



European Federation for
TRANSPORT and ENVIRONMENT

PRESS RELEASE

Study reveals increasing climate divide between Europe's carmakers

Thursday 15 November – For immediate release

Brussels, Belgium - French, Italian and Japanese carmakers extended their lead over German rivals last year in the race to deliver fuel efficient and low emission vehicles according to new figures published today by Transport and Environment (T&E), the sustainable transport campaign group.

Of the major car producing countries in Europe, in 2006 German groups actually increased emissions of carbon dioxide (CO₂) from new cars sold by 0.6% on average. In contrast, French and Italian groups cut emissions by an average of 1.6%.

Despite the overall increase in emissions from German producers, a split has emerged within the country's car industry. BMW AG reduced average emissions by 2.5% but that improvement was more than offset by the two largest German groups DaimlerChrysler (now called Daimler) and Volkswagen AG who saw increases of 2.8% and 0.9% respectively. Only groups that sold over 200,000 vehicles in Europe in 2006 were included in the study.

The figures, based on sales in Europe in 2006, are derived from official EU monitoring data obtained by T&E under laws granting access to official documents. T&E commissioned the independent Institute for European Environmental Policy (IEEP) in London to analyse the data.

Japanese carmakers made significant progress in 2006, achieving 2.8% cuts on average. According to the EU data, Toyota made the biggest improvement of any major car manufacturing group in 2006 with the average vehicle sold in 2006 emitting 5% less CO₂ than the previous year.

PSA Peugeot Citroën (142 g/km), Fiat SpA (144 g/km) and Renault SA (147 g/km) sold Europe's lowest emitting cars in 2006 on average. Those companies took the top three places when ranked by average emissions of CO₂ in grammes per kilometre. Toyota Motor Corp (153 g/km) and Honda Motor Company (154 g/km) took fourth and fifth place. DaimlerChrysler came bottom of the list of major carmakers with average emissions of 188 g/km.

Jos Dings, director of T&E said: *"It is ironic that the country that did so much to get a European consensus on new climate targets earlier this year is also home to the carmakers that are holding back progress on one of the most important ways of achieving them. Germany's fine automotive engineers should be focusing on making cars leaner and more fuel efficient. Sadly, based on recent progress, they mostly seem to be intent on building ever heavier, larger and more gas guzzling cars that simply don't belong in the 21st century."*

"Europe needs CO₂ standards that mean fuel efficiency comes built in, not as an optional extra. Launching one or two 'eco' models is not enough to meet the challenges of climate change, rising fuel prices and Europe's increasing dependence on imported oil."

EUROPEAN FEDERATION FOR TRANSPORT AND ENVIRONMENT AISBL

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The new figures also reveal the importance of weight reduction in cutting CO2 emissions. Companies like PSA Peugeot Citroën that cut weight also achieved emissions reductions in 2006. DaimlerChrysler and the Volkswagen group's cars got heavier and even more polluting on average.

German carmakers are lobbying hard in Brussels for future EU CO2 standards for cars to be weight based, in other words less strict for heavier vehicles. But cutting weight is one of the most important ways of reducing CO2 emissions. Weight-based standards have the effect of removing the main incentive to make cars lighter.

Compelling evidence from the United States has found that weight-based fuel efficiency standards would result in a heavier, more polluting and more dangerous fleet than if an alternative metric, the car's 'footprint' were used to differentiate the standards. As a result, the US government chose in 2004 to base new fuel efficiency standards for light trucks on their 'footprint'.

“These figures show that the failure to cut the weight of cars is one of the principal reasons why CO2 emissions and fuel consumption are not going down. Basing CO2 standards on weight is completely counterproductive because it punishes weight reductions with tougher standards. If the EU wants to have different CO2 standards for different types of car, it should opt for smarter, 'footprint'-based standards” said Dings.

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This press release and the report “Reducing CO2 Emissions from New Cars: A Study of Major Car Manufacturers' Progress in 2006” can be found at: www.transportenvironment.org after the embargo time.

Notes to editors

Progress 2006

	Average CO2 emissions (g/km)			Average weight (kg)		
	2005	2006	%	2005	2006	%
Toyota	161	153	-5.0%			
Honda	160	154	-3.8%			
PSA Peugeot Citroen	146	142	-2.7%	1291	1282	-0.7%
BMW	188	184	-2.5%	1540	1537	-0.2%
Mazda	177	173	-2.0%			
Nissan	171	168	-1.6%			
Hyundai	168	167	-0.8%			
Renault	148	147	-0.8%	1294	1294	0.1%
Fiat	145	144	-0.5%	1150	1190	3.5%
Ford	163	162	-0.5%	1378	1393	1.1%
General Motors	157	157	-0.3%	1309	1336	2.1%
Volkswagen	165	166	0.9%	1444	1460	1.0%
Suzuki	164	166	1.8%			
DaimlerChrysler	182	188	2.8%	1499	1561	4.1%
German groups	172	173	0.6%	1471	1492	1.4%
French groups	147	144	-1.9%	1292	1287	-0.4%
French + Italian	147	144	-1.6%	1261	1262	0.1%
Japanese	166	161	-2.8%			

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Average CO2 emissions of major car manufacturing groups in 2006

Position	Group	Fleet average CO emissions in 2006 (g/km)
1	PSA Peugeot Citroen	142
2	Fiat	144
3	Renault	147
4	Toyota	153
5	Honda	154
6	General Motors	157
7	Ford	162
8	Suzuki	166
9	Volkswagen	166
10	Hyundai	167
11	Nissan	168
12	Mazda	173
13	BMW	184
14	DaimlerChrysler	188

- **IMPORTANT NOTE:** The report / ranking published today is not comparable with a similar-sounding study published by T&E last year, "How clean is your car brand". That study was based on sales data provided on commercial terms by R L Polk Marketing Systems GmbH of Germany. R L Polk declined to supply CO2-based sales data to T&E's consultants for the purposes of this year's report. Instead T&E obtained access to the EU's own official monitoring data (http://ec.europa.eu/environment/co2/co2_monitoring.htm) after submitting a request under EU laws granting access to official documents (http://ec.europa.eu/transparency/access_documents/index_en.htm). Importantly, this year's study refers to car manufacturing groups, not individual brands as in the previous study. This year's study also covers a broader geographic scope (EU25 with the exception of Latvia, Malta and Poland). The previous study was based on EU15 data.
- Data analysis was carried out by the independent Institute for European Environmental Policy (IEEP) in London. Note: the quality of weight data for Japanese and Korean manufacturers was judged by IEEP to be insufficient to be included in the overall rankings.
- Only large volume car manufacturing groups (those that sold over 200,000 vehicles in Europe in 2006) were included in the study. Therefore the national definitions used in the above press release are: 'German groups' - BMW AG, DaimlerChrysler (now called Daimler) and Volkswagen AG; 'French and Italian groups' - PSA Peugeot Citroën, Renault SA and Fiat SpA; 'Japanese groups' - Honda Motor Company, Mazda Motor Corp, Nissan Motor Company, Suzuki Motor Corp and Toyota Motor Corp.
- A car's 'footprint' is defined as the area between the four wheels (wheel base x track width). For further information on weight vs footprint-based standards see: www.transportenvironment.org/Article457.html

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About T&E

T&E is the principal environmental organisation campaigning specifically on transport at EU level. Together with our 49 member organisations in 21 countries, T&E works to promote an environmentally-sound approach to transport and mobility. www.transportenvironment.org