5th March 2012

Europe cleaning up act as car CO_2 targets loom

- **30% of new cars sold in Europe classed as 'low CO_2'**
- **Fiat remains lowest emitting volume brand in Europe**
- **Six new countries join Portugal to break below 130g/km**
- **Netherlands, Sweden and Norway make extraordinary progress on decreasing CO_2 emissions**

According to the latest analysis from JATO Dynamics, the world's leading provider of automotive intelligence, average CO_2 emissions for new cars across Europe dropped to 136.1 g/km in 2011, down from 140.9 g/km the year before. The analysis also shows that nearly 30% of new cars sold are now classed as 'low CO_2' (101 g/km – 120 g/km).

The findings come ahead of the launch of JATO's latest report – A Review of CO_2 New Car Emissions across Europe 2011 – which covers 21 European markets and shows that eight manufacturer brands have already achieved the 130 g/km European target set for 2015.

Steady improvements across volume brands

Fiat continues to lead the top selling volume brands with an average CO_2 level of 118.2 g/km, while SEAT has moved into second place with an average level of 125.2 g/km in 2011.

Toyota, however, has slipped from second place to fourth, with only a small reduction in emissions since 2010.

While premium German brands such as Audi, BMW and Mercedes show some improvement across the region, their average CO_2 emissions still remain high, 146.2 g/km, 149.3 g/km and 162.4g/km respectively.

Gareth Hession, Vice President for Research at JATO comments: "Manufacturers have a need to meet emissions targets as well as to sell their larger, more profitable vehicles. With three years to go to meet the 2015 targets, there is clearly a challenge for them in achieving this balancing act."

Top 20 best-selling brands ranked by average CO_2 emissions (volume weighted)

Brand	2010 Avg CO_2	2011 Avg CO_2	Difference
FIAT	123.1	118.2	-4.9
SEAT	131.3	125.2	-6.1
CITROEN	131.8	125.3	-6.5
TOYOTA	128.2	126.5	-1.7
ALFA ROMEO	137.0	127.8	-9.2
MINI	126.4	128.3	1.9
PEUGEOT	131.4	128.5	-2.9
RENAULT	134.0	129.0	-5.0
SUZUKI	137.3	132.6	-4.7
FORD	136.9	132.7	-4.2
HYUNDAI	137.4	133.5	-3.9
OPEL/VAUXHALL	139.2	133.8	-5.4
KIA	139.9	134.9	-5.0
SKODA	139.9	135.1	-4.8
VOLKSWAGEN	140.9	135.5	-5.4
CHEVROLET	140.2	141.0	0.8
NISSAN	147.1	141.9	-5.2
DACIA	147.6	143.8	-3.8
HONDA	147.1	144.1	-3.0
AUDI	153.0	146.2	-6.8

The biggest overall improvement in CO_2 emissions has been achieved by a make that sits outside of the top 20 volume brands. Lexus has managed a reduction of 28% from 166.7 g/km to 120 g/km, due in large part to the introduction of a smaller Hybrid model.

Segment performance

The B and C segments which, combined, are responsible for nearly 50% of Europe's new car market have both reduced their average emissions, with B-segment small cars decreasing to an average of 120.9 g/km and C-segment vehicles decreasing to 130.2 g/km.

Many brands selling exclusively in luxury and sport segments have also made good progress, such as Aston Martin, which has reduced emissions for the brand by 10.2% over the last year.

Gareth Hession continues: "Manufacturers active in large and performance car segments continue to come under pressure to do more to reduce emissions. However we can't forget the progress that's been made, such as Ferrari which has already reduced its average emissions by more than 25% since 2007. "

Segment CO_2 emissions breakdown

	2010		2011	
Segment	Market Share	Ave CO_2	Market Share	Ave CO_2
A	9.71%	113.4	8.27%	108.1
B	26.46%	124.7	25.29%	120.9
C	23.12%	135.7	22.23%	130.2
D	10.53%	151.2	11.28%	141.7
E1	3.11%	169.3	3.49%	156.7
E2	0.27%	218.2	0.28%	204.0
Mini-MPV	11.81%	144.2	12.01%	139.8
Other MPV	2.68%	173.2	2.77%	166.5
SUV	8.46%	182.6	10.60%	169.6
Sports	3.23%	170.2	3.10%	164.7
Other	0.63%	215.0	0.70%	207.9
Total	**100.00%**	**140.9**	**100.00%**	**136.1**

European Markets – The CO_2 winners and losers

Portugal retains its position as Europe's least polluting country while Switzerland remains the only one with average emissions over 150 g/km.

Out of the 'Big Five' markets France and Italy have successfully brought their country average emissions to below 130 g/km. However, despite bringing down emissions from 151.5 g/km in 2010 to 145.6 g/km in 2011, Germany still lags behind most European counterparts.

A number of countries have made significant progress, in particular the Netherlands, which jumped from seventh place in 2010 to second in 2011. This was largely due to tax changes encouraging sales of lower-CO_2 vehicles.

