

## **European Markets of Commercial Vehicles and Trucks in 2013.**

### **Economic Observatory: Economic/statistical analysis of 2013 data and trends.**

#### **Executive Summary**

After the fall of 2012, last year the European market for commercial vehicles (< 3,5 t) has been gradually picking up, especially in the second half of the year, closing with a loss of only 0.4% on 2012, to 1,435,203 units, but above all for the positive results of Great Britain.

Good recovery of the truck market >3.5 t. since the fall of 2012. The total European market grew by 6.2%, closing at 313,766 units registered, both for the improved the economic climate and for the anticipation of purchases of the last part of the year. Prospects for the current year are of a further improvement in the trend tied up with the expected recovery of the entire European economic area, according to the latest forecast of the International Monetary Fund (IMF).

In particular for **commercial vehicles (<= 3.5 t.) in Italy** ( Figures 1-3 ), 2013 data point out further drop in registrations with a decrease of 12.6 % over 2012, to 100 ,819 units registered, greatly exacerbating the reflexive phase which began in the second half of 2008. While, however, such a descent from 2009 to 2011 had remained fairly low, the effect of the recessive manoeuvres of Monti government first and then of Letta' have caused a real collapse of the market, fallen by more than 58% compared to 2007, the year that preceded the global crisis.

**In Europe (EU + EFTA - Figure 4-8 )** the Commercial Vehicles sector, which had been gradually recovering in 2010 and in the first half of 2011, after the serious crisis that had struck as early as the second half of 2008 and almost throughout 2009, it had a sharp turnaround from the second half of 2011, but especially in 2012, as a result of the new recessive phase of the economy that hit the Euro area first, and then progressively throughout the area of the EU28, closing the year on values even lower than in the last quarter of 2009.

**A bit better the situation of trucks (> 3.5 t) (Figures 9-17)**, which, however, from the 3rd quarter of 2011 had seen a reversal the upward trend that began in late 2009. Always heavy the Italian situation where the market fell in 2013 to values not seen since the 80s of last century, as pointed out also by the registrations of trailers and semi-trailers > 3,5t (Figure 11), which however in 2013 started to recover in the second half of the year, rising by 1, 9%.

The graphs 21 and 22 show the gap that has developed between Italy and the EU + EFTA markets...

**Even for vehicles above 16 t (Figures 18-22)** the demand has recovered the losses of 2012, closing with an increase of 8.3 %, largely due to the extraordinary performance of Great Britain, but with positive results in all major markets excluding Italy that lost another 3%.

**Production levels (Figures 23-25).** According to data provided by OICA the production of commercial vehicles (<3.5 t) in Europe was recovering well after the fall of 2009, increasing by 58% between 2009 and 2011. But the drop in demand has produced a reduction in production of 9.4% in 2012. Even in Italy, the positive trend in the field of light commercial was abruptly interrupted in 2012 (-10.8%) , due to the collapse of the Italian market , with a minimal recovery last year thanks to exports , which rose to 84% of total production.

Truck production increased last year in Italy, mainly due to exports, which rose to 89% of the total production given the heavy descent of the Italian market. Remains substantial for both sectors the distance with production volumes in 2007 (- 24% for commercial and - 30% for trucks).

**Freight transport by road ( Figure 26 -27 )** Data on the volume of goods transported in the EU underline the marked slowdown in the economy, since their volumes could not but be affected by the new crisis , and the relatively lower industrial and commercial activities, consumption and trade balance. Always critical the trend of domestic transport, which underlines the weakness of domestic demand.

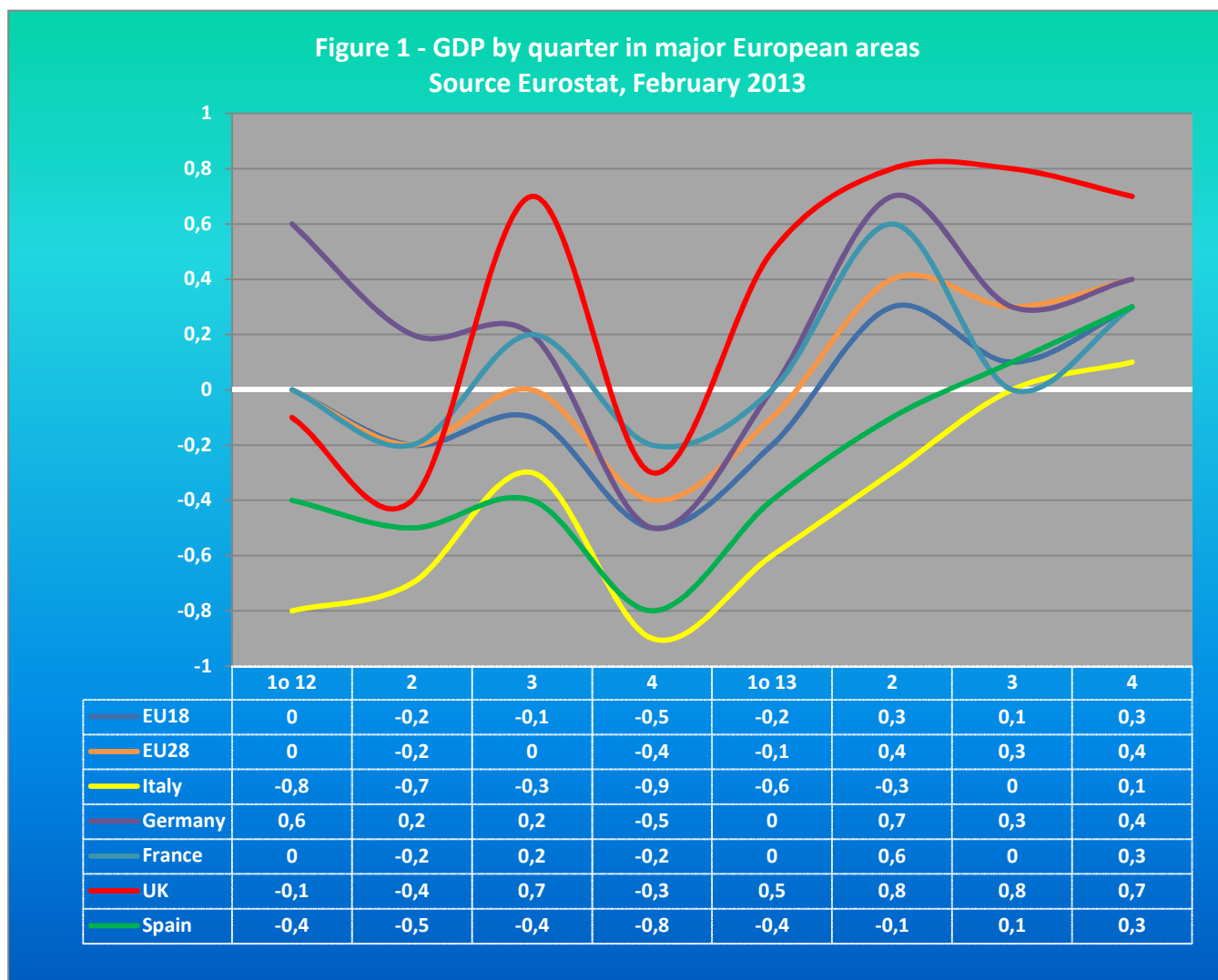
#### **Heavy Trucks Markets: Comparison between EU and U.S. (Figures 28-29)**

In 2013, the U.S. market decreased while bounces back the EU.

## 1) The Italian market of commercial vehicles (< 3.5 t)

*Further collapse in the year of demand for vehicles <3.5 t*

The commercial vehicle sector in Italy is undergoing a dramatic crisis since seven years , not only and not so much linked to the global crisis of 2008/9 , but above all to the new one in 2012 and 2013, which has y hit mainly our country. By the way, if all the Euro area has suffered but came out with 2° quarter of last year, Italy have achieved such result only in the last quarter of last year 8 a mere 0,1%, the lowest among leading European countries ( see Figure 1) ) .



The chart below shows the trend in registrations of commercial vehicles in the last decade, with an indication of the progression of GDP in the same year, which shows clearly that the two curves are almost parallel, with a correlation coefficient of 0,87 confirming that the sales of these vehicles , which are closely related to the distribution for consumption, were blocked by the dramatic reduction in income and consumption in recent years.

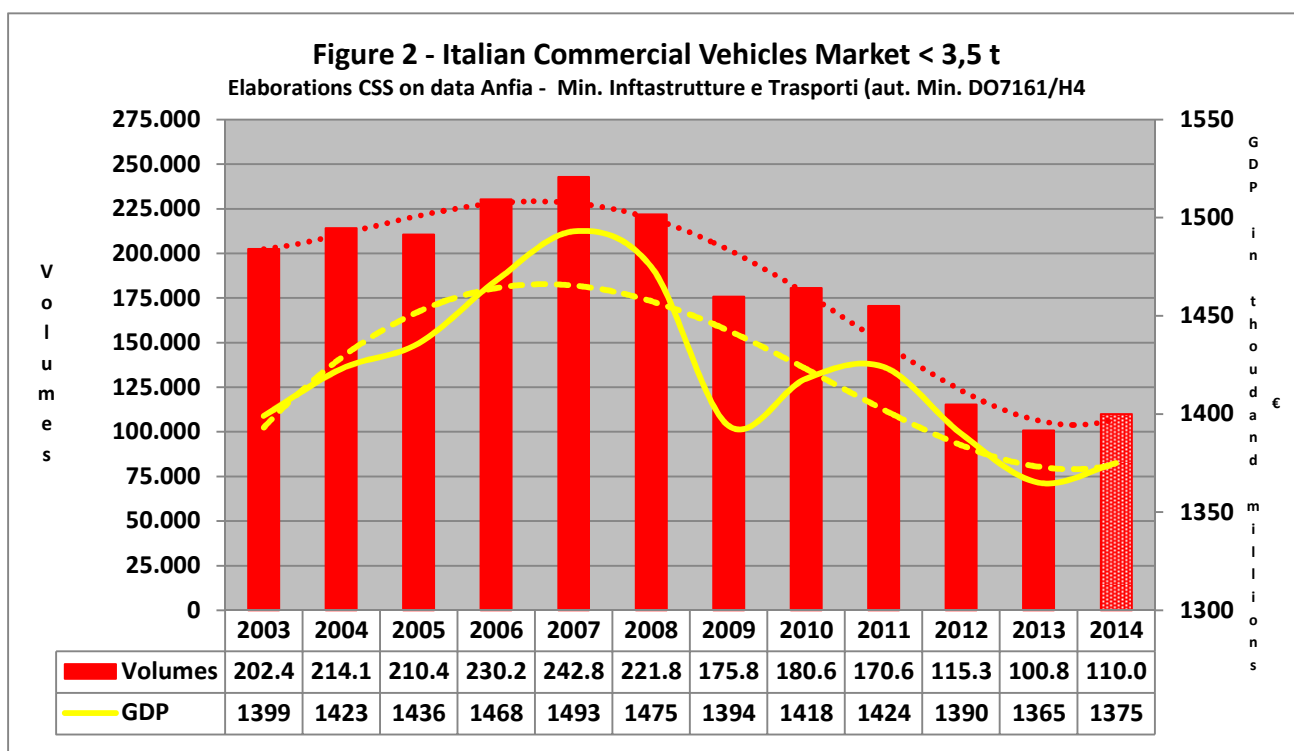
This trend is also confirmed by the history of this sector in the last two decades (Figure 2). The industry had in fact already suffered a lot because of the previous generalized crisis of 1992 /93, it began to recover in 1994 with the first Tremonti, but especially in 1997/8, years of the scrappage 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, and a possible rebound is therefore only expected in the current year as it has just run out of the current recession that lasted more than two years. The forecast for this year talks of a recovery of 10% at best.



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

To emphasize the drama of the Italian situation compared to the rest of the Eurozone the following table shows the trends in new vehicle registrations in the two areas (Figure 2a): you will immediately notice that until 2011 Italy behaved even better than the eurozone in its complex.

