

PRESS RELEASE

00:01 GMT, 1st March 2016

London, UK

PEUGEOT LEADS THE VOLUME BRANDS IN EUROPE AS AVERAGE NEW CAR CO₂ EMISSIONS CONTINUE TO FALL

- Peugeot climbs one place to claim the lowest average CO₂ emissions for 2015 among volume brands in Europe at 103.5g/km
- Europe's average CO₂ emissions for the year fell by 4.0g/km to 119.3g/km following strong falls in Norway, Switzerland and Czech Republic
- Norway recorded the lowest average CO₂ emissions of the 23 countries studied at 100.5g/km, a fall of 10.1g/km

Average CO₂ emissions for new cars continued to fall across Europe during 2015, according to the annual CO₂ analysis carried out by JATO Dynamics. The analysis, which covered 23 European markets, concluded that average CO₂ emissions fell by 3.2% across 2015 to finish at 119.3g/km. The result was 4g/km lower than the total seen in 2014 and 7.5g/km lower than the figure registered in 2013. The improvement is due to significant reductions coming from small and midsize markets including Norway and Switzerland, better results posted by big volume car makers and increasing numbers of electric vehicle registrations. Importantly, the reduction coincided with a 9.3% rise in registrations in the 23 markets studied across the same period, further emphasising the headway being made.

Peugeot was the new emissions leader for 2015, ahead of Citroën and Renault, with an outstanding improvement of 5.8g/km compared to 2014. The French brand's total average CO₂ emissions decreased from 109.3g/km in 2014 to 103.5g/km in 2015. Peugeot posted the second best improvement among the top 20 brands, buoyed by progress from the 1.0 and 3 cylinder petrol engines that power the Peugeot 108. The other Peugeot models that contributed to the overall improvement were the 308 with an average of only 97.8g/km (vs. 102.3 in 2014), and the Peugeot 208 at 99.3g/km.

TOP 20 BEST-SELLING BRANDS RANKED BY AVERAGE CO₂ EMISSIONS (VOLUME WEIGHTED)

| Position 2015 | Make | Ave CO ₂ 2015 (g/km) | Ave CO ₂ 2014 (g/km) | Change (g/km) | Position 2014 |
|---------------|---------------|---------------------------------|---------------------------------|---------------|---------------|
| 1 | Peugeot | 103.5 | 109.3 | -5.8 | 2 |
| 2 | Citroën | 105.7 | 110.8 | -5.1 | 3 |
| 3 | Renault | 105.9 | 108.4 | -2.4 | 1 |
| 4 | Toyota | 107.7 | 112.5 | -4.9 | 4 |
| 5 | Nissan | 114.3 | 113.8 | +0.5 | 5 |
| 6 | Skoda | 115.4 | 121.5 | -6.2 | 8 |
| 7 | Seat | 116.8 | 117.4 | -0.6 | 6 |
| 8 | Mini | 117.0 | 122.1 | -5.1 | - |
| 9 | Fiat | 117.8 | 117.4 | +0.3 | 7 |
| 10 | Volkswagen | 117.8 | 123.4 | -5.6 | 10 |
| 11 | Ford | 118.1 | 121.8 | -3.6 | 9 |
| 12 | Dacia | 121.9 | 125.7 | -3.8 | 12 |
| 13 | Volvo | 123.8 | 126.4 | -2.6 | 13 |
| 14 | Opel/Vauxhall | 126.3 | 130.3 | -3.9 | 16 |
| 15 | Audi | 127.3 | 132.4 | -5.0 | 18 |
| 16 | Mazda | 127.4 | 128.9 | -1.4 | 14 |
| 17 | Hyundai | 127.5 | 129.8 | -2.3 | 15 |
| 18 | Kia | 127.7 | 130.9 | -3.2 | 17 |
| 19 | BMW | 128.0 | 133.0 | -5.0 | 19 |
| 20 | Mercedes | 128.2 | 133.5 | -5.3 | 20 |

Source: JATO Dynamics Limited



Note: Mini was not in the top 20 brands in 2014.

Citroën, the other volume brand within the PSA Group, occupied second place with 105.7g/km, down 5.1g/km on 2014. This was driven by the higher volumes achieved by the Citroën C4 Cactus (+173%), the second best-selling Citroën in 2015 and the model that posted the second lowest average emissions for the brand this year.

