

28 March 2011

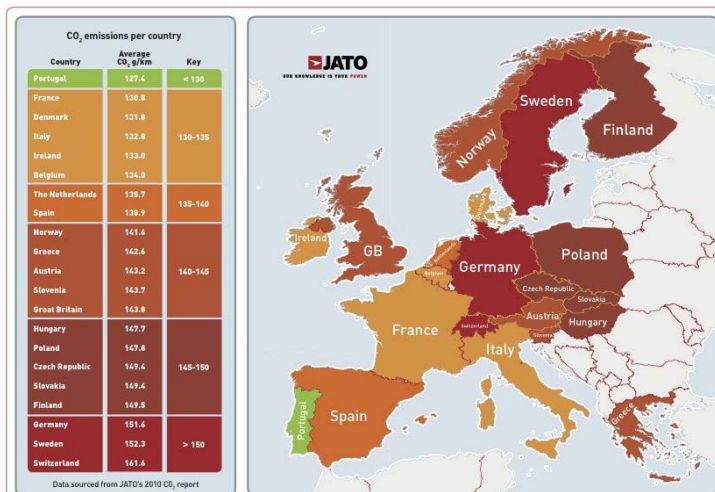
RICH NATIONS FALLING BEHIND EUROPE ON CAR CO₂ EMISSIONS

- Germany, Sweden and Switzerland trail rest of Europe on improvements to emissions
- Portugal claims top spot from France to become Europe's lowest CO₂ emitting automotive market
- Despite fears that the end of scrappage schemes would hamper progress, CO₂ emissions continue to fall

Portugal has claimed its position as Europe's most "fuel conscious" country with the lowest CO₂ emissions for new cars. It is the first country in Europe to achieve average emissions below 130 g/km, according to the latest study of CO₂ emissions covering 21 European markets, of which, 19 are EU members.

The report – *A Review of CO₂ Car Emissions across Europe FY2010* - from JATO Dynamics finds that Germany, Sweden and Switzerland are the biggest polluters in Europe, with average emissions for new cars registered exceeding 150 g/km.

Europe's CO₂ winners and losers



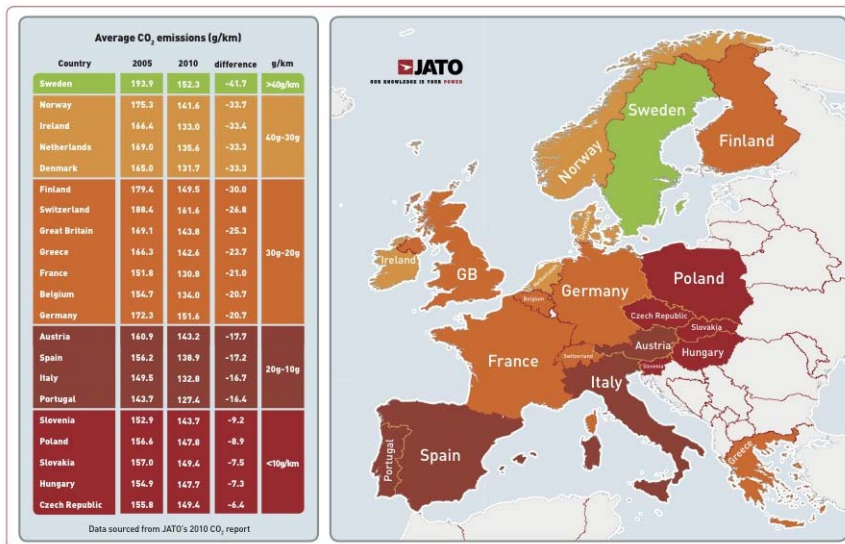
Manufactures have driven average emissions for new vehicles across the region down to 140.9g/km, down from 145.8 g/km in 2009. However some of the richer nations and those in Eastern Europe still have a long way to go.

The report finds that despite the ending of scrappage schemes, gradually improving vehicle sales and an increasing market for fleet vehicles, CO₂ emissions continue to fall across the region. Between 2009 and 2010 Europe dropped 5 g/km, which is greater than that achieved in the three years from 2003 to 2006. Manufacturers appear to have made significant improvements, with more than 60% of all new cars sold having emissions of 140 g/km or less, compared to only 23% in 2003.

Rate of reduction

The industry has come a long way in the past five years, with CO₂ levels across Europe reducing by 21.4 g/km between 2005 and 2010. While most markets have made significant reductions in their car CO₂ emission since 2005, the rate of reduction in Central Europe has been slow with Slovenia, Poland, Slovakia, Hungary and Czech Republic only improving by less than 10g/km over this five-year period.

While Sweden has improved the most, its emissions were still the second highest in the region in 2010.



The improvement over the last five years is mixed, with Eastern Europe's reduction rate falling behind other countries.