Figure 2 bis - Commercial Vehicles Market < 3,5t: Italy vs. Eurozone

Source Anfia and ACEA

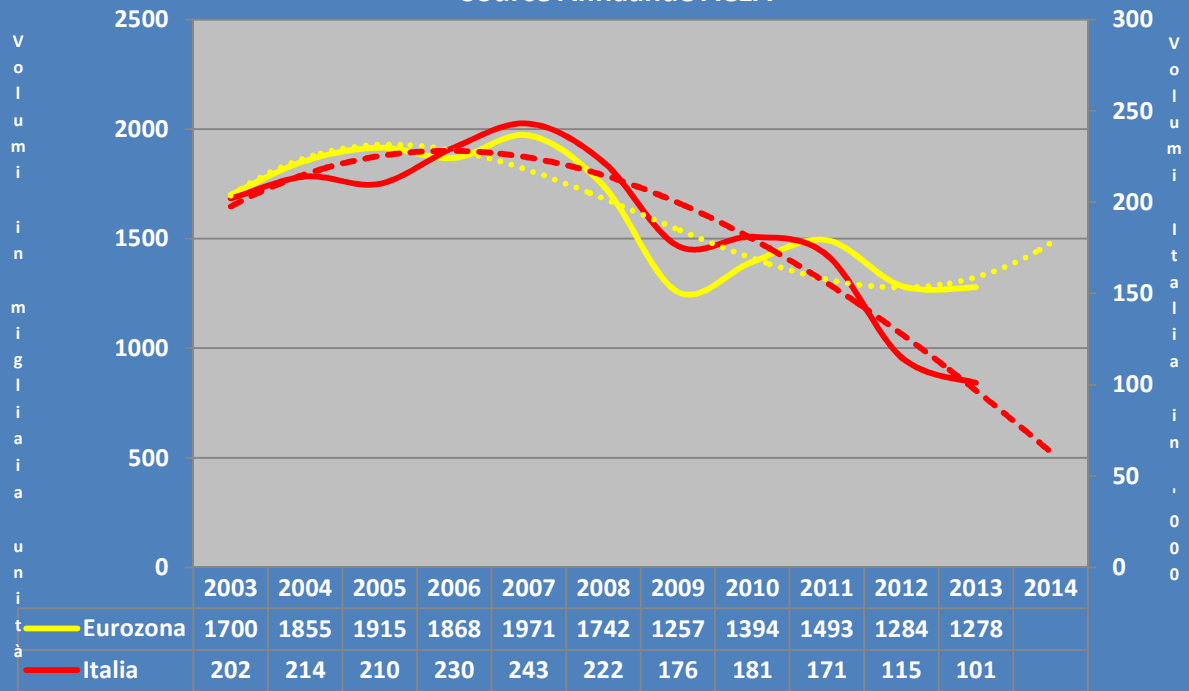
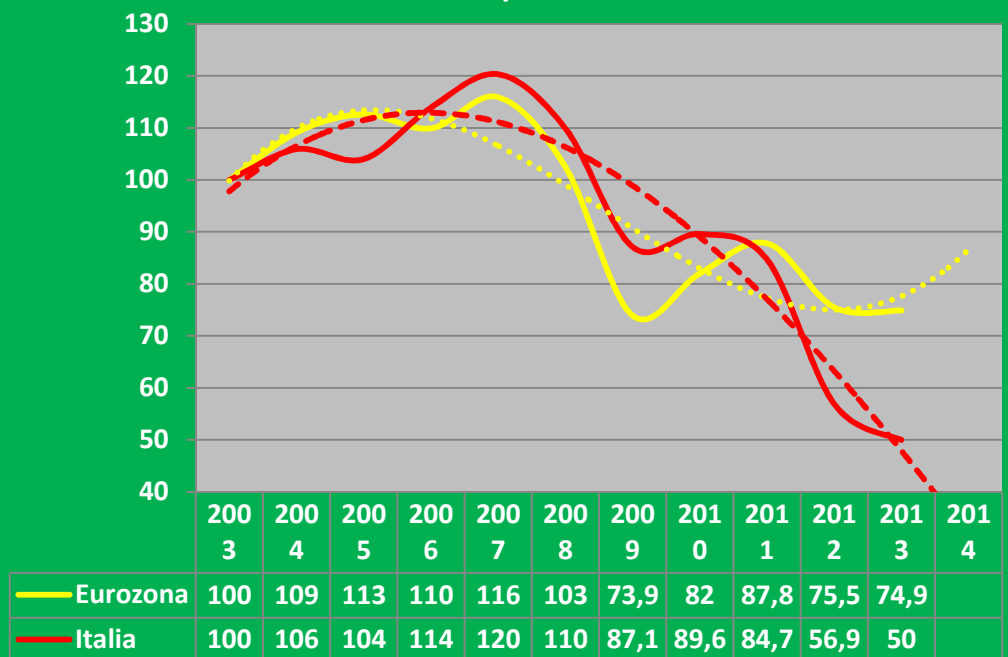


Figure2 ter - Italy vs Eurozone - Index numbers

Centro Studi Subalpino on Acea data

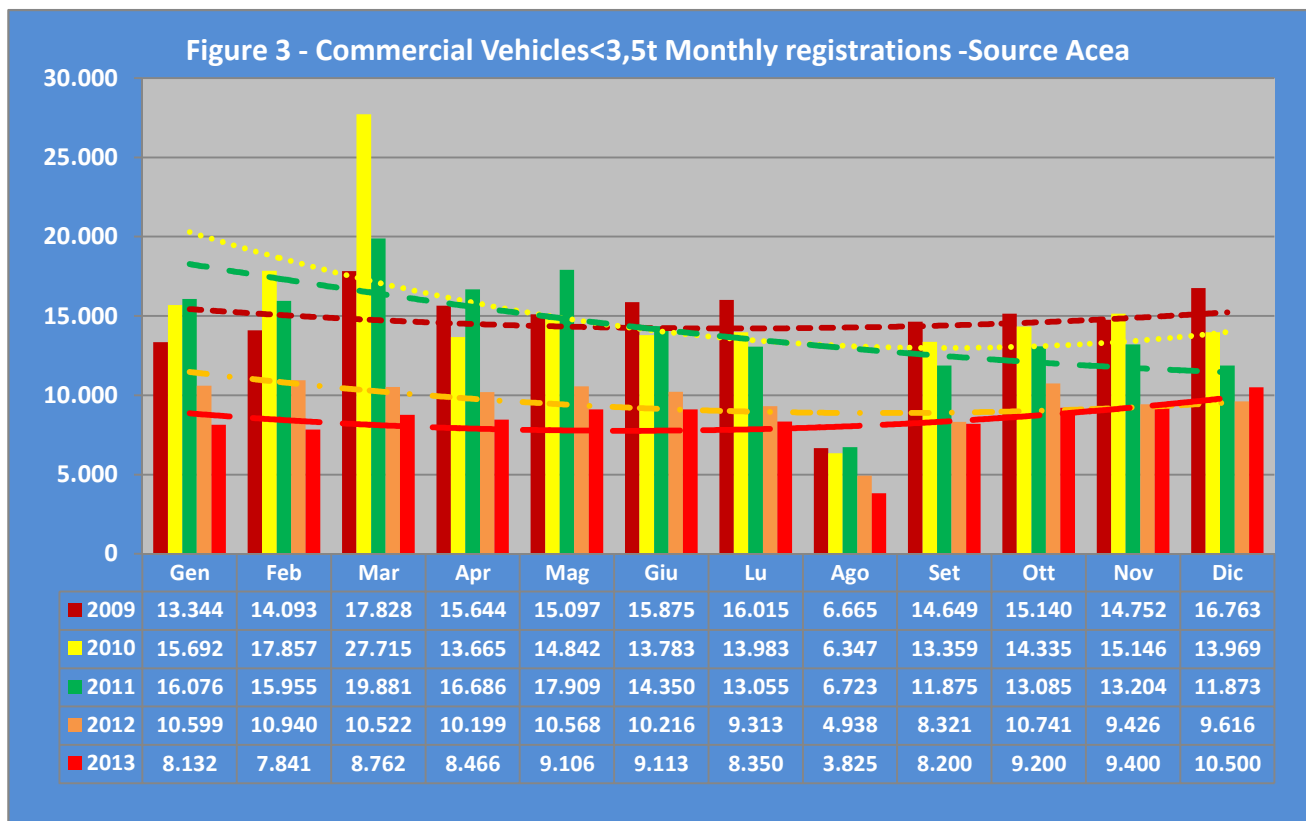


The same thing is observed using index numbers, with 2003 = 100 (Figure 2b)

It may be noted that the loss of Italy from 2003 is of 50%, compared with a loss of 25 % of the eurozone as a whole.

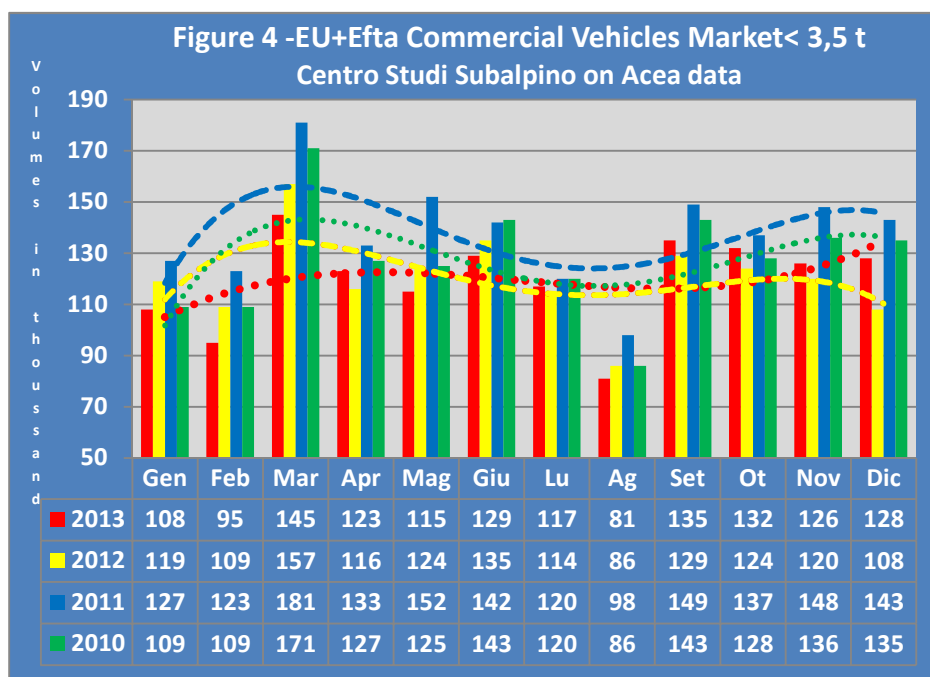
In this situation it is very difficult to make predictions for the future.

For statistical interest we show below the table (Figure 3) with the monthly trend in registrations of commercial vehicles since 2009. The source is: “ANFIA Elaboration 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 sector (Figure 4 ), which had been gradually recovering in



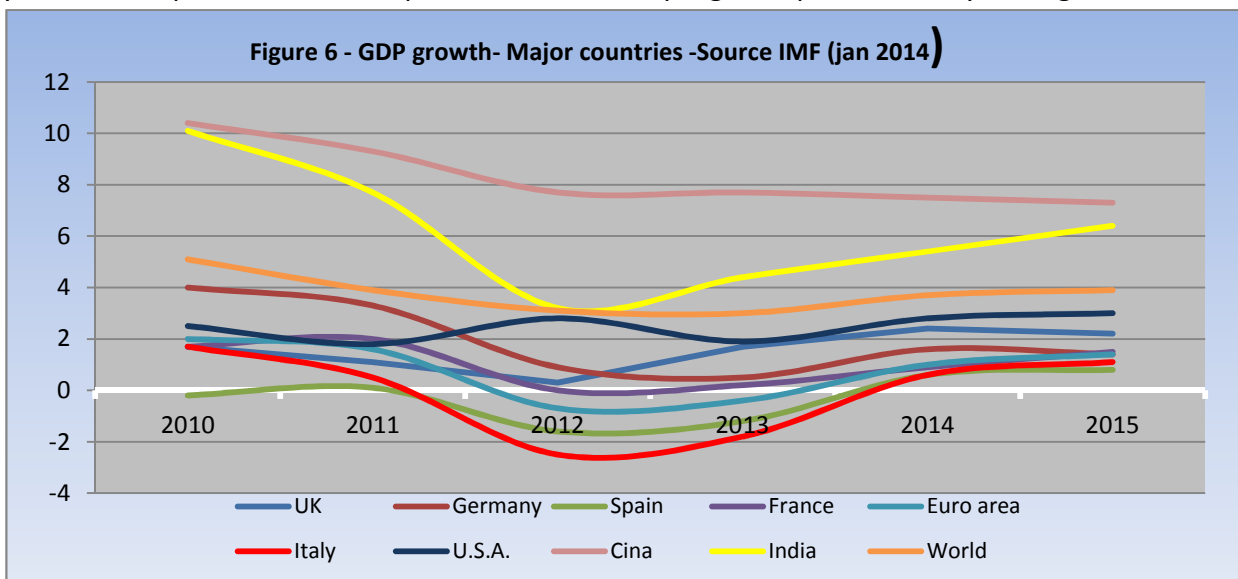
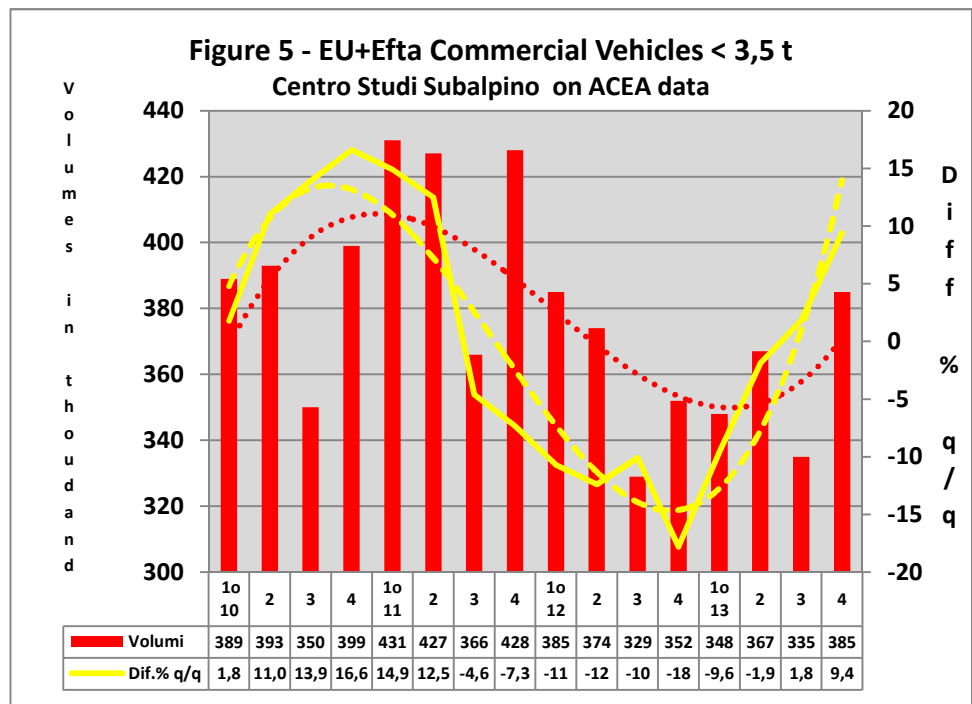
2010 and the first half of 2011, after the serious crisis that had struck as early as the second half of 2008 and for almost all 2009, had a sharp turnaround from the second half of 2011, but especially in 2012, as a result of the new recessive phase of the economy that hit the Euro area first , and then progressively throughout the area of UE28 , ending the year on values even lower than the

