Motor Industry Facts 2010




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Contents

IndustryPerformance

The automotive industry is a vital part of the UK economy

- More than 30 companies manufacture vehicles in the UK ranging from global volume car, van, truck and bus builders, to specialist niche makers.
- Over one million cars and commercial vehicles are produced each year, plus two million engines.
- £52 billion turnover and £10 billion value added to the UK economy.
- 180,000 UK jobs rely on automotive manufacturing and 640,000 UK jobs on automotive supply, retail and servicing.
- UK automotive manufacturing supplies over 100 markets worldwide.
- New cars emit less CO_2 than older models – the average new car CO_2 emissions have fallen 21.2% in 13 years.

The UK is home to

- Seven volume car manufacturers and eight CV manufacturers.
- More specialist sports car manufacturers than any other country in Europe.
- 19 out of the top 20 global components suppliers have a base in the UK.
- Eight Formula One teams are based in the UK, supported by more than 300 specialist motor sport companies employing nearly 50,000 people in motorsport valley.

The motor industry in the UK has a strong future and is at the heart of the low-carbon agenda, investing in R&D that will deliver ever cleaner, safer and more fuel-efficient cars.

Research and development

At €20 billion, the automotive sector is Europe's largest investor in R&D, driving industry forward and helping deliver more sustainable motoring for the 21st century.

In 2007, the top 850 UK companies and top 1,400 global companies quoted the automotive industry as the fourth largest contributor to R&D.*

Eight of the top 25 R&D investors globally are vehicle manufacturer and parts companies.*

In total, there are 30 vehicle manufacturer and parts companies listed in the UK850.*

* Source: DUIS 2008 R&D scorecard

Sector profile

	2004	2005	2006	2007	2008
Automotive manufacturing sector turnover (£bn)	46.9	48.2	49.3	51.0	52.5
Share of total transport manufacturing turnover (%)	67.1	67.7	66.7	66.7	65.2
Total net capital investment (£bn)	1.4	1.3	1.4	0.9	0.8
Automotive sector value added (£bn)	9.4	9.4	9.9	10.3	10.1
Total employees directly dependent on the UK automotive sector	866,000	874,000	841,000	841,000	827,000
Value of exports (£bn)	22.5	23.7	24.1	24.5	26.6
Percentage of total UK exports (%)	11.8	11.2	9.9	11.1	10.6
All automotive sectors - value added share of GDP (%)	3.4	3.3	3.2	3.3	3.1
UK share of global passenger car production (%)	3.8	3.5	3.0	3.0	2.9
Number of UK volume car manufacturers	9	8	7	7	7
Number of UK commercial vehicle manufacturers	9	9	9	9	9

Production

Key manufacturing sites

	Manufacturer	Where	What
1	Alexander Dennis	Guildford and Falkirk	CV, bus and coach
2	Aston Martin	Gaydon	Car
3	Bentley	Crewe	Car, engine
4	BMW MINI	Oxford	Car, engine
5	Caterham	Dartford	Car
6	Cummins	Darlington	Engine
7	Dennis Eagle	Warwick	CV
8	Euromotive	Hythe	Bus and coach
9	Ford	Bridgend, Dagenham and Southampton	CV, engine, bus and coach
10	Honda	Swindon	Car
11	IBC	Luton	CV
12	Jaguar	Birmingham, Halewood	Car
13	John Dennis Coachbuilders	Guildford	Bus and coach
14	Land Rover	Solihull, Halewood	Car, CV
15	Leyland Trucks	Leyland	CV
16	Lotus	Norwich	Car
17	LTI	Coventry	Car
18	Mellor Coachcraft	Bolton	Bus and coach
19	McLaren Automotive	MTC Woking	Car
20	Minibus Options	Whaley Bridge	Bus and coach
21	MG Motors	Longbridge	Car
22	Modec	Coventry	CV
23	Morgan	Malvern	Car
24	Nissan	Sunderland	Car, engine

	Manufacturer	Where	What
25	Optare	Leeds	CV
26	Plaxton	Scarborough	Bus and coach
27	Rolls-Royce	Goodwood	Car
28	Smith (Tanfield)	Tyne and Wear	CV
29	Toyota	Burnaston and Deeside	Car, engine
30	Vauxhall	Ellesmere Port	Car, CV
31	Warnerbus	Dunstable	Bus and coach

Production

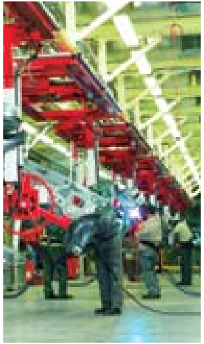
The UK is the fourth largest vehicle producer in Europe and is home to some of its most productive vehicle plants.

Car production annual totals

Year	Production	% Change	Home market	% Change	% of total	Export market	% Change	% of total
1999	1,799,004	2.2	649,279	-11.0	36.1	1,149,725	11.5	63.9
2000	1,641,452	-8.8	578,462	-10.9	35.2	1,062,990	-7.5	64.8
2001	1,492,365	-9.1	598,151	3.4	40.1	894,214	-15.9	59.9
2002	1,629,934	9.2	582,484	-2.7	35.7	1,047,450	17.2	64.3
2003	1,657,558	1.7	513,798	-11.8	31.0	1,143,760	9.2	69.0
2004	1,647,246	-0.6	467,160	-9.1	28.4	1,180,086	3.1	71.6
2005	1,596,356	3.1	411,245	-11.9	25.8	1,185,111	0.4	74.2
2006	1,442,085	9.7	335,992	-18.3	23.3	1,106,093	-6.7	76.7
2007	1,534,567	6.4	349,108	3.9	22.7	1,185,459	7.2	77.3
2008	1,446,619	-5.7	318,033	-8.9	22.0	1,128,586	-4.8	78.0
2009	**999,460**	**-30.9**	**237,226**	**-25.7**	**23.7**	**762,234**	**-32.5**	**76.3**

