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## EUROPEAN CO<sub>2</sub> EMISSIONS CONTINUE TO FALL

- **Almost 60% of the European new car market is at or below 140g/km**
- **Low-CO<sub>2</sub> cars (101-120 g/km) increase market share by 4.2%, through H1 2010**
- **Fiat remains lowest volume-weighted CO<sub>2</sub> brand; Fiat 500 is lowest CO<sub>2</sub> volume car**

As the 2010 Paris Motor Show plays host to the latest new models and future concepts, the world's leading provider of automotive intelligence, JATO Dynamics, reminds the industry of the progress it is making in driving down average CO<sub>2</sub> emissions in Europe.

Almost 60% of European new cars are now at or below the 140g/km CO<sub>2</sub> level, a 6.7% improvement vs. FY 2009, seeing the market share of low emission cars with up to 120 g/km CO<sub>2</sub> grow by 5%. In particular, the market share of the sub-100g/km emissions band is also increasing, as more mainstream models, such as Ford Focus ECOnetic and Volkswagen Golf BlueMotion, achieve this level.

Manufacturers continue to drive new technology into their cars, with more efficient petrol engines, such as Ford's ECOboost or Fiat's Multiair, accelerating the progress already delivered by high-efficiency diesel engines, to further reduce fuel consumption and CO<sub>2</sub> emissions.

Top of the list for low-CO<sub>2</sub> countries is Portugal, with an average new-car CO<sub>2</sub> figure of 129.3 g/km, ahead of both France and Italy, which are known for favouring small diesel cars. The greatest improvement in national average CO<sub>2</sub> figures for H1 2010 were shown by Greece (-12.5g/km) and Ireland (-10.2g/km), but for very different reasons.

Ireland's CO<sub>2</sub>-based vehicle taxation system has generated a significant shift in buyer behaviour, towards smaller, more efficient cars. Greek car buyers have been particularly hit hard by the recent recession, with simple economics reducing demand for larger cars, particularly SUVs.

"We have seen a significant reduction in average, volume-weighted CO<sub>2</sub> output in Europe – triggered by a perfect combination of manufacturer effort, macro-economic conditions driving demand for greater efficiencies and taxation schemes to shift buyer behaviour," commented David Di Girolamo, Head of JATO Consult.

"The litmus test will be to see if this pace of change continues as consumer confidence returns."

### Brand Performance

Most of the volume brands have reduced emissions again during H1 2010.

Fiat retains the crown as the lowest CO<sub>2</sub> brand in Europe, with a H1 2010 average volume weighted CO<sub>2</sub> output of 123.5 g/ km, improving a further 4.3g/km on FY 2009.

Other star performers of the top 10 brands by volume are Volkswagen, Audi and Opel/Vauxhall. Volkswagen and Audi have benefitted from new 1.2TDi, 1.6TDi and 1.2TSI engines, while Opel/Vauxhall have benefitted from the performance of the Corsa and the new more efficient Astra.

Toyota remains second overall, helped by its Prius being the lowest overall CO<sub>2</sub> five seat car, and continued strong sales of its efficient Yaris and Aygo models.

### Volume-weighted average CO<sub>2</sub> emissions of the top 10 brands by volume

Make	H1 2010 Volumes	Average CO <sub>2</sub> (g/km) H1 2010	Average CO <sub>2</sub> (g/km) FY 2009	Change (g/km)
FIAT*	487,288	123.5	127.9	-4.3
TOYOTA	317,000	128.0	130.1	-2.1
PEUGEOT	556,582	132.3	133.5	-1.2
CITROEN	465,629	133.4	137.8	-4.4
RENAULT	633,546	134.6	137.5	-2.9
FORD	633,218	137.0	140.0	-3.0
OPEL/VAUXHALL	532,306	141.0	148.5	-7.5
VOLKSWAGEN	829,111	142.2	150.4	-8.2
AUDI	327,665	154.2	160.9	-6.8
BMW	308,206	154.5	157.2	-2.8

\* FIAT volumes includes ABARTH

## Model Performance

All of the top 20 best selling models reduced emissions in H1 2010, but Fiat 500 was the lowest CO<sub>2</sub> model, improving 3.9g/km. Last year's leader, the Toyota Yaris would have slipped to second place, but a slight fall in sales in the post-scrappage market dropped it just outside of the top 20.

Audi A3 and Opel/ Vauxhall Corsa were the most improved models, thanks to powertrain improvements. Audi has replaced its ageing 1.9 TDi with a more efficient 1.6 TDi version using common-rail technology. General Motors has introduced the Corsa ecoFLEX, which now offers a version under 100 g/km CO<sub>2</sub>.

## Volume-weighted average CO<sub>2</sub> emissions of the top 20 models by volume

Make & Model	H1 2010 Volumes	Average CO <sub>2</sub> (g/km) H1 2010	Average CO <sub>2</sub> (g/km) FY 2009	Change (g/km)
FIAT 500	98,552	116.0	119.9	-3.9
FIAT PANDA	139,712	118.9	122.5	-3.6
FORD FIESTA	237,674	122.7	125.7	-3.0
FIAT PUNTO	151,863	123.5	128.0	-4.5
CITROEN C3	129,183	123.8	128.8	-5.0
VOLKSWAGEN POLO	190,418	124.9	132.7	-7.8
OPEL/VAUXHALL CORSA	177,602	125.9	136.4	-10.5
PEUGEOT 207	174,066	127.6	132.0	-4.5
RENAULT CLIO	193,469	127.9	129.4	-1.6
AUDI A3/S3	98,717	128.9	140.0	-11.1
RENAULT MEGANE	142,356	130.6	134.9	-4.3
VOLKSWAGEN GOLF	273,021	133.2	140.6	-7.5
PEUGEOT 308	99,763	135.1	136.4	-1.4
OPEL/VAUXHALL ASTRA	164,827	140.0	146.9	-6.9
SKODA OCTAVIA	96,961	142.1	152.2	-10.1
FORD FOCUS	147,023	142.6	144.9	-2.3
RENAULT SCENIC/GRAND SCENIC	102,264	145.3	147.6	-2.3
VOLKSWAGEN PASSAT	102,967	145.5	152.2	-6.7
AUDI A4/S4/RS4	95,800	149.1	153.7	-4.7
NISSAN QASHQAI	107,004	154.5	162.0	-7.5

## Vehicle Manufacturer Group Performance

With almost 60% of Europe's new car volume now under the 2008 EU threshold of 140g/km, it is no surprise that the lowest-CO<sub>2</sub> manufacturer groups are all comfortably beating this target. Fiat Group remains at the top of the chart for low-CO<sub>2</sub> motoring, increasing its lead over Toyota Group. All of these groups are very much on course to meet or exceed the EU 2015 target of 130g/km.

Make Group	Average CO <sub>2</sub> (g/km) H1 2010
FIAT	126.2
TOYOTA	130.0
PSA	132.8
RENAULT	136.7
HYUNDAI	138.3

Further analysis will be available in a forthcoming JATO CO<sub>2</sub> White Paper that studies 21 European countries which will be released in October 2010. The full JATO report will provide 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 above data is provided by JATO Consult, the company's bespoke consulting service which offers customers access to its unique data and provides solutions and advice to meet a wide range of automotive business challenges. For more information visit [www.jato.com](http://www.jato.com), or email [consult@jato.com](mailto:consult@jato.com).

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**Editorial note: JATO Dynamics background:**

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 45 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 data 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 while major leasing companies use JATO data to drive the vehicle quotation process. Visit JATO at [www.jato.com](http://www.jato.com).

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