last quarter of 2009.

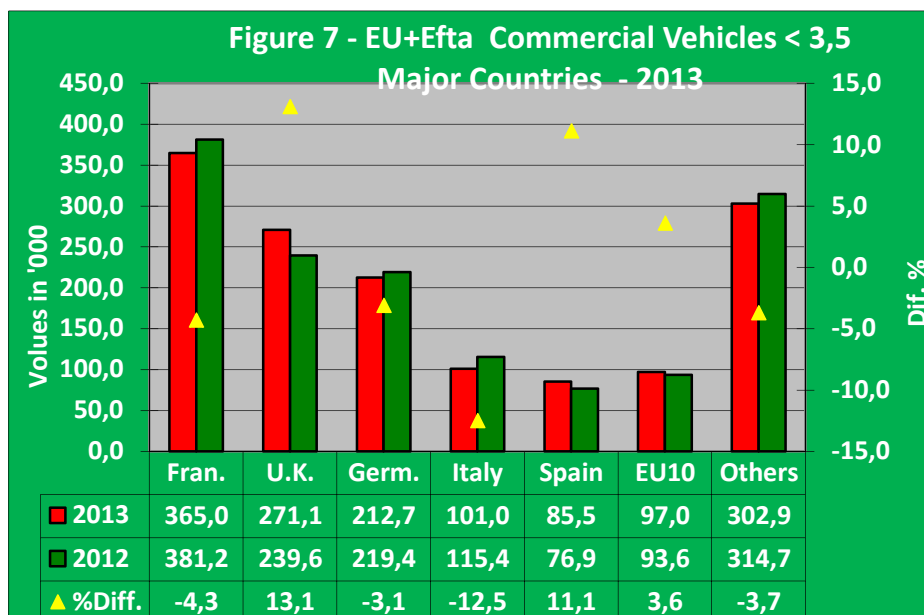
The quarterly performance (Figure 5) is very clear in this respect, and emphasizes the acceleration of the fall of the market in the last quarter of 2012.

Last year the market has been gradually picking up, especially in the second half of the year and the year closed with a loss of only a -0.4% on 2012, but above all for the positive results of the UK (where the economic recovery was already established at the beginning of the

year, and Spain for the important incentive program promoted by his government in the



the second half of the year. Prospects for the current year are for a further improvement in the economic



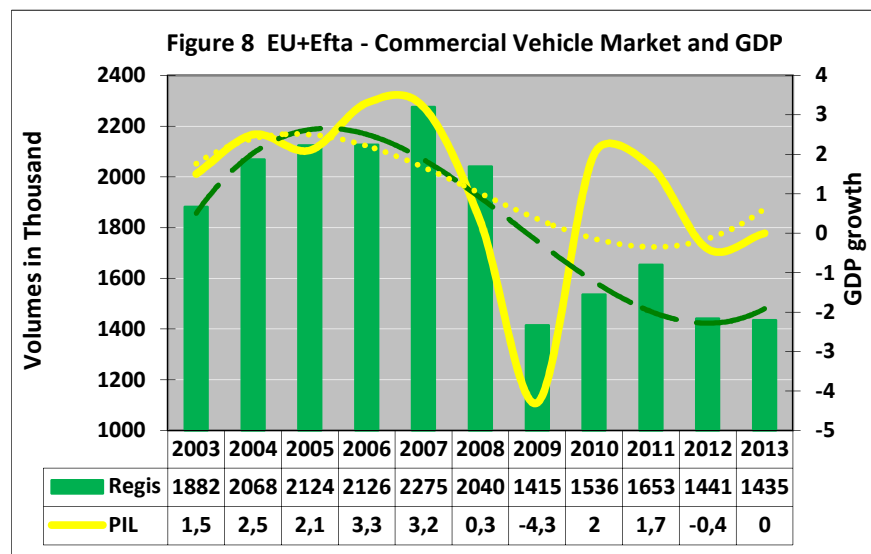
trend of the entire European area, according to the latest forecast of the international Monetary Fund (IMF) (see Figure 6).

The greatest losses have occurred in Italy, which has suffered from the new recession, but also France and Germany have accused

losses up to the 3rd quarter (Figure 7).

Compared to 2012 the loss was therefore only 0.4%, but compared to the highs reached in 2007 the decline in the commercial market was 37%.

For the current year, the expected more substantial economic recovery should allow a more marked increase in sales.

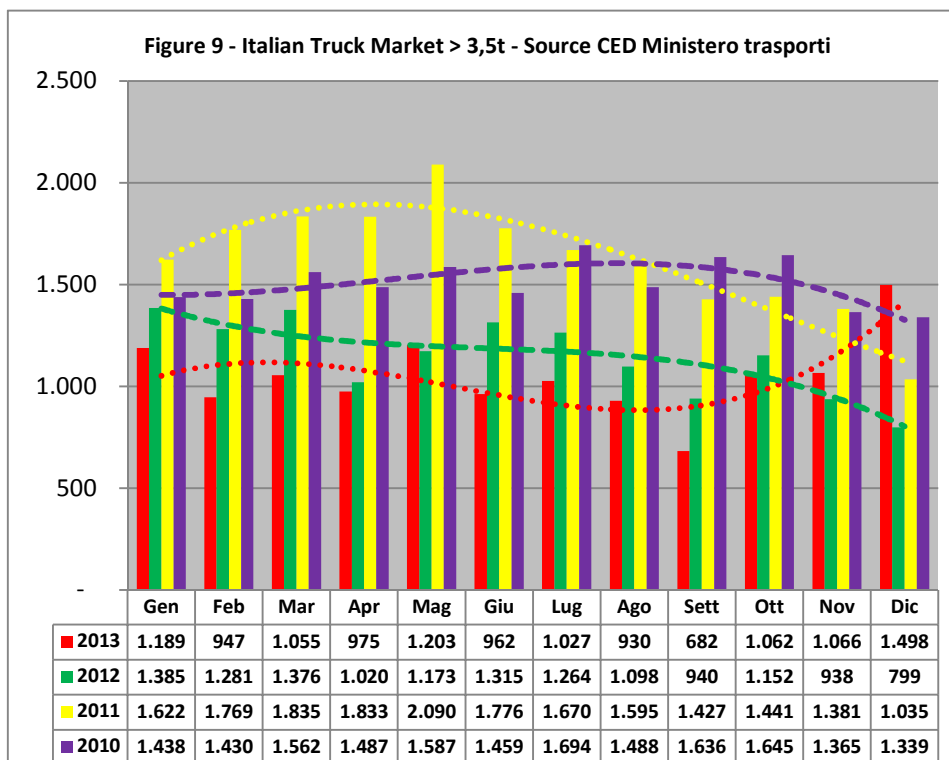


## 2 ) The Truck Market

**2013: year at two-speeds in Europe, dramatic decline in Italy .**

### Italian Market Trucks > 3,5 t.

As shown in the following graphs (Figures 9,10 and 11) after the heavy loss in 2009 (-44.6 %), in 2010 the market has been slow to keep on the already low values of the previous year, ending the year at

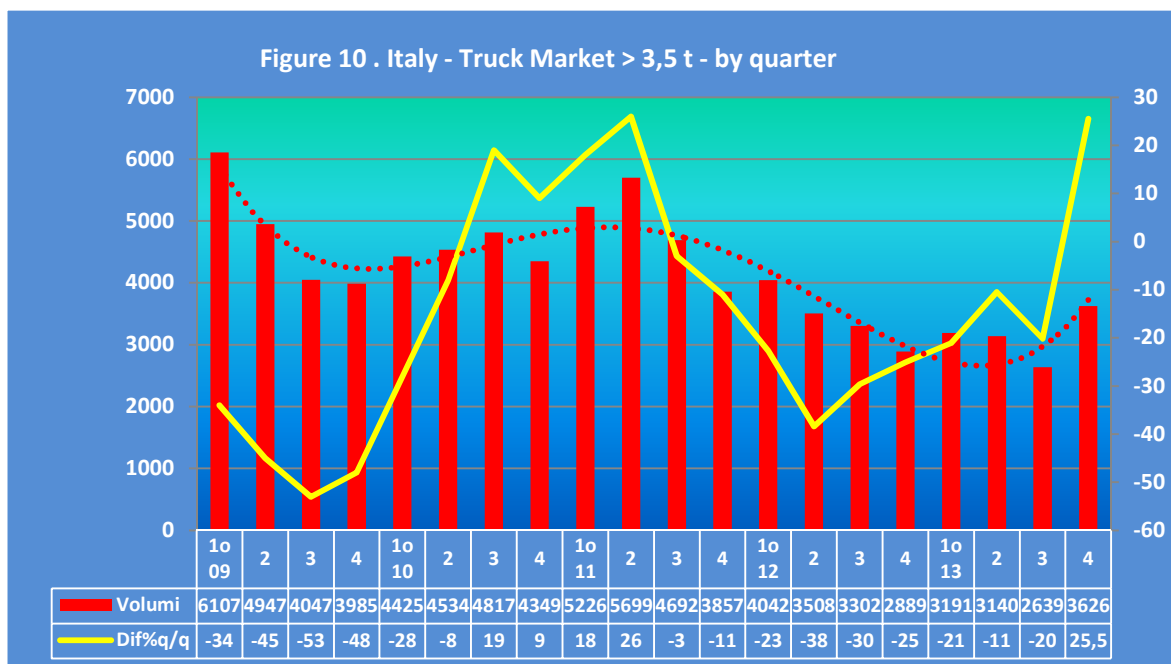


18,130 units with a - 5 % on 2009 . In 2011, the recovery has been more consistent, especially in the first half. Already in the 3rd quarter, however, the market has returned to stagnation. The year closed at 19,474 units (+7.4 % on 2010), however far from the usual values before the global crisis.

In 2012 there was a genuine meltdown that led to consuntivate only 13,741 units, down

29.4% on the already low level of 2011.

