

14 September, 2009

## **AVERAGE EUROPEAN NEW CAR GREENER THAN EVER, SAYS JATO REPORT**

- **96% of top 25 brands reduce average new car CO<sub>2</sub> output**
- **Top 3 high volume brands are Fiat, Toyota and Peugeot**
- **Average 6.2g/ km reduction in H1 2009, vs. H1 2008**
- **Smart, Fiat and MINI already under 130g/km average required in 2015**
- **Major Western European markets lead national improvements**

As the Frankfurt Motor Show opens its doors to the world, the average new car being sold in Europe today is now greener than ever, according to a special report by the world's leading provider of automotive data and intelligence, JATO Dynamics.

JATO has found an average 6.2 g/km reduction in the CO<sub>2</sub> output of new cars sold by the top 25 brands in H1 2009, with a similar reduction measured in JATO's 21 monitored EU markets.

The figures underline how incremental improvements to high-volume vehicles can have an impact that far exceeds low-volume hybrid or alternative fuel vehicles, in the European new car market.

David Di Girolamo, Head of JATO Consult, explains: "Our volume-weighted sales analysis shows how the CO<sub>2</sub> output of new cars has dropped significantly this year, with manufacturers' own efforts in this area boosted by scrappage incentives and economic pressures, which have in turn persuaded customers to buy smaller, more efficient – and less polluting – new cars.

"The effect on new car CO<sub>2</sub> is quite pronounced," he concludes.

## **Brand Improvements in Detail**

JATO's analysis shows that H1 2009 new car sales for three brands – Smart, Fiat and MINI – are already under the 130 g/km CO<sub>2</sub> average, not required under EU legislation until 2015. Fiat's efforts are the most impressive, considering its volumes and model mix.

However, these brands did not make the outright biggest improvement of all mainstream marques across H1 2009 – that accolade belongs to Alfa Romeo, whose average new car CO<sub>2</sub> output fell by 19.9g/ km versus the same period in 2008.

Of course, sales volume is significant when assessing CO<sub>2</sub> performance and in the top 25 volume brands the top spot is taken by Chevrolet, whose diesel Cruze model and 3-cylinder, 0.8-litre, 119g/km Matiz helped its new car sales to a 15.2 g/km average CO<sub>2</sub> improvement.

Second in the improvement stakes was Audi, whose 2.0-litre TDi engine helped it to an average of 163 g/km. The German marque is likely to benefit further in H2 2009 sales, from its recently announced, 109 g/km 1.6-litre TDi A3 model and stop-start system.

Toyota, Suzuki, Hyundai and Mazda also recorded double-digit improvements.

Ford was best of the biggest European volume sellers, improving average CO<sub>2</sub> by 8.0 g/km as its ECONetic range and in particular, new 98 g/km Fiesta ECONetic, proved popular with customers across Europe.

Di Girolamo continues: "There are some surprises when you look at the order of CO<sub>2</sub> reductions by brand, however, when we you look at the high volume brands Fiat is still at the top when it comes to the lowest CO<sub>2</sub> output."

## CO<sub>2</sub> Improvements: League Table of Top 25 Volume Brands

BRAND	VOL H1_09	AV CO <sub>2</sub> H1_08 (g/ km)	AV CO <sub>2</sub> H1_09 (g/ km)	CO <sub>2</sub> DIFF (g/ km)
CHEVROLET	95,564	156.8	141.6	-15.2
AUDI	323,256	177.0	162.6	-14.4
TOYOTA	358,982	146.5	132.9	-13.6
SUZUKI	134,014	158.3	144.9	-13.4
HYUNDAI	168,260	151.6	138.8	-12.8
MAZDA	108,429	161.4	151.2	-10.2
FORD	664,582	148.4	140.4	-8.0
HONDA	132,360	154.5	146.5	-8.0
VOLKSWAGEN	838,117	159.4	152.5	-7.0
MERCEDES	298,491	185.6	178.8	-6.8
NISSAN	159,311	164.5	158.9	-5.6
FIAT	535,590	134.3	129.1	-5.2
KIA	128,296	153.4	148.9	-4.5
MINI	65,559	133.9	129.7	-4.2
PEUGEOT	500,880	138.5	134.5	-4.0
RENAULT	517,783	142.7	138.9	-3.8
SEAT	166,110	146.0	142.4	-3.6
VAUXHALL	122,019	155.8	152.3	-3.5
CITROEN	437,781	141.7	138.8	-2.9
BMW	285,023	160.7	158.4	-2.2
LANCIA	61,776	136.1	134.1	-2.0
VOLVO	99,726	180.4	179.0	-1.4
OPEL	434,218	150.5	149.5	-0.9
DACIA	95,036	153.1	152.4	-0.6
SKODA	245,471	149.3	149.9	+0.7
<b>Total Vol/ Average CO<sub>2</sub></b>	<b>6,976,634</b>	<b>152.3</b>	<b>146.0</b>	<b>-6.2</b>

\*All figures are volume-weighted

### Market Improvements in Detail

The general improvement in CO<sub>2</sub> output of new cars is reflected when applied nationally. The effect of national scrappage schemes is a key factor in driving national demand for lower emission vehicles and it is no surprise that these incentives in Western European markets have boosted not only national sales, but those of higher efficiency vehicles.

Germany has recorded an 11.3 g/km average improvement in new car CO<sub>2</sub> output, across its H1 2009 sales of 2,059,405.

Of the other major European markets, the UK has recorded an average 8.4 g/km improvement, on its half year sales of 924,955. Italy improved overall by 6.5 g/km and France by 5.7 g/km.

However, the greatest improvement in the CO<sub>2</sub> output of new cars sold in H1 2009 was recorded in the Republic of Ireland, which posted a 17.1 g/km reduction.

### CO<sub>2</sub> Improvements: European Market League Table

COUNTRY	VOL H1_09	AV CO <sub>2</sub> H1_08 (g/ km)	AV CO <sub>2</sub> H1_09 (g/ km)	CO <sub>2</sub> DIFF (g/ km)
IRELAND	46,772	162.2	145.1	-17.1
GERMANY	2,059,405	165.9	154.6	-11.3
NETHERLANDS	220,340	159.3	149.5	-9.8
AUSTRIA	166,017	160.1	151.5	-8.7
GREAT BRITAIN	924,955	159.9	151.5	-8.4
SWITZERLAND	133,393	178.4	170.2	-8.3
SWEDEN	102,794	174.1	166.5	-7.6
DENMARK	53,490	149.0	141.9	-7.1
ITALY	1,135,203	144.9	138.4	-6.5
NORWAY	41,747	158.7	152.4	-6.2
FRANCE	1,131,315	140.3	134.5	-5.7
BELGIUM	273,205	148.5	143.7	-4.8
FINLAND	51,943	164.3	159.8	-4.5
SLOVAKIA	45,728	156.1	151.9	-4.3
SPAIN	432,949	149.0	145.5	-3.5
SLOVENIA	29,446	155.0	151.9	-3.1
GREECE	104,339	160.6	157.6	-3.0
PORTUGAL	73,093	138.4	135.5	-2.9
HUNGARY	51,694	154.5	152.1	-2.4
POLAND	168,885	152.8	150.6	-2.1
CZECH REPUBLIC	85,608	155.8	155.8	-0.0
<b>Total Vol/ Average CO<sub>2</sub></b>	<b>7,332,321</b>	<b>154.5</b>	<b>147.5</b>	<b>-7.1</b>

\* All figures are volume-weighted

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 intelligence 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 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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