

5<sup>th</sup> March 2013

## **Europe continues to clean up act as car CO<sub>2</sub> targets loom, with Fiat retaining the overall European crown**

- **Fiat remains lowest emitting volume brand in Europe for the sixth consecutive year**
- **Portugal remains the lowest polluting country whilst Czech Republic, Germany, Poland and Switzerland remain above 140g/km**
- **Greece records greatest reduction in CO<sub>2</sub> emissions as regional divide widens**

*According to the latest analysis from JATO Dynamics, the world's leading provider of automotive intelligence, average CO<sub>2</sub> emissions for new cars across Europe dropped to 132.3g/km in 2012, down from 136.2g/km the year before. The analysis also shows that nearly 40% of new cars sold are now classed as 'low CO<sub>2</sub>' (up to 120g/km).*

*The findings come ahead of the launch of JATO's latest report – A Review of CO<sub>2</sub> New Car Emissions across Europe 2012 – which covers 23 European markets and shows that nine high-volume manufacturer brands have already achieved the 130g/km European target set for 2015.*

### **Improvements continue across volume brands**

Fiat remained the lowest emitting volume brand in Europe for the sixth consecutive year, with an average CO<sub>2</sub> emission level of 119.8g/km despite a slight increase in emissions in 2012 compared to 2011. This was due to significantly reduced sales of the B-segment Punto and increased sales of the Freemont large crossover. A slight shift in sales from diesel to LPG and CNG also contributed to the increase.

Peugeot climbed from fifth to second place, with an average CO<sub>2</sub> level of 121.2g/km in 2012, whilst Renault is a close third, up from sixth place last year, with an average CO<sub>2</sub> level of 121.3 g/km in 2012.

Premium brands Audi, BMW and Mercedes, also reduced emissions in 2012 by 6.9g/km, 8.7g/km and 14.4g/km respectively. However, in comparison to volume brands, their average CO<sub>2</sub> emissions remain high.

Gareth Hession, Vice President for Research at JATO comments: "The majority of volume brands have continued to reduce CO<sub>2</sub> emissions this year, through a combination of smarter engineering and increased sales of electric and hybrid vehicles."

**Top 20 best-selling brands ranked by average CO<sub>2</sub> emissions (volume weighted)**

Position	Brand	2012 Average CO <sub>2</sub> (g/km)	2011 Average CO <sub>2</sub> (g/km)	Difference	2011 Position
1	FIAT	119.8	118.3	+1.5	1
2	PEUGEOT	121.2	128.5	-7.3	5
3	RENAULT	121.3	129.0	-7.7	6
4	TOYOTA	121.7	126.4	-4.7	4
5	CITROEN	122.0	125.4	-3.4	3
6	SEAT	123.9	125.3	-1.4	2
7	MINI	128.6	128.6	+0.0	*
8	FORD	129.1	132.7	-3.6	8
9	KIA	129.3	135.0	-5.7	12
10	HYUNDAI	132.3	133.6	-1.3	9
11	SKODA	132.6	135.0	-2.4	11
12	OPEL/VAUXHALL	132.8	133.9	-1.1	10
13	VOLKSWAGEN	133.5	135.4	-1.9	13
14	NISSAN	136.5	142.0	-5.5	15
15	DACIA	137.9	143.7	-5.8	16
16	AUDI	139.3	146.2	-6.9	17
17	BMW	140.9	149.6	-8.7	18
18	CHEVROLET	141.6	141.2	+0.4	14
19	VOLVO	144.0	151.9	-7.9	19
20	MERCEDES	147.8	162.2	-14.4	20

\* Mini did not feature in 2011 Top 20, while Suzuki was the 7<sup>th</sup> placed brand in 2011 and has now dropped out of the Top 20

**Segment performance**

During 2012, all segments have reduced average CO<sub>2</sub> emissions with the E2 luxury segment recording the greatest fall 10.8g/km driven largely by improvements in the efficiency of the 3.0-litre diesel versions of the Mercedes S-Class, BMW 7-Series and Jaguar XJ.

Once again the B and C segments, which together are responsible for nearly 50% of Europe's new car registrations, have both reduced their average emissions, with B-segment small cars decreasing to an average of 118.2g/km and C-segment vehicles decreasing to 125.9g/km.

## **Segment CO<sub>2</sub> emissions breakdown**

Segment *	2011		2012	
	Market Share	Average CO <sub>2</sub> (g/km)	Market Share	Average CO <sub>2</sub> (g/km)
A	8.21%	108.1	8.92%	106.5
B	25.25%	120.9	23.94%	118.2
C	22.42%	130.3	22.26%	125.9
D	11.52%	142.0	11.05%	134.6
E1	3.21%	157.2	3.15%	148.5
E2	0.27%	203.9	0.24%	193.1
Mini-MPV	11.92%	139.6	11.52%	135.1
Medium & Large MPV	2.77%	166.1	2.59%	163.6
Sports	3.08%	164.8	2.82%	159.6
SUV	10.63%	169.5	12.72%	163.9
Other	0.71%	209.1	0.79%	199.0
<b>Grand Total</b>	<b>100.00%</b>	<b>136.2</b>	<b>100.00%</b>	<b>132.3</b>

### **European Markets – The CO<sub>2</sub> winners and losers**

With the exception of Belgium, all other European countries reduced their average CO<sub>2</sub> emissions compared to 2011. Despite average CO<sub>2</sub> emissions increasing slightly in Belgium, by 0.1g/km, they remained below the 130g/km mark, at 127.6g/km.