Ten year totals for CV production in the UK

Year	Production	% Change	Export market	% Change	% of total	Home market	% Change	% of total
1999	173,557	-3.9	63,674	30.9	36.7	109,883	-10.6	63.3
2000	172,442	-19.3	76,181	19.6	44.2	96,261	-12.4	55.8
2001	192,873	-0.06	96,224	26.3	49.9	96,649	0.4	50.1
2002	191,267	11.8	114,235	18.7	59.7	77,032	-20.3	40.3
2003	188,871	-0.8	102,917	-9.9	54.5	85,954	11.6	45.5
2004	209,293	-1.3	128,107	24.5	61.2	81,186	-5.5	38.8
2005	206,756	10.8	130,276	1.7	63.0	76,480	-5.8	37.0
2006	207,707	-1.2	136,222	4.6	65.6	71,485	-6.5	34.4
2007	215,686	3.8	131,562	-3.4	61.0	84,124	17.7	39.0
2008	202,896	-5.9	125,611	-4.5	61.9	77,285	-8.1	38.1
2009	**90,679**	**-55.3**	**66,454**	**-47.1**	**77.5**	**24,225**	**-68.7**	**22.5**



Production

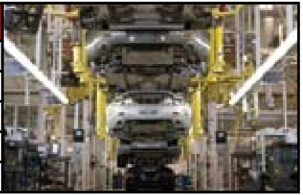
Top five UK producers 2009

Cars

Make	Volume
Nissan	**338,150**
BMW MINI	213,670
Toyota	127,394
Land Rover	114,453
Vauxhall	76,771

CV

Make	Volume
IBC	**54,185**
Ford	20,981
Leyland Trucks	8,201
Vauxhall	2,873
Land Rover	2,128



Model

Make	Model	Volume
BMW	**MINI**	**213,670**
Nissan	Qashqai	198,841
Nissan	Micra	88,429
Toyota	Avensis	77,182
Vauxhall	Astra	76,771

Engines

Manufacturing sites

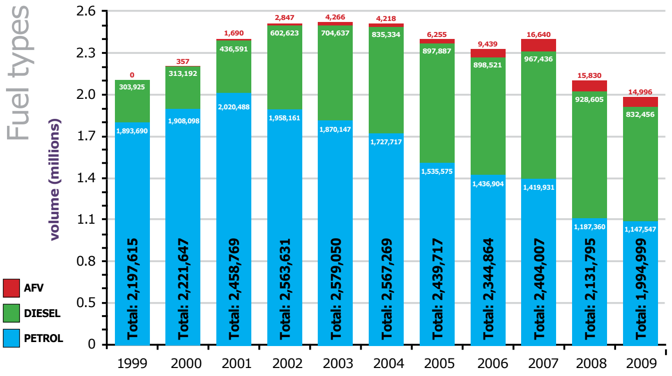
Automotive	2005	2006	2007	2008	2009
Bentley	10,000	9,386	10,014	7,675	3,596
BMW	181,000	217,000	367,000	371,269	362,300
Cummins	54,000	65,000	79,000	80,000	34,504
Ford (Bridgend)	552,000	671,202	758,581	704,181	683,340
Ford (Dagenham)	605,000	683,729	900,776	1,047,570	746,426
Honda	146,000	190,538	248,000	203,647	60,125
Land Rover	17,000	0	0	0	0
Nissan	282,000	212,046	119,000	112,829	108,955
Toyota	427,000	438,000	345,000	297,398	88,714
Total	**2,644,000**	**2,826,901**	**3,167,371**	**3,164,569**	**2,087,960**

NewCarRegistrations

Annual UK totals and best sellers

Ten year registrations

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Reg	2,197,615	2,221,647	2,458,769	2,563,631	2,579,050	2,567,269	2,439,717	2,344,894	2,404,007	2,131,795	**1,994,999**
% Change	-2.2	1.1	10.7	4.3	0.6	-0.5	-5.0	-3.9	2.5	-11.3	**-6.4**



Top ten in 2009

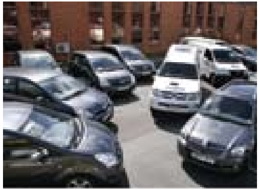
Make	Volume
Ford Fiesta	**117,296**
Ford Focus	93,517
Vauxhall Corsa	84,478
Vauxhall Astra	67,729
VW Golf	57,187
Peugeot 207	48,037
MINI	39,866
BMW 3 Series	39,029
Vauxhall Insignia	36,233
Ford Mondeo	34,418
Total market	**1,994,999**

Top ten diesles

Make	Volume
Ford Focus	**33,577**
Volkswagen Golf	31,812
Ford Mondeo	31,453
Ford Fiesta	27,503
Vauxhall Insignia	25,196
Volkswagen Passat	24,570
BMW 3 Series	23,666
Audi A3	22,311
BMW 1 Series	19,762
Audi A4	19,642
Total diesel market	**832,456**

Fleet and business

Year	2005	2006	2007	2008	2009
Fleet	1,184,874	1,156,274	1,194,811	1,109,963	882,415
Business	178,330	154,868	163,389	129,573	98,280
Private	1,076,513	1,033,722	1,045,807	892,259	1,014,304
Total	**2,439,717**	**2,344,864**	**2,404,007**	**2,131,795**	**1,994,999**



Non-private reg

Make	Volume
Ford Focus	71,957
Vauxhall Corsa	55,401
Ford Fiesta	53,579
Vauxhall Astra	51,275
Volkswagen Golf	34,413
Ford Mondeo	28,975
Vauxhall Insignia	28,545
Peugeot 207	21,657
BMW 3 Series	21,530
Volkswagen Passat	21,046
Total non-private registrations	**980,695**

