

**European Market for Commercial Vehicles and Trucks.
Economic-cyclical Observatory: statistical analysis of trends in 2014.**

Executive Summary

After two years of decline the European market for commercial vehicles (<3.5 t) has been gradually recovering from the last months of 2013, closing last year with a gain of 10.7% on 2013, to 1,595,413 units, especially for the extremely positive results in Spain and Britain. The same cannot be said of the truck market > 3.5t that after the resumption of 2013, mainly due to the anticipation of purchases of the last part of the year, in anticipation of the new European legislation, which made it gain 6.2 %, closing the year at 313 766, registered a loss of 7.7% last year, closing at 290,107 units. .The Outlook for the current year is not very positive given the economic climate still not brilliant according to the latest indications of the International Monetary Fund (IMF).

In particular for Commercial Vehicles (<= 3.5 t) in Italy (Figures 1-3) data indicate a major turnaround with strong growth in new vehicles registrations, rose by 16.4% on 2013, with 117 709 units registered. Even in presence of a weak economic climate this has not prevented this year a market that has become too outdated, not so much to recover for the resumption of income and consumption but to the need for renewal of a park less and less efficient. Nevertheless the market remains by 51,5% lower than 2007, the year that preceded the global crisis.

Even in n Europe (EU + EFTA - Figure 4-8) where a timid turnaround was already visible at the end of 2012, the commercial sector in 2014 has had a strong surge closing the year with 1,594,413 registrations, 10.7% more than in 2013, which ended almost at the same volumes of 2012. In Europe, however, despite the recovery, the market is still 30% below 2007, the year that preceded the global crisis.

Somewhat more complicated the situation of trucks (> 3.5 t) (Figures 9-17), which starting with the 3rd quarter of 2011 had seen reversing the upward trend that had begun in late 2009. 2012 closed then in red. A new recovery has taken place only in the last quarter of 2013, with the anticipation of purchases in view of Euro 6, closing the year with an increase of 6.2%. New trend reversal in the second quarter of last year, which then closed with a decline of 7.7%, reflecting the excessive volumes sold in the last quarter 2013. Always heavy the Italian situation where the market fell in 2014 on values not seen since the 80s of last century, as also underlined by the registrations of trailers and semi-trailers (Figure 11), which however closed with a 5,3% increase thanks to sales of first half of the year..

The graphs 21, 22 show the gap that has developed between the Italian market and the EU + EFTA.

Even for vehicles over 16 t (Figures 18-22) last year the market lost what gained in 2013, ending the year with a loss of 5.6%. Always heavy the Italian situation that last year lost another 1.4% .

Production levels (Figures 23 - 25. According to data provided by OICA production of Commercial vehicles (<3.5 t) in Europe had recovered well after the fall of 2009, increasing by 58% between 2009 and 2011. The descent of the demand produced a new reduction in production of 9.4% in 2012; in 2013 production remained stable but has definitively recovered significantly last year due to a recovery in demand throughout Europe. Even in Italy in 2012, the positive trend in the field of light commercial production was abruptly interrupted (-10.8%), due also to the collapse of the Italian market, to recover significantly last year. The share of exports has remained around 84%. The truck production, increased in 2013, mainly due to exports, which rose to 89% of total production, given the heavy descent of the Italian market, has plummeted last year, perhaps due to the decrease in demand throughout Europe.

Freight transport by road (Figure 26 -27) showed a small recovery of the road' share in Europe, but with values much lower than the levels antecrisi. Always critical the trends of Italian Transport volumes, which underlines the weakness of domestic demand.

Heavy Truck Markets: Comparing EU and US (Figures 28-29)

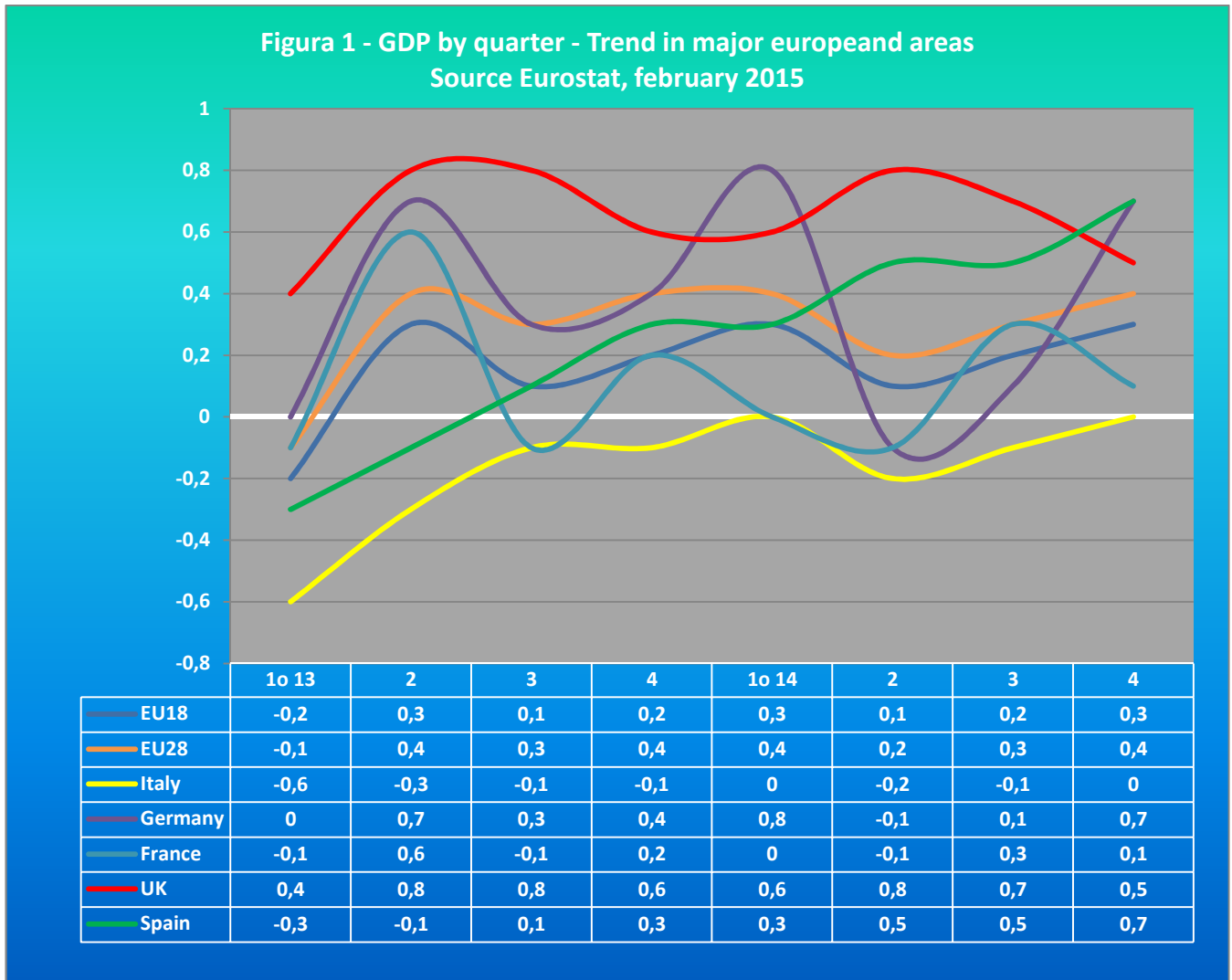
In 2014 Fell the European market while the US recovers vigorously.

Emilio di Camillo – Centro Studi Subalpino – february 2015.

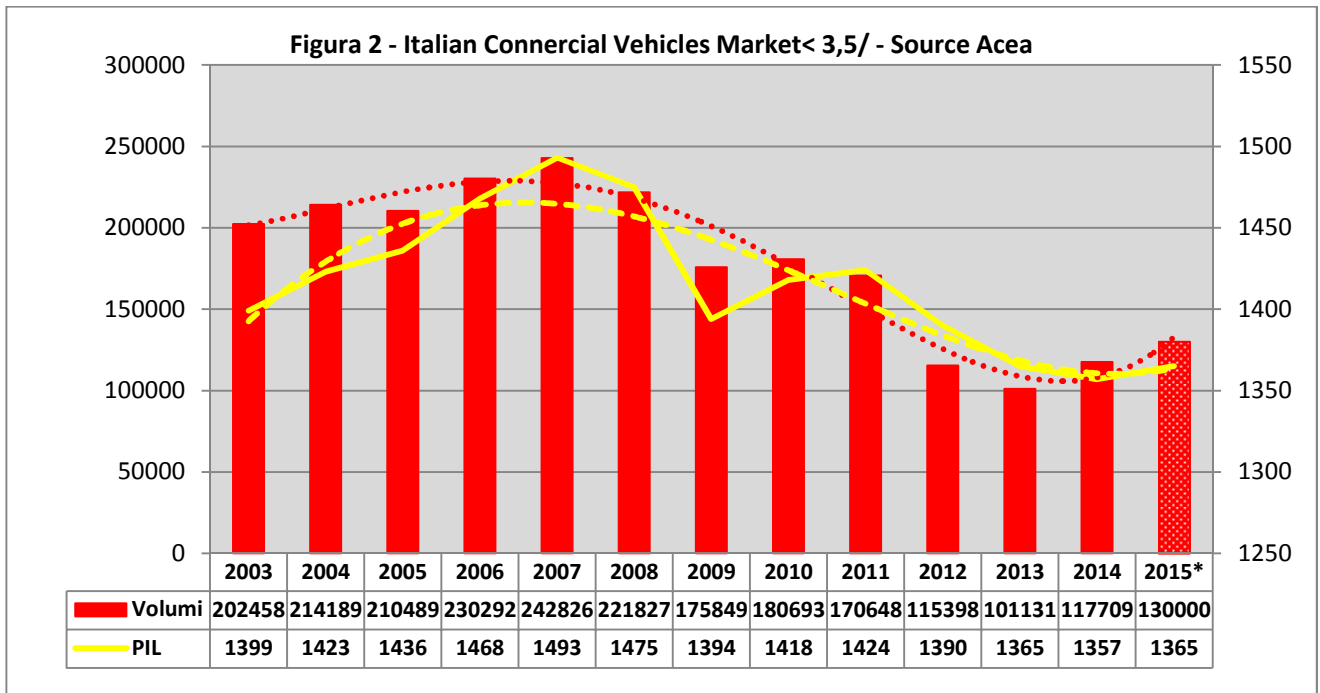
1) The Italian Commercial Vehicle Market(< 3,5 t)

Sustained revival of Vehicle's demand

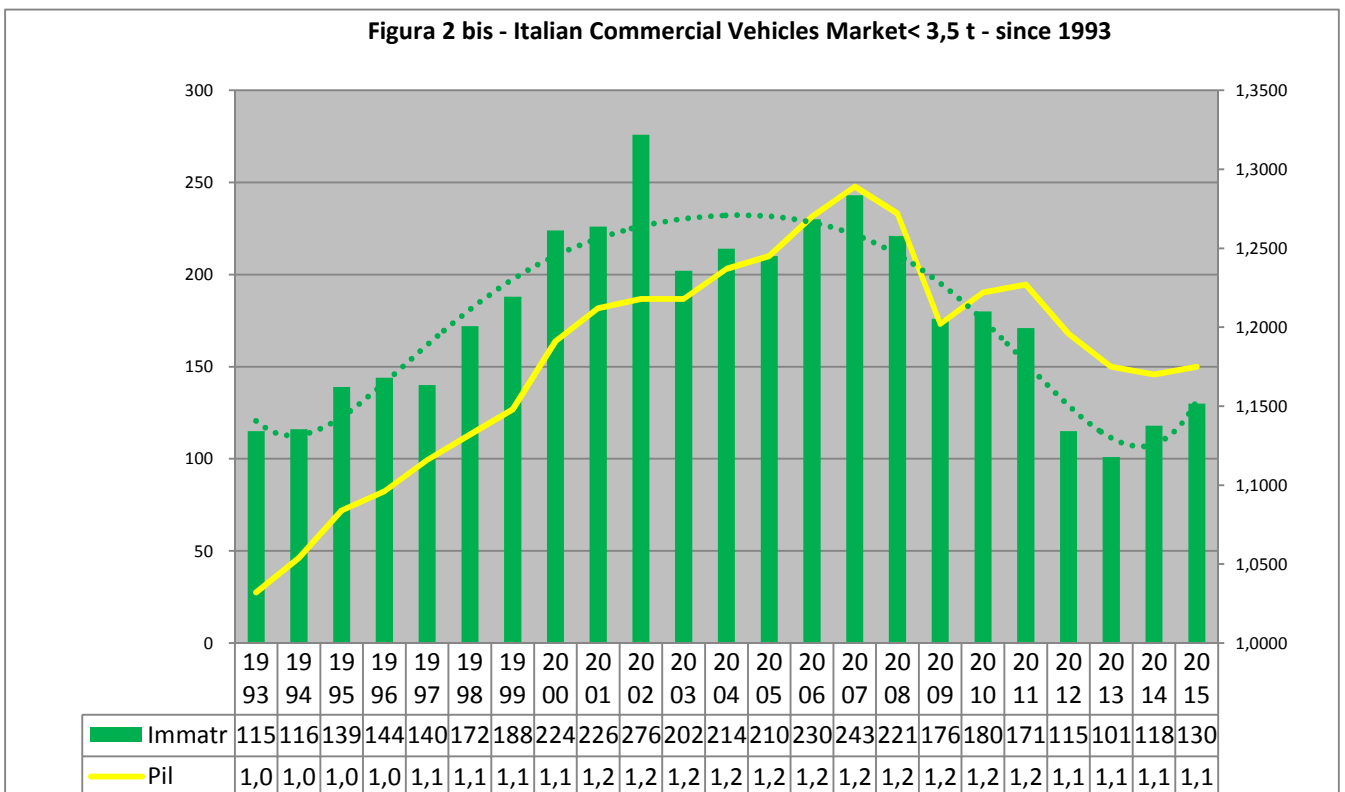
The commercial vehicle sector in Italy has lived for four years a dramatic crisis, linked not only and not so much to the global crisis of 2008/9, but especially to the next of the 2012 and 2013 that has hit our country. Incidentally, if all the Euro area has suffered but came out with the second quarter of



2013 Italy will not be out before the first quarter of this year. (See above chart - Figure 1)) . This has not prevented this year to a market that has become too outdated, not so much to recover for economic reasons, but for the need for renewal of a park less and less efficient as the graph below (Fig.2) which highlights the trend in commercial vehicle registrations in the last decade, indicating the progression of GDP in the same years, which shows clearly that the two curves are almost parallel, with a correlation coefficient of 0.87, confirming that the sales of these vehicles, closely related to the distribution, were blocked by the dramatic reduction in income and consumption in recent years, until the logic of efficiency has also not taken over.



