

PRESS RELEASE

Between 2007 and 2011 there was an increase of 4,7%
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In 2011 the truck fleet in Italy for freight transport exceeded the amount of 4 million vehicles. The analysis conducted by Airp Observatory on Sustainable Mobility, from which these figures are taken, also gives the table of truck fleet growth per region between 2007 and 2011. From these facts it results that at the national level growth in the period under consideration was of 4,7%.

2007-2011 Truck fleet for freight transport per region

	2007	2011	% of changing between 2007 and 2011
CALABRIA	128.640	142.609	10,9
SARDINIA	110.897	122.133	10,1
SICILY	295.327	325.175	10,1
MOLISE	26.032	28.416	9,2
BASILICATA	40.065	43.711	9,1
ABRUZZO	94.501	102.385	8,3
CAMPANIA	288.973	312.619	8,2
APULIA	203.501	219.807	8,0
LATIUM	348.892	373.467	7,0
TRENTINO A.A.	66.372	70.308	5,9
UMBRIA	61.807	64.564	4,5
FRIULI V.G.	72.586	75.018	3,4
EMILIA ROMAGNA	336.921	344.602	2,3
LOMBARDY	607.529	620.779	2,2
LIGURIA	85.658	87.319	1,9
VENETO	325.336	331.357	1,9
PIEDMONT and VALLE D'AOSTA	343.397	349.033	1,6
TUSCANY	282.298	285.131	1,0
MARCHES	120.887	121.195	0,3
UNDEFINED	3.376	2.501	
ITALY	3.842.995	4.022.129	4,7

Source: Airp elaboration from Aci data

The heavy economic crisis of the last years strongly penalized truck sales. The negative effects of the crisis also affected the growth percentage of truck fleets. Indeed, if the growth between 2007 and 2008 was around 2%, from 2008 to 2009 the percentage fell to 0,8% and in the following years it settled around little less than 1%. The total of these increases gives, as has been seen, a growth of only 4,7% in five years. It is a modest percentage that shows how transport companies in many cases had to postpone the replacement of their oldest and most polluting vehicles, so that today these are still part of the truck fleet.

Anyway, there are noteworthy differences between regions: while in the south of the country regional growth was stronger, in the center-north regions the percentage increases registered were way less than the national average. The difficult economic situation forces trucking companies to reduce expenses, without compromising environmental and traffic security. An effective solution can be wider employment of retreaded tyres, which guarantee the same level of security of new tyres (before being sold they undergo the same endurance, load and speed tests as for new tyres), and at the same time they have great environmental value, since they allow used tyres to have a second life, thus postponing their disposal. It needs to be underlined that the previously mentioned facts entail considerable savings for trucking companies, since retreaded tyres cost way less than new ones

because the retreading process reuses tyre casings that have maintained their structural integrity.

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