

## Example reports:

*New car fleet registrations by market segment. CO<sub>2</sub> emissions of 165 g/km or below*

Segment	YTD June 2001			YTD June 2000		
	Total	Diesel	Petrol	Total	Diesel	Petrol
Mini	3,907	0	3,907	4,908	0	4,908
Supermini	108,892	9,858	99,034	115,131	8,228	106,903
Lower medium	86,503	39,641	46,862	62,883	30,149	32,734
Upper medium	37,132	36,914	218	24,300	23,927	373
Specialist sports	11	0	11	44	0	44
Executive	1,071	1,071	0	551	551	0
<b>Total</b>	<b>237,516</b>	<b>87,484</b>	<b>150,032</b>	<b>207,817</b>	<b>62,855</b>	<b>144,962</b>

*Lowest CO<sub>2</sub> emissions by model segment*

Segment	Model	Engine	CO <sub>2</sub>
Mini	MCC Smart	0.6 Petrol	118
Supermini	Renault Clio	1.5 DCI	113
Lower medium	Audi A2	1.4 TDI	116
Upper medium	Seat Toledo	1.8 TDI	134
Executive	Audi A6	1.9 TDI	150
Luxury saloon	Mercedes S Class	3.2 CDI	212
Specialist sports	Lotus Elise	1.8 Petrol	168
Dual purpose	Toyota RAV4	1.8 Petrol	175
MPV	Ford Galaxy	1.9 TDI	170

## Notes to editors

1. \*AFRL - Automated First Registration and Licensing.
2. The new company car tax regime comes into effect in April 2002. The rate of tax payable will be based on list price of a car adjusted by its carbon dioxide output. Cars emitting less than 165 g/km CO<sub>2</sub> will be taxed at the lowest rate, 15 per cent of list price. Increments of 5 g/km will add one per cent to the taxable rate. For example, a car emitting 170 g/km CO<sub>2</sub> will incur 16 per cent tax on list price, 195 g/km will incur 21 per cent. The maximum rate will be 35 per cent. Diesel cars attract an additional three per cent levy. The new CO<sub>2</sub> based system replaces the current 'mileage adjuster' where company car tax is based on the list price adjusted by the number of business miles driven in a year.
3. For further information on CO<sub>2</sub> reports, or any other industry data, contact Tim Bruin on 020 7344 1655 or e-mail [co2@smtt.co.uk](mailto:co2@smtt.co.uk)

## **Essential CO<sub>2</sub> enquiry service for fleet managers**

SMMT today launched a new improved CO<sub>2</sub> enquiry service designed to supply the most accurate and up-to-date information at the click of a mouse. Fleet buyers can assess the company car tax liability of more than 10,000 model variants via the SMMT web site – [www.smmt.co.uk](http://www.smmt.co.uk).

CO<sub>2</sub> information for new cars is now sourced directly from first registration forms. It is received electronically via the AFRL\* system, or from the V55 form, cutting down on data input errors. The entire database is refreshed every month as new models and model variants come on stream, making this the most comprehensive CO<sub>2</sub> information service available in the UK. Existing CO<sub>2</sub> data for older models has also been updated, ensuring that all the information is as accurate as possible.

Commenting on the improved service, SMMT chief executive Christopher Macgowan said, 'A great deal of work has gone into ensuring that this service provides the best guide to CO<sub>2</sub> emissions in the UK. The fleet industry in particular needs a reliable source of CO<sub>2</sub> data, and we are now in a position to supply this. Dramatic improvements have been made in both the quality and detail of the data'.

### **Fleet buyers focus on CO<sub>2</sub>**

New cars with low CO<sub>2</sub> emissions are becoming more popular, as fleet buyers focus on changes to company car tax rules. Under the new system, which comes into effect next April, cars which emit up to 165 g/km CO<sub>2</sub> will be taxed at the lowest rate. So far this year 237,516 cars which qualify have been registered to fleets, a rise of more than 14 per cent on last year. The number of model variants on the market has also risen from 833 in June 2000 to 1,157 today, an increase of 39 per cent.

SMMT has an unrivalled reputation for delivering tailor-made industry data, and detailed statistical reports based on CO<sub>2</sub> emissions are now available. Examples include linking CO<sub>2</sub> values to volume registrations, focusing on different market segments and CO<sub>2</sub> breakdown by private and fleet sectors and by fuel types.