500 kg (up by **8.8%**).

In the first eight months of the year 2016, **13,946** registration documents were issued as for **New trucks** (up by **36.1%**) and **9,477** registration documents as for **heavy trailers and semitrailers** (up by **32.7%**).

Associazione Nazionale Filiera Industria Automobilistica

Sedi: 10128 Torino - Corso Galileo Ferraris, 61 - Telefono +39 011 5546511 - Fax +39 011 545464 - E-mail: [anfia@anfia.it](mailto:anfia@anfia.it) -  
00144 Roma - Viale Pasteur , 10 - Telefono +39 06 54221493 (4) - Fax +39 06 54221418- E-mail: [anfia.roma@anfia.it](mailto:anfia.roma@anfia.it)  
[www.anfia.it](http://www.anfia.it)

*In detail:*

**Goods Transport sector**

Trucks with GVW >3,500 kg

by weight classes

	August 2016	August 2015	% change	January-August 2016	January-August 2015	% change
Medium trucks >3500<16000 kg	532	306	73.9	3,020	2,321	30.1
Heavy trucks >=16000 kg	1,380	873	58.1	10,926	7,929	37.8
<b>Total Trucks with GVW &gt;3,500 kg</b>	<b>1,912</b>	<b>1,179</b>	<b>62.2</b>	<b>13,946</b>	<b>10,250</b>	<b>36.1</b>

according to type

	August 2016	August 2015	% change	January-August 2016	January-August 2015	% change
Rigid trucks	1,110	659	68.4	6,961	5,121	35.9
Road trucks	802	520	54.2	6,985	5,129	36.2
<b>Total Trucks with GVW &gt;3,500 kg</b>	<b>1,912</b>	<b>1,179</b>	<b>62.2</b>	<b>13,946</b>	<b>10,250</b>	<b>36.1</b>

Trailers and semitrailers

with GVW >3,500 kg

according to type

	August 2016	August 2015	% change	January-August 2016	January-August 2015	% change
Trailers	93	77	20.8	783	580	35.0
Semitrailers	868	806	7.7	8,694	6,560	32.5
<b>Total Trailers+Semitrailers with GVW &gt;3,500 kg</b>	<b>961</b>	<b>883</b>	<b>8.8</b>	<b>9,477</b>	<b>7,140</b>	<b>32.7</b>

The Bus market - vehicles with a GVW exceeding 3,500 kg - **increased by 9%** in August 2016, for a total of **169** registration documents, whereas in the progressive since the beginning of the year it **declined by 5.5%**, with **1,610** registration documents issued.

In detail:

**Passenger transport sector**

Buses with GVW >3,500 kg

by type	August 2016	August 2015	% change	January-August 2016	January-August 2015	% change
Specific urban buses	24	29	-17.2	236	405	-41.7
Specific interurban buses	10	22	-54.5	131	216	-39.4
Specific tourist buses	57	54	5.6	594	498	19.3
Midibuses	5	14	-64.3	60	106	-43.4
Minibuses	40	20	100.0	390	346	12.7
School buses	33	16	106.3	199	132	50.8
<b>Buses with GVW &gt;3500 kg - TOTAL</b>	<b>169</b>	<b>155</b>	<b>9.0</b>	<b>1,610</b>	<b>1,703</b>	<b>-5.5</b>

As highlighted by figures, the positive change recorded in August was due to a rise in the segments of tourist buses, minibuses and school buses, while the financed means of transport - urban and inter-urban vehicles - went on heavily decelerating (2-digit percentage).

Face to an average age exceeding 12 years, the Bus sector holds its age record, among the different types of vehicles in use in Italy. Actually, this is quite worrying, above all in terms of safety, if one considers that buses are directed to the collective passenger transport and that the percentages relating to their use are quite higher than those recorded for individual cars. Obviously, the old age of the vehicles in use on roads creates very negative consequences in terms of environmental impact, efficiency as for consumption levels, and road safety.

The only way to grant an effective replacement of the vehicles in use is to realize a several years' investment plan in the Local Public Transport sector, in addition to allow the domestic industry (today working at half the rate of its capacity) to restart by redoubling the production to respond to the public demand. Actually, failing a suitable public transport planning or a strategy to intervene at medium term, both targeted to efficiency and price quality, the entire industrial sector has greatly weakened, whereas it is quite present in all major European markets.

According to the Survey on Mobility published by ISFORT (Institute for the Training and Research for Transports), by means of the "Audimob" Observatory, in 2014 (last available figure), in Italy Expressed Mobility Index (IEM) Italy increased by more than half a percentage point on the previous year and reached 22.7, but it remained far from those levels recorded before 2011. In 2014, therefore, the Mobility demand recovered its climbing track, bringing about all consequences produced by the economic crisis towards the choices made by the Italians: the shares of the different transport modes highlight an increase in "walking" and "bicycle" modes (up by 26%), and also in the "motorcycle" mode (25.8%), whereas, over the year, the use of collective transport means has grown 11.8% and the car mode has reached 6.4%.

Associazione Nazionale Filiera Industria Automobilistica



In 2014, the analysis of those means of transport used to move away did not inverted the unequal comparison existing between “soft mobility” and choice of motorized means, yet chosen by the majority (80.9%), even though the bicycle weighed for 15.4% on all types of transfer modes. All considered, the car remains the favorite mode of transport, recording a modal share of 65.6%, that corresponds to 81.1% of the distribution of the only motorized means of transport; the public transport, on the other hand, represents 11.8% of all transfers and 14.6% of those motorized.

*For more information:* ANFIA Press Office  
Miriam Gangi (Ms.) - m.gangi@anfia.it  
Telephone: +39 011 5546502  
Mobile phone: 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 and/or intended for special use, such as fitting and specific equipment mounted on motor vehicles.

Associazione Nazionale Filiera Industria Automobilistica

Sedi: 10128 Torino - Corso Galileo Ferraris, 61 - Telefono +39 011 5546511 - Fax +39 011 545464 - E-mail: [anfia@anfia.it](mailto:anfia@anfia.it) -  
00144 Roma - Viale Pasteur , 10 - Telefono +39 06 54221493 (4) - Fax +39 06 54221418- E-mail: [anfia.roma@anfia.it](mailto:anfia.roma@anfia.it)  
[www.anfia.it](http://www.anfia.it)