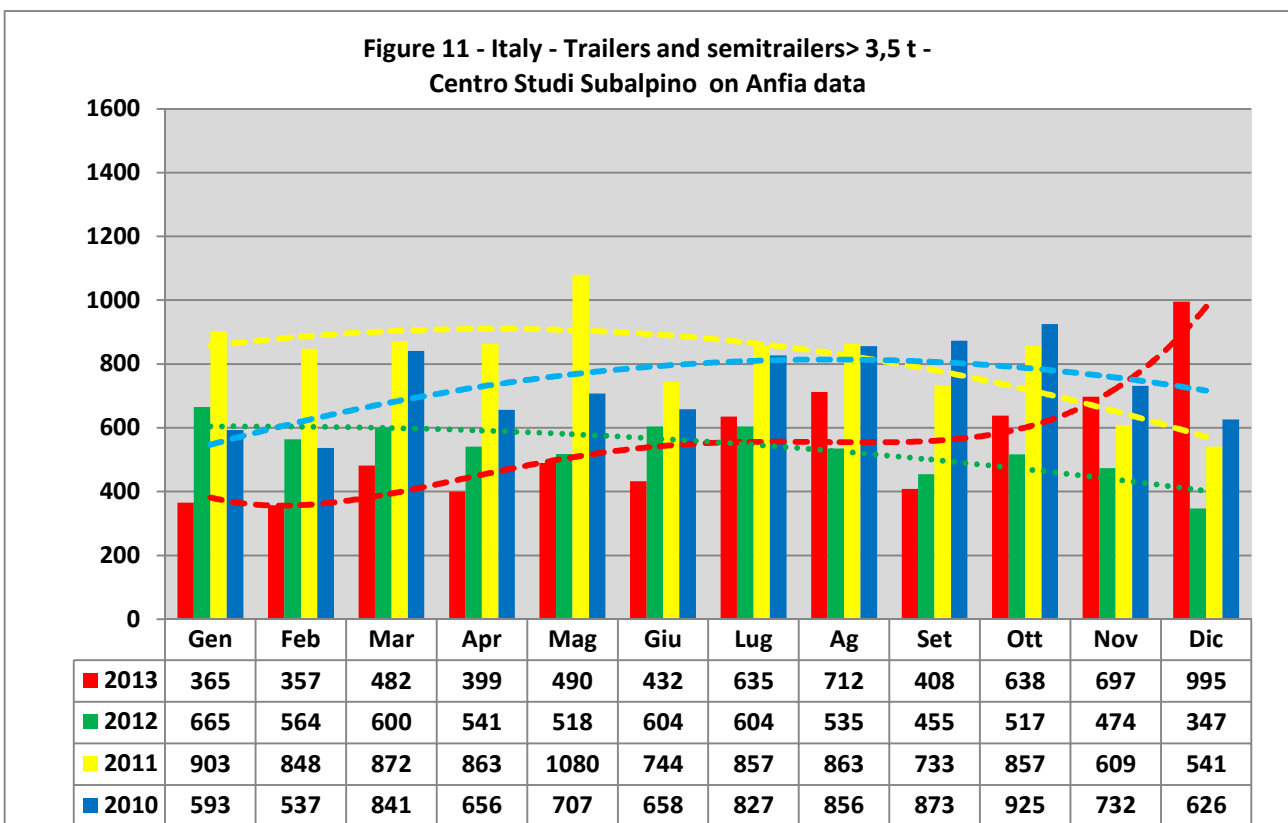
Last year, then, continued the descent with a further decline in registrations of 8,3 % to 12,596 units .



Only in the last two months of the year we recorded positive values, due to the anticipation of purchases linked to the introduction of the Euro VI standards from January 1 this year.

In practice, the market fell back to the eighties of the last century.

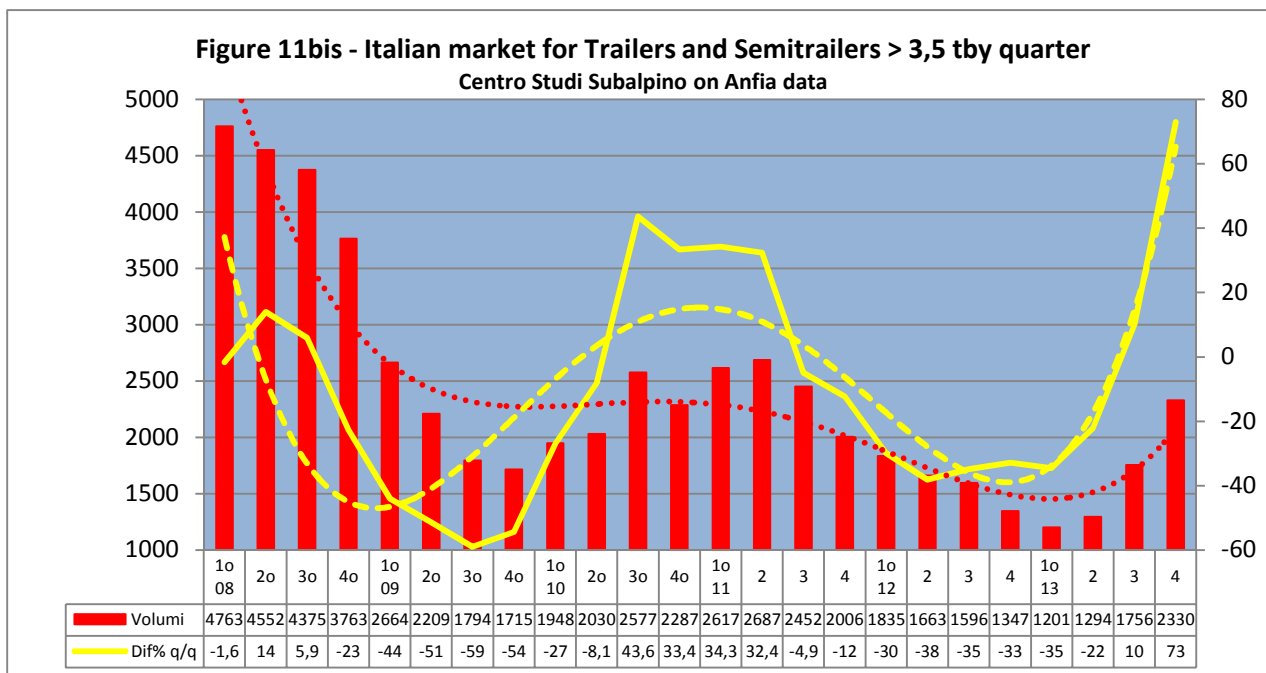
**The market trend of trailers and semitrailers > 3,5t** (Figures 11 and 11a) confirms with extreme



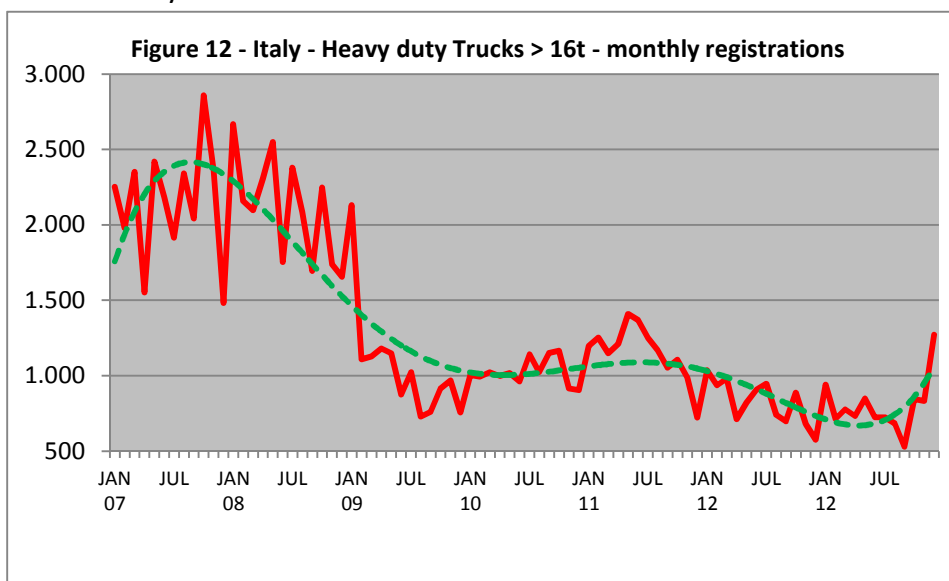
evidence the difficulties of the Italian market for trucks. After the heavy fall which began in 2008 and

continued in the year of global crisis, the market recovers somehow in the first half of 2010 with the help of the scrappage scheme. That did not last long anyway. From the end of 2011 the descent continued until the first quarter of last year before recovering gradually in subsequent quarters, partly as a result of a new program of incentives for scrapping of trucks and trailers. Cumulatively in 2012 registrations were down 34% to 6,439 units and 6536 units in 2013, with a recovery of 1, 9% on 2012. Of last year's total 2837 units were of foreign brand, 25.3% more than in 2012, and 3699 of Italian brand , 10.8 % less . More and more meaningful then the increase of foreign brands that in 2013 accounted for 43.4% of the total, compared with 35.3 % in the same period of 2012.

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



The recovery of the market for trailers is made even more evident from the analysis by quarter that



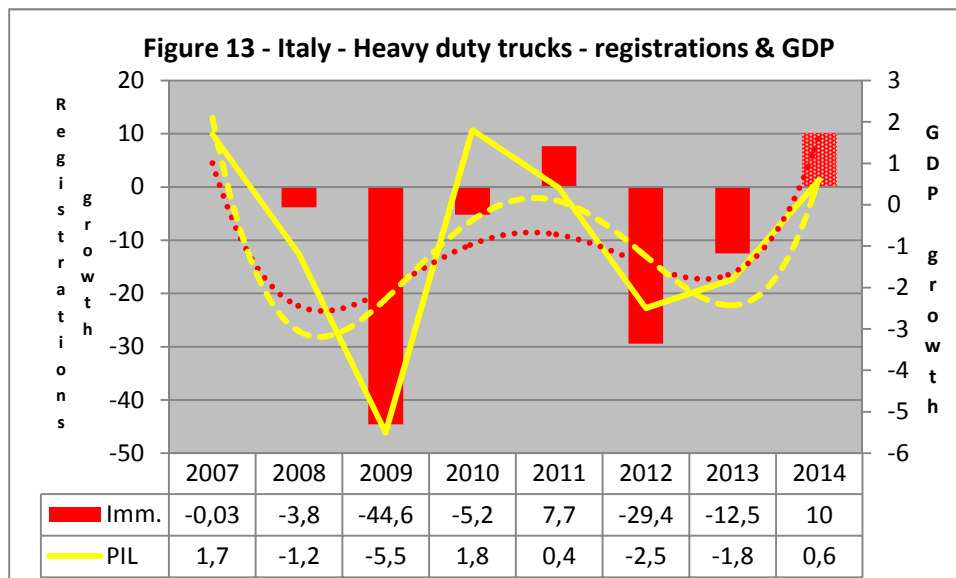
shows a positive trend starting with the 3rd quarter

and consolidating significantly in the fourth. The output of the curve bodes well for next year. It is worth to emphasize, however, that the good results of the 4th quarter bring us back to the situation of three years ago, and we

are still very far from the figures before the crisis of 2008.

In 2013, the market was still lower by 63% compared to 2007.

In parallel to the descent of the truck market > 3.5 even the market for heavy trucks over 16 t has dropped heavily, with only a brief recovery in sales in 2011 (+12.8 % on 2010), which followed the dramatic fall in demand in 2008, when registrations started to shrink, and have registered in 2012 only 9919 units, representing a decrease of 28.5 % over 2011. Last year there was a further decline by 3% to 9,626 units. The distance with the 2007 is thus further increased to 62.6 %, which is virtually identical to the market downturn of trailers and semitrailers in the same period.



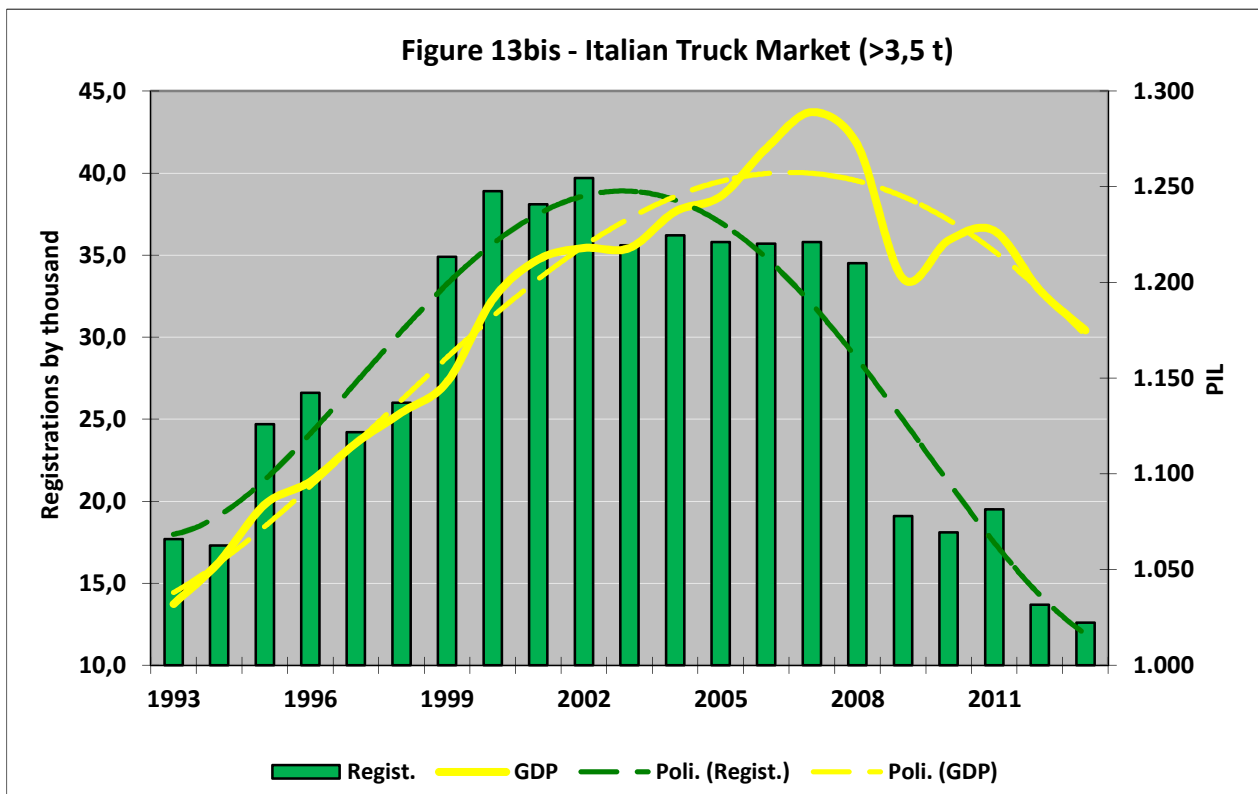
The outlook for the current year is for light but steady recovery tied to actual economic recovery. (Figure 13). As can be seen the trend lines are practically parallel as also indicated by the correlation between the two sets of data that is in fact very high (0.88) and therefore decidedly significant.