This trend is also confirmed by the history of this sector in the last two decades (Figure 2). The



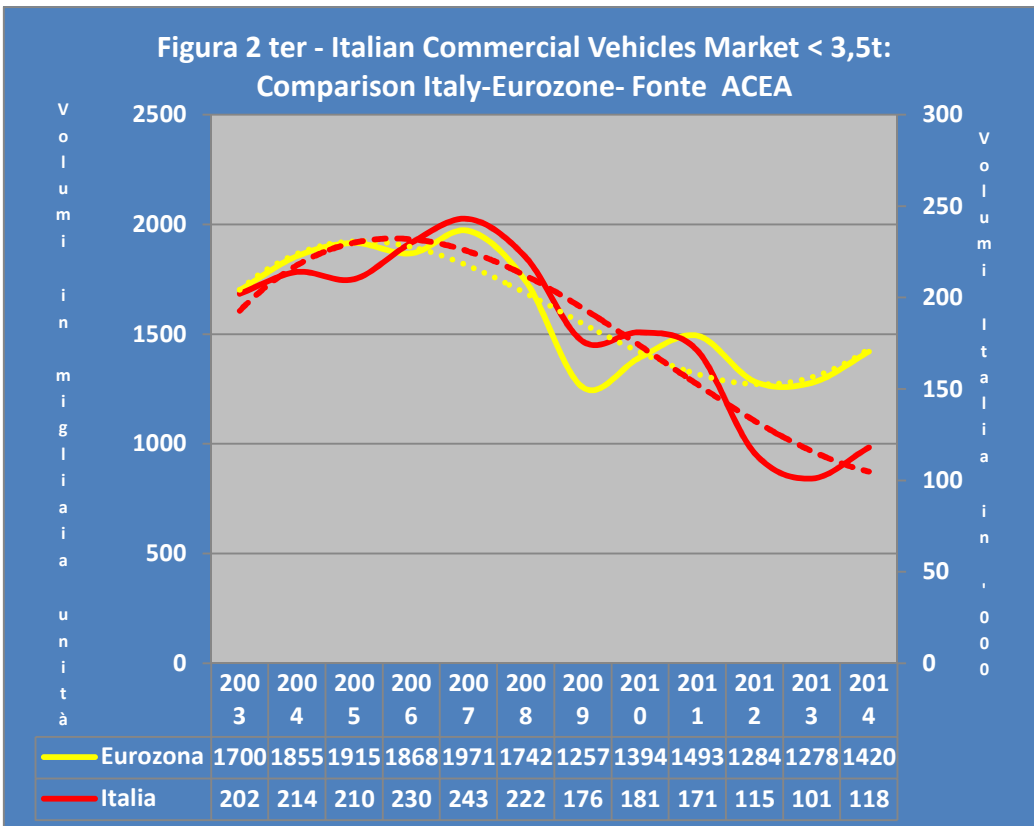
industry had in fact already suffered a lot because of the previous generalized crisis of 1992 / 93, it began to recover in 1994 with the first Tremonti, but especially in 1997/8, years of the scrappage scheme that benefitted also some Commercial Vehicles (Promiscui), and 98-2000 with the strong recovery in economic activity, and the relative increase in fuel consumption and buoyant investment (machinery, equipment and means of transport) that have contributed to the growth in demand , expressed with a significant rate of development.

The factors that have influenced those years of rapid development of this segment are manifold, including the gradual expansion of tertiary activities, capillarity and the strong increase of the

distribution of consumer goods, the closure of urban areas for heavy vehicles. Important was also the pace of investments for the preparation of the Jubilee 2000.

Back in 2001, however, this drive had subsided considerably, and only with the re-introduction in 2002 of the Tremonti (bis), the industry could reach the all-time record of over 271,000 units.

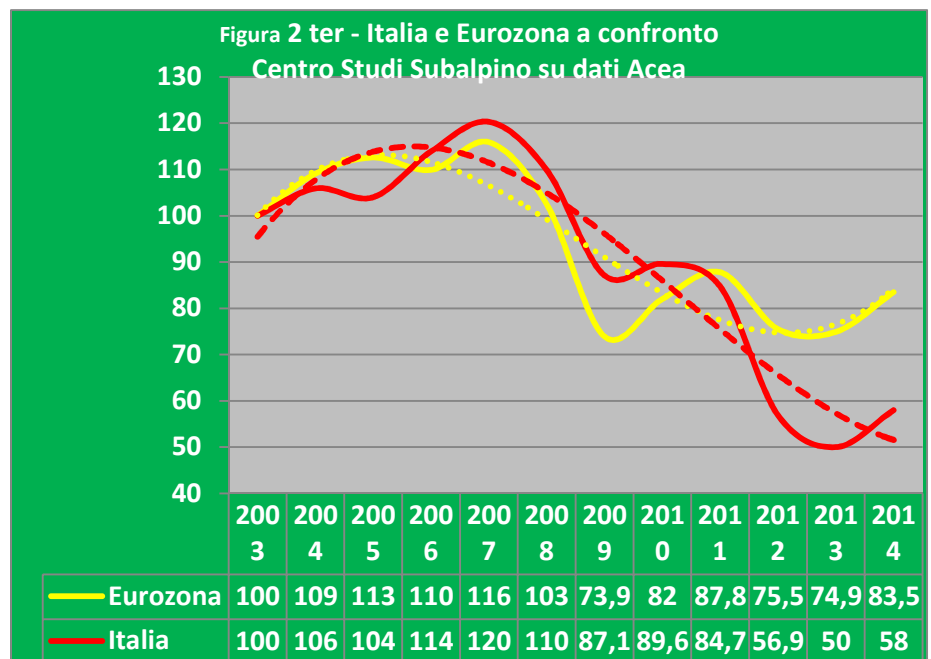
The global crisis of 2008/9 has also deeply affected this sector, which has not improved much even with the limited recovery from the recession, again tied to a program of incentives for scrapping in late 2009 and early 2010) and indeed has dramatically collapsed in 2012 and 2013 with the return to a second recession. Then the dramatic turnaround



of last year, with another 10% expected increase for this year...

As already pointed out the correlation between registrations and GDP has always been significant, as 'is natural given that the sale of commercial vehicles is clearly influenced by the economic cycle. Between 1993 and 2002 the correlation was even 0.96.

To emphasize how dramatic was/is the situation with the



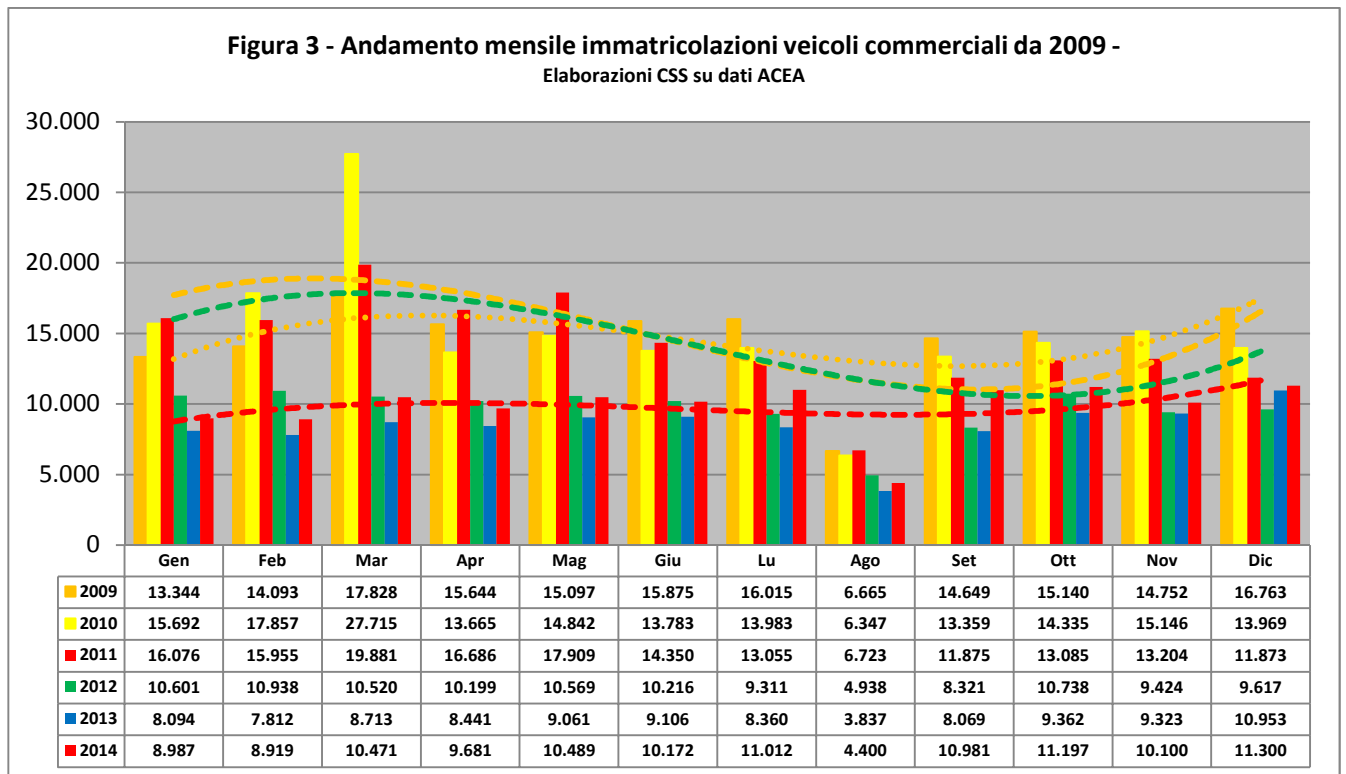
rest of the Eurozone table (Fig2ter) shows the trends in registrations in the two areas: you immediately notice that until 2011 Italy behaved even better than the eurozone in its complex., and

deteriorated severely only later . Slight improvement last year alone. The same thing is observed if instead of using absolute values we use index numbers, with 2003 = 100 (Figure 2terb)

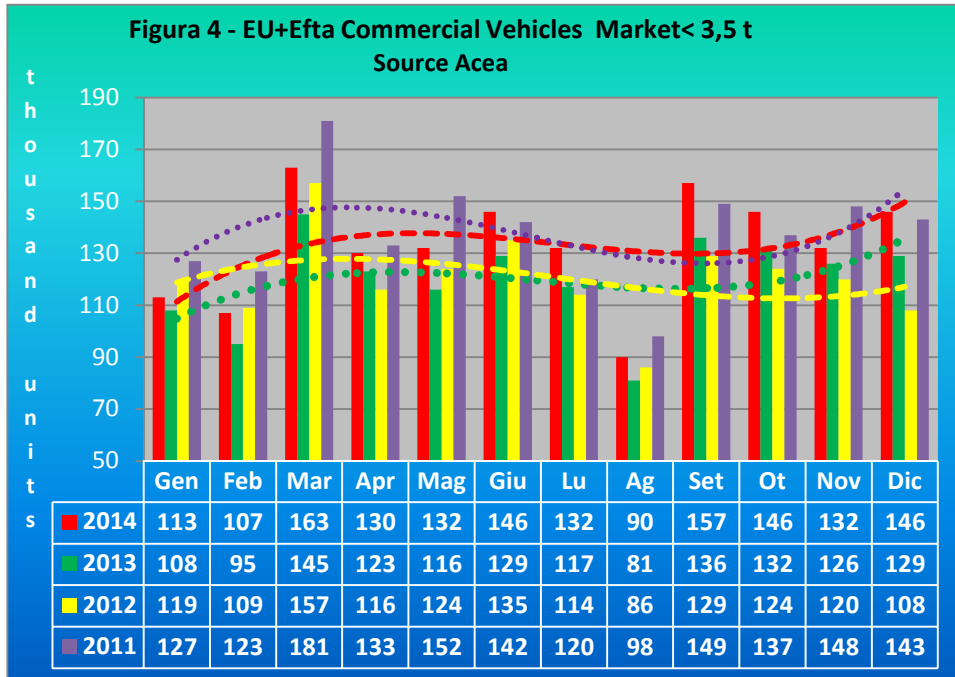
It may be noted that the loss of Italy since 2003 is now 58%, compared with a loss of 16% of the eurozone as a whole, confirming the slight increase last year following the recovery of the Italian market.

For 2015 the trade associations provide a further progress of the Italian market, in parallel with the European trend, however.

For statistical interest we report below the table (Figure 3) with the monthly values in registrations of commercial vehicles since 2009. The source is ANFIA on data from the Ministry of Infrastructure and Transport (Aut.Min.D07161 / H4)" - provisional data).