NewCarRegistrations

Segment totals and market share

Segment	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Mini	39,635	52,203	47,899	40,370	38,940	36,171	27,195	23,297	21,512	28,094	68,098
	1.8	2.3	1.9	1.6	1.5	1.4	1.1	1.0	0.9	1.3	3.4
Supermini	593,745	688,686	773,995	831,264	873,690	839,604	732,756	753,872	770,601	726,006	742,153
	27.0	31.0	31.5	32.4	33.9	32.7	30.0	32.2	32.1	34.1	37.2
Lower Medium	703,611	661,502	741,817	771,319	719,164	729,690	761,328	694,428	722,012	605,817	530,849
	32.0	29.8	30.2	30.1	27.9	28.4	31.2	29.7	30.0	28.4	26.6
Upper Medium	513,218	476,860	507,736	505,026	480,220	459,061	427,278	393,999	386,414	340,796	283,552
	23.4	21.5	20.7	19.7	18.6	17.9	17.5	16.8	16.1	16.0	14.2
Executive	115,509	104,583	109,433	114,382	118,579	109,667	111,112	100,339	104,468	98,572	90,114
	5.3	4.7	4.5	4.5	4.6	4.3	4.6	4.3	4.3	4.6	4.5
Luxury Saloon	12,375	11,406	11,053	10,193	13,500	13,620	11,678	13,227	13,120	9,977	6,547
	0.6	0.5	0.4	0.4	0.5	0.5	0.5	0.6	0.5	0.5	0.3
Specialist Sports	68,846	67,208	65,358	60,108	65,178	73,940	64,681	65,047	65,731	50,256	46,467
	3.1	3.0	2.7	2.3	2.5	2.9	2.7	2.8	2.7	2.4	2.3
4x4/SUV	98,926	99,212	121,556	137,582	159,144	179,439	187,392	175,805	176,290	136,525	132,472
	4.5	4.5	4.9	5.4	6.2	7.0	7.7	7.5	7.3	6.4	6.6
Multi-Purpose	51,750	59,987	79,922	93,387	110,635	126,077	116,297	124,850	143,859	135,752	94,747
	2.4	2.7	3.3	3.6	4.3	4.9	4.8	5.3	6.0	6.4	4.8
Total	**2,197,615**	**2,221,647**	**2,458,769**	**2,563,631**	**2,579,050**	**2,567,269**	**2,439,717**	**2,344,864**	**2,404,007**	**2,131,795**	**1,994,999**

Top five best sellers by segment (see page 37 for segment glossary)

Mini

Model	Registrations	Market Share
Hyundai i10	**24,577**	**36.1%**
Toyota IQ	7,800	11.5%
Vauxhall Agila	7,447	10.9%
Suzuki Alto	7,362	10.8%
Chevrolet Matiz	7,174	10.5%
Segment total - 68,098		
Diesel share - 3.7%		

Supermini

Model	Registrations	Market Share
Ford Fiesta	**117,296**	**15.8%**
Vauxhall Corsa	84,478	11.4%
Peugeot 207	48,037	6.5%
MINI	39,866	5.4%
Toyota Yaris	30,040	4.1%
Segment total - 742,153		
Diesel share - 16.1%		

Lower Medium

Model	Registrations	Market Share
Ford Focus	**93,517**	**17.6%**
Vauxhall Astra	67,729	12.8%
VW Golf	57,187	10.8%
Audi A3	33,154	6.2%
Nissan Qashqai	30,554	5.8%
Segment total - 530,849		
Diesel share - 44.7%		

Top five best sellers by segment

Upper Medium

Model	Registrations	Market Share
BMW 3 Series	**39,029**	**13.8%**
Vauxhall Insignia	36,233	12.8%
Ford Mondeo	34,418	12.1%
Volkswagen Passat	25,825	9.1%
Audi A4	23,389	8.2%
Segment total - 283,552		
Diesel share - 75.1%		

Executive

Model	Registrations	Market Share
Mercedes-Benz C-Class	**22,737**	**25.2%**
BMW 5 Series	14,257	15.8%
Mercedes-Benz E-Class	13,372	14.8%
Jaguar XF	10,108	11.2%
Audi A6	8,563	9.5%
Segment total - 90,114		
Diesel share - 78.9%		

Luxury

Model	Registrations	Market Share
Mercedes-Benz S-Class	**1,617**	**24.7%**
BMW 7 Series	1,254	19.2%
Audi A8	711	10.9%
Bentley Continental	676	10.3%
Jaguar XJ	668	10.2%
Segment total - 6,547		
Diesel share - 60.4%		

Top five best sellers by segment

Sports

Model	Registrations	Market Share
Volkswagen Scirocco	**7,538**	**16.2%**
Audi TT	7,400	15.9%
Mazda MX-5	4,698	10.1%
BMW Z Series	3,126	6.7%
Mercedes-Benz SLK-Class	3,032	6.5%
Segment total - 46,467		
Diesel share - 16.9%		

4x4/SUV

Model	Registrations	Market Share
Honda CR-V	**11,840**	**8.9%**
Land Rover Freelander	11,167	8.4%
Ford Kuga	10,173	7.7%
Volkswagen Tiguan	8,229	6.2%
Range Rover Sport	6,902	5.2%
Segment total - 132,472		
Diesel share - 86.9%		

MPV

Model	Registrations	Market Share
Vauxhall Zafira	**20,959**	**22.1%**
Ford S-Max	9,373	9.9%
Ford C-Max	8,862	9.4%
Ford Galaxy	8,005	8.4%
VW Touran	7,925	8.4%
Segment total - 94,747		
Diesel share - 65.4%		

