

PRESS RELEASE

10:00 GMT, 6th March 2017

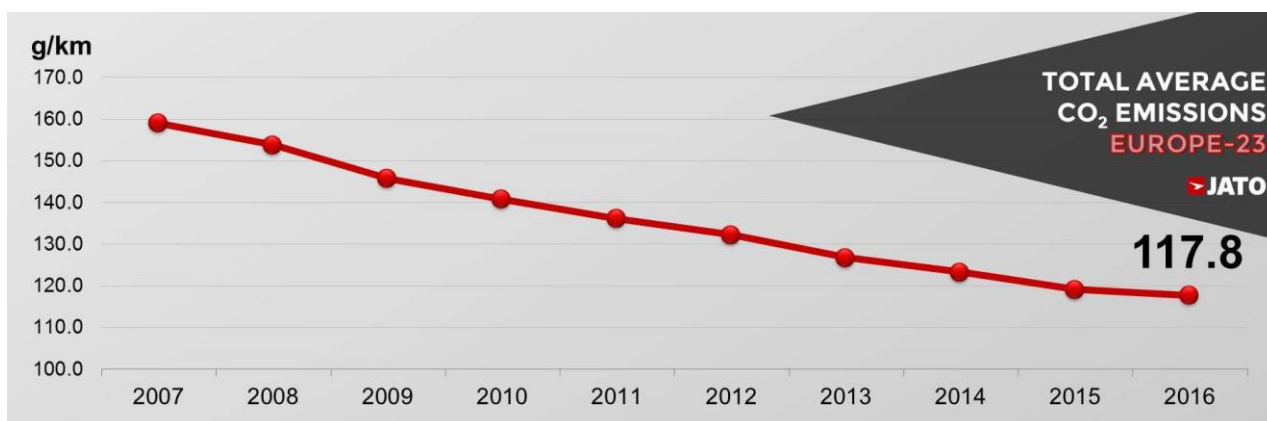
London, UK

PEUGEOT THE LEADING BRAND FOR AVERAGE CO₂ EMISSIONS, AS EUROPEAN TOTAL AVERAGE FELL IN 2016

- New car average CO₂ emissions decreased by 1.2% in 2016, with Norway responsible for the largest decrease in CO₂ levels
- Peugeot led the brand ranking, with its average emissions falling by 1.7g/km in 2016
- The data is being released as the industry prepares for the implementation of WLTP, which is expected to dramatically impact CO₂ emissions monitoring

Average CO₂ emissions for new cars in Europe fell during 2016 demonstrating the continued progress being made by the industry. The analysis carried out by JATO Dynamics covered 23 European markets and showed that average CO₂ emissions fell by 1.2% in 2016 - finishing at 117.8 g/km. The result was 1.4 g/km lower than the total seen in 2015, but this represents the smallest annual percentage improvement for the last ten years. In part this can be attributed to the slower growth of diesel registrations in 2016, which produce lower CO₂ emissions.

On a country level, Norway had the lowest CO₂ emissions of all countries analysed. Incentives to increase the use of EVs and hybrids resulted in these segments accounting for 39% of the country's total registrations. Notably, the Netherlands and Denmark were the only two markets with increased average CO₂ emissions in 2016, again the major driver of change was government policy - the reduction of tax incentives in the Netherlands resulted in a 53% fall in demand for PHEVs, and increased tax rates for EVs in Denmark resulted in a 71% fall in EV registrations.