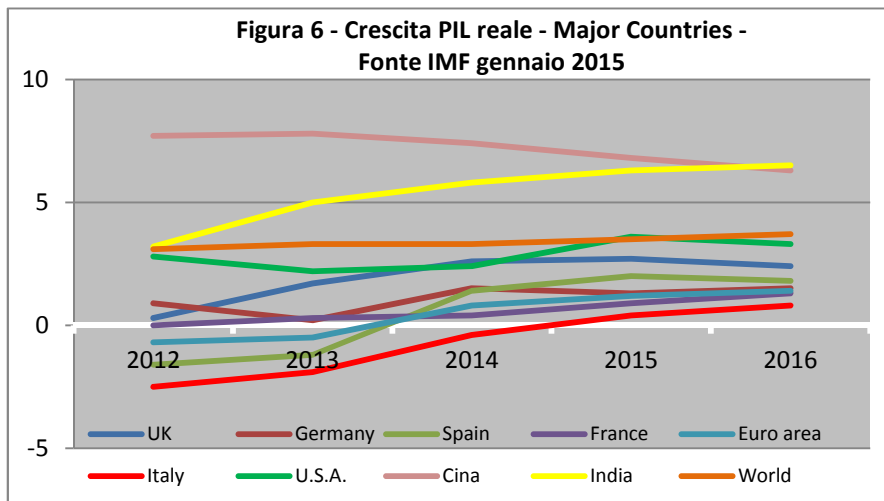
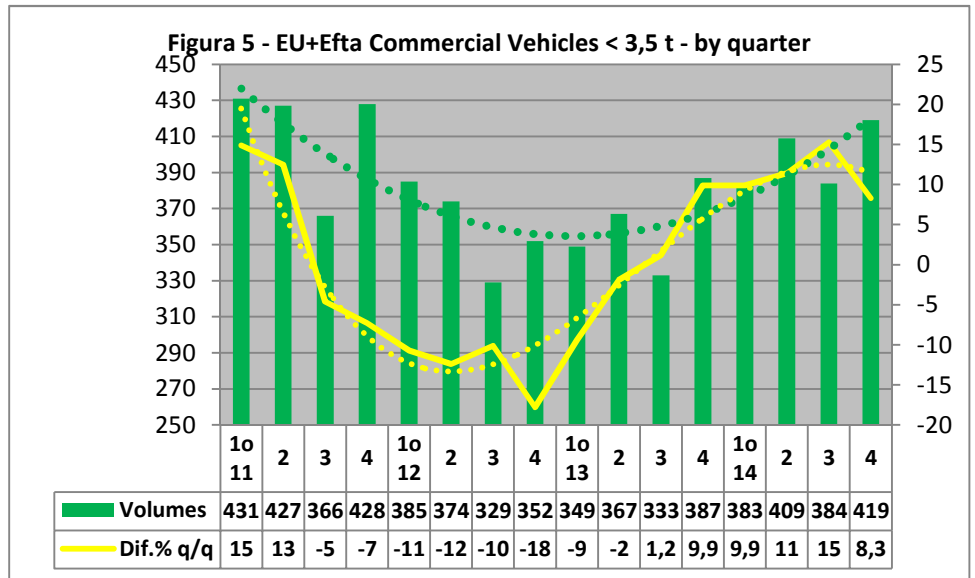
European Commercial Vehicles Market= 3,5



In Europe (EU + EFTA) the commercial vehicles sector (Figure 4), which had been gradually recovering in 2010 and the first half of 2011, has had a sharp turnaround from the second half of 2011, but especially in 2012 and the first half of 2013, following the new downward phase of the economy that has hit the Euro area first, and then gradually the whole area of the UE28, period ended with a new twist in the positive from the

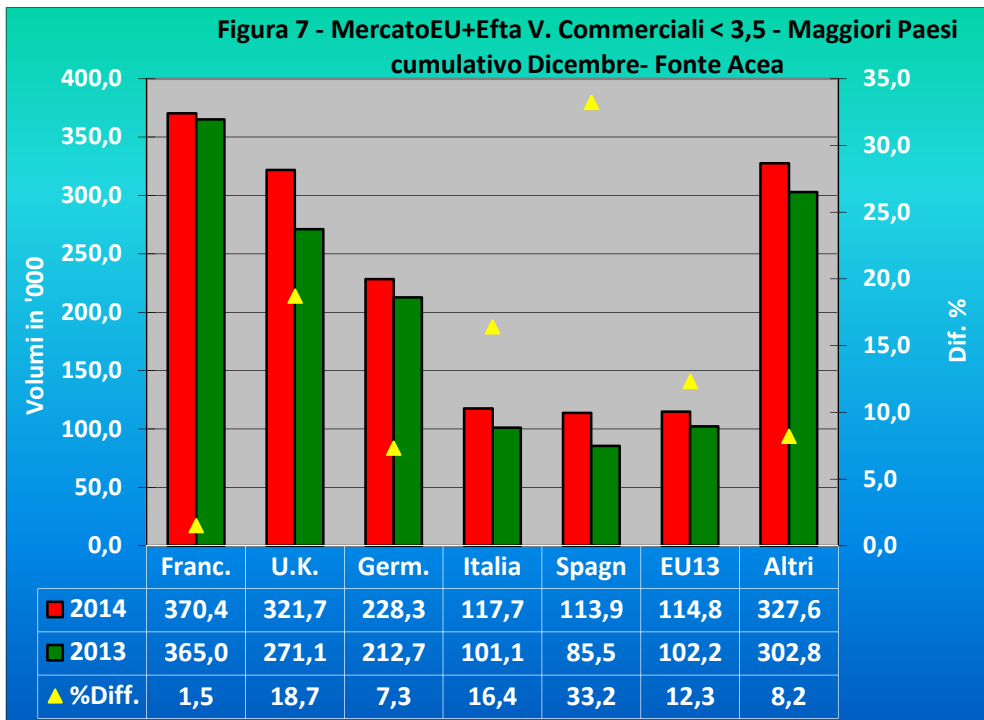
2nd quarter of 2013 and stronger ever especially last year, which closed with an increase of 10.7 % to 1,594,413 units.

The chart by quarters (Figure 5) is very clear in this respect, emphasizes both the acceleration of the fall of the market in the last quarter of 2012 and the recovery of last year. Particularly significant are the good results of the UK (where the economic recovery was already established in early 2013 and Spain for the important incentive program promoted by his government. Spain has grown by 33.2% in the year,

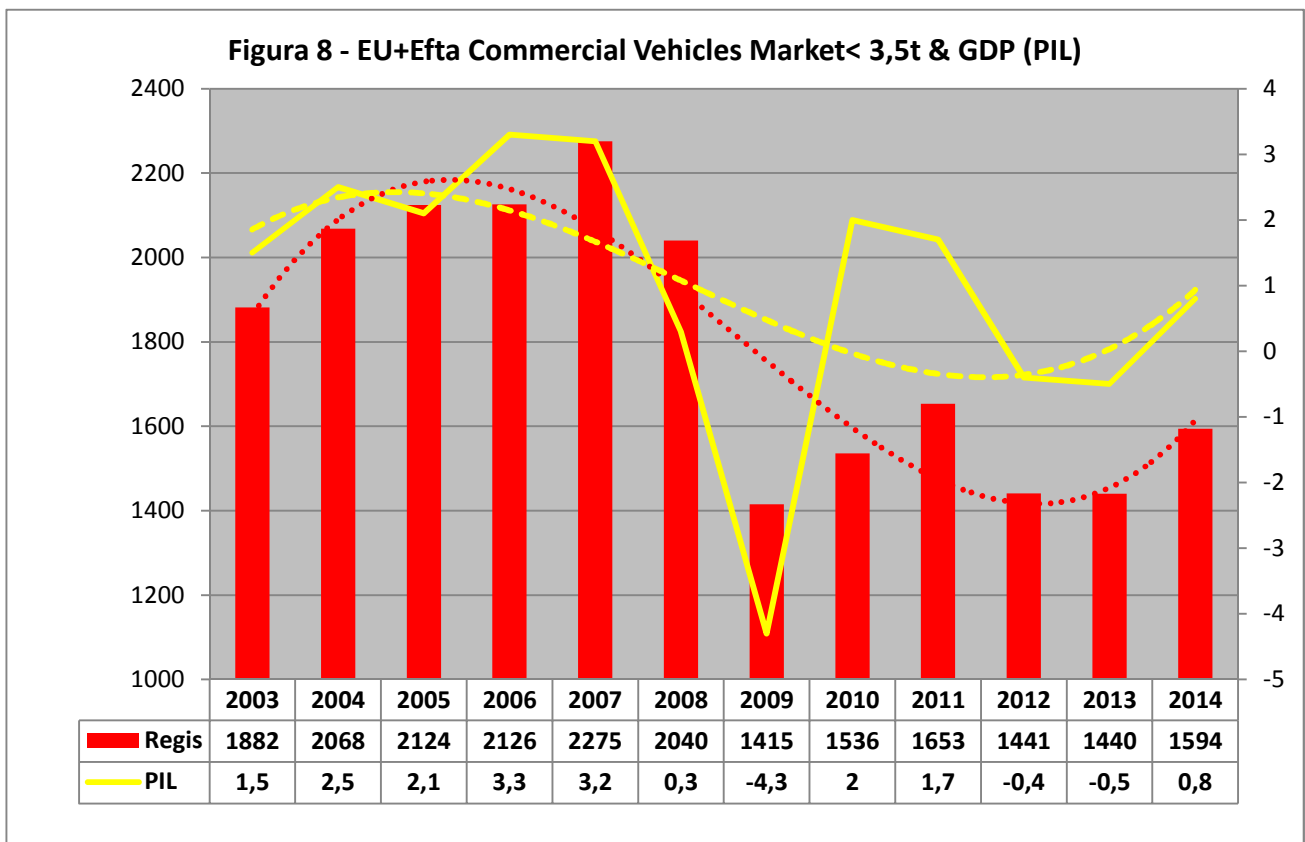


Britain by 18.7% Remained positive France, too, although of only 1.5%. Negative instead results of the EFTA area, with a loss of 2%. Always brilliant however the results of the EU 13 (+12.3%). Even in Italy there has been a good increase of 16.4%. The outlook for the current year is for a further improvement in line with the expected slight recovery of the entire European economic

area, according to the latest indications of the International Monetary Fund (IMF) (see Figure 6).



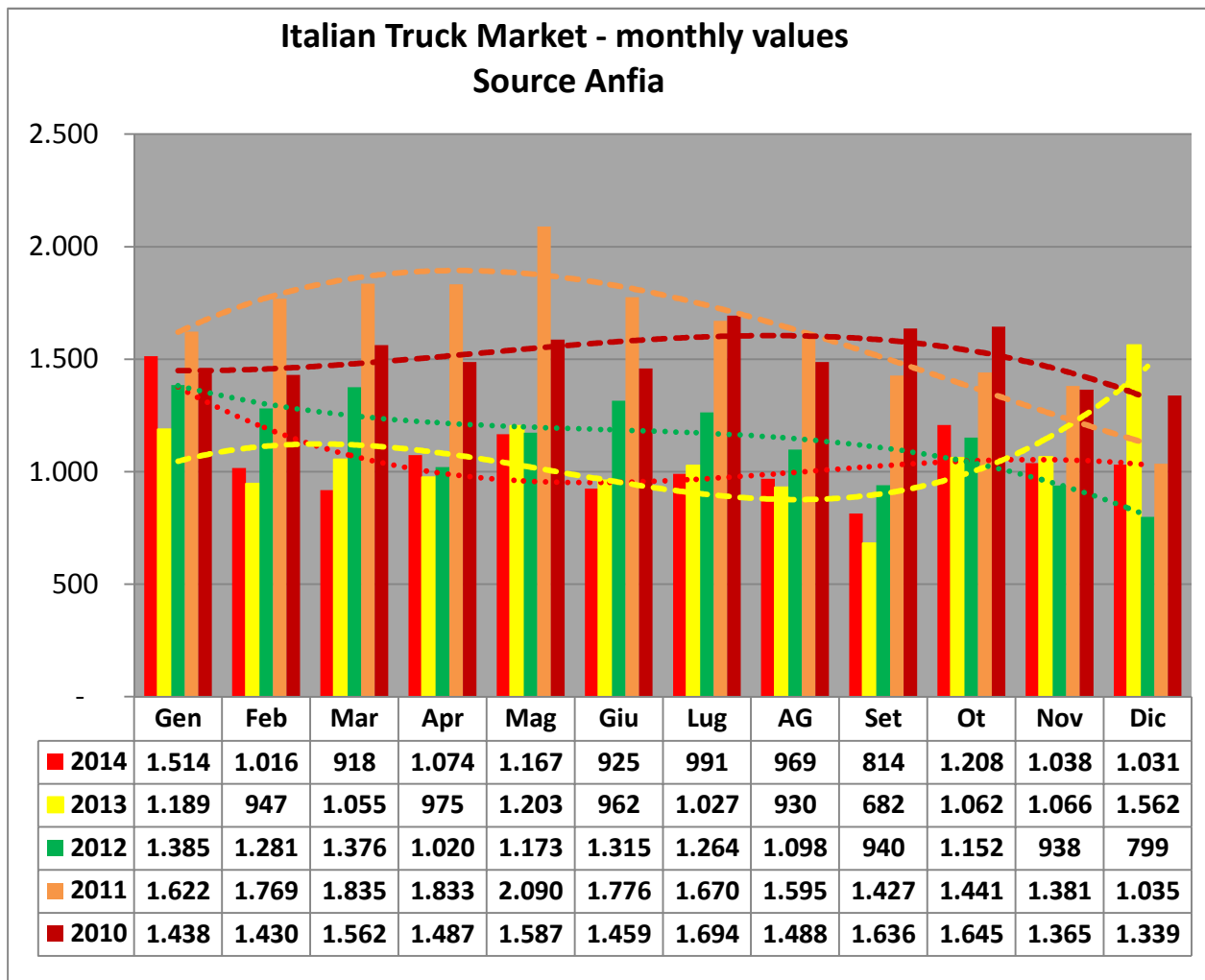
Compared to 2013, the gain was 10.7%, but compared to historic highs reached in 2007 the decline in the commercial market was still around 30%, with an absolute value close to the of the second part of the 90. For the current year the most substantial economic recovery expected should allow a stronger increase in sales.(Fig. 8)



The Trucks Markets.

2014: two speeds' year in Europe; flat market in Italy.