Renault dropped two places to third in 2015, as the brand sold more SUV/Crossovers with bigger engines. The Captur's registrations increased by 17%, while its average CO₂ emissions increased from 105.7g/km in 2014 to 106.2g/km in 2015. The new Kadjar compact SUV, introduced in the second half of 2015, counted for 5.1% of Renault registrations with average CO₂ emissions of 112.9g/km. The real progress was made by the Clio (-2.1g/km) and the Twingo (-6.1g/km).

Fourth place was claimed by Toyota, which managed to reduce its average emissions by 4.9g/km to 107.7g/km in 2015. Last year, Toyota's hybrid vehicles counted for 29% of its registrations, three more percentage points than in 2014. Nissan stayed in fifth, posting the highest average increase in CO₂ emissions among the top 20. The Japanese brand recorded a rise in the average emissions for its top-seller – the Qashqai - from 115g/km to 116.3g/km in 2015, due to increased sales of the 1.2 115hp and 1.6 120hp petrol engines.

Skoda was the most improved brand in the top 20, reducing its average CO₂ emissions by 6.2g/km thanks to the new generation Fabia. The model included more efficient engines in 2015, allowing this subcompact to reduce its emissions from 121.6g/km in 2014 to 107.1g/km. Fabia sales rose 38% in 2015, and counted for 26% of Skoda's registrations. Volkswagen, the largest car brand in Europe, posted the third best performance. Its average emissions dropped by 5.6g/km from 123.4g/km in 2014 to 117.8g/km in 2015. Volkswagen benefitted from the new Passat, which featured improved engines that allowed the model to improve its average emissions from 129.2g/km in 2014 to 114.1g/km last year.

Outside the top 20, it is important to mention the significant progress made by Land Rover (-11.4g/km), and Smart, whose average remained low – just 94.3g/km - despite the introduction of the larger Forfour model.

“There are a number of reasons for the improvements in CO₂ emissions in 2015. The introduction of lighter models, more efficient engines, and increased sales of hybrid and electric vehicles, all contributed to a positive outlook for further emissions reductions in the future.” commented Felipe Munoz, Global Automotive Analyst at JATO Dynamics.

LARGE SEDANS AND SUV AMONG THE BEST IMPROVERS

SEGMENTS CO₂ EMISSIONS BREAKDOWN

| Segment | Ave CO ₂ 2015 (g/km) | Ave CO ₂ 2014 (g/km) | Change (g/km) |
|---------------------|---------------------------------------|---------------------------------------|------------------|
| A | 104.1 | 105.7 | -1.6 |
| B | 107.6 | 111.2 | -3.6 |
| C | 110.6 | 113.8 | -3.2 |
| D | 121.8 | 127.9 | -6.1 |
| E1 (Executive) | 129.2 | 136.9 | -7.7 |
| E2 (Luxury) | 182.6 | 184.6 | -2.0 |
| Mini-MPV | 122.6 | 126.4 | -3.7 |
| Medium & Large MPV | 133.4 | 144.0 | -10.5 |
| SUV | 143.7 | 152.0 | -8.3 |
| Sports | 154.8 | 154.2 | 0.6 |
| Other | 181.6 | 193.4 | -11.8 |
| Total Market | 119.3 | 123.3 | -4.0 |

Source: JATO Dynamics Limited

All segments recorded a reduction in average CO₂ emissions in 2015 compared to 2014. The averages follow the expected patterns according to size, weight and engine type; for example, the city car segment posted the lowest average at 104.1g/km (-1.6g/km), followed by the subcompacts and compacts at 107.6g/km and 110.6g/km respectively. The midsize sedan/SW was fourth with 121.8g/km and then the small MPV was fifth with 122.6g/km. The average CO₂ emissions recorded by SUVs remained behind the

midsize and large sedan segments at 143.7g/km. Luxury and Sports cars registered the highest CO₂ emissions average at 182.6g/km and 154.8g/km respectively. The biggest improvements came from the upper segments such as big MPVs (-10.5g/km), SUVs (-8.3g/km) and large sedans/SW (-7.7g/km).

Munoz added: “Despite the average emissions level in the SUV segment remaining high in 2015, the improvements made are promising for the industry and its future strategies for reducing emissions - especially given status of SUVs as the best-selling segment in Europe.”

