

4th March 2014

Renault heads the volume brands in Europe as average new car CO₂ emissions continue to fall

- **Renault climbs two places to claim the lowest average CO₂ emissions among volume brands in Europe at 110.1g/km**
- **The Netherlands records the lowest average CO₂ emissions of the 23 countries studied, at 109.0g/km, and the greatest reduction over 2012**
- **Average CO₂ emissions across Europe fall below 130g/km for the first time**

JATO Dynamics, the world's leading provider of automotive intelligence, today announces that average CO₂ emissions from new cars across Europe fell to 126.8g/km in 2013, a 5.5g/km improvement over 2012.

JATO's headline market analysis:

- *Average emissions fell in all 23 markets covered by the study*
- *Renault recorded the lowest average emissions among the top 20 volume brands, ahead of Peugeot, Toyota, Citroën and Fiat*
- *Of the top 20 brands, 18 recorded reduced average emissions compared to 2012*

The findings come ahead of the publication of JATO's latest report – A Review of New Car CO₂ Emissions across Europe 2013 – which covers 23 European markets, and shows that 15 of the top 20 brands achieved average emissions below 130g/km.

A New Emissions Leader

Renault recorded average CO₂ emissions of 110.1g/km in 2013, an 11.2g/km improvement over 2012 (the greatest improvement of all the volume brands). While the brand's total of over 9,000 electric cars registered in 2013 contributed to this performance, the greatest improvement came from other product actions. The new Clio and Captur together accounted for over 45% of the brand's total volume, and averaged 103.9 and 105.6g/km respectively, while powertrain improvements improved the average emissions of most of the rest of the brand's models.

Peugeot maintained second place with 114.9g/km. Again this was the result of two key new small products, the 208 and 2008, commanding a greater share of the brand's sales, along with incremental improvements across the model range.

Toyota took third place with 115.9g/km, with improved emissions from the latest Auris and RAV4 models backed up by increased sales of hybrid versions of the Auris and Yaris, while Citroën claimed 4th place with 116.2g/km, driven mostly the introduction of new 3-cylinder petrol engines to the C3 model.

After six years of holding the title of the volume brand with the lowest average CO₂ emissions in Europe, Fiat posted reduced average emissions of 118.1g/km. The brand's most efficient cars, the Panda and 500, remained mostly unchanged for the year, while the 500L MPV, now including a larger 7-seat version, significantly increased its share of the brand's sales.

Top 20 best-selling brands ranked by average CO₂ emissions (volume-weighted)

Position	Brand	2013 Average CO ₂ (g/km)	2012 Average CO ₂ (g/km)	Difference	2012 Position
1	RENAULT	110.1	121.3	-11.2	3
2	PEUGEOT	114.9	121.1	-6.2	2
3	TOYOTA	115.9	121.7	-5.8	4
4	CITROEN	116.2	122.0	-5.8	5
5	FIAT	118.1	119.5	-1.4	1
6	SEAT	118.9	124.0	-5.1	6
7	FORD	122.1	129.3	-7.1	9
8	SKODA	125.3	132.6	-7.3	11
9	DACIA	127.1	137.9	-10.8	15
10	SUZUKI	127.3	130.5	-3.3	-
11	VOLKSWAGEN	127.8	133.5	-5.6	13
12	NISSAN	129.3	136.4	-7.2	14
13	MINI	129.5	128.6	0.9	7
14	KIA	129.5	128.9	0.6	8
15	HYUNDAI	129.7	132.3	-2.6	10
16	OPEL/VAUXHALL	132.0	132.8	-0.8	12
17	VOLVO	132.1	143.3	-11.1	19
18	AUDI	135.0	139.3	-4.3	16
19	BMW	135.7	140.8	-5.1	17
20	MERCEDES	139.5	147.6	-8.1	20

Note: Suzuki was not in the Top 20 brands in 2012. Chevrolet was ranked 18th in 2012, but has not achieved Top 20 sales in 2013.

Gareth Hession, Vice President for Research at JATO comments: "Manufacturers are putting great effort into ensuring each new model is more efficient than its predecessors, with results that benefit consumers including lower running costs and reduced environmental impact."

Segment Performance

All segments recorded reduced average CO₂ emissions in 2013 compared to 2012. The lower-medium C-Segment recorded the greatest reduction of 7.4g/km to 118.2g/km, mainly due to the improvements the Volkswagen Group's new models in the segment (Golf, A3, Octavia and Leon) made over their predecessors. The market-leading Golf, for example, recorded average emissions of 112.8g/km, a 14.2g/km improvement over 2012.

