

# DRIVING THE TRANSITION TO A LOW-CARBON FUTURE

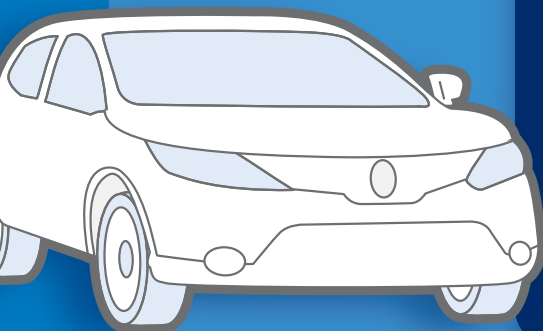
**SMMT**  
DRIVING THE  
MOTOR INDUSTRY



## SMMT'S 17TH ANNUAL NEW CAR CO<sub>2</sub> REPORT

shows the **UK Automotive** industry's progress in **reducing CO<sub>2</sub> emissions** from new cars

NEW CAR FLEET AVERAGE CO<sub>2</sub>  
HAS FALLEN SIGNIFICANTLY  
OVER THE LAST DECADE



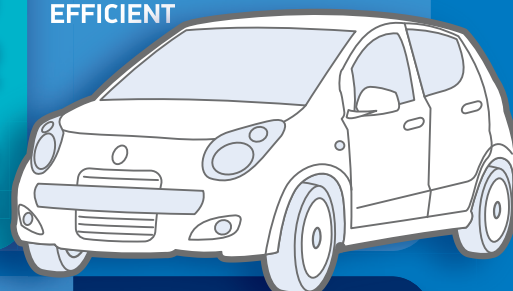
**CO<sub>2</sub>**  
Emissions

**33.1%**

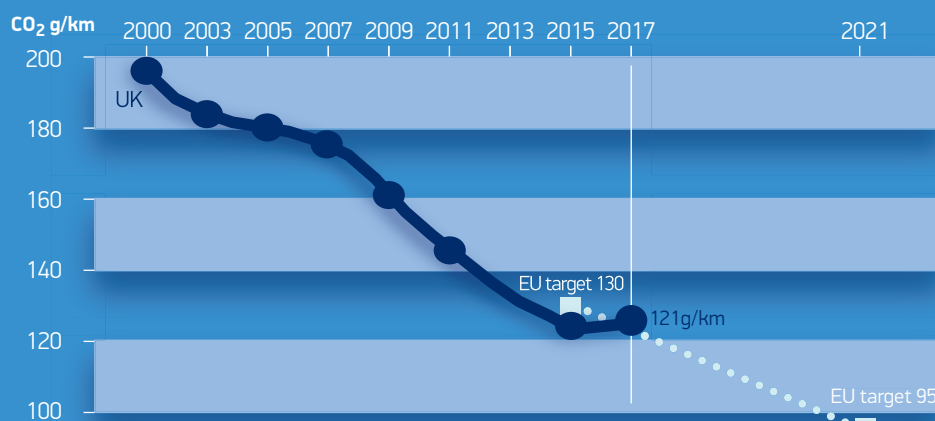
**DOWN**  
from 2000 levels

**IN 2017**  
NEW CARS  
ON AVERAGE, HAD  
**12.6%**  
LOWER  
**CO<sub>2</sub>**  
THAN OLDER MODELS

MASSIVE INVESTMENT BY  
MANUFACTURERS INTO  
ADVANCED POWERTRAINS,  
LIGHTWEIGHT MATERIALS  
AND AERODYNAMICS  
MEANS NEW CARS ARE  
BECOMING EVER MORE  
EFFICIENT



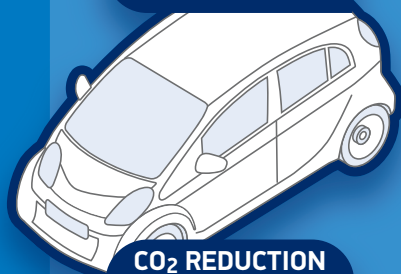
### FLEET AVERAGE CO<sub>2</sub> EMISSIONS FOR NEWLY REGISTERED CARS ROSE 0.8% IN 2017



The shift away from **DIESEL** is in part responsible for this and although there is an ever-increasing range of **ALTERNATIVELY FUELLED VEHICLES** (AFVs) on the market, encouraging greater uptake will be **CRUCIAL** to meet climate change goals and industry targets