The recovery in sales is however also affected by the partial shift of purchases abroad, carried out by subsidiaries of Italian transport companies in other countries of the European Community, which we have witnessed in the last 6/7 years.

Before closing it is worthwhile to summarize the situation in the field of Trucks > 3.5t, how it evolved 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 collapse in 2012 and 2013.

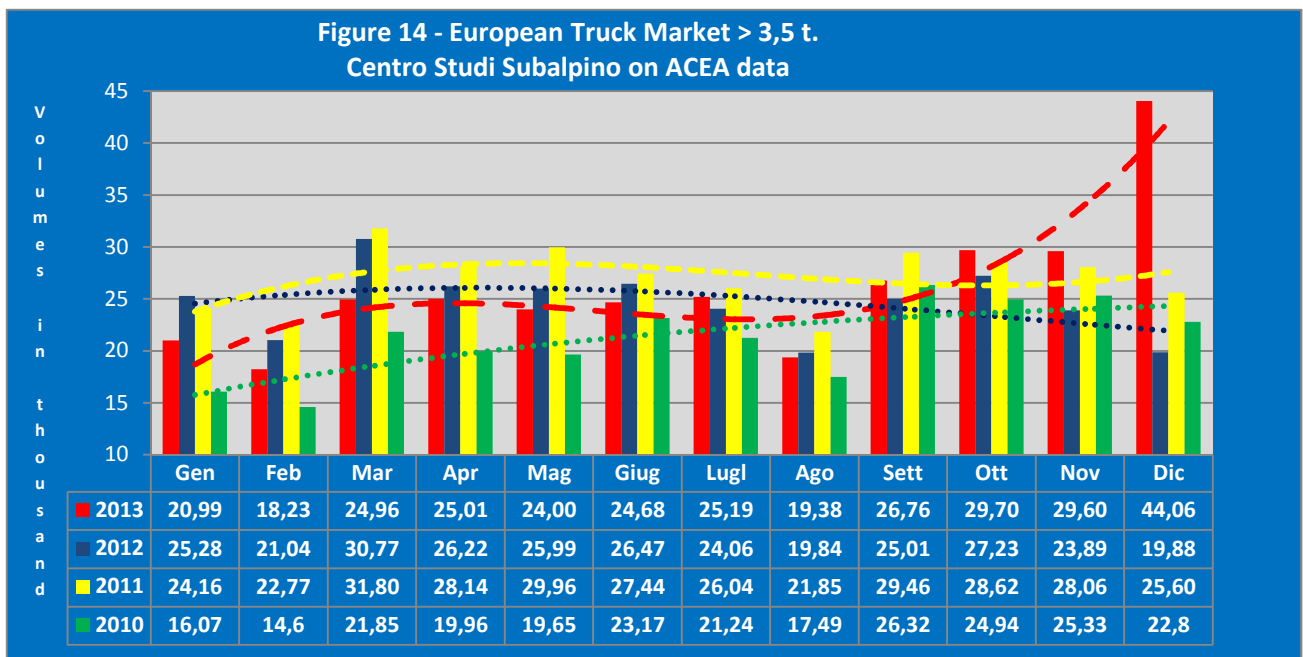
The lack of correlation with the GDP series for the entire period (0.33) probably indicates that registrations in Italy were, affected mainly by the availability of product on the Italian market, rather than by economic factors directly influential on registrations. As evidence of this, we measure the correlation between enrollment 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 2007-2013, when the correlation is stable over a significant value (0.91).



### European Truck Market > 3,5 t.

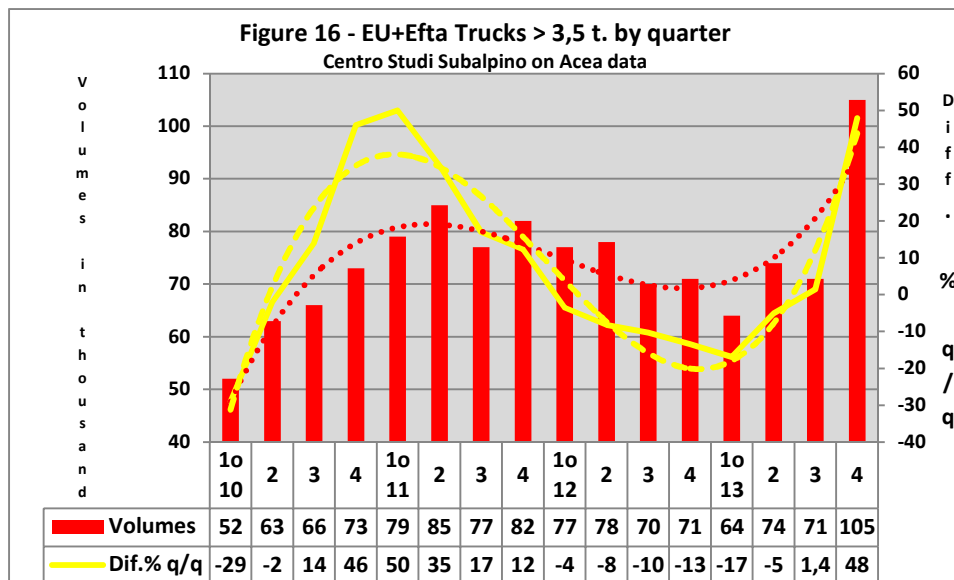
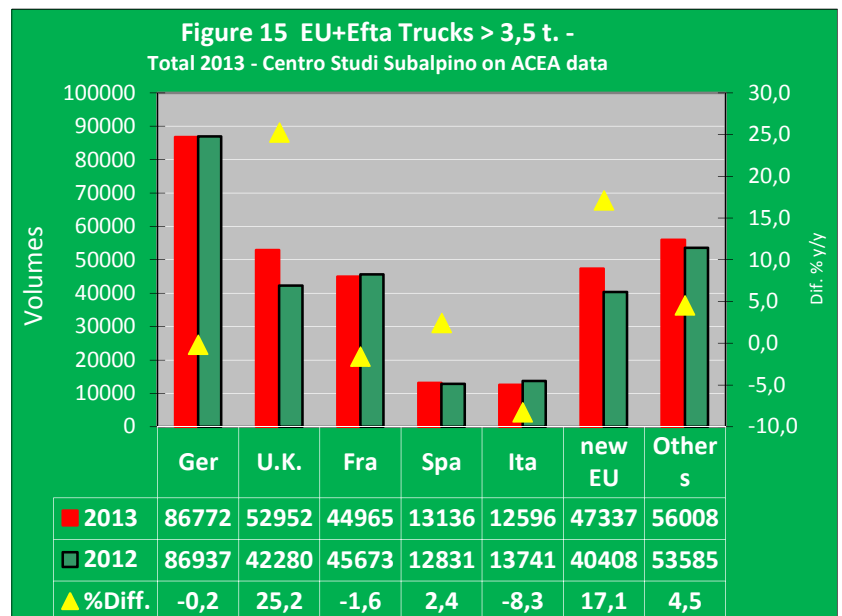
While in 2011 we assisted to a good recovery of sales in the European market for trucks (> 3.5 t), with a final balance of 323,873 units registered, and an increase of 26.4 % over 2010 (with progress



particularly significant in volume of sales and growth rates of Germany (+19.8 %), France (+37.7 %), the UK (+31.3 %) and Spain (+19.9 %), in 2012 the market had come down again ending the year with a contraction of 8.7% to 295,610 units. The only positive result in that year was that of United Kingdom (+3.5%), despite the fall in demand had been aggravating, month after month, even in that market.

2013 was a year of two speeds: a first part in which the market continued the negative trend of 2012. In the second half of the year sales have gradually increased across Europe, starting with the UK, both for the gradual economic recovery throughout Europe, and for the anticipation of purchases in view of the new Euro VI standards.

As can be seen from Figure 15, almost all markets closed in positive or draw, exclusions made in France (-1.6%) and Italy (-8.3 %). Quite particular exploit of U.K. that ended the year with a 25.2% boom.

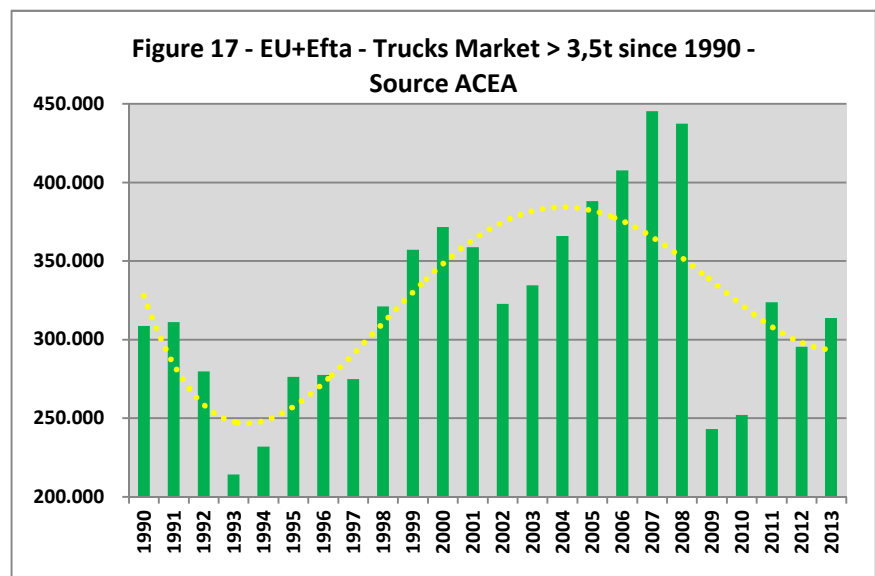


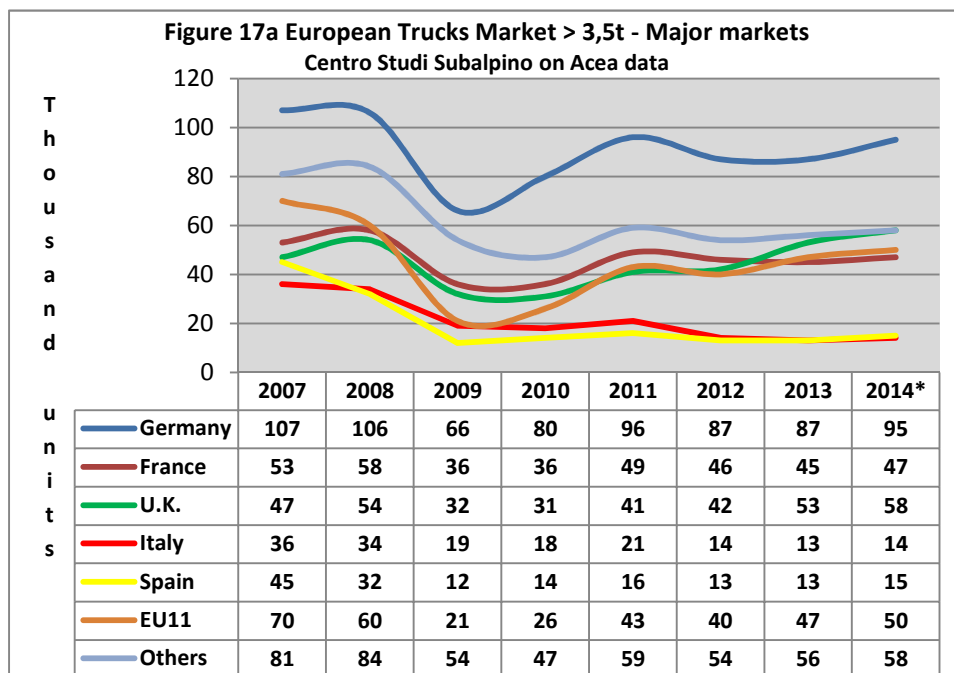
The quarterly performance also shows visually what described above, with the onset of descending trend early in 2012 continued until the end of the 2nd quarter 2013 and the subsequent recovery from 3<sup>rd</sup>. Given that the recession has given way to a resumption of GDP across Europe already in 2013 for 2014 we expect further recovery in sales, even if the first few

months will be conditioned by the anticipation of the purchases that took place at the end of last year...

