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.

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.

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.

For more information visit: www.smmt.co.uk
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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