Italian Truck Market > 3,5t

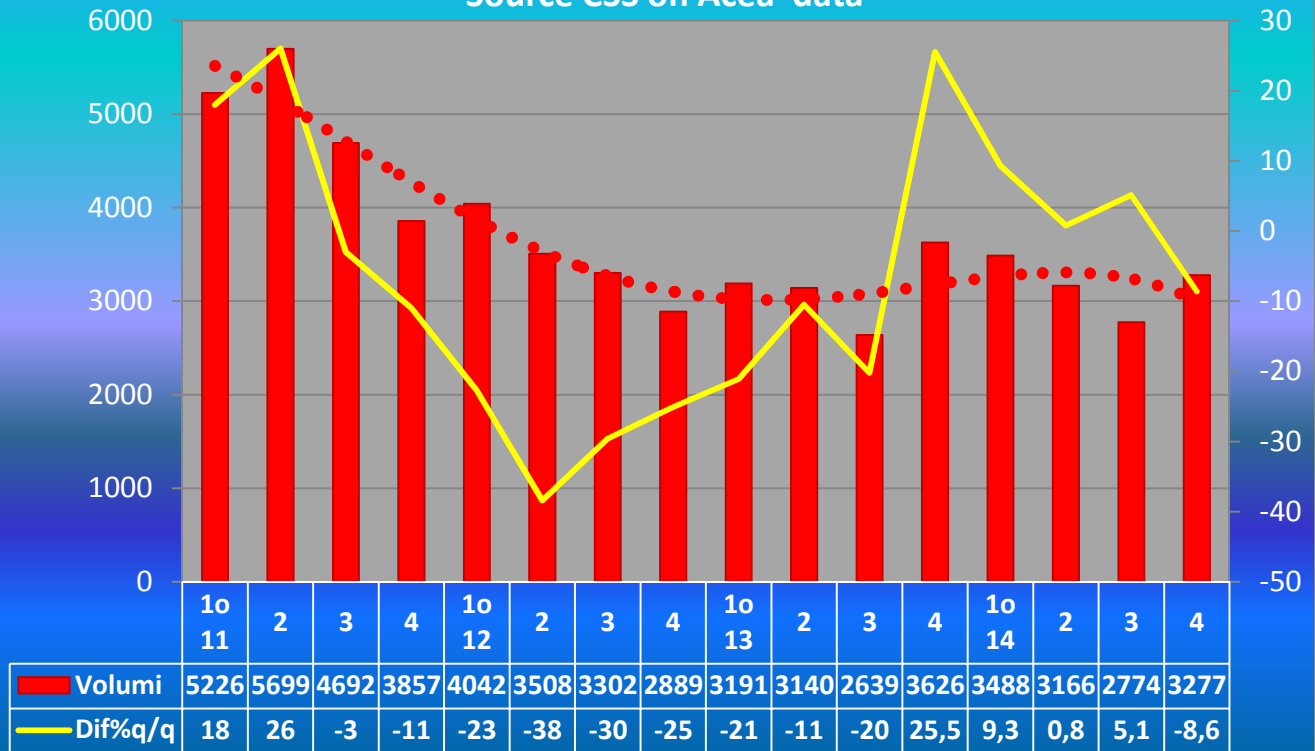


As shown in the graphs (Figures 9,10 and 11) after the heavy loss of 2009 (-44.6%), in 2010 the market has struggled to stay on the already low values of the previous year, closing the year at 18,130 units with a - 5% on 2009. In 2011, the recovery has been more consistent, especially in the first half. Already in the 3rd quarter, however, the market has returned to stagnation but the year closed at 19.474 units (+ 7.4% on 2010), however, far from the usual values before the global crisis.

In 2012 there was a real meltdown that led to consuntivate only 13,741 units, down 29.4% on the already low value of 2011, followed by a further drop in 2013 to 12,663 units (-7.8%) in spite of the fact that in two months high numbers were recorded, due to the anticipation of purchases linked to the introduction of the Euro VI standards from January 1 this year. Last year then closed at 12,665 units, virtually the same level as the year before.

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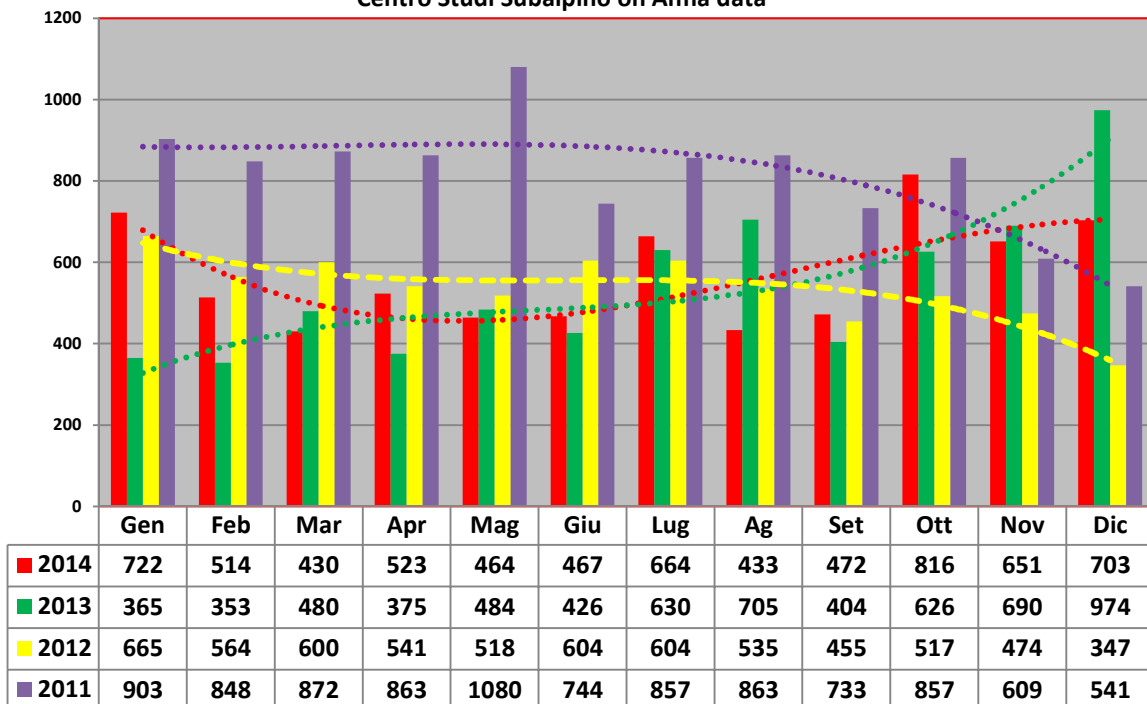
Figura 10 - Italian Truck Market by quarter > 3,5 t
Source CSS on Acea data



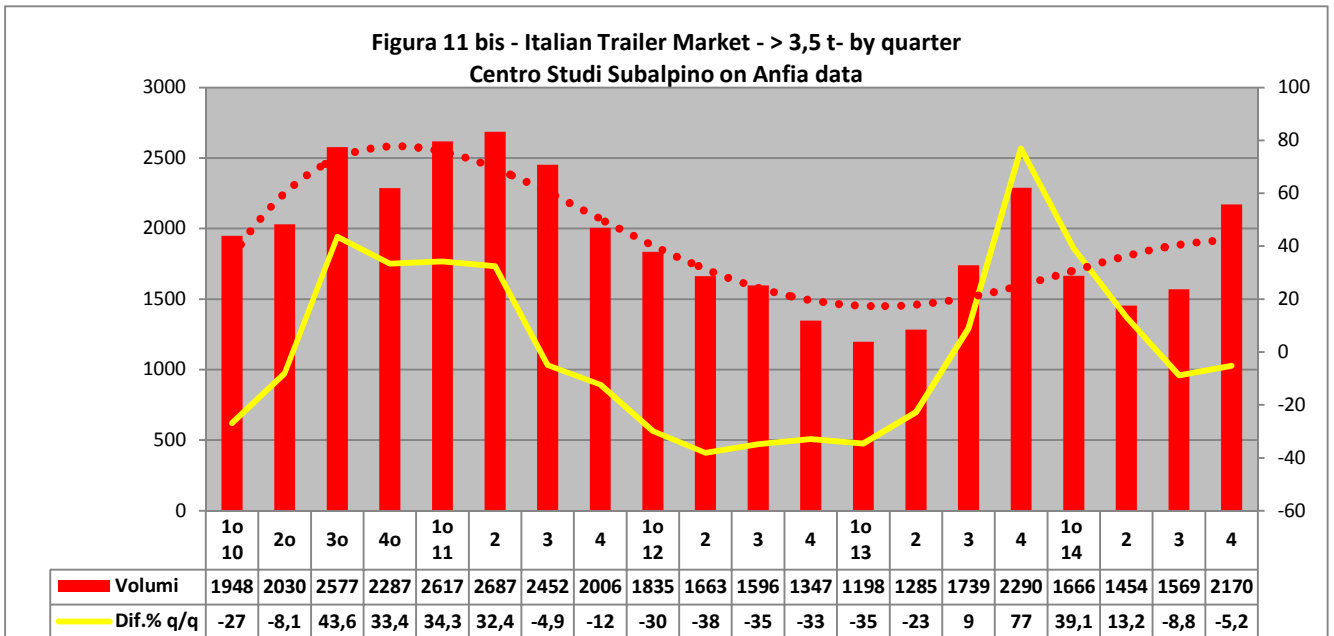
In 2013, thus the market has returned to values of the eighties of the last century.

The market statistics of trailers and semitrailers (Figures 11 and 11a) confirms with extreme

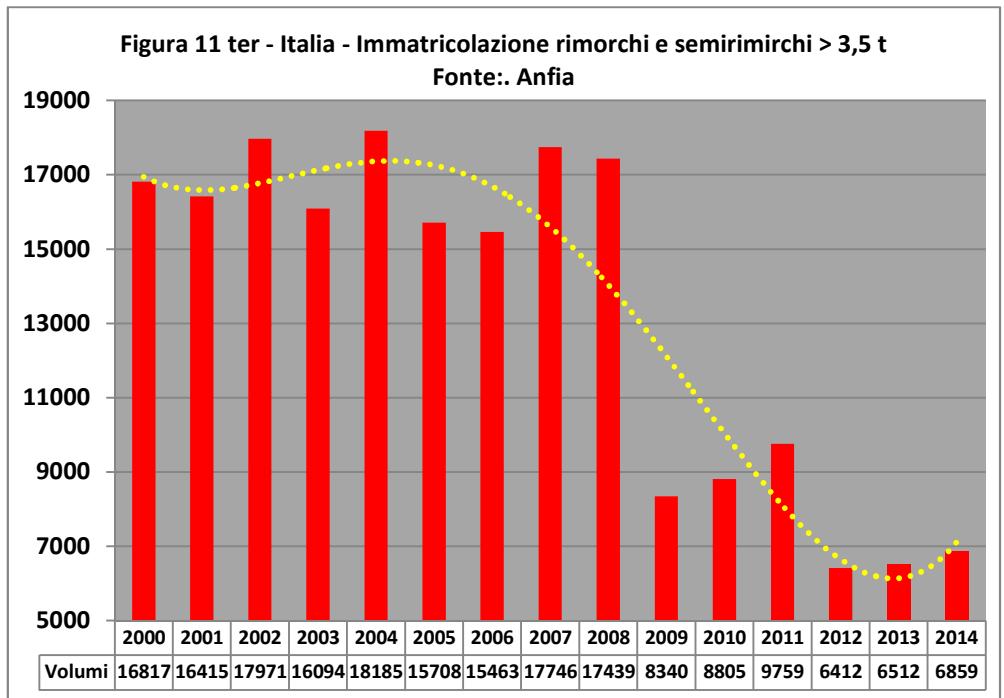
Figura 11 - Italy - Trailers and semitrailers registrations > 3,5 t
Centro Studi Subalpino on Anfia data



evidence the difficulties of the Italian market of trucks. After the heavy fall that began in 2008 and continued in the year of the global crisis, the market had gone recovering in the first half of 2010 with the help of the scrappage scheme. However little effect lasted. From the end of 2011, the descent was continued until the second quarter of 2013 before recovering gradually



in subsequent quarters, partly due to a new program of incentives for scrapping of trucks and trailers. Cumulatively in 2012 registrations were down by 34% to 6412 units and 6512 units in 2013, with a recovery of 1.4% on 2012. Slight ascent to 6859 units last year, an increase of 5.3%. Of last year's total 3530 units were of foreign brand, 24.9% more than in 2013, and 3329 of the Italian brand



9.7% less... More and more significant than the increase of foreign brands that in 2014 accounted for 51.5% of the total, compared with 43.4% in the same period of 2013.

It is worth noting that in 2001 foreign brands accounted for 18.1% of the total, share rose to 27.5% in 2008.

The slow recovery of the market for trailers started in the second half of 2013, as evident from the analysis by quarter, in fact lasted until the early part of last year, and then tighten down again, parallel to the performance of the sale of trucks, which does not offer positive assessments for the current year. Then it is worth noting that the good results of recent quarters take us back to the situation of more than four years ago, and that we are still very far from the figures before the 2008 crisis.