Gareth Hession, Vice President for Research at JATO comments: "This is an impressive performance which may have been helped in part by tough economic conditions. This has encouraged consumers to seek smaller and cheaper vehicles which typically produce less CO₂. It remains to be seen if this trend will

be sustained as the economic climate begins to improve and people 'trade up' to larger vehicles."

Volume-weighted average CO₂ emissions of Europe's top twenty brands

All of Europe's top twenty brands improved their emissions in 2010 compared to 2009, with Fiat yet again recording the lowest average emissions down 4.7 g/km to 123.1 g/km. Toyota closed the gap to finish second with average CO₂ emissions of 128.2 g/km, down from 130.1 g/km in 2009.

Brand	2009 Avg CO ₂ (g/km)	2010 Avg CO ₂ (g/km)	Difference
FIAT	127.8	123.1	-4.7
TOYOTA	130.1	128.2	-1.9
SEAT	140.9	131.3	-9.6
PEUGEOT	133.5	131.4	-2.1
CITROEN	137.9	131.8	-6.1
RENAULT	137.6	134.0	-3.6
FORD	140.0	136.9	-3.1
SUZUKI	142.4	137.3	-5.1
HYUNDAI	137.5	137.4	-0.1
OPEL/VAUXHALL	148.5	139.4	-9.1
SKODA	149.1	139.9	-9.2
KIA	146.8	140.1	-6.7
VOLKSWAGEN	150.4	141.0	-9.4
HONDA	147.13	147.11	-0.02
NISSAN	154.6	147.2	-7.4
DACIA	151.3	147.6	-3.7
BMW	157.2	152.9	-4.4
AUDI	160.9	152.9	-8.0
VOLVO	171.2	157.4	-13.8
MERCEDES	176.4	172.2	-4.2

Volvo is the most improved brand in the top twenty with emissions of 157.5 g/km, largely due to the introduction of its "DRIVE" versions on many of its models. Outside the top twenty brands, Ferrari was once again the most improved brand in terms of percentage reductions in 2010, albeit with high average emissions of 326.8 g/km, 46.3 g/km lower than in 2009.

Gareth Hession added: "Manufacturers have made significant improvements in 2010 and it will be fascinating to see how they respond to the law of diminishing returns as emerging 'high efficiency' technology becomes more mainstream over the next five years."

EU Targets

The overall target for all new cars in Europe, as defined by EU regulation, is 130g/km for 2015. The regulation provides a calculation defining an individual target for each manufacturer group in proportion to the average kerb weight of its cars.

The majority of Europe's top manufacturer groups have reduced the distance to their targets in 2010 through an improvement in emissions compared to 2009. Fiat Group recorded the lowest average emissions of 125.9 g/km, while Toyota is the closest group to meeting its target based on the analysis of 2010.

Manufacturer Group	Rank by Avg CO ₂ (g/km)	2010				2009		
		2015 CO ₂ Target (g/km)	Avg CO ₂ (g/km)	Avg Kerb Weight (kg)	Distance to 2015 Target	Avg CO ₂ (g/km)	Avg Kerb Weight (kg)	Change 2009/2010
TOYOTA	2	124.8	130.0	1258	4.2%	132.1	1210	-2.1
PSA	3	125.2	131.6	1267	5.1%	135.5	1266	-4.0
BMW	12	138.1	147.9	1548	7.1%	151.8	1526	-3.9
FIAT	1	116.1	125.9	1067	8.4%	130.9	1070	-5.1
VOLKSWAGEN	9	130.9	142.5	1391	8.9%	151.5	1368	-9.0
FORD	5	125.3	136.9	1268	9.3%	140.0	1257	-3.1
GM	8	127.5	139.8	1318	9.6%	147.5	1275	-7.7
RENAULT	4	123.4	136.3	1228	10.4%	139.7	1213	-3.4
HYUNDAI	7	125.4	138.6	1271	10.5%	141.5	1244	-3.0
HONDA	10	127.7	147.13	1322	15.2%	147.11	1319	-0.02
SUZUKI	6	117.5	137.3	1099	16.8%	142.4	1107	-5.2
NISSAN	11	125.7	147.8	1278	17.6%	155.0	1281	-7.2
MAZDA	13	127.5	149.9	1316	17.6%	149.4	1268	+0.5
DAIMLER	14	136.4	163.3	1511	19.8%	166.3	1481	-3.0

Analysis has been carried out on 21 European markets of which 19 are EU Members

Calculations are based on volume weighted average kerb weight for all cars registered/sold in each year

'Target' and 'Distance to Target' assumes that the volume weighted average kerb weight of each company's cars will not change between 2010 and 2015

Analysis does not take into account any manufacturer pooling or sub 50 g/km super-credits

-Ends-

Notes to Editors

- This analysis is extracted from JATO's *A Review of CO₂ Car Emissions Across Europe FY2010* report that studied 21 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
- 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.
- Media may reproduce JATO's analysis and associated maps providing they credit JATO Dynamics as the source. Maps may be downloaded [here](http://tinyurl.com/6b739bt) (<http://tinyurl.com/6b739bt>)

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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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