New**Car**Registrations

Overseas new car registrations 2009

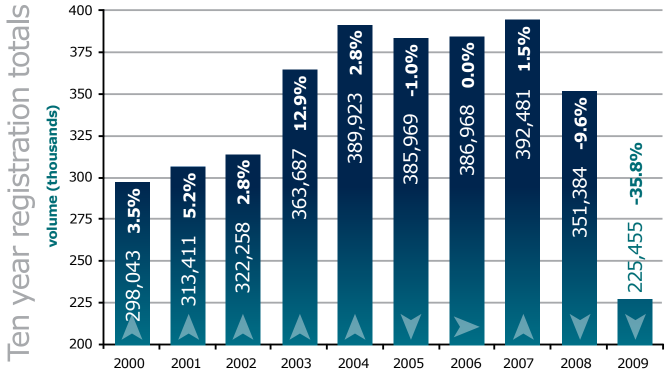
	Country	Volume
1	France[1]	2,268,671
2	Germany[1]	3,807,175
3	Italy[1]	2,158,010
4	Spain[1]	952,772
5	UK[2]	1,994,999
6	China[3]	8,659,293
7	USA[3]	5,440,429
8	Russia[3]	1,364,536
9	Japan[3]	3,923,212
10	EU27[1]	14,116,052

Source:

1 – ACEA passenger car registrations 2009
2 – SMMT
3 – Global Insight (2009)

Commercial**Vehicle**Registrations

Annual UK totals and best sellers



Ten year annual registrations by segment

Year	LCVs up to 3.5	Rigids	Artics	Bus and coach	All CVs
2000	239,482	35,517	18,663	4,381	298,043
2001	254,075	37,279	18,294	3,763	313,411
2002	266,346	35,135	16,785	3,992	322,258
2003	303,755	36,788	18,802	4,342	363,687
2004	329,599	37,461	18,851	4,012	389,923
2005	322,930	38,957	19,884	4,198	385,969
2006	327,162	36,973	18,601	4,232	386,968
2007	337,741	35,614	15,133	3,993	392,481
2008	289,463	38,651	18,759	4,511	351,384
2009	**186,386**	**24,973**	**9,773**	**4,323**	**225,455**

Commercial**Vehicle**Registrations

Bus and coach

Bus and coach ten year registrations

Year	Registrations
2000	4,381
2001	3,763
2002	3,992
2003	4,342
2004	4,012
2005	4,198
2006	4,232
2007	3,993
2008	4,511
2009	**4,323**

Production - UK bus, coach and minibus makers

Manufacturer	Factory
Alexander Dennis	Guildford and Falkirk
Euromotive	Hythe
Ford	Southampton
IBC	Luton
John Dennis Coachbuilders	Guildford
Mellor Coachcraft	Bolton
Minibus Options	Whaley Bridge
Optare	Leeds
Plaxton	Scarborough
Warnerbus	Dunstable

VehiclesInUse

Used car sales in GB 2004-2009

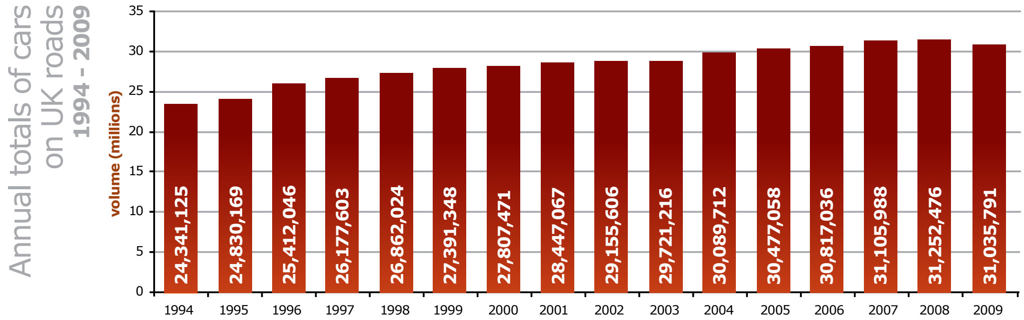
Year	Volume
2004	7,731,609
2005	7,576,724
2006	7,584,466
2007	7,487,544
2008	7,186,286
2009	**6,798,864**

Age of cars on the road

Years old	Year	Volume
Less than three	2008-2006	6,859,989
Three to six	2005-2003	7,484,596
Six to nine	2002-2000	7,124,292
Nine to 12	1999-1997	5,281,945
More than 12	Pre 1997	4,501,654

For further information contact: dvladata@uk.experian.com

VehiclesInUse



Colours of cars on the road 2009 v 1999

Top five 2009

Colour	2009	% of parc
Aluminium/ silver	7,836,460	25
Blue	7,213,075	23
Black	4,702,380	15
Red	3,937,674	12
Green	2,750,202	8

Top five 1999

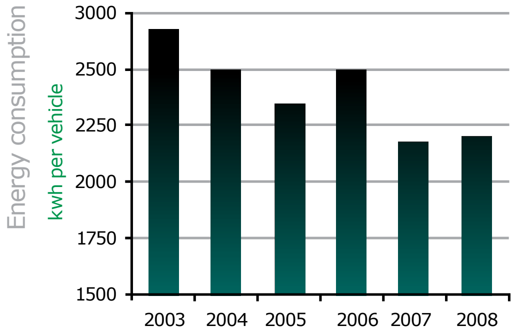
Colour	1999	% of parc
Red	6,734,119	25
Blue	6,654,784	25
White	3,350,102	13
Green	2,723,627	10
Silver	2,719,906	10

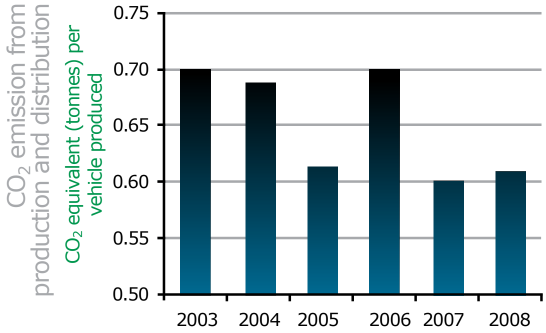
Annual totals of commercial vehicles on UK roads 1999-2009