### NEW CAR FLEET AVERAGE CO<sub>2</sub> HAS DECREASED ACROSS ALL SEGMENTS

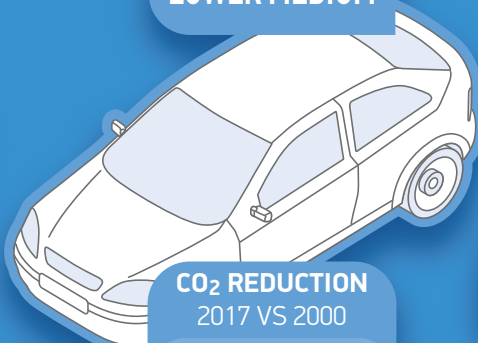
**SUPERMINI**



CO<sub>2</sub> REDUCTION  
2017 VS 2000

**-27.6%**

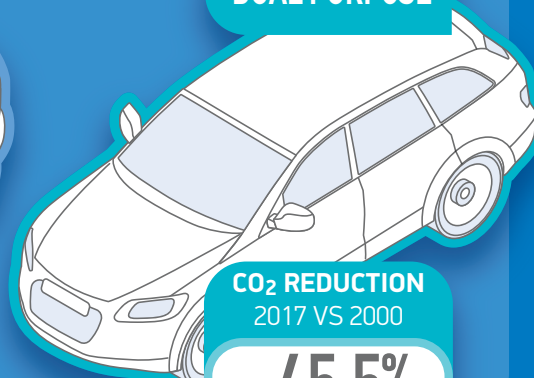
**LOWER MEDIUM**



CO<sub>2</sub> REDUCTION  
2017 VS 2000

**-34.0%**

**DUAL PURPOSE**



CO<sub>2</sub> REDUCTION  
2017 VS 2000

**-45.5%**

# DRIVING THE TRANSITION TO A LOW-CARBON FUTURE



## WHY THE RISE?

The shift away from diesel is in part responsible, and although there is an ever-increasing range of alternatively fuelled vehicles (AFVs) on the market, uptake of them is not enough to fill the gap.

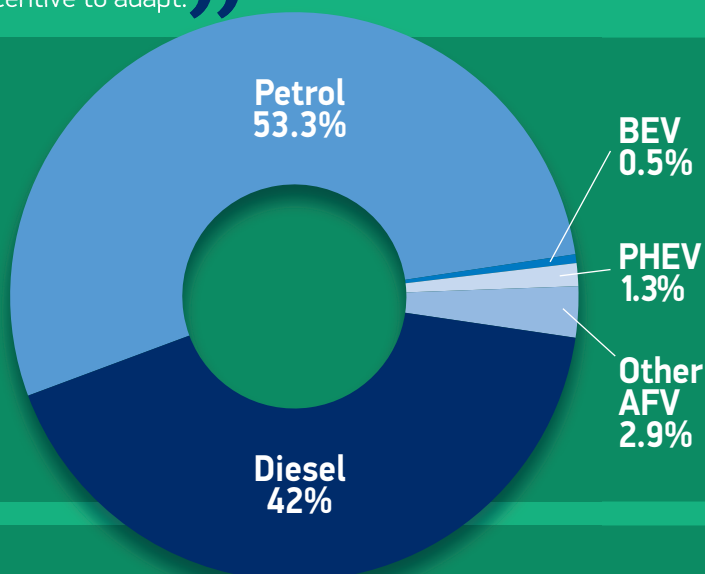


**MIKE HAWES, SMMT CHIEF EXECUTIVE** “The industry shares government’s vision of a low carbon future and is investing to get us there – but we can’t do it overnight; nor can we do it alone. The anti-diesel agenda has set back progress on climate change, while electric vehicle demand remains disappointingly low amid consumer concerns around charging infrastructure availability and affordability. To accelerate fleet renewal, motorists must have the confidence to invest in the cleanest cars for their needs – however they are powered. A consistent approach to incentives and tax, and greater investment in charging infrastructure will be critical. Now, more than ever, we need a strategy that allows manufacturers time to invest, innovate and sell competitively, and which gives consumers every incentive to adapt.”

## NEW CAR REGISTRATIONS 2017

In 2017, AFV registrations continued to rise, **up 34.8%**. They took **4.7%** of the market with zero-emission battery electric vehicles and fuel cell electric vehicles taking **0.5%**.

Meanwhile, although diesels, on average, emit **15-20% less CO<sub>2</sub>** than petrol equivalents, their market share slipped to **42%** as sales fell **17.1%**.



## KEY FACTS

**Zero-emission**  
Battery Electric  
Vehicles and  
Fuel Cell Electric  
Vehicles took a  
**0.5%** share

**AFVs emitted**  
on average  
**44%**  
**lower CO<sub>2</sub>**  
than the  
market average

The average new **Light Commercial Vehicle** (LCV, or van) emitted 165.4g/km in 2017  
**4.8%**  
**below the 2016 level**  
a significant pick up in the  
rate of improvement  
**16.6%**  
**down on 2011**



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