**TOP 20
BEST-SELLING BRANDS
RANKED BY
AVERAGE CO₂ EMISSIONS
(VOLUME WEIGHTED)
EUROPE-23**



| | MAKE | AV. CO ₂ 2016 (g/km) | AV. CO ₂ 2015 (g/km) | VAR. (g/km) | POSITION 2015 |
|----|---------------|---------------------------------------|---------------------------------------|----------------|------------------|
| 1 | PEUGEOT | 101.9 | 103.5 | -1.7 | 1 |
| 2 | CITROEN | 103.3 | 105.6 | -2.3 | 2 |
| 3 | TOYOTA | 104.0 | 107.6 | -3.6 | 4 |
| 4 | RENAULT | 105.6 | 105.9 | -0.3 | 3 |
| 5 | SKODA | 111.8 | 115.4 | -3.7 | 6 |
| 6 | NISSAN | 115.0 | 114.1 | +0.8 | 5 |
| 7 | SEAT | 115.8 | 116.7 | -0.9 | 7 |
| 8 | FIAT | 116.0 | 117.6 | -1.6 | 9 |
| 9 | MINI | 116.4 | 117.0 | -0.6 | 8 |
| 10 | DACIA | 117.6 | 121.9 | -4.3 | 12 |
| 11 | VOLKSWAGEN | 117.7 | 117.8 | -0.1 | 10 |
| 12 | FORD | 120.1 | 118.0 | +2.1 | 11 |
| 13 | VOLVO | 122.0 | 122.8 | -0.8 | 13 |
| 14 | OPEL/VAUXHALL | 122.4 | 126.3 | -3.9 | 14 |
| 15 | BMW | 123.2 | 128.0 | -4.8 | 19 |
| 16 | KIA | 124.5 | 127.7 | -3.1 | 18 |
| 17 | AUDI | 124.7 | 127.3 | -2.6 | 15 |
| 18 | HYUNDAI | 124.8 | 127.4 | -2.5 | 16 |
| 19 | MERCEDES | 127.5 | 128.1 | -0.6 | 20 |
| 20 | MAZDA | 127.7 | 127.5 | +0.2 | 17 |

Peugeot led the brand ranking for a second year – it decreased its CO₂ emissions by 1.7g/km. This was primarily due to a lower CO₂ emission average for its petrol engines. Peugeot's top-seller, the Peugeot 208, decreased its average CO₂ emissions by 1.3g/km from 99.3g/km to 98g/km. PSA Group's other volume brand Citroën, occupied second place with 103.3g/km, which is a reduction of 2.3g/km compared to 2015. Both Peugeot and Citroën benefit from their smaller ranges of SUVs / large vehicles. Overtaking Renault in third place was Toyota, whose improvements were largely thanks to the strong performance of its hybrid range, which accounted for 39% of its European registrations in 2016. Notably, Toyota's average emissions for its hybrid range grew by 4.3g/km due to the launch of its RAV4 Hybrid.

The only brands not to decrease CO₂ emissions in 2016 were Nissan, Ford and Mazda, this can largely be attributed to the prominence of these brands with regards to particular models. A significant portion of Nissan's registrations were SUVs; the Nissan X-Trail posted an average emission of 138.1g/km and was the brand's third best-selling model. Similarly, Ford and Mazda's average CO₂ emissions increases can be attributed to increased registrations of the Mustang and MX-5 respectively.

AVERAGE CO₂ EMISSIONS BY MARKET AND SEGMENTS EUROPE-23



| SEGMENT | AV. CO ₂ 2016 (g/km) | AV. CO ₂ 2015 (g/km) | VAR. (g/km) |
|------------------|---------------------------------------|---------------------------------------|----------------|
| A | 104.0 | 104.1 | -0.1 |
| B | 106.4 | 107.6 | -1.2 |
| C | 110.3 | 110.6 | -0.2 |
| D | 118.0 | 121.8 | -3.8 |
| E1 (Executive) | 125.5 | 128.7 | -3.2 |
| E2 (Luxury) | 168.3 | 182.9 | -14.5 |
| Mini-MPV | 120.1 | 122.6 | -2.5 |
| Medium/Large MPV | 130.3 | 133.3 | -3.0 |
| SUV | 137.4 | 143.5 | -6.1 |
| Sports | 155.1 | 154.8 | +0.3 |