NORWAY OUTPERFORMS THE NETHERLANDS

Norway’s outstanding progress meant it overtook the Netherlands to record the lowest average emissions across Europe, with its emissions average falling from 110.5g/km in 2014 to 100.5g/km in 2015. Norway not only ranked first but recorded the highest reduction of all 23 countries. Last year zero-emissions car registrations increased by 42% and counted for 17% of total market. The Netherlands recorded an average of 101.3g/km, with hybrid and electric cars counting for 12% of the market in 2015 against 7.8% in 2014.

France recorded the lowest average CO₂ emissions among the Big-5 European markets, but its reduction was only 3.0g/km. Last year the French market saw a 22% rise in SUVs and 12% in city cars, while the demand for subcompacts and compacts grew by only 1% and 4% respectively. On the other hand, Germany, with the highest average among the Big-5 and the third highest in the full ranking, recorded 127.3g/km. It was negatively affected by the big share of midsize sedans/SW (12% of total market) and by the performances of compact cars, the country’s largest segment.

AVERAGE CO₂ EMISSIONS BY MARKET

| Country | Ave CO ₂ 2015 (g/km) | Ave CO ₂ 2014 (g/km) | Change (g/km) |
|-------------|---------------------------------|---------------------------------|---------------|
| Norway | 100.5 | 110.5 | -10.1 |
| Netherlands | 101.3 | 106.7 | -5.4 |
| Greece | 105.7 | 107.3 | -1.6 |
| Portugal | 105.8 | 108.9 | -3.1 |
| Denmark | 106.0 | 110.9 | -4.8 |
| France | 110.9 | 113.9 | -3.0 |
| Croatia | 112.4 | 115.6 | -3.3 |
| Ireland | 114.3 | 116.9 | -2.7 |
| Italy | 114.9 | 117.9 | -3.1 |
| Spain | 115.7 | 118.6 | -2.9 |
| Belgium | 117.6 | 121.1 | -3.5 |
| Slovenia | 118.6 | 120.8 | -2.2 |
| UK | 121.2 | 124.6 | -3.3 |
| Romania | 122.9 | 126.3 | -3.4 |
| Austria | 123.3 | 128.0 | -4.7 |
| Finland | 124.0 | 128.2 | -4.2 |
| Czech Rep. | 125.0 | 131.1 | -6.1 |
| Slovakia | 126.1 | 131.1 | -5.0 |
| Sweden | 126.2 | 130.8 | -4.6 |
| Hungary | 126.9 | 131.5 | -4.6 |
| Germany | 127.3 | 131.9 | -4.6 |
| Poland | 129.0 | 132.7 | -3.7 |
| Switzerland | 134.6 | 141.5 | -6.9 |

Source: JATO Dynamics Limited

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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 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.

Major leasing companies use JATO's intelligence to drive the vehicle quotation process.

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Notes to Editors

Volume-weighted average CO₂ emissions are calculated 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

See other notes to editors on following page.

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| Segment | Ave CO ₂ 2015 (g/km) | Ave CO ₂ 2014 (g/km) | Change |
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| Market | Ave CO ₂ 2015 (g/km) | Ave CO ₂ 2014 (g/km) | Change |
|----------------|---------------------------------|---------------------------------|--------|
| Austria | 123.3 | 128.0 | -4.7 |
| Belgium | 117.6 | 121.1 | -3.5 |
| Croatia | 112.4 | 115.6 | -3.3 |
| Czech Republic | 125.0 | 131.1 | -6.1 |
| Denmark | 106.0 | 110.9 | -4.8 |
| Finland | 124.0 | 128.2 | -4.2 |
| France | 110.9 | 113.9 | -3.0 |
| Germany | 127.3 | 131.9 | -4.6 |
| Great Britain | 121.2 | 124.6 | -3.3 |
| Greece | 105.7 | 107.3 | -1.6 |
| Hungary | 126.9 | 131.5 | -4.6 |
| Ireland | 114.3 | 116.9 | -2.7 |
| Italy | 114.9 | 117.9 | -3.1 |
| Netherlands | 101.3 | 106.7 | -5.4 |
| Norway | 100.5 | 110.5 | -10.1 |
| Poland | 129.0 | 132.7 | -3.7 |
| Portugal | 105.8 | 108.9 | -3.1 |
| Romania | 122.9 | 126.3 | -3.4 |
| Slovakia | 126.1 | 131.1 | -5.0 |
| Slovenia | 118.6 | 120.8 | -2.2 |
| Spain | 115.7 | 118.6 | -2.9 |
| Sweden | 126.2 | 130.8 | -4.6 |
| Switzerland | 134.6 | 141.5 | -6.9 |