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
LCVs up to 3.5t	3,534,664	3,600,116	3,545,724	3,420,620	3,227,461	3,109,744	2,979,759	2,898,250	2,824,323	2,767,750	2,710,201
Trucks over 3.5t	558,076	589,129	598,447	595,266	586,129	580,718	587,862	579,465	570,837	574,456	563,431
Buses and coaches	88,779	95,961	103,787	102,401	103,175	102,978	101,069	100,099	98,224	98,312	95,942
Total CV	**4,181,519**	**4,285,206**	**4,247,958**	**4,118,287**	**3,916,765**	**3,793,440**	**3,668,690**	**3,577,814**	**3,493,384**	**3,440,518**	**3,369,574**

Environmental**Performance**

UK production sites performance





Source: SMMT Sustainability Report (tenth annual report on the UK automotive sector)

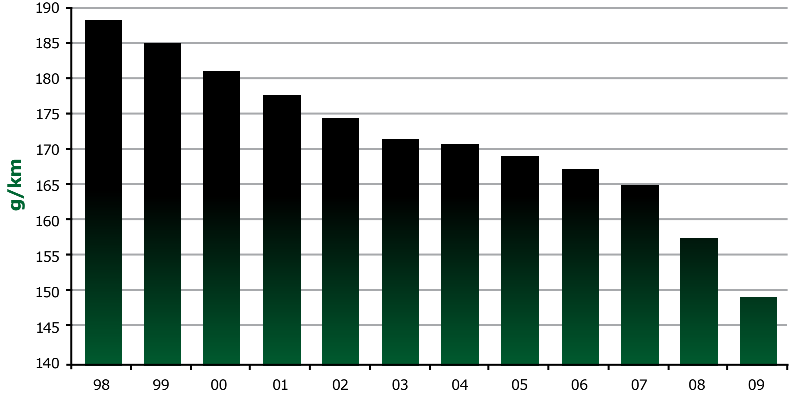
Waste to landfill per vehicle produced

Year	Waste to landfill (kg) per vehicle produced
2003	17.9
2004	19.8
2005	14.5
2006	17.0
2007	12.75
2008	11.90

Water use m^3 per vehicle produced

Year	m^3 per vehicle produced
2003	3.4
2004	3.4
2005	3.2
2006	3.3
2007	3.0
2008	2.9

Average new car CO_2 emissions



New car market by VED band

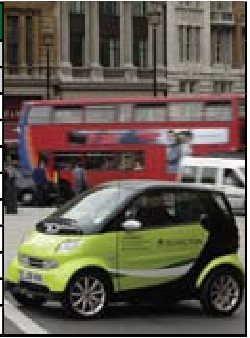
VED band	Volume	Market share			
	2009	2009	2008	1997	ALL
A (up to 100g/km)	18,326	0.9%	0.2%	0.0%	0.1%
B (101-110g/km)	112,435	5.6%	3.4%	0.0%	1.1%
C (111-120g/km)	276,891	13.9%	7.4%	0.0%	2.9%
D (121-130g/km)	143,715	7.2%	5.4%	0.1%	2.8%
E (131-140g/km)	393,150	19.7%	18.4%	3.8%	10.2%
F (141-150g/km)	259,964	13.0%	13.9%	3.9%	12.9%
G (151-165g/km)	363,315	18.2%	20.5%	15.1%	22.4%
H (166-175g/km)	112,008	5.6%	9.3%	19.7%	10.7%
I (176-185g/km)	109,953	5.5%	6.2%	12.3%	9.3%
J (186-200g/km)	87,089	4.4%	7.5%	17.0%	9.8%
K (201-225g/km)	60,779	3.0%	3.8%	15.3%	8.8%
L (226-255g/km)	26,681	1.3%	1.6%	7.6%	5.0%
M (over 255g/km)	30,693	1.5%	2.5%	5.2%	4.0%

Environmental**Performance**

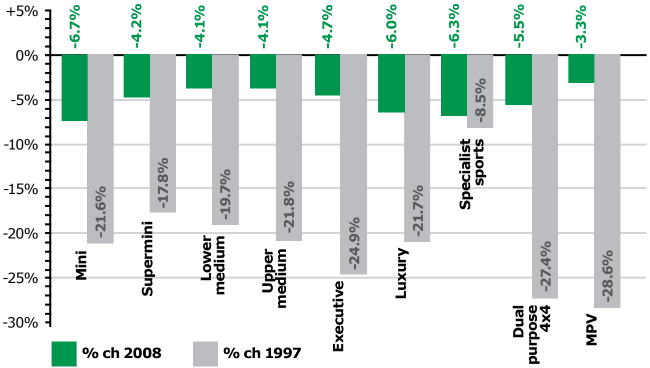
Lowest emissions

Top ten models

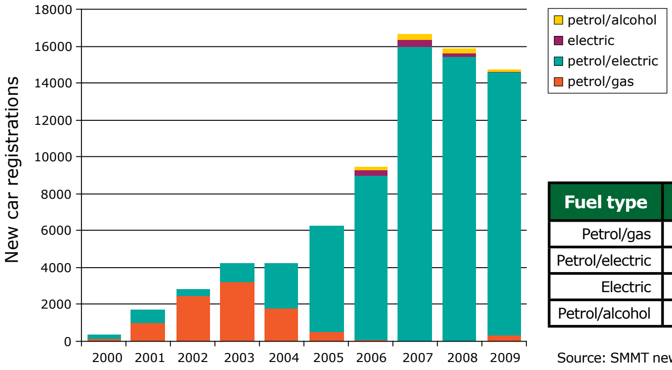
Rank	Model	Fuel type	CO_2g/km
1	**smart fortwo**	**Electric**	**0**
1	**Tesla**	**Electric**	**0**
3	smart fortwo	Diesel	88
4	Toyota Prius	Petrol/Electric	89
5	Ford Fiesta	Diesel	98
5	Seat Ibiza	Diesel	98
7	Peugeot 207	Diesel	99
7	Toyota iQ	Petrol	99
7	VW Golf	Diesel	99
7	VW Polo	Diesel	99
7	Volvo C30	Diesel	99