The figure 17 shows graphically that without the recovery of last year the 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 with the general upturn in the economic cycle.

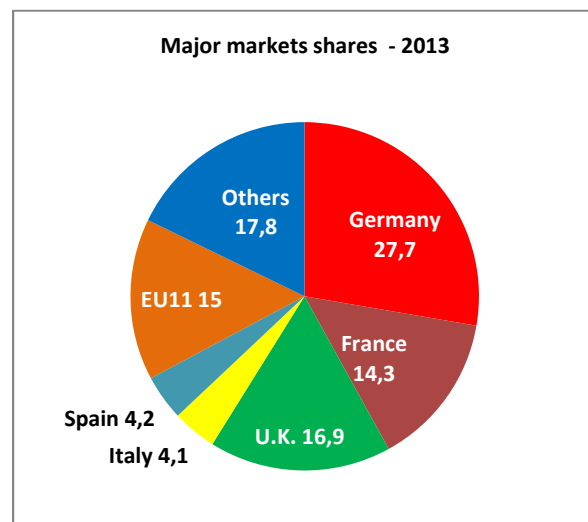
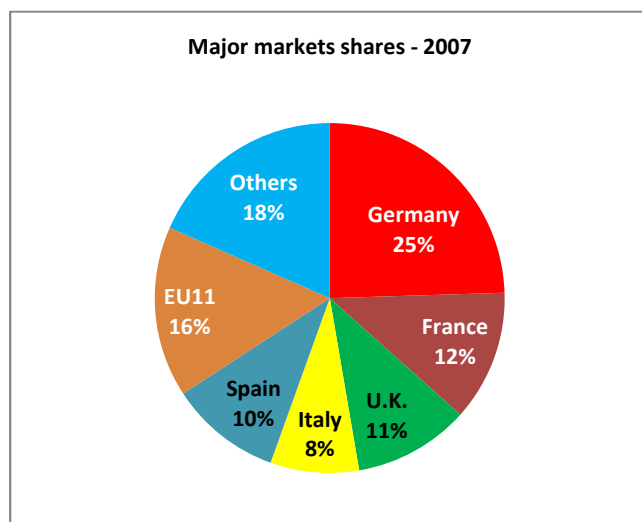
As shown in Figure 17/a, the distance from the values of 2007 varies greatly from country to country , and the trend for the current year should bring the various markets to values more in line with the need for





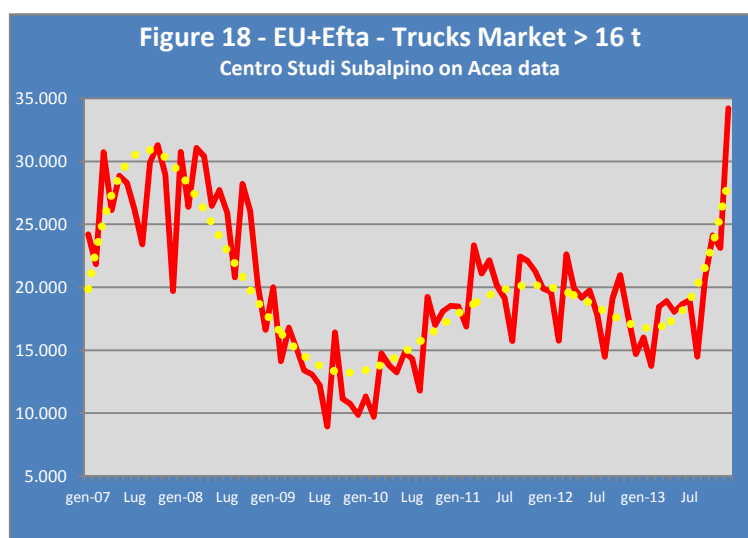
renewal of the parks partly suspended in 2012. Also interesting to note that the global crisis of 2008/9 and the subsequent recession that has hit the countries of the Mediterranean, have profoundly altered the relative importance of the various European markets in this sector: Italy and Spain together now account for just more than 8% of Trucks sales >3.5t, while Germany, France and especially U.K. are

increasing their share and today together they account for just under 59 % of total EU+EFTA, compared with 48 % 7 years ago .



## Heavy Duty Trucks Market > 16 t

In this segment Europe had reversed, at the beginning of 2010, the downward trend that began in the 3rd quarter of 2008, consolidating the gains especially in the second half of that year.



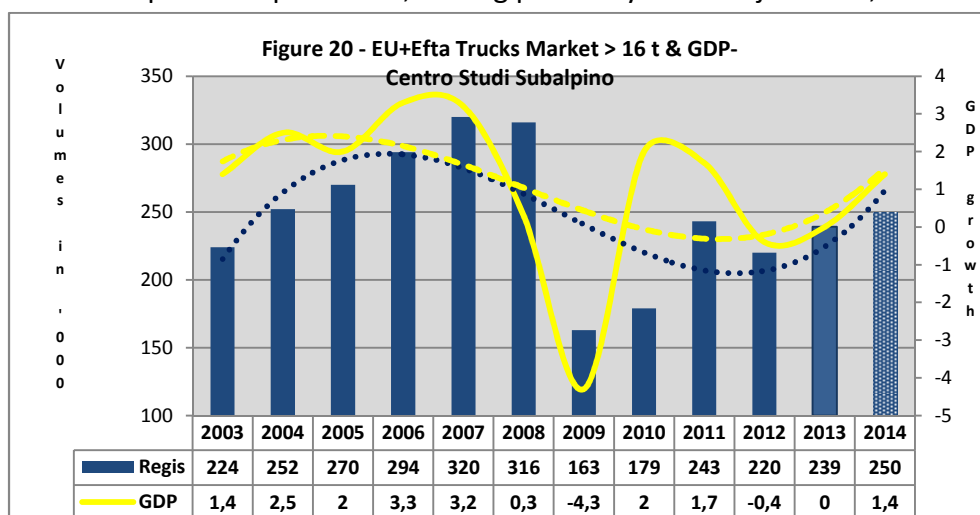
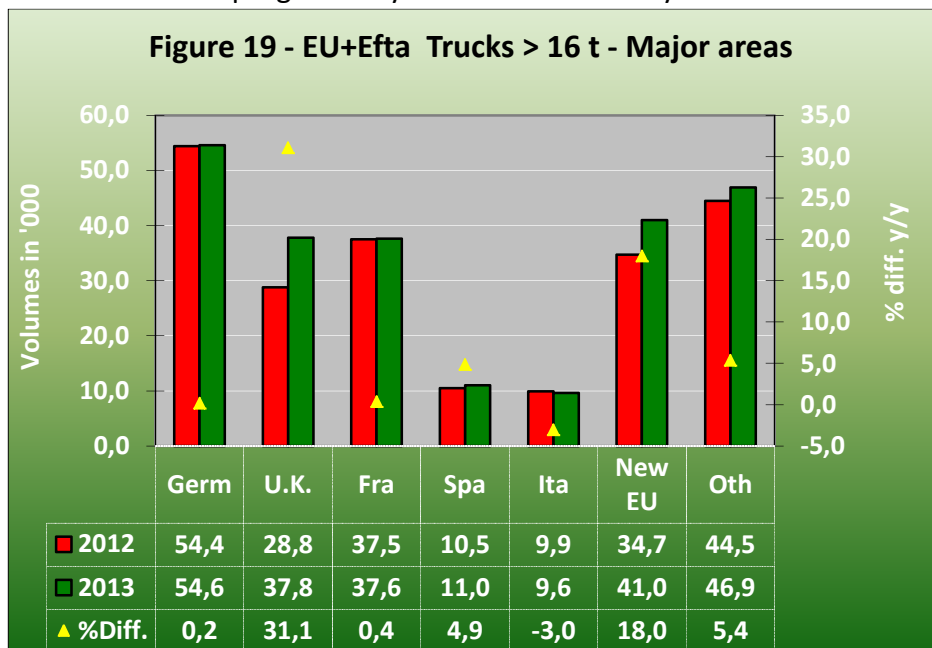
In 2011, the recovery was maintained at good levels throughout the year: in total registrations reached 242,942 units, with a recovery of more than 35 % over 2010 and with particularly significant results in the United Kingdom, France, Germany and Spain, as well as in the area of the new members of the EU.

But from the beginning of 2012 the trend has progressively weakened and the year closed with a loss of 9% to 221.056 units.

Were still substantially positive the UK market data (-0.4%), thanks to good sales in the first half of the year, but French markets (-8.5%) and Germany (-9.6 %) had suffered heavy falls. In Italy the decline was of 28.5% and 20.4% in Spain. More contained the losses of the EU11 (-6.7 %).

Last year the market has recovered substantially in the second half, helped by the economic recovery

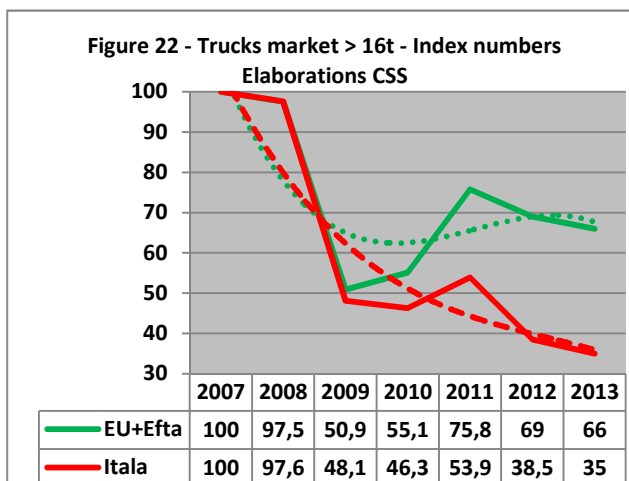
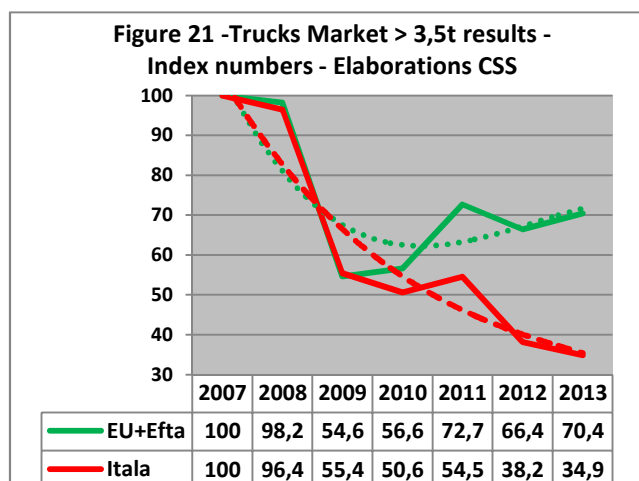
and anticipation of purchases, closing positively in all major areas, with the exception of Italy (-3%).



A further acceleration is expected this year.

## Italy vis a vis EU

In the tables below we have tried to illustrate how Europe and Italy have exited from the crisis of 2009, using 2007 values 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 on the other hand has been very different, because in Italy the revival of the market has been and will be much more difficult, due to the low recovery of GDP in 2010 and the new recession that began in 2011 and from which is only now coming out with greater difficulty than the rest of Europe: a deep gap with the rest of Europe has been created as early as in 2010 and enlarged in 2012 and again last year.

### 3) Commercial Vehicles and Trucks Production

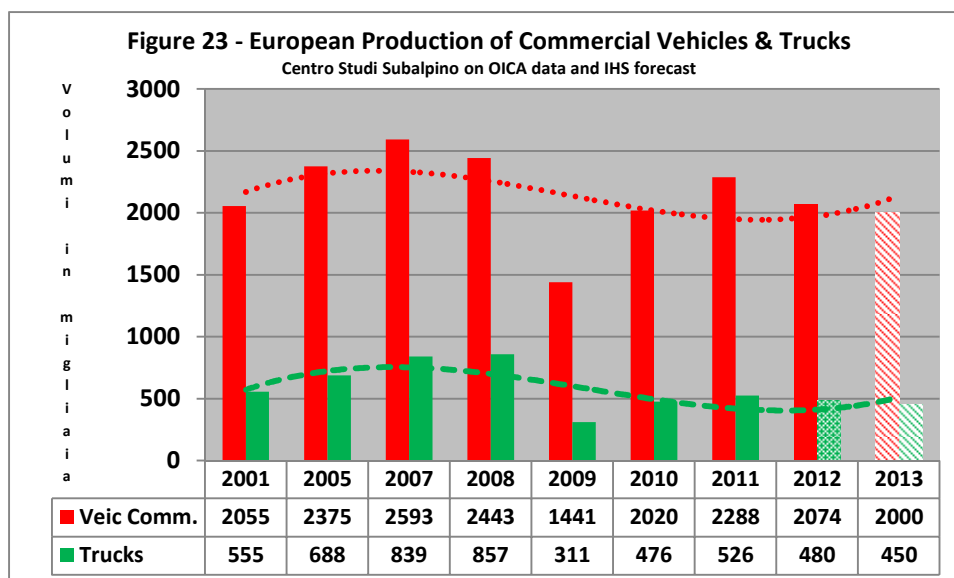
#### Europe

Starting with 2012 no data on production were published by ACEA, following the European Commission's antitrust investigation on the activities of Trucks manufacturers.