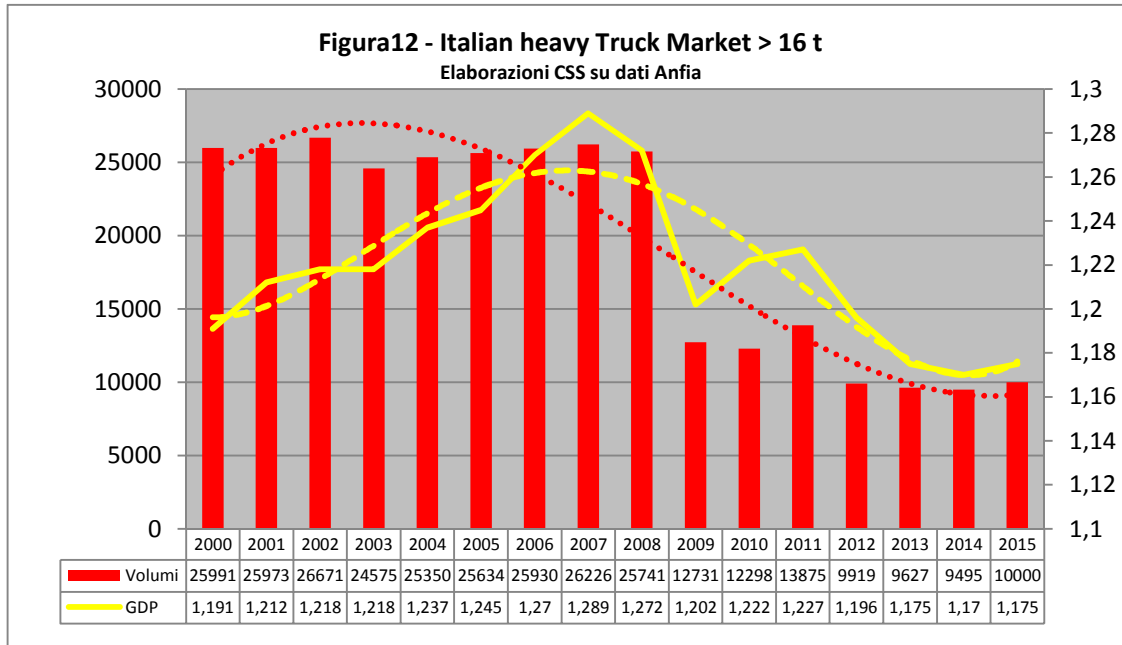
In 2014 the market was still below the 61.3% compared to 2007.

In parallel to the descent of the truck market > 3.5 fell also the heavy truck market, over 16 t: after a brief recovery in sales in 2011 (+12.8% on 2010), which followed the dramatic fall of demand from

2008, registrations have started to shrink and sales in 2012 were only 9919 units, representing a decrease of 28.5% over 2011. In 2013 there was a further decline of 3% to 9,627 units and again last

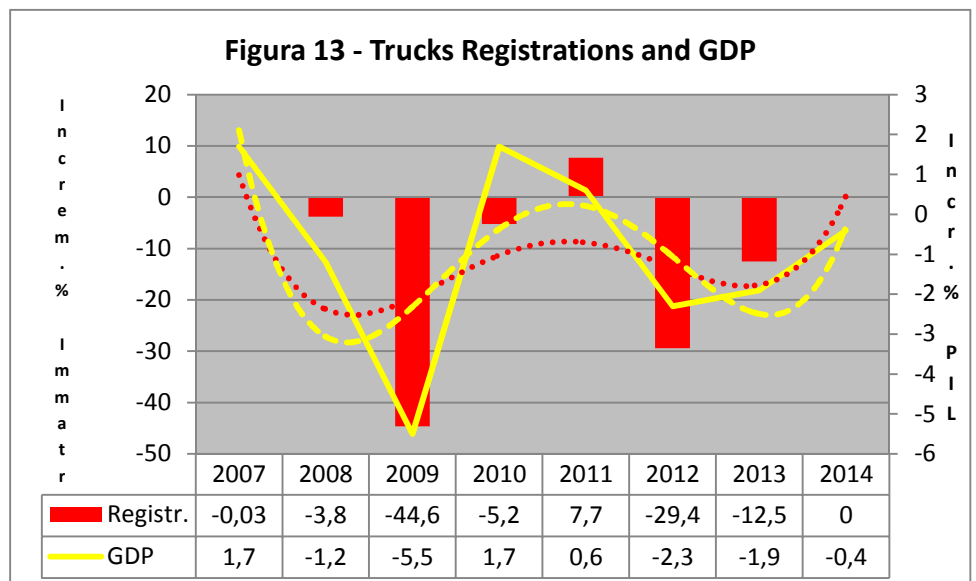
year down to 9495 units. The distance with 2007, has further increased to 63.8%, which is virtually identical to the market downturn of trailers in the same period.

The outlook for



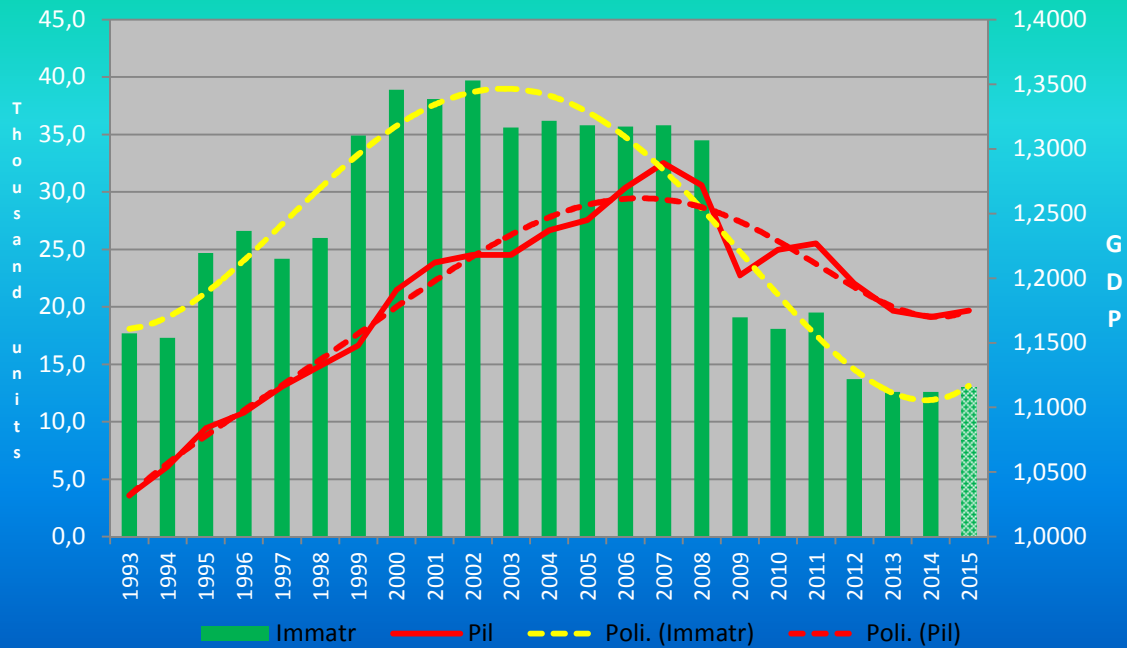
the current year is of a slight but steady recovery linked to the actual recovery of the economy.

(Figure 6 e 13). As can be seen the trend lines are practically parallel to underline the correlation between the two sets of data that is in fact very high (0.90) and therefore decidedly significant. The recovery in sales is however also conditioned by the partial shift back to Italy of purchases abroad, carried out by subsidiaries of Italian transport companies in other countries of the European Union, we have witnessed over the last 6/7 years.



Before closing it is worthwhile to summarize the situation in the field of Trucks > 3.5t, how it evolved

Figura 13 bis - Italian Truck Market > 3,5 and GDP - since 1993



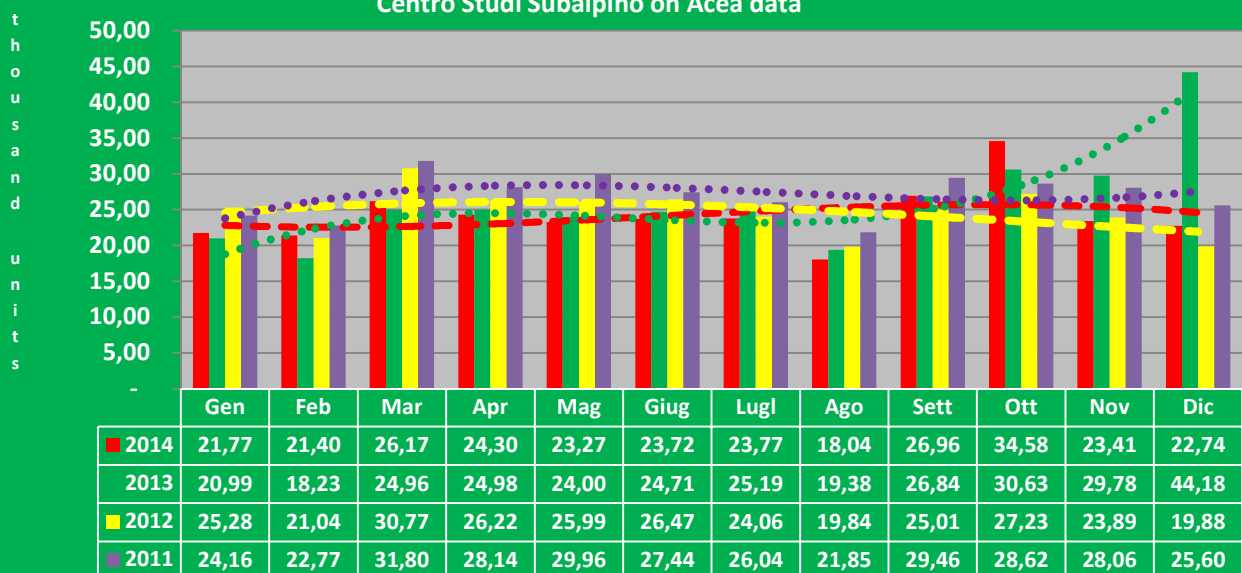
over the past 20 years. On a steady rise since the previous global crisis of 92/93, since 2003 the market has stabilized over 35,000 units annually, indirectly emphasizing a pure substitution in the framework of the Great Fleets. The owner-operators, who represent the majority of transporters, maintain their vehicles for rather long periods and the park tends to age gradually. In 2009, the market demand decreased to values of fifteen years before, the period of the previous crisis that affected the whole of Europe in those years, and remained around those values in 2010 and 2011; they literally collapsed in 2012 and 2013 and 2014.

The lack of correlation with the GDP series for the entire period (0.33) probably indicates that registrations in Italy were, affected mainly by the availability of product on the Italian market, rather than by economic factors directly influential on registrations. As evidence of this, we measure the correlation between registrations and GDP between 1993 and 2002, and the resulting value is very high (0.96) as for Commercial Vehicles, proof that at that time the demand for trucks (> 3 5 t) was directly influenced by factors almost exclusively economic.

The same can be said for the period 2007-2014, when the correlation is stable over a significant value (0.91).

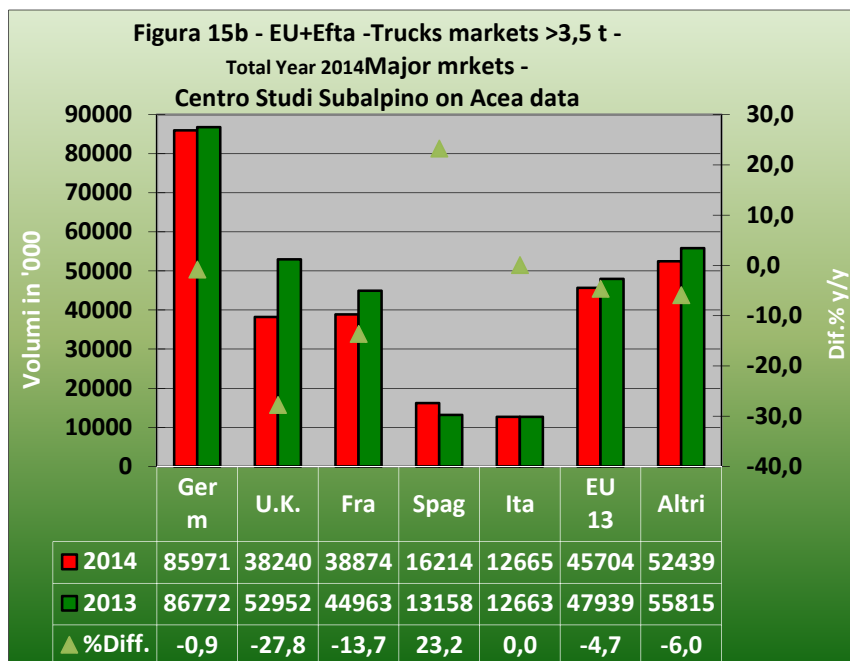
European Truck Markets > 3,5 t.

Figura 14 - EU+Efta Truck Market > 3,5 t
Centro Studi Subalpino on Acea data



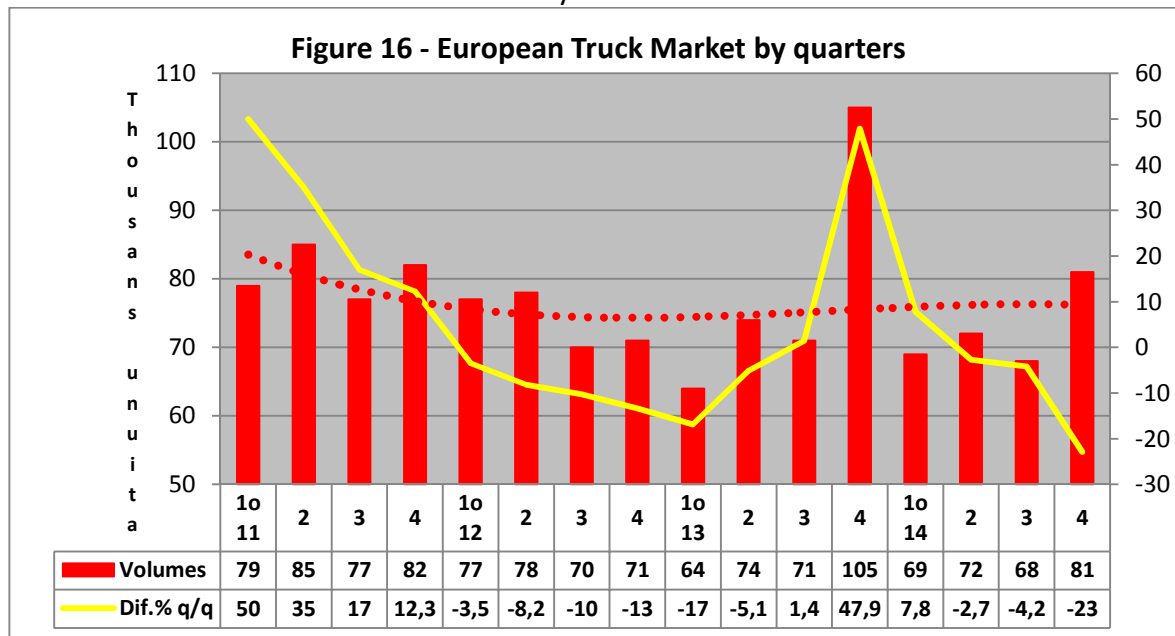
While in 2011 there had been a 'good recovery in the European market for trucks (> 3.5 t.), with a final balance of 323.873 units registered, and an increase of 26.4% over 2010 (with progress particularly significant in volume sales and growth rates in Germany (+19.8%), France (+37.7%), UK (+31.3%) and Spain (+19.9%), in 2012 the market was back down ending the year with a contraction of 8.7% to 295,610 units. Positive in the year only the volume of the UK (+3.5%), despite the drop in demand had been aggravating, month after month, even in that market.