Change in average new car CO_2 by segment



Alternatively fuelled vehicle registrations by fuel type



Fuel type	2006	2007	2008	2009
Petrol/gas	39	3	26	156
Petrol/electric	8,957	15,971	15,385	14,645
Electric	298	397	179	55
Petrol/alcohol	145	269	240	107

Source: SMMT new car CO_2 report 2010

Eco innovations

Manufacturers have designed various eco-innovations to help drivers save fuel and CO_2:

Stop-start technologies automatically cut the engine when a vehicle is stationary. The engine is simply started by pressing the accelerator.

Tyre pressure monitoring systems measure the pressure of each of the tyres and will give a warning through the dashboard display if they become under-inflated.

Gear shift indicators show the driver the optimum time to change gear (up and down) while driving.

Low rolling resistance tyres are designed to improve the fuel efficiency of a vehicle by minimising the energy wasted as heat when the tyre rolls down the road.

Driver behaviour

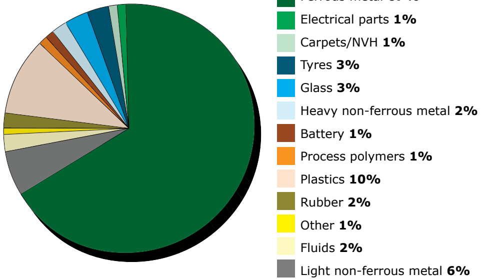
Vehicle manufacturers are producing cleaner cars but motorists can play their part too. There are several things that all drivers can do to reduce the amount of fuel used and so cut CO_2 emissions.

1. Ensure tyres are pumped up to the recommended pressure as under-inflated tyres create more rolling resistance.
2. Less clutter in your car means less CO_2 – take off your roof rack and empty unnecessary items from your boot.
3. Driving at an appropriate speed for the circumstances of the road will minimise CO_2.
4. Less stopping and starting reduces CO_2 emissions, so planning ahead and decelerating by lifting off the accelerator instead of simply braking, could allow traffic to keep moving.
5. Over-revving will increase emissions as modern engines are designed to be efficient from the moment the engine is turned on. Changing gear at 2000 rpm in a diesel car and 2500 rpm in a petrol car will save fuel, money and CO_2.
6. When in a traffic jam and idling, switch off the engine.

End of Life Vehicles (ELV)

The aim of the ELV Directive is to prevent waste and promote collection, re-use and recycling of vehicles and their materials.

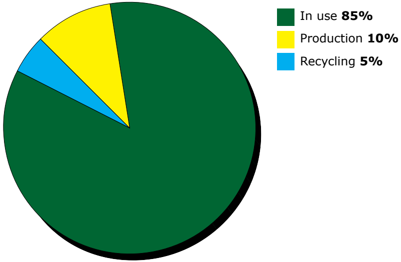
Average material breakdown



Vehicle manufacturers' authorised treatment facilities have reached targets of 85% recovery of a vehicle/its parts – an increase of 10% since 1998. 95% of new vehicles are fully recyclable. The average age of a car at scrappage was 13.2 years in 2007, down 7% in the last five years. Vans are worked harder and are scrapped slightly earlier at 12.5 years.

New car life cycle CO_2

Improvements in vehicle production techniques mean that only 10% of a vehicle's lifetime CO_2 emissions come from the manufacturing process.



Source: SMMT Sustainability Report
(tenth annual report on the UK automotive sector)

Legislation

New car CO_2 regulation

In 2008, an ambitious piece of legislation was passed which committed European vehicle manufacturers to reduce new car average CO_2 emissions to 130g/km by 2015, the equivalent of achieving 58mpg with a diesel engine and 52mpg in a petrol car.

The legislation sets out an exacting programme for car manufacturers with 65% of new cars averaging the 130g/km target by 2012, 75% by 2013, 80% by 2014 and 100% by 2015. An additional 10g/km must be achieved by the inclusion of complementary measures such as alternative fuels, smarter driving technologies and lower rolling-resistance tyres. Manufacturers who fail to reach the targets will be heavily fined per additional gram of CO_2 emitted, for every car registered across Europe.

For more detail on how the automotive industry is reducing its environmental impact, please visit the SMMT website www.smmt.co.uk

Van CO_2 regulation

The European Commission has proposed a new law to cut average CO_2 emissions from vans. The Commission wants to set van makers a fleet average target of 175g/km or 42.8mpg from 2014, phased-in to 2016. With seven-year product development cycles in the van and light commercial vehicle market, industry feels the lead times are too short to allow the delivery of affordable products to the market.

The New Automotive Innovation and Growth Team and the Automotive Council

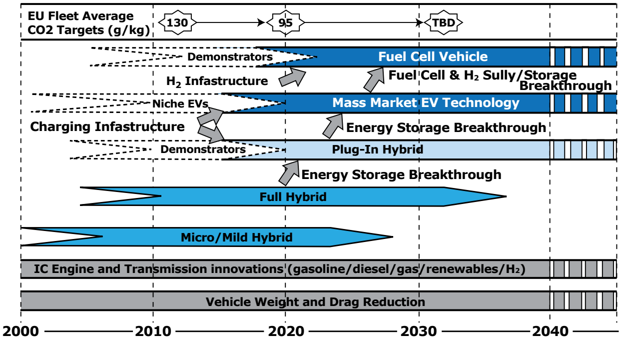
The NAIGT was formed to provide a collective strategic view of the automotive industry. In 2009, government signalled its commitment to the NAIGT's recommendations by creating an Automotive Council. This body is tasked with transforming the UK business environment for automotive – attracting inward investment for the research and development of new technology, funding for collaborative testing and research facilities, and maximising incentives for the upgrading and development of existing research and manufacturing facilities.