We then used OICA data that consider trucks vehicles over 7 tons.

From these data it can be seen 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 declining again in 2012 and probably also last year, in line with the fall in demand

It should, however, recover this year. The production of trucks in the EU27 (381 520 units) in



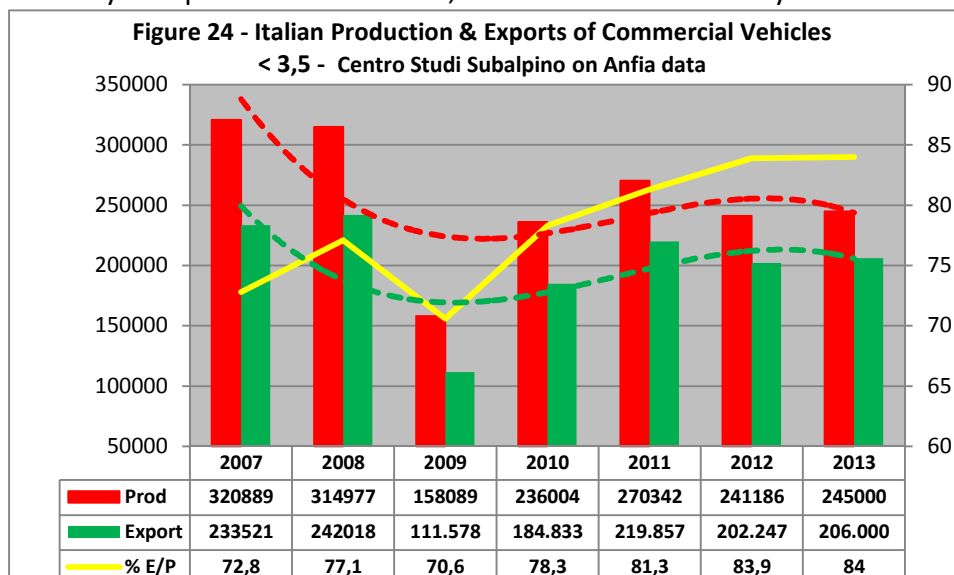
2011 was substantially in line with that of the previous year.

As to the whole of Europe the increase of trucks production was even more marked, with a gain of 68% in the two years from 2009 to 2011. Given the overall decline in demand in 2012 and part of last year last

year, it is expected that the production has also fallen in the two years in question, but expected to recover this year

#### Italy

For Italy the production volumes, which were also heavily reduced from the middle of 2008 ,



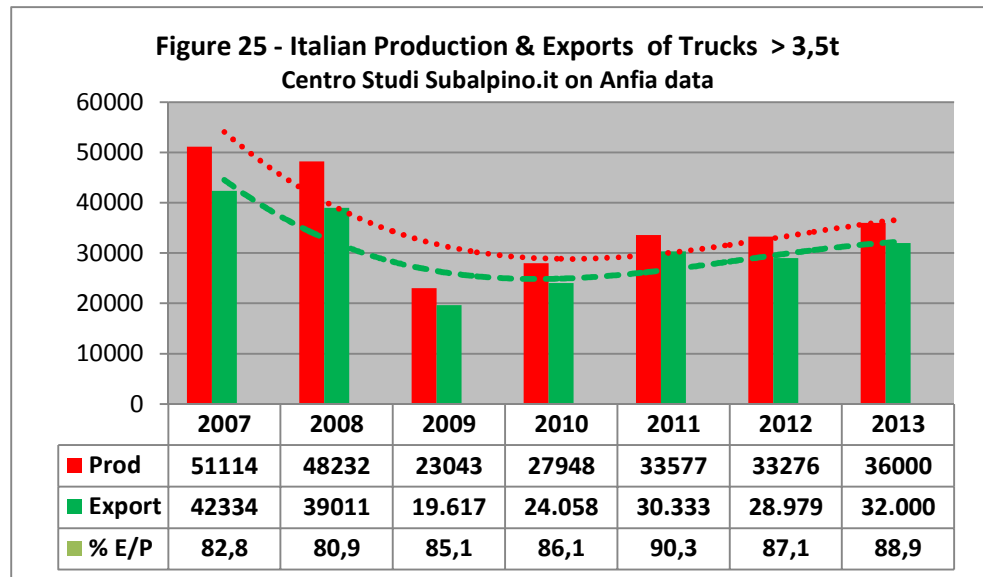
with rates at year-end 2009 amounting to -49.8 % and -52.2 % respectively for the light commercials and the heavy trucks, remained more or less in line with the trends for the European Commercial Vehicles

and a little better for Trucks. From the second half of 2009 and in 2010, however, there has been some reversal of trends, especially for the 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 last year, mainly thanks to exports, which rose to nearly 89 % of the total production. The truck production was

substantially maintained at 2011 levels in 2012 and, thanks to exports, increased last year.

Remains substantial for both sectors the distance with the production volumes of 2007 (-24% for commercial and -30% for trucks).



## 5 ) The transport of goods in the world

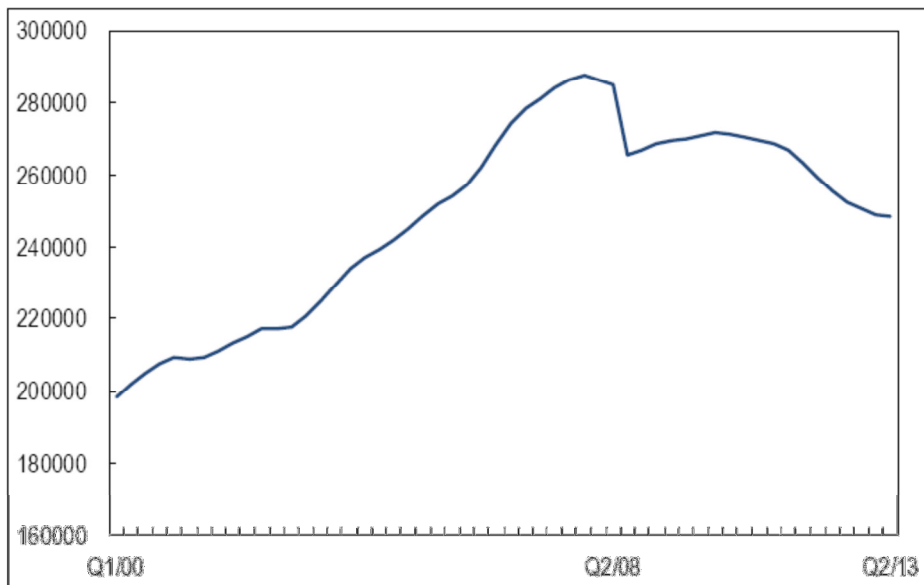
The latest figures on Global Transportation provided in the survey conducted at the end of September by the International Transport Forum indicate a shift of economic weight towards emerging economies:

- USA and EU27 exports increase strongly and imports decline markedly, reflecting weak domestic demand and stronger performance of emerging economies;
- EU external trade by air, considered as a lead indicator, rebounds above pre-crisis peak, indicating a potential improvement of the economic outlook;
- Road and rail freight data continue to point out weak domestic demand especially in the EU area.

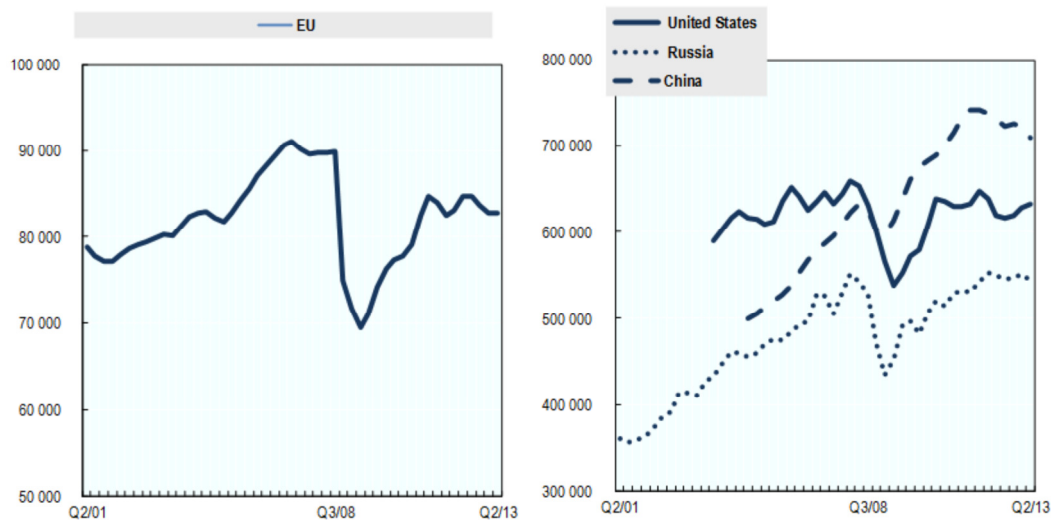
1. The overall picture for global freight shows no major improvement since the previous brief. Total external trade by sea (in tonnes) continues to stagnate below pre-crisis levels in the United States (-8%) and EU27 (-3%). Exports and imports transported by sea display increasingly diverging trends. Total exports remain above pre-crisis levels (EU27 28%; United States 19%) while imports decline further (EU27 -15%; United States -24%). This reinforces the observation of a rebalancing trade and transport flows, mainly driven by weak performance of the advanced economies).
2. Air freight, considered a lead indicator, suggests continued uncertainty. United States external trade by air stagnates below pre-crisis levels. However, EU trade by air rebounds above the pre-crisis peak (+3%), indicating a potential improvement of the economic outlook
3. Exports to BRICS, and more specifically to China and India, have been the locomotive of European and North American growth since the crisis of 2008. However, trade shows signs of slowing down. External trade by sea from India to EU27 and the United States has declined during the last two quarters while trade by air is stagnating both in India and China (Freight transported by road and rail in the EU stagnate at -13% and -8% below pre-crisis peak

respectively, reflecting continuous weak domestic demand. Rail freight volumes in the United States and the Russian Federation reached pre-crisis peaks earlier but show signs of slowing down. Rail freight in China shows also signs of slowing down after a period of strong growth (Figures 8-9).

#### National and International road transport in EU– Ton/km

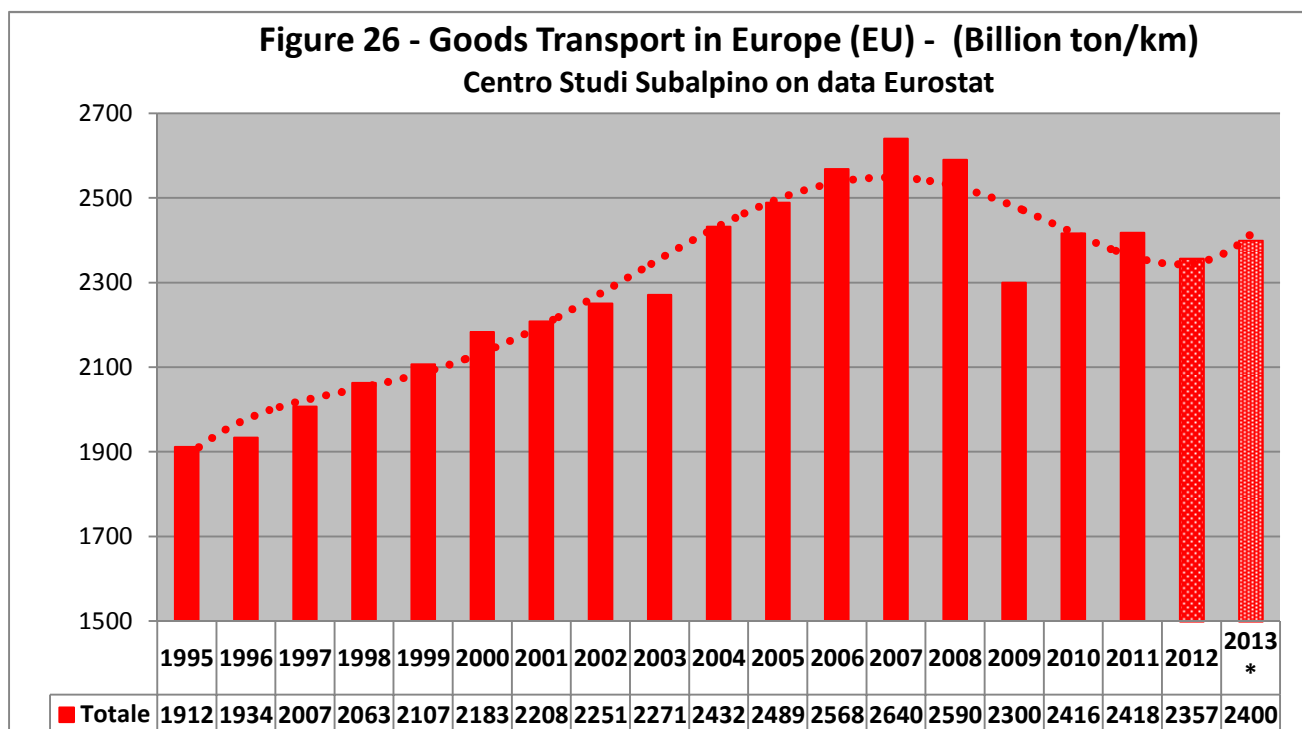


#### National and International Transport by rail – Ton/km



## Goods Transport in Europe.

The latest data published by Eurostat confirm the indications of the ITF's research quoted above: stability in 2011 vs. 2010, mainly due to the decrease of road transport (-1,3%) compensated by the increase of rail transport (+7,4%). Consequently also road share has diminished by one point in favor of rail (figure 26 bis).