| MARKET | AV. CO ₂ 2016 (g/km) | AV. CO ₂ 2015 (g/km) | VAR. (g/km) |
|----------------|---------------------------------------|---------------------------------------|----------------|
| 1 Norway | 94.2 | 100.5 | -6.3 |
| 2 Portugal | 104.6 | 105.5 | -1.0 |
| 3 Netherlands | 105.7 | 100.6 | +5.1 |
| 4 Greece | 105.7 | 105.7 | 0.0 |
| 5 Denmark | 106.8 | 106.1 | +0.7 |
| 6 France | 110.2 | 111.0 | -0.7 |
| 7 Croatia | 111.0 | 112.3 | -1.3 |
| 8 Ireland | 112.1 | 114.2 | -2.2 |
| 9 Italy | 112.5 | 114.6 | -2.1 |
| 10 Spain | 114.2 | 115.6 | -1.4 |
| 11 Belgium | 115.7 | 117.6 | -1.9 |
| 12 Slovenia | 117.9 | 118.6 | -0.6 |
| 13 UK | 119.9 | 121.2 | -1.3 |
| 14 Romania | 121.0 | 122.9 | -1.9 |
| 15 Austria | 120.1 | 123.3 | -3.2 |
| 16 Finland | 121.1 | 124.3 | -3.2 |
| 17 Czech Rep. | 122.9 | 125.0 | -2.0 |
| 18 Slovakia | 124.5 | 126.1 | -1.5 |
| 19 Sweden | 123.0 | 126.2 | -3.2 |
| 20 Hungary | 124.6 | 126.8 | -2.2 |
| 21 Germany | 125.6 | 127.3 | -1.7 |
| 22 Poland | 126.3 | 129.0 | -2.6 |
| 23 Switzerland | 132.9 | 134.5 | -1.6 |
| TOTAL | 117.8 | 119.2 | -1.4 |

The SUV boom dominated the automotive world in 2016, and the success of newer compact SUV models - such as the Tiguan and Tucson - helped to decrease the segment's CO₂ emissions by 6.1 g/km. The luxury cars decreased their average by 14.5 g/km, due to lowered emissions across the segment and increased diesel and PHEV registrations. The Sports segment was the only category to increase CO₂ emissions. This was due to the high volume of registrations of the Ford Mustang V8 which negated the improvements made by the BMW 4-Series, Mercedes C-Class Coupé, MINI Convertible and Porsche 911.

"It's clear that the industry is making progress: CO₂ emissions declined. The rate of decline has, however, slowed. This is due to the increased market share of gasoline vehicles and the deceleration of the growth of diesel vehicles. With WLTP imminent this is a significant year and it remains to be seen the impact it will have on emissions monitoring," commented Felipe Munoz, Global Automotive Analyst at JATO Dynamics.

WLTP IS COMING

The JATO logo, featuring a red square with a white stylized arrow pointing to the right, followed by the word "JATO" in a bold, black, sans-serif font.

WHAT IS IT?

WLTP – the Worldwide Harmonised Light Vehicle Test Procedure – is a new methodology to measure fuel consumption and CO₂ emissions. It will mean testing is based on a more realistic driving cycle and will result in more accurate emission readings. This testing aims to define a new global standard for determining the level of pollutants, CO₂ emissions and energy consumption in light duty vehicles. The new procedure for testing will consider CO₂ and fuel consumption values for all vehicle versions including any optional extras, whilst also allowing for differing driving cycles.

WLTP will come into force for new types of passenger vehicles in September 2017, with compliance for all new passenger vehicles expected to follow in September 2018 and LCVs yet to be confirmed. This creates a significant challenge for automotive manufacturers (OEMs) and leasing providers; WLTP will require a complete re-alignment of processes across all levels of the supply chain, from vehicle engineering to sales, marketing and retail.

HOW CAN WE HELP?

