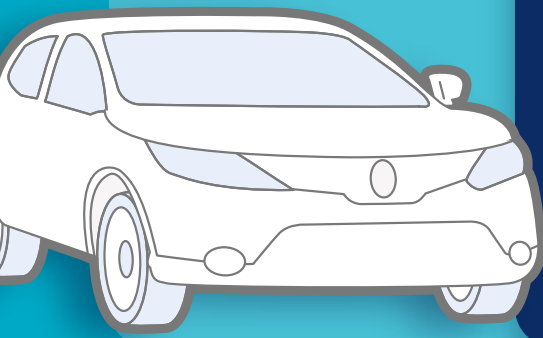


DRIVING THE TRANSITION TO A LOW-CARBON FUTURE

SMMT'S ANNUAL UK NEW CAR FLEET AVERAGE CO₂ FIGURES

shows the UK Automotive industry's progress in reducing CO₂ emissions from new cars

NEW CAR AVERAGE CO₂ HAS FALLEN SIGNIFICANTLY SINCE 2000



CO₂
Emissions

31.2%

DOWN
from 2000 levels

IN 2018

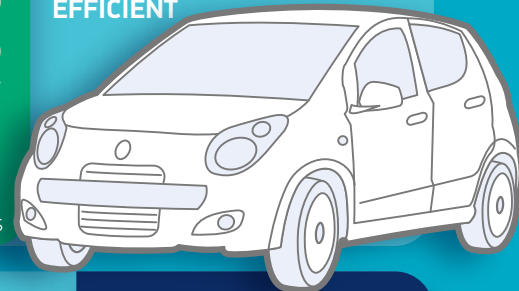
NEW CARS
ON AVERAGE, HAD

8.3%
LOWER

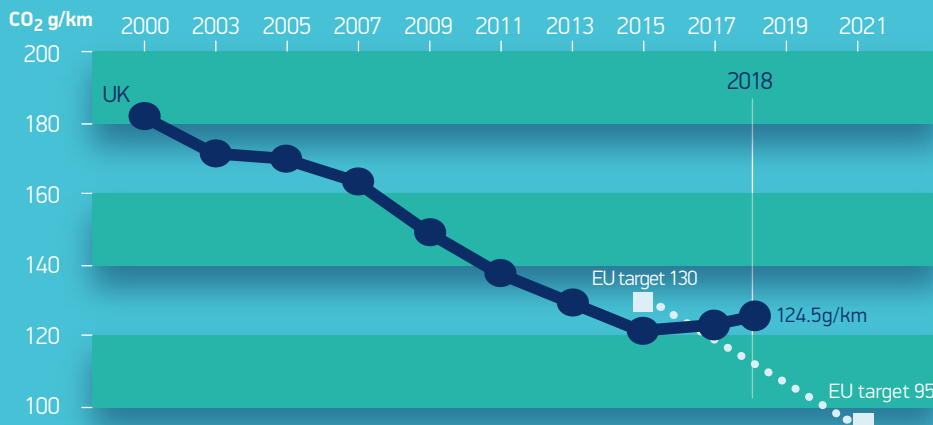
CO₂

THAN OLDER MODELS

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



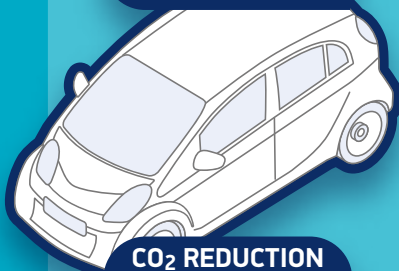
AVERAGE CO₂ EMISSIONS FOR NEWLY REGISTERED CARS ROSE 2.9% IN 2018



The shift away from **DIESEL** and introduction of **WLTP** 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 CO₂ HAS DECREASED ACROSS ALL SEGMENTS