2013 was a year of two parts: a first part where the market continued the downward trend of 2012; a second part of the year in which sales have gradually resumed across Europe, starting with the UK, both for the progressive come out return from the recession in which Europe had fallen in 2012 and the anticipation of purchases in view of the new Euro VI standards.



Almost all markets closed positively or draw, exclusions made of France (-1.6%) and Italy (-8.3%). Quite particular exploit that of Britain that ended the year even with a + 25.2%.

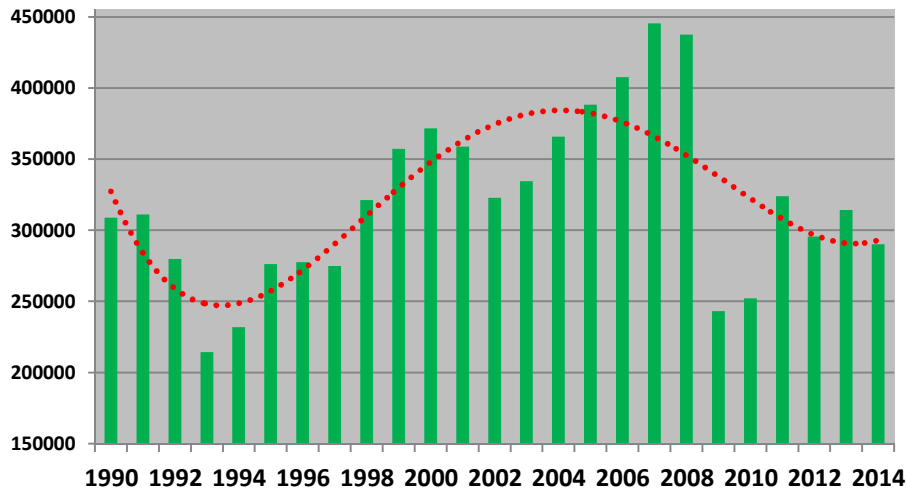
The trend by quarters shows visually what described above, with the beginning of the descending phase early in 2012, continued until the 2nd quarter and the subsequent recovery from 3rd. New decline however in the second half of last year...



Since the recession has given way to a resumption of GDP across Europe for 2015 we expect a further recovery in sales.

The figure 17 shows graphically that without the resumption of the 2013 truck market in Europe was returning to the values of the 90s of the last century. This leaves ample room for further increases in the next two years, in parallel to the general recovery of the economic cycle.

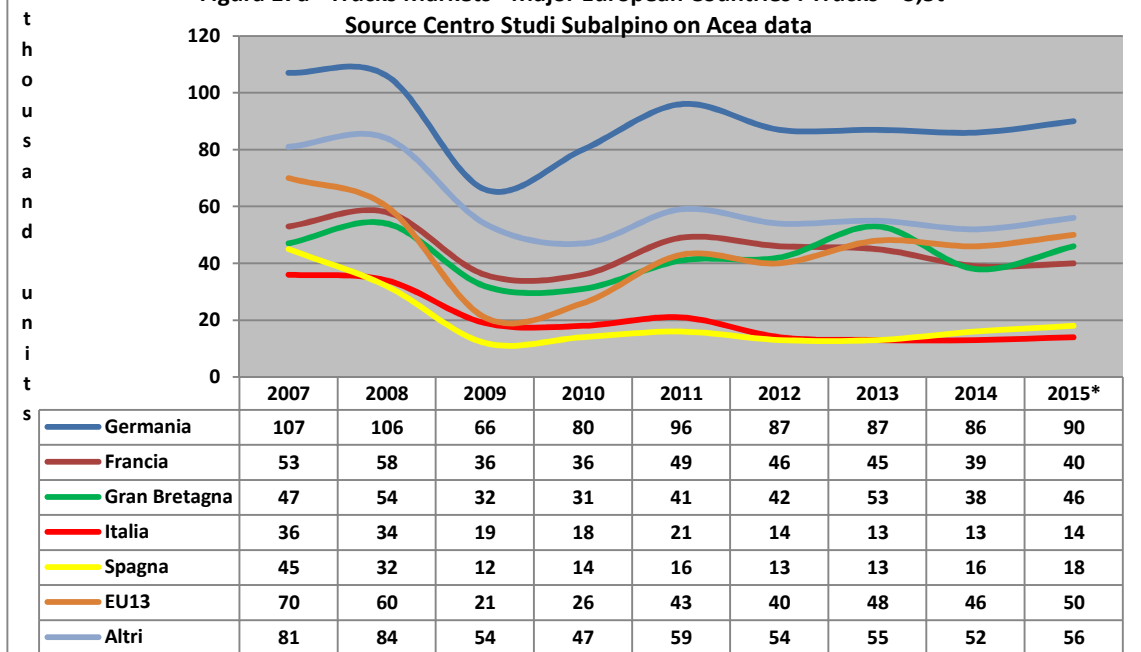
Figura 17 - EU+Efta - European Truck Market since 1990. CSS on Acea data



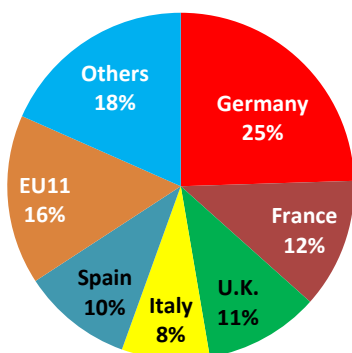
As Figure 17/a shows, the distance from the values of 2007 varies greatly from country to country and the trend for the current year should present the various markets with values more in line with the need for renewal of the parks partly suspended in 2012. Also interesting to note that the global crisis of 2008/9 and the subsequent recession

that has hit the countries of the Mediterranean areas, have profoundly altered the relative importance of the various European markets in this field: Italy and Spain together now account for just over 10 %% of sales of trucks > 3.5 t, while increasing their share are Germany, France and especially Britain, which together account now for just under 56% of total EU + EFTA, compared with 48% of seven years ago.

Figura 17a - Trucks Markets - Major European Countries . Trucks > 3,5t - Source Centro Studi Subalpino on Acea data



Market shares- 2007



Market shares 20152**

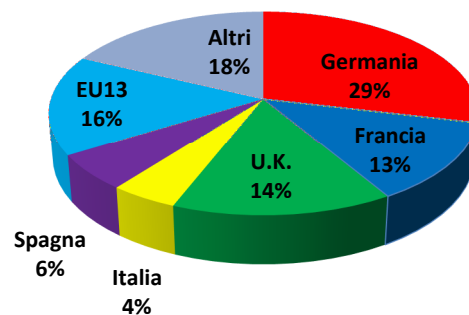
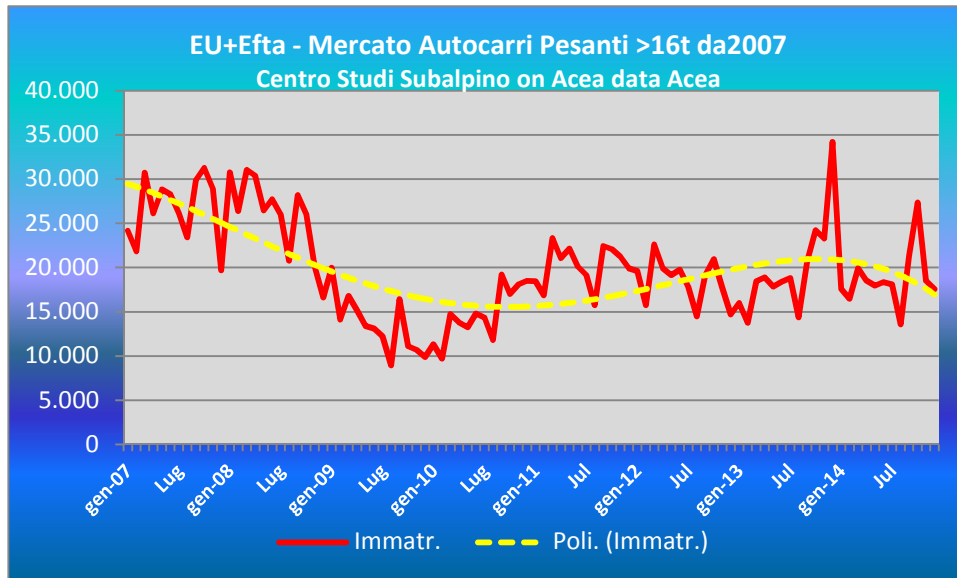


Figura 18 – Heavy Trucks Market > 16 t 2014 Year end



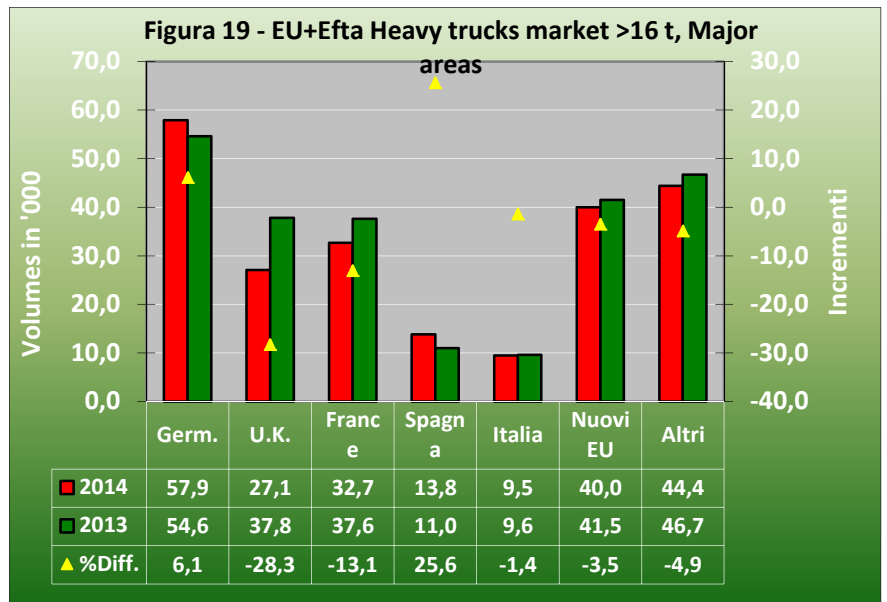
Europe in this field had reversed early in 2010 the negative trend that lasted from the 3rd quarter of 2008, consolidating the gains especially in the second half of that year.

In 2011, the recovery was maintained at good levels for the whole year: the cumulative reported a total of 242.942 units registered, with

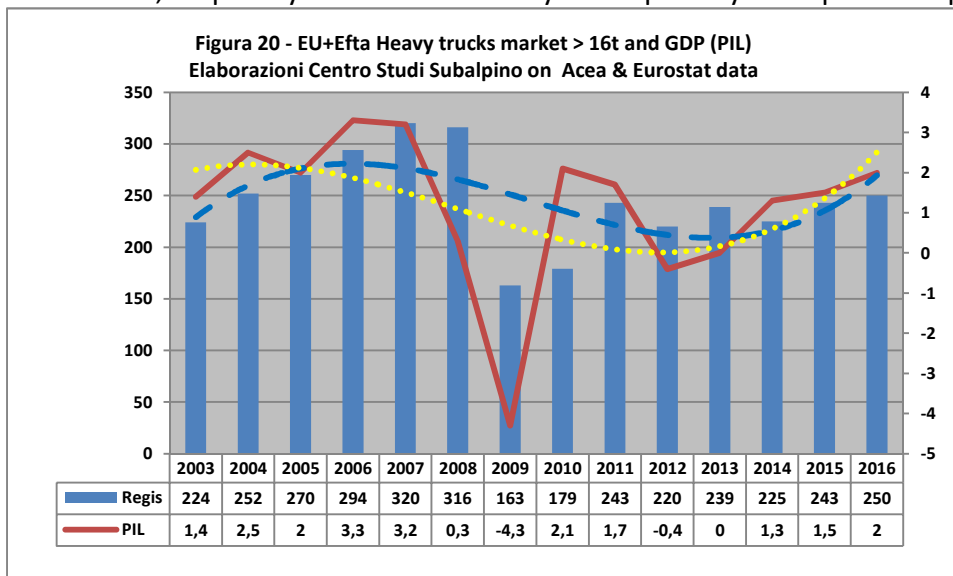
a recovery of over 35% on 2010, and with particularly significant data in the United Kingdom, France, Germany and Spain, as well as in the new members of the EU.

But from the beginning of 2012 the trend has gradually weakened and the year closed with a loss of 9% to 221,056 units.