The SUV segment recorded a 7.2g/km reduction in average CO₂ emissions to 158.6g/km. This was driven by increased sales of Opel/Vauxhall's Mokka small SUV, reduced emissions from the new versions of Ford's Kuga and Toyota's RAV4, and the introduction of a 1.6-litre diesel engine option for the Honda CR-V.

Segment CO₂ emissions breakdown

Segment	2013		2012	
	Market Share	Average CO ₂ (g/km)	Market Share	Average CO ₂ (g/km)
A	9.15%	106.5	9.28%	106.9
B	25.87%	113.9	24.94%	119.1
C	23.82%	118.2	21.66%	125.7
D	9.44%	131.2	11.06%	134.4
E1 (Executive)	3.01%	143.5	3.14%	148.2
E2 (Luxury)	0.23%	188.6	0.24%	195.5
Mini-MPV	9.45%	129.6	10.28%	133.4
Medium & Large MPV	3.44%	156.2	3.99%	159.7
Sports	2.47%	157.1	2.84%	159.5
SUV	12.55%	158.6	11.93%	165.7
Other	0.58%	198.6	0.62%	200.5
Total Market	100.0%	126.8	100.0%	132.3

European Markets

All 23 markets covered by JATO's investigation recorded reduced average CO₂ emissions from new cars in 2013 compared to 2012.

The Netherlands recorded the lowest average emissions at 109.0g/km, and was also the most improved market. The 9.7g/km drop from 2012 was driven by a tax regime that encouraged the purchase of the lowest-CO₂ cars.

Greece maintained the second place it gained in 2012 with 111.3g/km, and was also the second most improved market as diesel cars took a 57% share of this long-time petrol-dominated market.

Portugal slipped from first to third place, with a still impressive 111.6g/km average. Denmark and France recorded average emissions below 120g/km, making France the first Big 5 market to break the 120g/km barrier. Italy recorded 120.7g/km, while Spain and Great Britain recorded averages between 120 and 130g/km. Germany's average emissions of 135.9g/km, a 5.2g/km improvement over 2012, marked the first time its average has fallen below 140g/km.

Of the markets studied, only Switzerland recorded average CO₂ emissions over 140g/km, but its 144.7g/km recorded in 2013 is a significant improvement over the 151.3g/km recorded in 2012.

Gareth Hession concluded: "While all countries recorded a reduction in average CO₂ emissions, the gap between the lowest and highest emission countries is widening due to differences in economic conditions and government initiatives."

European Markets – The CO₂ winners and losers

Country	2013 Average CO₂ (g/km)	2012 Average CO₂ (g/km)	Difference
Austria	130.5	134.7	-4.1
Belgium	123.7	127.6	-4.0
Croatia	125.4	132.9	-7.5
Czech Republic	135.4	140.6	-5.2
Denmark	113.5	117.4	-4.0
Finland	132.9	139.8	-6.9
France	117.0	124.0	-7.0
Germany	135.9	141.1	-5.2
Great Britain	128.2	132.8	-4.6
Greece	111.3	120.1	-8.9
Hungary	133.8	138.5	-4.8
Ireland	120.4	124.8	-4.4
Italy	120.7	126.1	-5.4
Netherlands	109.0	118.7	-9.7
Norway	123.3	130.5	-7.2
Poland	136.2	141.1	-5.0
Portugal	111.6	117.1	-5.5
Romania	129.2	137.5	-8.3
Slovakia	133.4	139.0	-5.7
Slovenia	125.3	132.7	-7.4
Spain	122.4	128.3	-5.8
Sweden	135.2	137.3	-2.1
Switzerland	144.7	151.3	-6.6
Total Market	126.8	132.3	-5.5

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Notes to Editors

- This analysis is extracted from JATO's forthcoming report, 'A Review of CO₂ Car Emissions across Europe 2013' which studies 23 European countries, providing a detailed picture of volume-weighted CO₂ emissions by country, segment and brand, plus an in-depth analysis of the effects of CO₂ friendly vehicle technology and CO₂-based taxation regimes in individual markets
- The full report will be available by the end of April 2014
- Volume-weighted CO₂ emissions is carried out by multiplying the CO₂ 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

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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.

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