It also gave its support to:

- Test Bed UK – a major demonstrator programme for ultra-low carbon vehicles.
- Supply Chain Council – feeding into the Automotive Council and focused on the development of a strong automotive supply base in the UK.
- Technology Council – strategic support for automotive research and development, through the NAIGT's technology roadmap.

NAIGT Technology Road Map (Source: NAIGT)

The New Automotive Innovation and Growth Team (NAIGT) set out a 'road map' for the next 30 years which identifies projected timescales for the development of industry.



KeyIssues

Vehicle security

Reduction in vehicle crime 1997 - 2008 (thousands)

	Theft from vehicles	Theft of vehicles
2003/2003	1,425	278
2003/2004	1,337	241
2004/2005	1,210	214
2005/2006	1,121	185
2006/2007	1,129	176
2007/2008	994	161
2008/2009	1,059	150

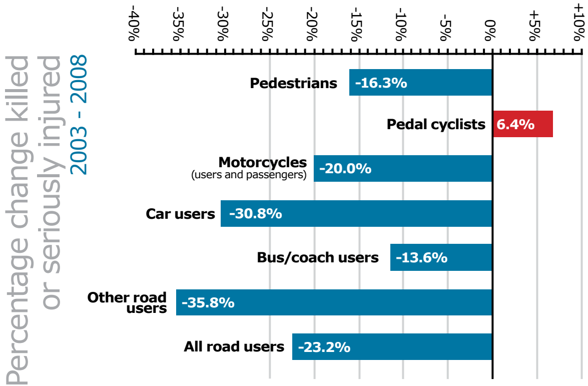
Source: British Crime Survey

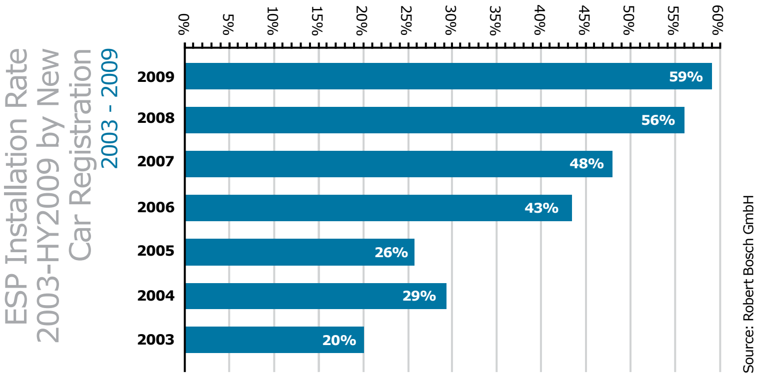
Road safety

Killed or seriously injured casualties by road user type 2004 - 2008

Year	2004	2005	2006	2007	2008
Pedestrians	7,478	7,129	7,051	6,924	6,642
Pedal cyclists	2,308	2,360	2,442	2,564	2,565
Motorcycles (users and passengers)	6,648	6,508	6,484	6,737	6,049
Car users	16,144	14,617	14,254	12,967	11,968
Bus/coach users	488	363	426	455	432
Other road users	1,285	1,178	1,188	1,073	916
All road users	**34,351**	**32,155**	**31,845**	**30,720**	**28,572**

Source: DfT Road Casualties Great Britain 2008


Percentage change killed or seriously injured 2003 - 2008
-40%
-35%
-30%
-25%
-20%
-15%
-10%
-5%
0%
+5%
+10%
Pedestrians -16.3%
Pedal cyclists 6.4%
Motorcycles (users and passengers) -20.0%
Car users -30.8%
Bus/coach users -13.6%
Other road users -35.8%
All road users -23.2%


ESP Installation Rate 2003-HY2009 by New Car Registration 2003 - 2009
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%
50%
55%
60%
2009 59%
2008 56%
2007 48%
2006 43%
2005 26%
2004 29%
2003 20%
Source: Robert Bosch GmbH

Average annual fuel prices

	Pump price (p)			all tax as % total	
Year	Unleaded	Diesel		Unleaded	Diesel
1989	38.5	36.1		59.6%	62.8%
1990	42.3	40.4		58.0%	60.9%
1991	45.4	44.0		62.3%	62.9%
1992	46.2	45.4		65.2%	64.7%
1993	49.3	49.2		66.8%	65.7%
1994	50.7	50.9		71.0%	69.8%
1995	53.5	53.7		74.0%	73.7%
1996	56.4	57.4		76.1%	75.0%
1997	61.8	62.5		77.3%	76.6%
1998	64.8	65.5		81.4%	81.8%

	Pump price (p)			all tax as % total	
Year	Unleaded	Diesel		Unleaded	Diesel
1999	70.2	72.5		81.4%	83.0%
2000	79.9	81.3		75.6%	75.2%
2001	75.7	77.8		76.1%	74.4%
2002	73.2	75.5		77.5%	75.6%
2003	76.0	77.9		75.6%	74.1%
2004	80.9	82.5		73.1%	72.0%
2005	87.2	91.3		68.9%	66.5%
2006	92.0	95.7		66.2%	64.2%
2007	95.0	97.4		66.3%	65.0%
2008	107.5	118.1		61.7%	57.5%
2009	108.3	109.9		65.9%	65.1%

VED Rates

Current band	CO_2 g/km	New band	CO_2 g/km	Standard Rate (£)*			First Year Rate (£)
				2008-2009	2009-2010	2010-2011	2010-2011
A	Up to 100	A	up to 100	0	0	0	0
B	101-120	B	101-110	35	35	20	0
		C	111-120	35	35	30	0
C	121-150	D	121-130	120	120	90	0
		E	131-140	120	120	110	110
		F	141-150	120	125	125	125
D	151-165	G	151-165	145	150	155	155
E		H	166-175	170	175	180	250
		I	176-185	170	175	200	300
F	166-185	J	186-200	210	215	235	425
		K**	201-225	210	215	245	550
		L	226-255	400	405	425	750
G	Over 225	M	Over 255	400	405	435	950

* AFV discount 2009-10 A-I £20, J-M £15, 2010 onwards £10 all cars

** All cars over 225g/km registered to 1 March 2001-23 March 2006 in K band

RoadSafe

RoadSafe is a road safety partnership of government, road safety professionals and Britain's leading companies in the motor and transport industries. It promotes the safe design and use of vehicles and roads, encourages safety education and innovation, plus aims to reduce deaths and injuries caused by road accidents.