Still remained substantially positive data from the UK market (-0.4%), thanks to good sales in the first half, but suffered heavy falls France (-8.5%) and Germany (-9.6%). In Italy the decline was 28.5% and 20.4% in Spain. Smaller in the year the cumulative losses of the markets of the EU10 (-6.7%). In 2013, the market has recovered substantially in the



second half, helped by economic recovery but especially anticipation of purchases, closing positively

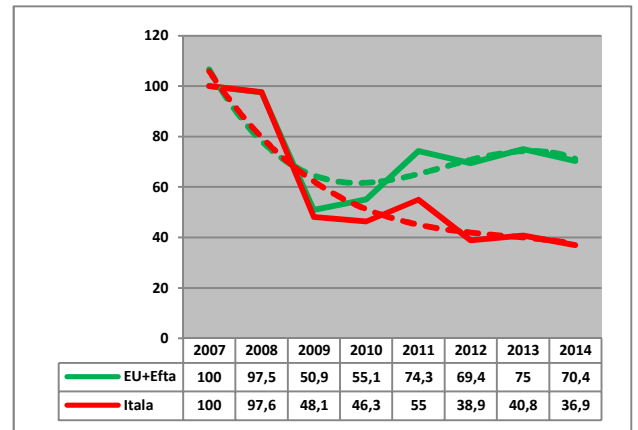
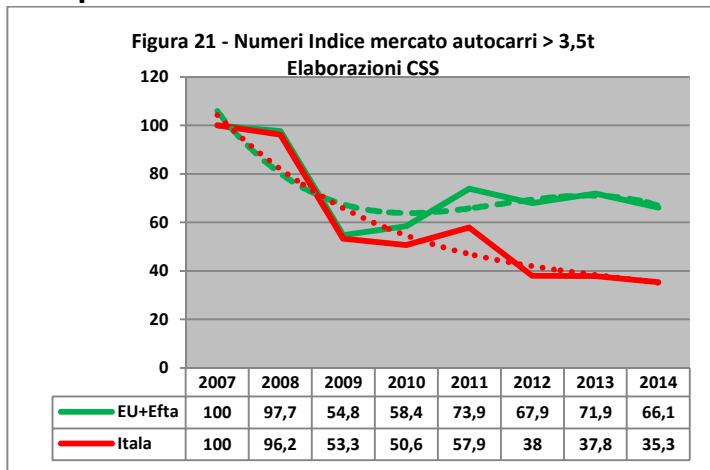


in all major areas, exclusions made in Italy. Last year, however, the market is returned negative, also due to the heavy purchases of 2013, closing down 5.6% on 2013.

The trend should however return positive this year, due to the expected revival of the economy..

In the tables below (Fig 21) we tried to illustrate how Europe and Italy came out from the crisis of 2009, using the values of 2007 as the basis for the index: it is clear that the descent of the market, in the years of the global crisis, was substantially similar both in the EU + EFTA and Italy. The recovery however was very different, because in Italy it has been and will be much more difficult, given the low increase of GDP in 2010 and the new recession that began in 2011 and from which is only now coming out with great difficulty: the result is a deep gap with the developments in the rest of Europe, starting as early as 2010 and again extended in 2012, 2013 and 2014.

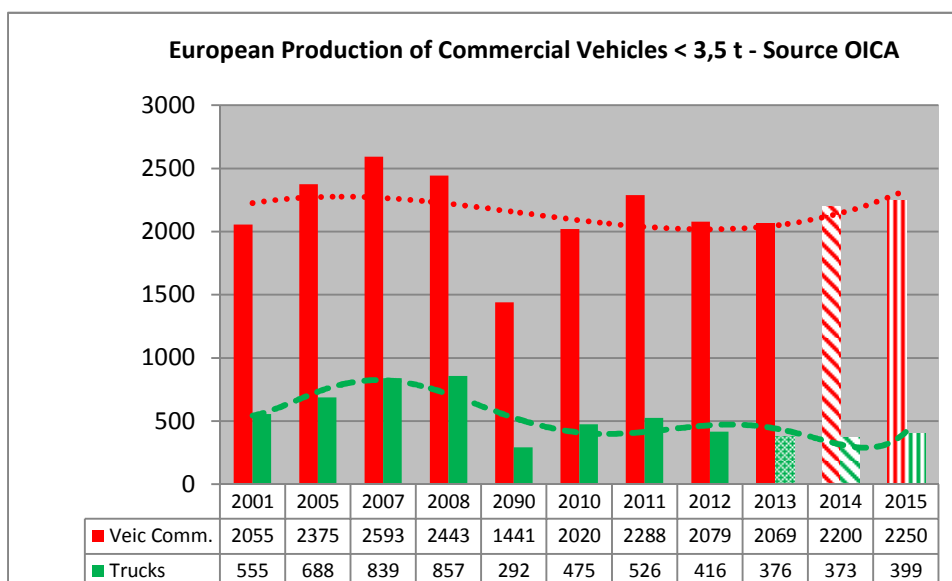
Comparisons Italia-UE



3) Production of Commercial Vehicles and Trucks

Production in Europe

Starting with 2012 ACEA have stopped publication of data on production of certain countries, following the antitrust investigation by the European Commission on the activity of manufacturers of trucks.



We therefore used data sourced by OICA that however consider trucks over 7 tons.

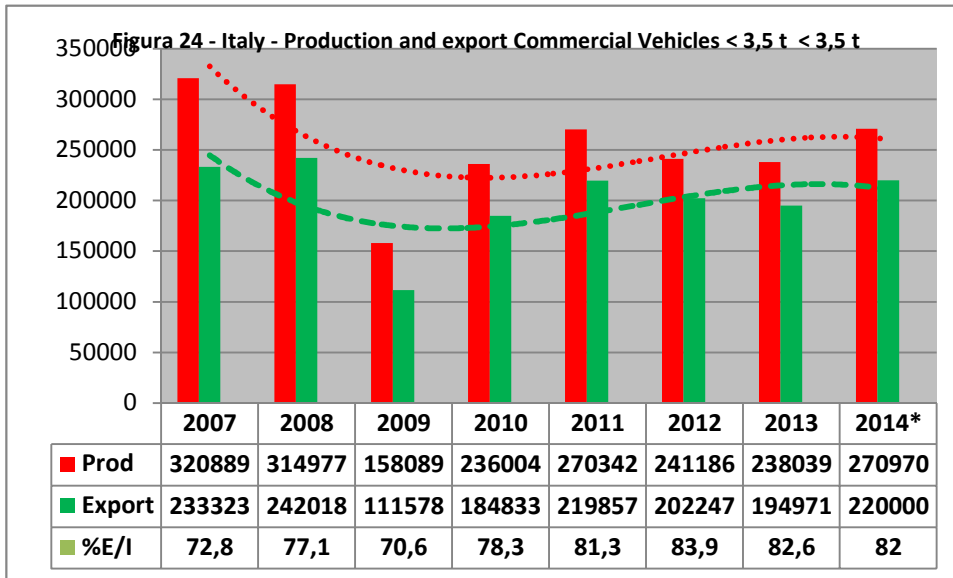
From these data we can see that the production of commercial vehicles (<3.5 t) has recovered well after the fall of 2009, increasing by 58% between 2009 and 2011 and subsequently

declined again in 2012 and 2013, in line with the fall in demand, before recovering last year as also expected in the current year.

In the truck sector the recovery in the European continent was even more pronounced, with a gain of 68% in the two years from 2009 to 2011. Given the overall decline in demand in 2012 and 2013 it is expected that the production has fallen in the two years concerned, to recover may be this year.

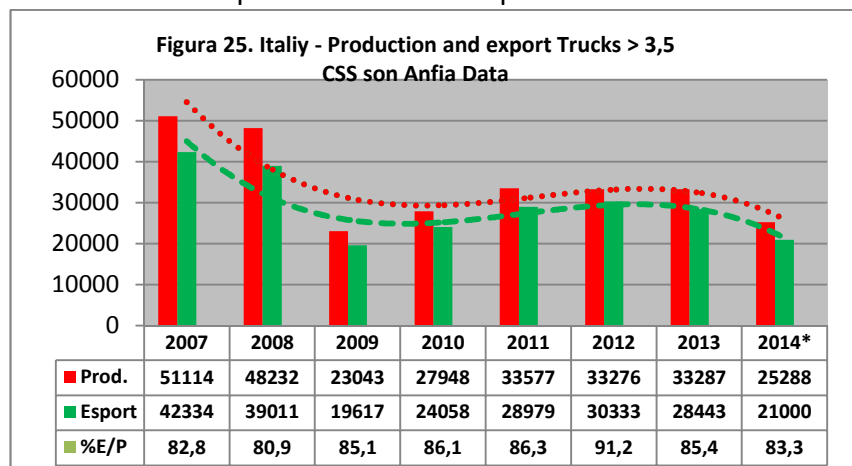
Production in Italy

For Italy the production volumes, which decreased heavily from the middle of 2008, with percentages that at the end of year they amounted to -49.8% for light vehicles and -52.2% for trucks remained more



or less in line with the trends in Europe for Commercial vehicles , and a bit better for heavies. From the second half of 2009 and 2010 there has been a certain degree of reversal of trends, especially for commercials, also in conjunction with the progressive reduction of the stocks and the increase in orders. In 2012 the positive trend in the field of light commercial was suddenly

interrupted (-10.8%), due to the collapse of the Italian market, but recovered slightly in 2013, mainly thanks to exports, which rose to almost 85% of total product .. The truck production was substantially maintained in 2012 at 2011 levels and, thanks mainly to exports, has increased in 2013. But it plunged last year, also following the drop in European demand. Remains however substantial for both sectors the distance with the production volumes of 2007.



5) Road Transport in the world

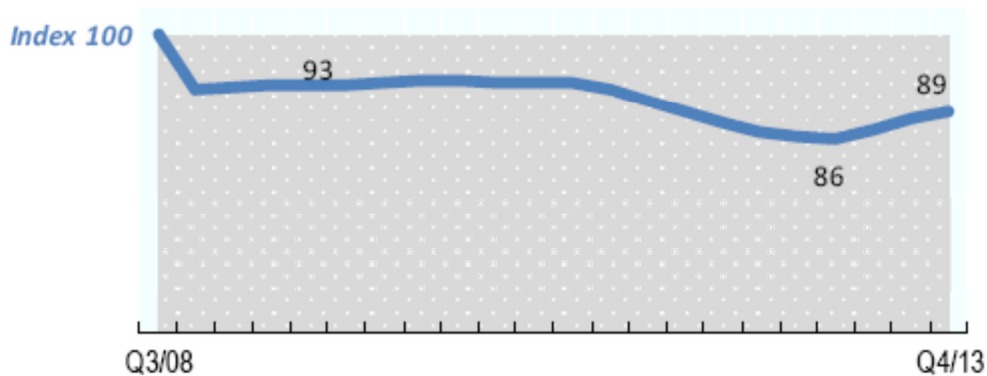
Air freight volumes indicate a potential improvement of the near-term outlook

The latest update of global freight data collected by the International Transport Forum at the OECD through November 2014 shows that:

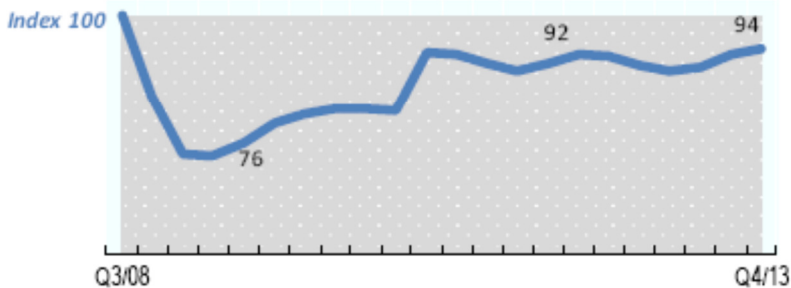
- ▶ Air freight volumes in tonnes of goods moved, considered as a lead indicator, have recovered above pre-crisis peak in the United States and EU-28.
- ▶ Exports to BRICS and Asia remain locomotives of global growth.
- ▶ Rail freight volume, measured in tonne-kilometres of goods transported, slows down in China.

The graphs below show that even if progressing lately transport volumes remain below precrisis levels both in road and rail transport.

National & International Road Transport in EU – Ton/km

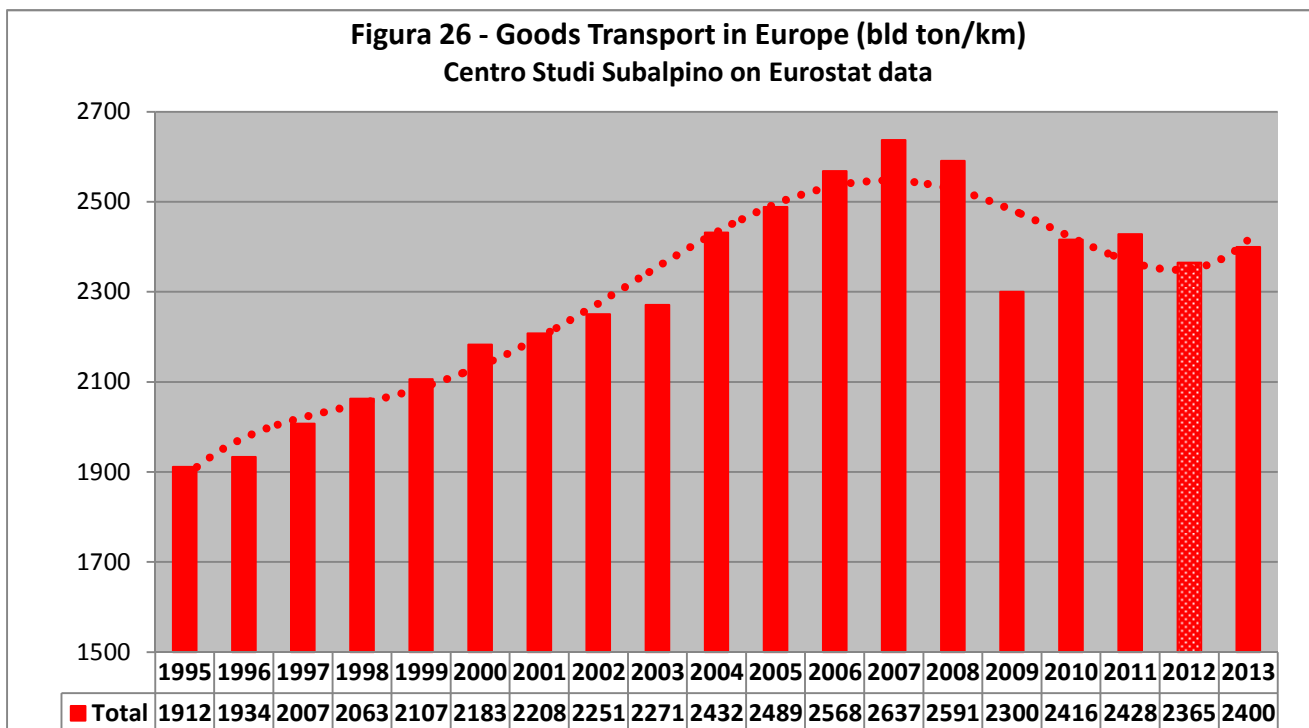


National & International Transport on rail - Ton/km



Road Transport in Europe

In confirmation of the indications of the ITF, the EU with its latest figures from Eurostat for 2013 indicates a slight improvement compared to 2012, mainly because of the recovery of 2,1% of road transport, partly compensated by the decrease in traffic by rail fell by more than 3% in the last two years. In total the volume of freight traffic rose 1.5% compared to the low volume of



2012... As a result the share of road is slightly recovering over rail. (Figure 26a).