Sweden and Norway also made outstanding progress in lowering average country emissions, reducing their total emissions by 8.3 g/km and 7.2 g/km respectively in 2011.

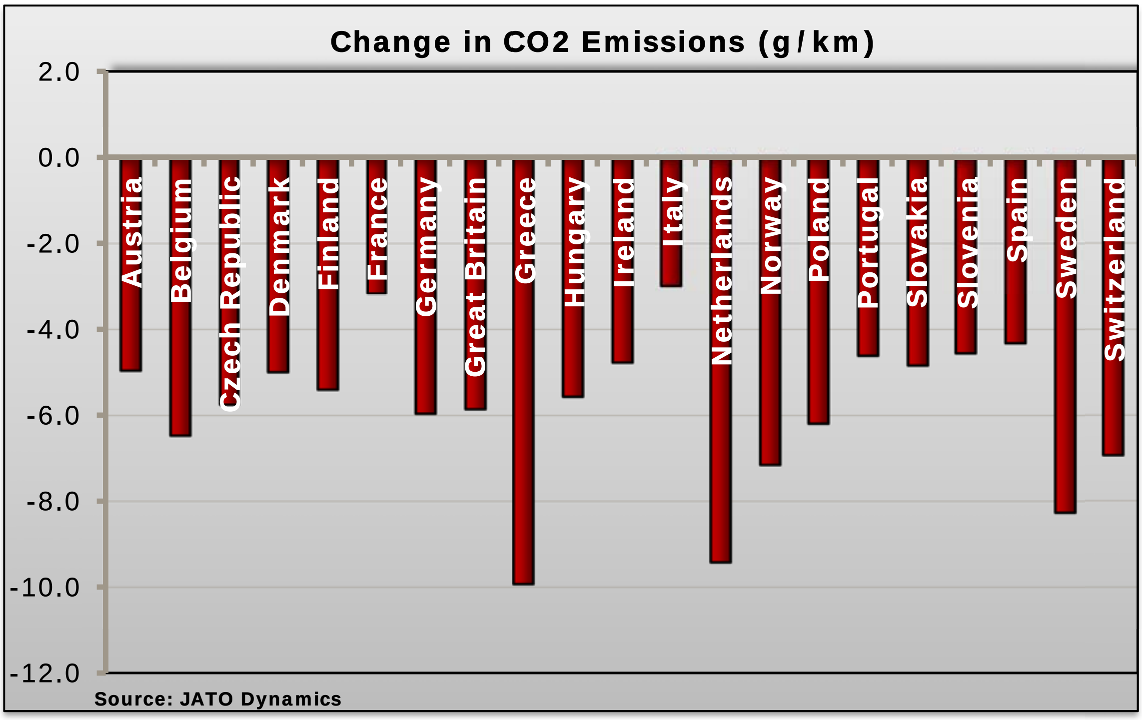
In Greece, where petrol cars dominate the market, CO_2 emissions fell by nearly 10 g/km in 2011, demonstrating that efforts to significantly improve the efficiency of petrol engines are paying off.

In summary Gareth Hession adds: "The region continues to experience various rates of improvement in CO_2 emissions, with economic conditions and government incentives all continuing to play their part. It will be interesting to see how the continued efforts to meet the European Union's manufacturer targets for 2015 will impact overall country emission levels."

European Markets – The CO_2 winners and losers

Country	2010 Avg CO_2 (g/km)	2011 Avg CO_2 (g/km)	Difference
Portugal	127.3	122.7	-4.6
Netherlands	135.6	126.2	-9.4
Denmark	131.7	126.7	-5.0
Belgium	134.0	127.5	-6.5
France	130.8	127.6	-3.2
Ireland	133.0	128.2	-4.8
Italy	132.7	129.7	-3.0
Greece	142.5	132.5	-9.9
Spain	138.6	134.3	-4.3
Norway	141.6	134.4	-7.2
Great Britain	143.8	138.0	-5.9
Austria	143.2	138.2	-5.0
Slovenia	143.7	139.2	-4.6
Poland	147.8	141.6	-6.2
Hungary	147.6	142.0	-5.6
Sweden	151.8	143.5	-8.3
Czech Republic	149.6	143.8	-5.8
Finland	149.5	144.1	-5.4
Slovakia	149.5	144.7	-4.8
Germany	151.5	145.6	-6.0
Switzerland	161.8	154.9	-6.9
European Average	**140.9**	**136.1**	**-4.7**

Change in CO_2 emissions for each country: 2010 vs 2011



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Notes to Editors

- This analysis is extracted from JATO's forthcoming report, 'A Review of CO_2 Car Emissions across Europe 2011' which studies 21 European countries, providing a detailed picture of volume-weighted CO_2 emissions by country, segment and brand, plus an in-depth analysis of the effects of CO_2 -friendly vehicle technology and CO_2-based taxation regimes in individual markets
- The full report will be available by the end of March 2012
- Volume-weighted CO_2 emissions is carried out by multiplying the CO_2 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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