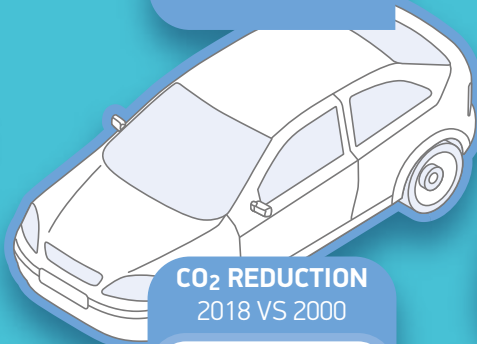
SUPERMINI



CO₂ REDUCTION
2018 VS 2000

-26.4%

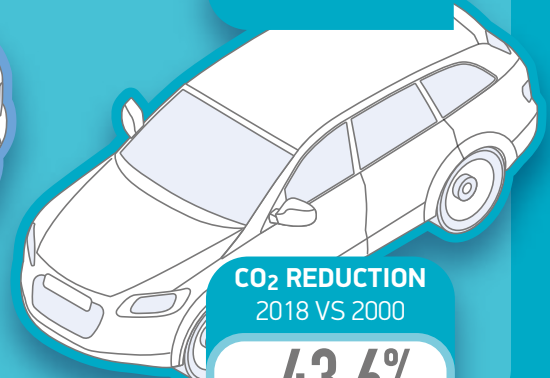
LOWER MEDIUM



CO₂ REDUCTION
2018 VS 2000

-32.6%

DUAL PURPOSE



CO₂ REDUCTION
2018 VS 2000

-43.6%

DRIVING THE TRANSITION TO A LOW-CARBON FUTURE

WHY THE 2.9% RISE IN CO₂ EMISSIONS?

The shift away from diesel is in part responsible, as well as segment shift to heavier vehicles. The welcome introduction of a more comprehensive and rigorous test procedure (WLTP), giving consumers fuel consumption information far closer to what they experience behind the wheel, means most vehicles see an increase in CO₂ values, compared with the previous test procedure (NEDC). SMMT data shows an average 20-25% uplift from NEDC to WLTP.

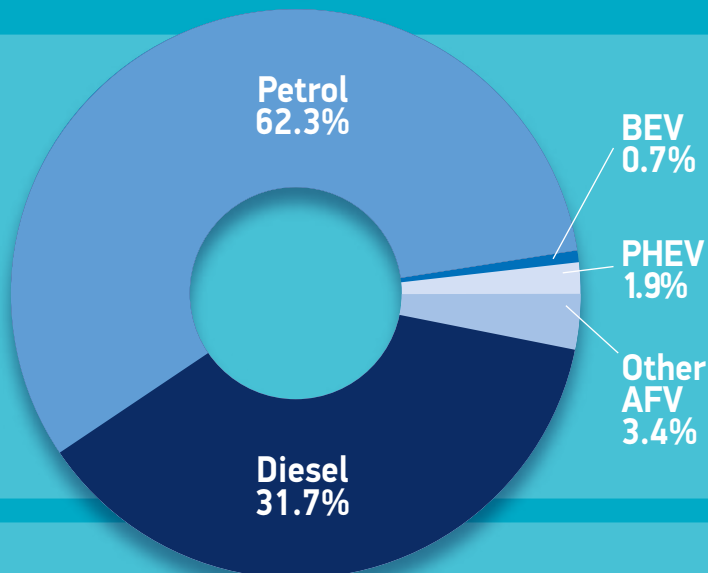


MIKE HAWES, SMMT CHIEF EXECUTIVE “To address the increase in CO₂ emissions, policy-makers must provide consumers with clear, consistent messaging that a new, cleaner vehicle is better for the environment – however it is powered – so they pick the right one for their needs. As the range of AFVs increases, consumers also need to know that the required supporting infrastructure is there, along with fiscal and other incentives to help fleet renewal.”

NEW CAR REGISTRATIONS 2018

In 2018, AFV registrations continued to rise, **up 20.9%**. They took **6%** of the market with zero-emission battery electric vehicles and fuel cell electric vehicles taking **0.7%**.

Meanwhile, although diesels, on average, emit **15-20% less CO₂** than petrol equivalents, their market share slipped to **31.7%** as sales fell **29.6%**.



KEY FACTS

Zero-emission
Battery Electric and
Fuel Cell Electric
Vehicles took a
0.7%
market share

AFVs emitted
on average
45%
lower CO₂
than the
market average

The average new
Light Commercial Vehicle
(LCV, or van) emitted 166.9g/km
CO₂ in 2018 an increase of
0.9%
on 2017. This is due to shifting
vehicle segment preferences.
This is still **15.9%**
down on 2011



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