Figure 26a

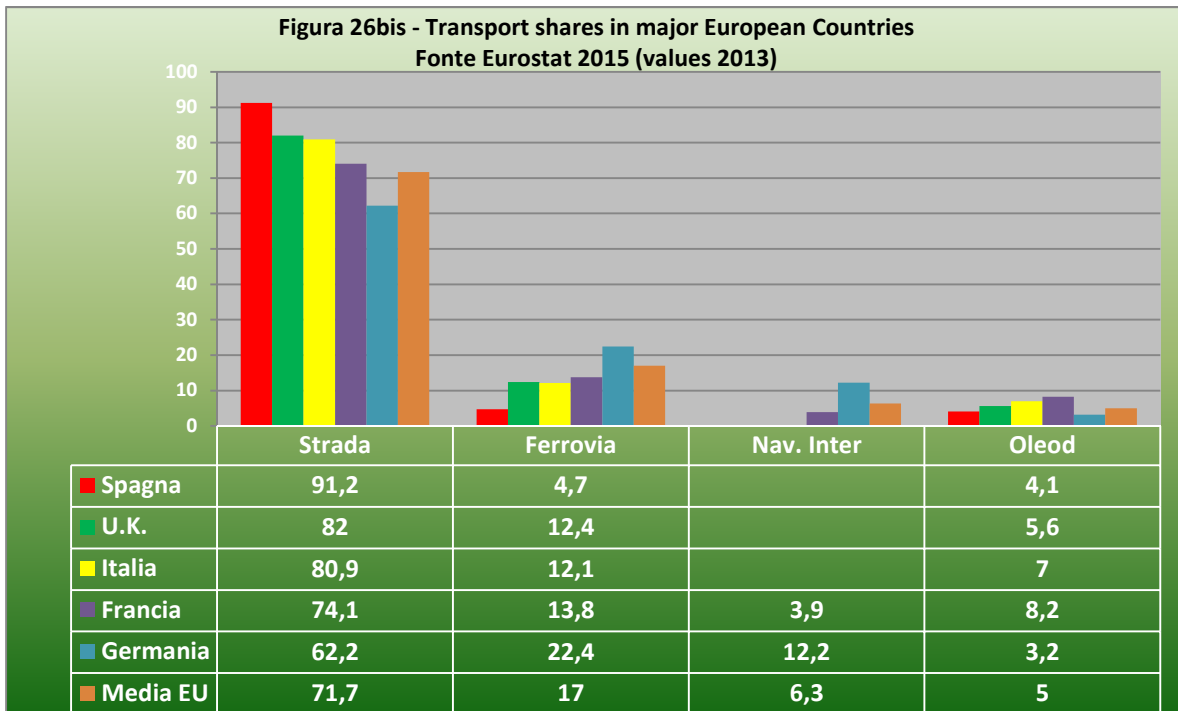
Years	Road	Rail	Inland Navigation	Pipelines	Total
2007	1914	448	145	130	2637
2008	1881	440	145	125	2591
2009	1690	361	130	119	2300
2010	1756	391	148	121	2416
2011	1744	423	142	119	2428
2012	1684	411	150	120	2365
2013	1720	407	152	121	2400

The above table shows that according to official data of 2013, the road seems returning to retrieve the low values of recent years, returning to 10% below pre-crisis levels. With the economic recovery anticipated for the current year, the road should continue to growth. Better had behaved the railroad in the past, that however went back in 2013 to a -9 on 2007, The only mode to remain above the level of 2007 the inland navigation whose share rose to 6.3% in 2013, an increase of 24.8% compared to pre-crisis levels.

However, the road remains by far the most used mode in Europe, with an average of 71.7% according to official figures relating to 2013 (71.3% estimated in 2012). Only Germany, among

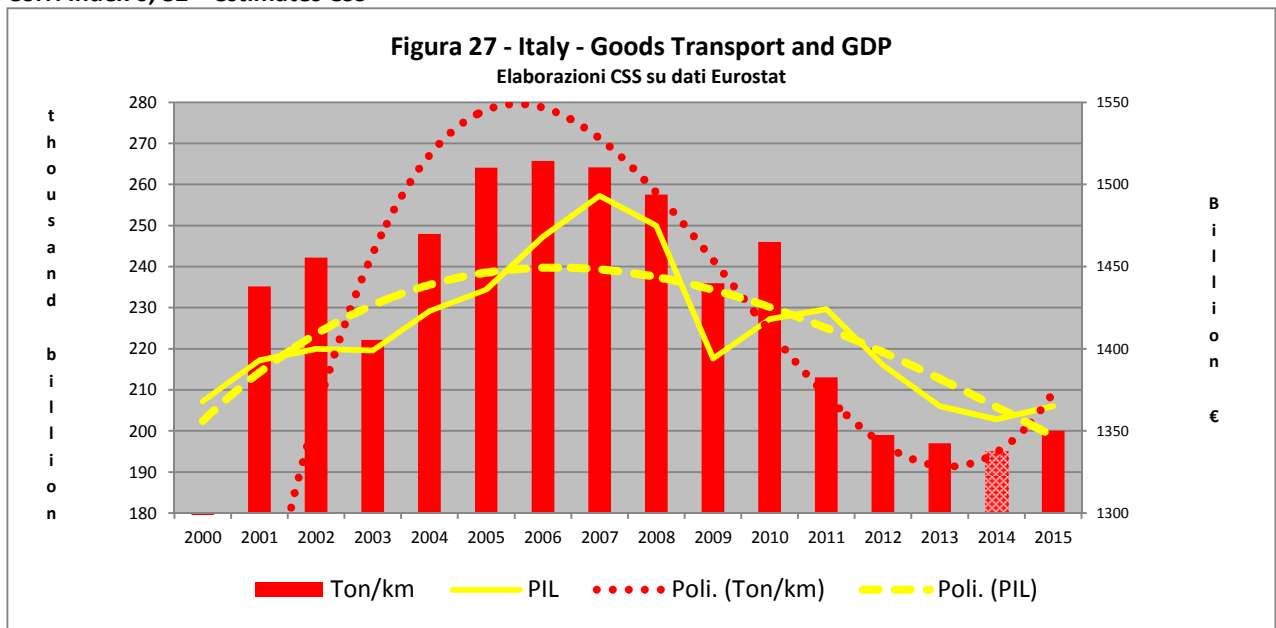
the major European economies, is below the average, given the role that in that country is maintained by the railway and inland waterway.

Leader in this ranking is Spain, with a road share of over 91%, but also important are the dimensions of Britain and Italy.

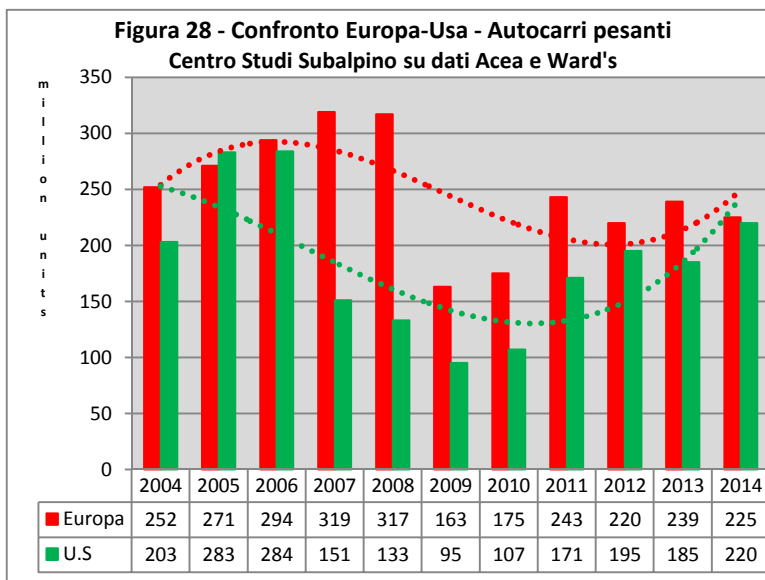


Road goods Transport in Italy. Clearly the volumes of trucks registration are directly related to the performance of the economy and thus the volume of freight transport.

The data in the table below (Fig. 27) are drawn from the analysis of Eurostat (historical data on freight until 2013), integrated with the added volume of transport with vehicles under 3.5 t, not included in the EU statistics and an evaluation of internal cabotage (following the suggestion of Prof. Rocco Giordano, as shown in an article in the journal Systems Logistics in June 2010, (III year n. 2). Looking back over the last few years traffic volumes have gained a good momentum of growth since 2004, in parallel to GDP growth. Given then the next significant contraction of GDP, which began in 2008, but mainly materialized in 2009, and then again in 2012 and 2013, no wonder the sharp decline in freight volumes in 2009, the slight recovery of the road in 2010 and the beginning of a new downturn in the second half of 2011 following the gradual fall of the GDP. The distance from 2007 is double the European average, confirming the absolute gravity of the depressed economy Italian. Given that GDP is expected to increase again this year, may be a small improvement ca be expected this year.



Heavy Trucks Registrations – Europe vs. USA



Also this year, to conclude this overview and highlight not only how the crisis has affected anywhere in the world in 2009, but also how the recovery manifested itself in various economic areas, it is interesting a comparison between sales of heavy vehicles (over 16 t in Europe, and U.S. class 8), the only meaningful comparison, given the difference in statistical methodology in the two countries.

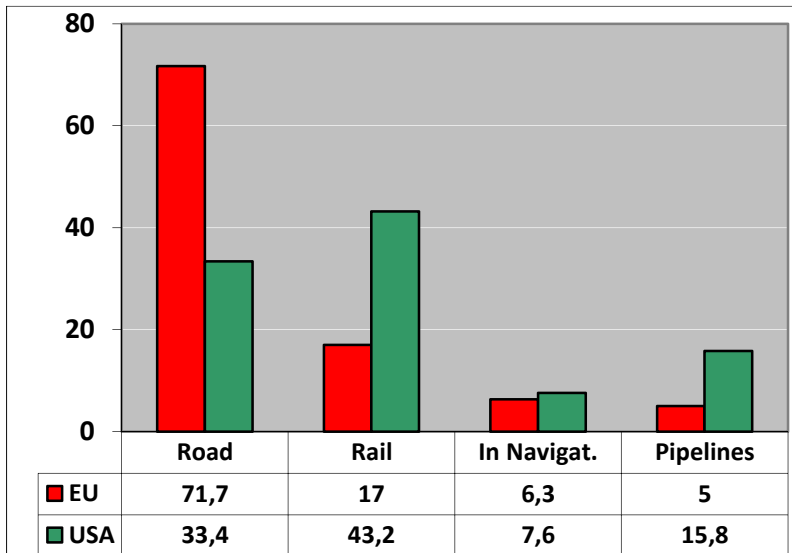
You will immediately notice how the crisis in the U.S. has materialize a year earlier than in Europe, with a drop in sales in 2009 of 66.5% compared to 2006, the year of maximum expansion

of the sector.

The recovery begins in 2010, with an increase of 13% over 2009, the positive trend continued into 2011, with a substantial increase of 60 % over 2010; in 2012 the recovery has been consolidated with a 14% increase on 2011. In the second half of the year, however, the recovery was cooled due to economic uncertainties and delays in solving the problem of "fiscal cliff" which has reached a first agreement only on the last day of that year. The market has continued to decline in the first half of 2013, and despite the good results in the last quarter; sales were down 5.1% on 2012. Very good exploit last year, with an increase of 19,3% on 2013, the most brilliant value since 2006. In Europe in 2010, despite a slight improvement, closed with a loss of about 45% on the 2007 peak. In 2011, the progress has been very good (+35%). In 2012, the market is back in recession, losing 9% on 2011. In 2013 the market rallied in the second half of the year, especially for the great anticipation of purchases due to the introduction of the Euro VI standard from January 1 this year, and the total

market ended with an increase of 8,3%. Down again last year by 7,7%

Figura 29 – Goods Transport in EU and USA – Mode shares
 Source: Eurostat (data 2013 for EU and 2011 for USA)



The comparison proposed is also significant because the volume of goods transported by road, in terms of ton / km, are very similar.

But the fact remains that the total volume of freight transported in the U.S. is 2.4 times that of Europe, and that the mode ranking seen in the U.S. shows the absolute predominance of the railroad (43.2% vs. 17% Europe). The road on the other hand in the U.S. counts for only 33,4% against 71,7% in Europe

If, however, instead of tons Km, using the values of the goods transported

or their weight, the available data show a much greater role of the road in the U.S.. Given the large distances " coast to coast", it is evident that the railway is mainly used on long runs, where the distance weighs heavily on the calculations in tons / km.

According to figures from the American Trucking Association in 2011, we can note the following figures, which emphasize the role of road freight transport in the U.S.:

- In 2011, trucks transported 603.9 billion worth of goods (more than 80% of the entire value of the goods transported). The weight of goods transported by road was 9.2 billion tons (67% of the total weight of all goods transported).
- Vehicles of classes 6-8 (from 9 to 15 Ton) have traveled 131.2 billion miles in 2010, and all trucks, regardless of the total mass, have traveled 397.8 billion miles.
- In 2011, trucks consumed 37.2 billion gallons of diesel.

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