

Press release

**THE MARKET OF INDUSTRIAL VEHICLES AND BUSES MAINTAINED ITS 2-DIGIT GROWTH IN THE CUMULATIVE AMOUNT RELATING TO FIRST NINE MONTHS OF 2017: +12.2% TRUCKS, +14.7% HEAVY TRAILERS AND SEMITRAILERS, +41.8% BUSES**

**Essential for the Government to include in the next Budget Law the refinancing of the super-depreciation, without excluding the category of vehicles, in order to avoid any possible sharp slow-down in investments, market, production**

*Turin, 16<sup>th</sup> October 2017* - In September 2017, were issued **1,655** registration documents of **new trucks** (-3.4% on September 2016) and **1,051** registration documents of new **heavy trailers and semitrailers**, namely those with GVW over 3,500 kg (-0.2%), of which 105 trailers (-8.7%) and 946 semi-trailers (+0.9%).

For both these sectors a 2-digit growth trend was maintained in the first nine months of 2017, with 17,509 registration documents of **new trucks**, that is up by 12.2% on the same period in 2016, and 12,040 registration documents of new **heavy trailers and semitrailers** (+14.7% on January-September 2016), so distributed: 1,165 trailers (+30.3%) and 10,875 semitrailers (+13.3%).

The demand of trucks has experienced an important increase in the period January-September 2017, after the outstanding growth recorded in the fourth quarter of the year 2016, and then it has reduced as from the month of April, presenting then, in the two months of July and August, some less brilliant results in comparison with the same period in 2016.

From April to September, therefore, the trend of the truck market contained at 12.2% the number of registration documents issued in the cumulative amount since the beginning of the year (first nine months of 2017).

The market trend, interpreted according to the data by date of the registration document, has been in alignment with the interpretation trend estimated according to the plate issue, though with some different trend changes mainly appeared in the first months of the year.

Actually, this is an incongruity in that car plates and registration documents (that are indispensable for updating the archives of the Ministry of Infrastructures and Transport) are not contextual.

With reference to the market of trucks with GVW exceeding 3,500 kg, the slackening undergone by the demand was more significant as for the segment of medium trucks (GVW between 3.51 and 6 ton), whereas heavy trucks and road tractors recorded growing volumes both in September and in the cumulative amount.

In 2017 the market of trucks is expected to close positively for its third consecutive year, in acceleration in a more contained way in comparison with the two previous years (+25% in 2015 and +56% in 2016).

Also the market of heavy trailers and semitrailers is going to positively close the current year, namely with volumes exceeding those relating to 2016, and also with a more contained increase, always with reference to the two previous years (+59% in 2015 and +39% in 2016).

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As a matter of fact, and considering in general the situation, the road transport has been sustained, in terms of investments, by incentive measures that have supported the recovery of the internal market, in these last years, and also given an important acceleration to the replacement of the old motorparc in use and that, above all, continue giving a great impulse to the domestic production.

Actually, ANFIA believes that the super-depreciation, the Sabatini-Ter law as well as those incentives to investments for road haulage companies, are meaningfully contributing to the recovery of the industrial production of the automotive sector that, as per ISTAT data, is driving the growth of the domestic economy.

As for next months, then, all expectations remain positive, provided that the regulatory framework, also supporting the sector, remains unchanged in order to allow companies to plan investments targeted at replacing and strengthening company instrumental vehicle fleets (LCVs, trucks, trailers and semitrailers, construction machinery and work vehicles).

Therefore, it is fundamental for the Government to include in the next Budget Law the refinancing of the super-depreciation, without excluding the category of vehicles, in order to avoid any sharp braking slow-down in investments, market and production.

In the detail, the following:

### Goods transport sector

Trucks with GVW > 3500 kg

according to weight classes

	September 2017	September 2016	% change	Jan-Sept 2017	Jan-Sept 2016	% change
Medium trucks >3500<16000 kg	390	464	-15.9	3,573	3,470	3.0
Heavy trucks >=16000 kg	1,265	1,250	1.2	13,936	12,138	14.8
<b>Total trucks with GVW&gt;3500 kg</b>	<b>1,655</b>	<b>1,714</b>	<b>-3.4</b>	<b>17,509</b>	<b>15,608</b>	<b>12.2</b>

according to type

	September 2017	September 2016	% change	Jan-Sept 2017	Jan-Sept 2016	% change
Rigid trucks	911	993	-8.3	8,503	7,917	7.4
Road tractors	744	721	3.2	9,006	7,691	17.1
<b>Total trucks with GVW&gt;3500 kg</b>	<b>1,655</b>	<b>1,714</b>	<b>-3.4</b>	<b>17,509</b>	<b>15,608</b>	<b>12.2</b>

Trailers & Semitrailers with GVW>3500 kg

according to type

	September 2017	September 2016	% change	Jan-Sept 2017	Jan-Sept 2016	% change
Trailers	105	115	-8.7	1,165	894	30.3
Semitrailers	946	938	0.9	10,875	9,601	13.3
<b>Total R&amp;S with GVW&gt;3500 kg</b>	<b>1,051</b>	<b>1,053</b>	<b>-0.2</b>	<b>12,040</b>	<b>10,495</b>	<b>14.7</b>

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## Passenger transport sector

### Buses with GVW>3500 kg

according to type

	September 2017	September 2016	% change	Jan-Sept 2017	Jan-Sept 2 2016	% change
Specific urban buses	24	12	100,0	364	236	54.2
Specific interurban buses	48	49	-2.0	563	179	214.5
Specific tourist buses	45	50	-10.0	697	639	9.1
Midibuses	15	12	25.0	141	67	110.4
Minibuses	63	48	31.3	487	436	11.7
School buses	130	72	80.6	338	270	25.2
<b>Total buses with GVW &gt;3500 kg</b>	<b>325</b>	<b>243</b>	<b>33.7</b>	<b>2,590</b>	<b>1,827</b>	<b>41.8</b>

The market of buses with GVW >3,500 kg recorded 325 new registrations in September (+33.7%). There was also some improvement in the sectors of urban buses (+100%), midibuses (+25%), minibuses (+31.3%) and also school buses (+80.6%), while a decline was recorded as for inter-urban buses (-2%) and tourist ones (-10%).

In the first nine months of the year, 2,590 registration documents were issued on 1,827 relating to the same period in 2016 (+41.8%). All sectors closed somehow in positive sign in the period January-September whereas the best performances remained those recorded in the sectors of specific interurban buses and midibuses, at +214.5% and +110.4%, respectively.

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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 and/or intended for special use, such as fitting and specific equipment mounted on motor vehicles.

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