ROADSAFE®

Skills

- The UK is a key player in the competitive global automotive industry, to maintain competitiveness, continued improvement in training and skills provision is essential.
- Automotive companies continue to invest heavily in training programmes to increase skills at all levels.
- SMMT is engaged with skills providers, funding agencies and government to ensure training and skills provision is accessible, properly funded, and suitably targeted.
- The skills agenda should be linked to the future technology agenda, identifying trends to appropriate skill sets.

Manufacturing Insight, an industry-backed body, is charged with improving the public perception of manufacturing and highlighting the diverse range of careers available in the sector. Launched in 2009, Manufacturing Insight promotes UK manufacturing success and works to attract the best of the next generation into exciting and challenging careers in the manufacturing sector.

SMMT Information

Glossary - SMMT segmentation

A	Mini	eg smart
B	Supermini	eg Nissan Micra, MINI
C	Lower Medium	eg Ford Focus
D	Upper Medium	eg Vauxhall Insignia
E	Executive	eg BMW 5 Series
F	Luxury Saloon	eg Rolls-Royce
G	Specialist Sports	eg Porsche 911
H	Dual Purpose (4x4/SUV)	eg Honda CR-V
I	Multi Purpose Vehicle	eg Renault Espace

Segment A - Mini
- Normally less than 1.0 cc
- Bodystyle "miniature"
- Normally two-door
- Length normally not exceeding 3050 mm (10 feet)

Segment B - Supermini
- Normally between 1.0 - 1.4 CC
- Bodystyle bigger than mini
- Length normally not exceeding 3745 mm (12.5 feet)
- Performance greater than mini
- More variety of trims per range

Segment C - Lower Medium
- Normally between 1.3 - 2.0 CC
- Length under 4230 mm (14 feet)

Segment D - Upper Medium
- Normally between 1.6 - 2.8 CC
- Length normally under 4470 mm (14.9 feet)

Segment E - Executive
- Normally between 2.0 - 3.5 CC
- Bodystyle generally bigger than upper medium
- Normally four-door
- Length normally under 4800 mm (16 feet)
- More luxuriously appointed

Segment F - Luxury Saloon
- Normally upward from 3.5 CC
- Most luxurious available

Segment G - Specialist Sports
- Sports coupés
- Sports saloons
- Traditional sports

Segment H - Dual Purpose (4x4/SUV)
- 4x4 off road

Segment I - Multi Purpose Vehicle
- 4x2 or 4x4 estates with a seating capacity of up to eight people

SMMTCompanies

Foresight Vehicle

Foresight Vehicle is administered by SMMT and is the UK's prime knowledge transfer network for the automotive industry. This research and development programme aims to promote technology and stimulate suppliers to develop market-driven technologies for future motor vehicles (cars, taxis, HGVs, buses and light commercial vans).

www.foresightvehicle.org.uk

Industry Forum

The Industry Forum programme delivers 'learning by doing' training, teaching companies practical skills to help reduce waste, improve productivity and lower costs throughout the supply chain.

www.industryforum.co.uk

Motor Codes Ltd

Motor Codes Ltd has three Industry Codes of Practice: the New Car Code, The Service and Repair Code and the Vehicle Warranty Products Code. New Car Code: has full OFT approval, in operation for more than five years, and 99% of all new car sales operate under the Code's guidance. Vehicle Warranty Products Code: established in 2008, it covers the majority of the industry's major warranty providers. Service and Repair Code: launched in 2008, more than 6,200 garages in the UK subscribe to the Code, and has first stage Office of Fair Trading (OFT) Code approval. The codes set minimum standards of operation, service and standards for the industries they regulate. Customers using Code subscribers can expect a consistent, fair and reasonable standard of service. Additionally, Motor Codes operates a free advice line and a complaint conciliation and arbitration service.

www.motorcodes.co.uk

Key features for motorists:

- Free advice line: 0800 692 0825.
- Free conciliation and low cost, legally binding arbitration.
- Garage search facility
- Garage survey
- Free MOT and service reminder
- Individual garage profiles and customer ratings

Website tools at www.motorcodes.co.uk

Useful**Links**

SMMT Publications

New car CO_2 report 2009

Tenth annual sustainability report

Right Van Man

For regular news updates,
please register at www.smmt.co.uk

Links

ACT on CO_2
actonco2.direct.gov.uk/actonco2/home.html

Department for Business, Innovation and Skills
www.bis.gov.uk

Department for Transport
www.dft.gov.uk

Freight Transport Association
www.fta.co.uk

Independent Automotive Aftermarket Federation
www.iaaf.org

The Institute of the Motor Industry
www.motor.org.uk

Low Carbon Vehicle Partnership
www.lowcvp.org.uk

NAIGT Report
www.berr.gov.uk/whatwedo/sectors/automotive/naigt/page45547.html

Retail Motor Industry Federation
www.rmif.co.uk

Road Haulage Association
www.rha.uk.net

Vehicle & Operator Services Agency
www.vosa.gov.uk/vosa

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