Portugal remains the least polluting country in Europe, whilst Greece recorded the greatest reduction in CO<sub>2</sub> emissions of all the European countries in 2012, largely due to an increase of diesel market share in Greece to 40%, from just over 10% in 2011. Until November 2011, with the exception of taxis, diesel cars were banned from Greece's largest cities.

In terms of reducing average CO<sub>2</sub> emissions, Denmark came in second place, with a reduction in average emissions of 9.3g/km compared to 2011. This was largely due to the increasing market share of A-segment in Denmark in 2012, becoming the largest segment as sales of medium and large cars fell.

Despite reducing its average CO<sub>2</sub> emissions by 3.6g/km in 2012, Switzerland remains the highest polluting country in Europe, and the only one with average emissions over 150g/km.

Spain succeeded in bringing its country average emissions down to 128.3g/km, joining France and Italy to become the third of the 'Big Five' markets to move below the 130 g/km mark. In 2012, France reduced its country average emissions by 3.6g/km to 124.0g/km, whilst Italy reduced them by 3.7g/km to 126.0g/km.

Despite bringing down emissions from 145.6g/km in 2011 to 141.1g/km in 2012, Germany still remains behind most of its European counterparts.

In summary Gareth Hession commented: "With the exception of Belgium, every country in Europe reduced its average CO<sub>2</sub> emissions in 2012, which was accelerated in some countries by an increase of diesel market share, as well as economic conditions and government incentives continuing to play their part. However, there continues to be significant variation between countries and the gap between them is actually widening."

### **European Markets – The CO<sub>2</sub> winners and losers**

<b>Country</b>	<b>2011 Average CO<sub>2</sub> (g/km)</b>	<b>2012 Average CO<sub>2</sub> (g/km)</b>	<b>Difference</b>
Austria	137.9	134.8	-3.1
Belgium	127.4	127.6	+0.2
Croatia	137.8	132.9	-4.9
Czech Republic	143.8	140.5	-3.3
Denmark	126.7	117.4	-9.3
Finland	144.1	139.8	-4.3
France	127.6	124.0	-3.6
Germany	145.6	141.1	-4.5
Great Britain	137.9	132.7	-5.2
Greece	132.5	120.2	-12.3
Hungary	141.6	138.5	-3.1
Ireland	128.2	124.8	-3.4
Italy	129.7	126.0	-3.7
Netherlands	126.2	118.6	-7.6
Norway	134.4	130.4	-4.0
Poland	142.4	141.2	-1.2
Portugal	122.7	117.1	-5.6
Romania	140.9	137.5	-3.4
Slovakia	143.8	139.0	-4.8
Slovenia	139.2	132.8	-6.4
Spain	134.1	128.3	-5.8
Sweden	143.5	137.9	-5.6
Switzerland	154.8	151.2	-3.6
<b>Grand Total</b>	<b>136.2</b>	<b>132.3</b>	<b>-3.9</b>

"With the European Union's manufacturer targets looming, it will be interesting to see if the regional variation starts to level out over the next 12 months," Hession concluded.

**-Ends-**

## Notes to Editors

- This analysis is extracted from JATO's forthcoming report, 'A Review of CO<sub>2</sub> Car Emissions across Europe 2012' which studies 23 European countries, providing a detailed picture of volume-weighted CO<sub>2</sub> emissions by country, segment and brand, plus an in-depth analysis of the effects of CO<sub>2</sub> friendly vehicle technology and CO<sub>2</sub>-based taxation regimes in individual markets
- The full report will be available by the end of March 2012
- Volume-weighted CO<sub>2</sub> emissions is carried out by multiplying the CO<sub>2</sub> emissions rating of each car version by the volumes achieved by that version in a given timescale, totalling this product for all versions, then dividing by the total volume of all versions
- Segment \* (Definitions)
  - E1 = Executive
  - E2 = Luxury
  - Other MPV = Medium MPV and Large MPV segments together
  - Other = Any vehicle which isn't one of the above segments

### For media enquiries contact:

Katie Shaw or Sabrina Lee

+44 20 3617 7235

[jatoteam@firstlightpr.com](mailto:jatoteam@firstlightpr.com)

### About JATO

JATO was founded in 1984 and provides the world's most timely, accurate and up-to-date information on vehicle specifications and pricing, sales and registrations, news and incentives.

The company has representation in over 40 countries, providing unique local market expertise. The JATO client base includes all of the world's volume vehicle manufacturers; giving them the ability to react to short-term market movements, plan for long-term developments and ultimately to meet consumers' needs.

JATO's intelligence has also been adapted for consumer use in motoring web portals where customers can see the advantages and disadvantages of a specified model against any other.

Major leasing companies use JATO's intelligence to drive the vehicle quotation process.

Visit JATO at [www.jato.com](http://www.jato.com)