On the basis of the first indications for 2012 instead the total of goods transported have decreased by 2,6%, once more for the reduced volumes of road transport, fallen by some 3,2%

Years	Road	Rail	Inland Nav.	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	1734	423	142	119	2418
2012	1680	408	149	120	2357

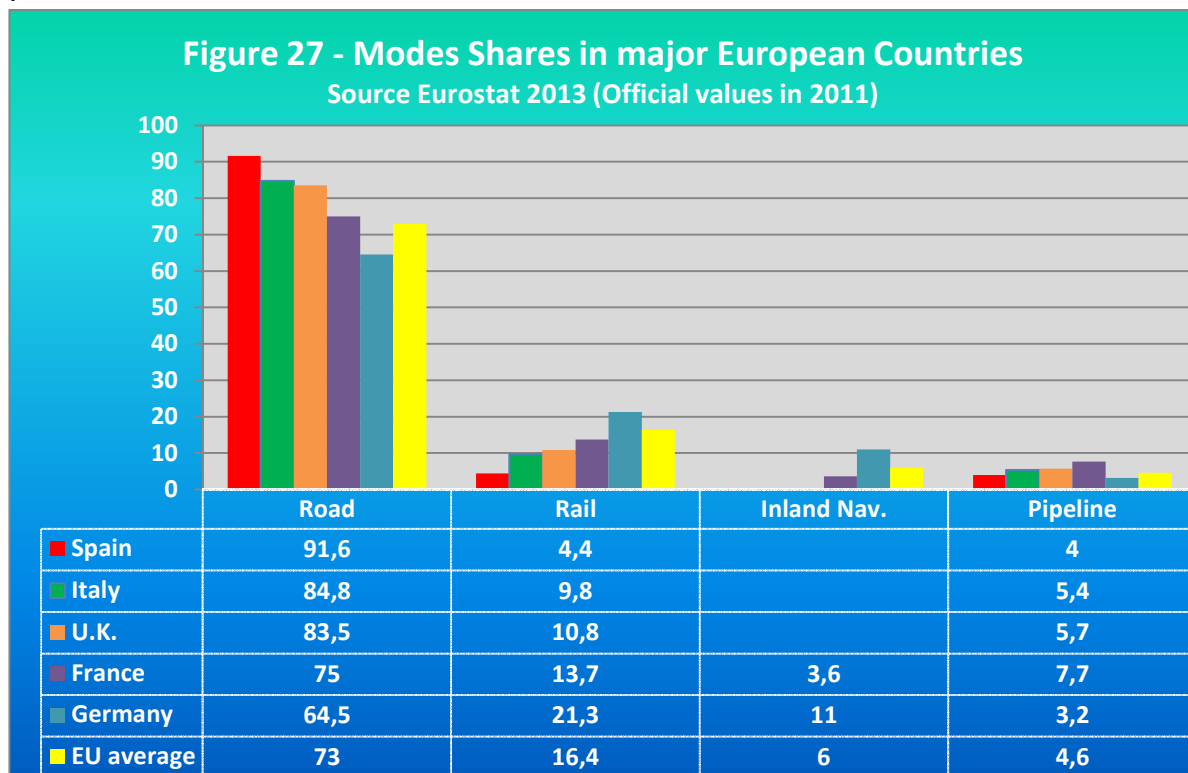
The chart above shows that following the preliminary indications road transport should have fallen to the volumes of the year of the global crisis, 13% below the pre-crisis levels.

With the anticipated revival of the economy road transport should increase again. Better results were obtained by rail transportation, that however in 2012 should result in a -9% compared to pre-crisis levels, increasing its share among the various modes.

The only mode remaining above 2007 level result to be inland navigation grown to a share of 6,3% with an increase of 2,8% compared to the pre-crisis level.

At any rate road is by far the most widely used transport mode in Europe, with an average of 71,7%.in 2011. In 2012 that share should have decreased to 71,3% Only Germany, among the major European economies, is below that average, given the role that in the country is maintained by rail and inland waterway.

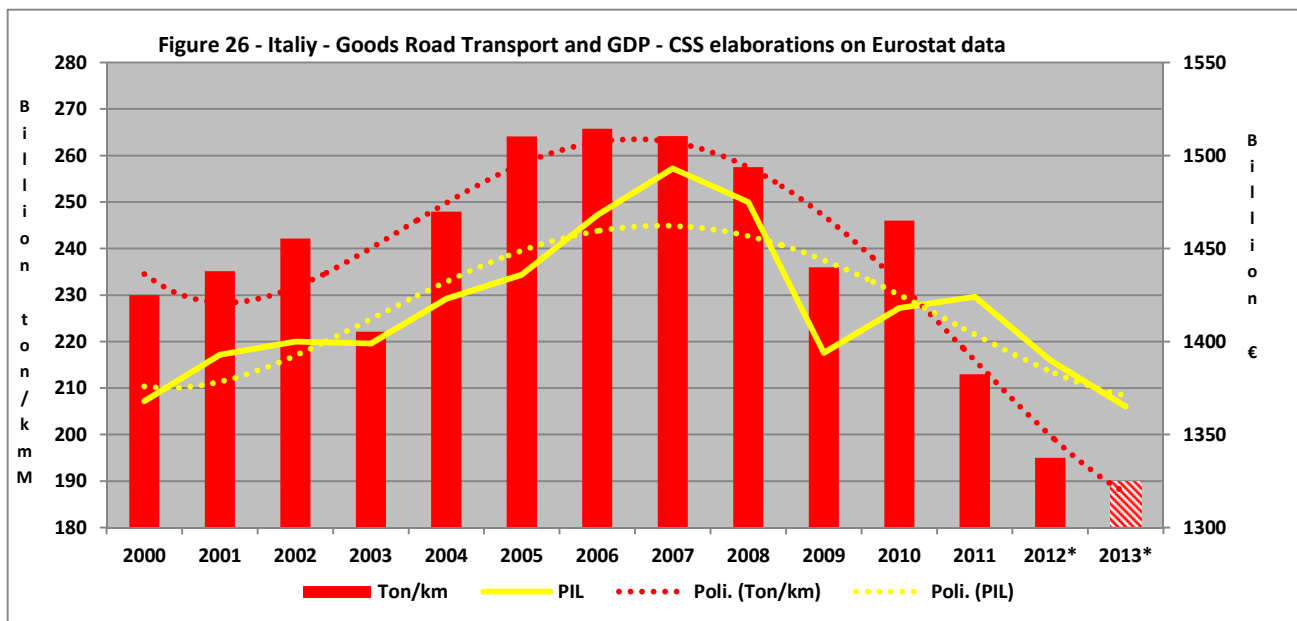
Leader in this ranking is Spain, with a road share of almost 92 %, But also important shares are shown in Italy and U.K..



## Goods Road Transport in Italy.

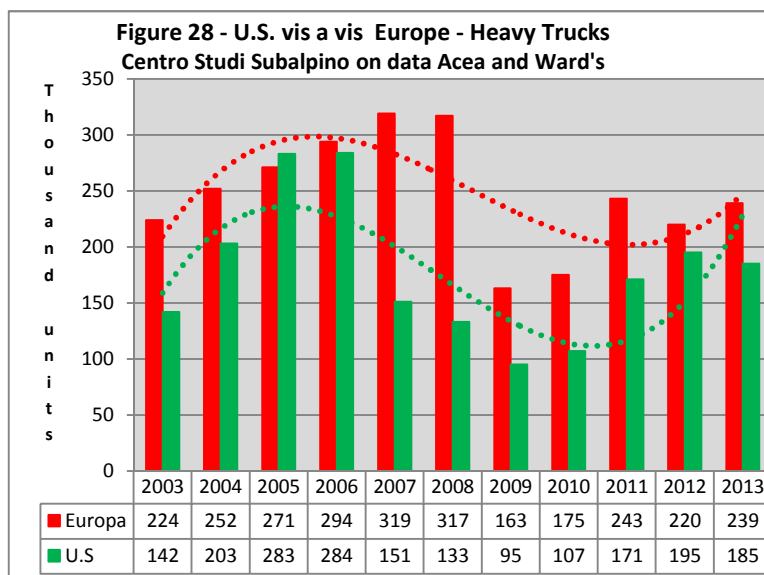
Clearly the volume of trucks registration is directly related to the performance of the economy and therefore to the volume of freight transport.

The data in the table are drawn from the analysis of Eurostat (historical data on freight until 2012), integrated with the addition of volume of transport by vehicles under 3.5 t, not included in EU statistics and an evaluation of the internal cabotage (following the suggestion of Prof. Rocco Giordano, as shown by an article in the journal "Sistemi di Logistica", June 2010 (year III - n. 2.) Looking back over the past few years, traffic volumes have gained a good momentum of growth since 2004, in parallel with the growth of GDP. Given then the subsequent sharp decline in GDP, which began in 2008, but mainly materialized in 2009, and then also in 2012 and 2013, no wonder the sharp decline in the volume of freight transport in 2009, a slight recovery of the road in 2010 and the beginning of a new downturn in the second half of 2011 due to the progressive decline in GDP. Given that GDP is expected to increase again in 2014, perhaps one can attend a small turnaround in the current year.



Correlation Index between the series 0.84 \* estimates CSS

## Heavy duty Trucks - USA vs Europe

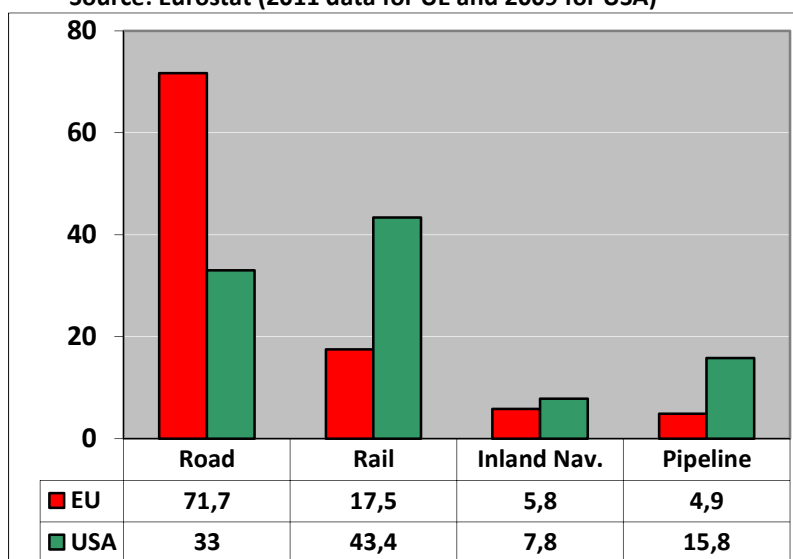


Also this year, to conclude this overview and highlight not only how the crisis has affected anywhere in the world in 2009, but also how the recovery manifested itself in various economic areas, it is interesting a comparison between sales of heavy vehicles (over 16 t in Europe, and U.S. class 8), the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

**Figure 29 – Goods transport in Europe and U.S.A. - mode share**  
Source: Eurostat (2011 data for UE and 2009 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 see in the U.S. the absolute predominance of the railroad (43.4 % vs. 16.4% Europe). The road on the other hand in the U.S. counts for only 33% 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.