JATO Dynamics believes that the future of the automotive industry hinges on ensuring that all automotive companies – both OEMs and their leasing customers – can access WLTP compliant data. By applying our thirty year heritage of world-class data collection and management expertise, we have created an efficient and easy-to-use WLTP solution that allows OEMs and leasing providers to carry on with business as usual. Using our strong relationships with the automotive industry, we are compiling detailed engineering data feeds from manufacturers and will carry out the calculations needed to produce WLTP compliant data that will be available to both leasing companies and OEMs. Access to JATO's tool will ensure that WLTP compliant data will be part of the daily workflow and allow business to continue seamlessly.

Click [here](#) for more information

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

-Ends-

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About JATO

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. Visit JATO at www.jato.com for more information.

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Notes to Editors:

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|---------------|---------------|---------------------------------|---------------------------------|--------|---------------|
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| 4 | RENAULT | 105.6 | 105.9 | -0.3 | 3 |
| 5 | SKODA | 111.8 | 115.4 | -3.7 | 6 |
| 6 | NISSAN | 115.0 | 114.1 | 0.8 | 5 |
| 7 | SEAT | 115.8 | 116.7 | -0.9 | 7 |
| 8 | FIAT | 116.0 | 117.6 | -1.6 | 9 |
| 9 | MINI | 116.4 | 117.0 | -0.6 | 8 |
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| 18 | HYUNDAI | 124.8 | 127.4 | -2.5 | 16 |
| 19 | MERCEDES | 127.5 | 128.1 | -0.6 | 20 |
| 20 | MAZDA | 127.7 | 127.5 | 0.2 | 17 |

| Segment | Ave CO ₂ 2016 (g/km) | Ave CO ₂ 2015 (g/km) | Change |
|--------------------|---------------------------------|---------------------------------|--------|
| A | 104.0 | 104.1 | -0.1 |
| B | 106.4 | 107.6 | -1.2 |
| C | 110.3 | 110.6 | -0.2 |
| D | 118.0 | 121.8 | -3.8 |
| E1 (Executive) | 125.5 | 128.7 | -3.2 |
| E2 (Luxury) | 168.3 | 182.9 | -14.5 |
| Mini-MPV | 120.1 | 122.6 | -2.5 |
| Medium & Large MPV | 130.3 | 133.3 | -3.0 |
| SUV | 137.4 | 143.5 | -6.1 |
| Sports | 155.1 | 154.8 | 0.3 |
| Other | 164.8 | 180.2 | -15.4 |

| Market | Ave CO ₂ 2016 (g/km) | Ave CO ₂ 2015 (g/km) | Change |
|----------------|---------------------------------|---------------------------------|--------|
| Austria | 120.1 | 123.3 | -3.2 |
| Belgium | 115.7 | 117.6 | -1.9 |
| Croatia | 111.0 | 112.3 | -1.3 |
| Czech Republic | 122.9 | 125.0 | -2.0 |
| Denmark | 106.8 | 106.1 | 0.7 |
| Finland | 121.1 | 124.3 | -3.2 |
| France | 110.2 | 111.0 | -0.7 |
| Germany | 125.6 | 127.3 | -1.7 |
| Greece | 105.7 | 105.7 | 0.0 |
| Hungary | 124.6 | 126.8 | -2.2 |
| Ireland | 112.1 | 114.2 | -2.2 |
| Italy | 112.5 | 114.6 | -2.1 |
| Netherlands | 105.7 | 100.6 | 5.1 |
| Norway | 94.2 | 100.5 | -6.3 |
| Poland | 126.3 | 129.0 | -2.6 |
| Portugal | 104.6 | 105.5 | -1.0 |
| Romania | 121.0 | 122.9 | -1.9 |
| Slovakia | 124.5 | 126.1 | -1.5 |
| Slovenia | 117.9 | 118.6 | -0.6 |
| Spain | 114.2 | 115.6 | -1.4 |
| Sweden | 123.0 | 126.2 | -3.2 |
| Switzerland | 132.9 | 134.5 | -1.6 |
| UK | 119.9 | 121.2 | -1.3 |