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**COMMUNICATION FROM THE COMMISSION TO THE COUNCIL AND THE
EUROPEAN PARLIAMENT**

**Monitoring the CO₂ emissions from cars in the EU:
data for the years 2005, 2006 and 2007**

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1. INTRODUCTION

In February 2007, the Commission adopted a Communication¹ outlining a comprehensive new strategy to reduce carbon dioxide emissions from new cars and vans registered in the European Union. The new strategy, together with a revision of EU fuel quality standards proposed on 31 January 2007, further underlines the Commission's determination to ensure that the EU meets its greenhouse gas emission targets under the Kyoto Protocol and beyond. The strategy aims at reaching the EU's long-established objective of limiting average CO₂ emissions from new cars to 120 grammes per km by 2012 - a reduction of around 25% from current levels. The central part of the strategy consists of Community regulation on the CO₂ emissions from new passenger cars as proposed in December 2007².

The CO₂ emissions from new passenger cars have been monitored already as part of the earlier strategy³ on CO₂ from cars. Following Article 9 of Decision 1753/2000/EC⁴ the Commission is required to submit to the European Parliament and Council reports for each calendar year on the effectiveness of the strategy based on the monitoring data submitted by Member States⁵. The present Communication concerns the monitoring data for 2005, 2006 and 2007.

2. EVOLUTION OF AVERAGE CO₂ EMISSIONS FOR THE NEW CAR FLEET IN THE EU IN 2005, 2006 AND 2007

2.1. Average CO₂ emissions for the new car fleet in 2005, 2006 and 2007

Following the enlargement of the EU⁶ on 1 May 2004 and 1 January 2007, data on the average CO₂ emissions for the new car fleet became available for the EU25 and EU27 Member States. For the monitoring years 2005, 2006 and 2007 the following table⁷ presents the EU15, EU10, EU25 and EU 27 situation:

¹ COM(2007) 19 final.

² COM(2007) 856 final.

³ COM (1995) 689 final.

⁴ Decision 1753/2000/EC of the European Parliament and of the Council establishing a scheme to monitor the average specific emissions of CO₂ from new passenger cars, OJ L 202, 10.8.2000.

⁵ Information concerning the Community Strategy can also be found on the following page: http://europa.eu.int/comm/environment/co2/co2_home.htm.

⁶ Data for Romania and Bulgaria are not relevant for the reporting period 2005 and 2006 as they joined the EU in 2007.

⁷ The table includes vehicles of all manufacturers irrespective of their origin.

Table 1 : Monitoring Data

| 2005 | EU 15 | | EU 10 | | EU 25 | | | |
|-----------------|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|--------------------|-----------------------|
| Fuel | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | | |
| Petrol | 6,896,573 | 168 | 507,746 | 158 | 7,404,319 | 167 | | |
| Diesel | 6,966,671 | 155 | 199,518 | 154 | 7,166,189 | 155 | | |
| Petrol + Diesel | 13,863,244 | 161 | 707,264 | 157 | 14,570,508 | 161 | | |
| 2006 | EU 15 | | EU 10 | | EU 25 | | | |
| Fuel | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | | |
| Petrol | 6,816,135 | 164 | 513,111 | 157 | 7,329,246 | 164 | | |
| Diesel | 7,243,160 | 157 | 210,746 | 155 | 7,453,906 | 157 | | |
| Petrol + Diesel | 14,059,295 | 160 | 723,857 | 156 | 14,783,152 | 160 | | |
| 2007 | EU 15 | | EU 10 | | EU 25 | | EU 27 ⁸ | |
| Fuel | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km | Registrations | g CO ₂ /km |
| Petrol | 6,432,418 | 161 | 526,920 | 157 | 6,959,338 | 160 | 7,126,498 | 160 |
| Diesel | 7,440,235 | 155 | 248,768 | 156 | 7,689,003 | 155 | 7,820,165 | 155 |
| Petrol + Diesel | 13,872,653 | 158 | 775,688 | 157 | 14,648,341 | 158 | 14,946,663 | 158 |

In 2005, the CO₂ average⁹ for the EU25 was 161g/km. The CO₂ average for the EU10 was approximately 2.5% lower than for the EU15. The total number of registrations in the EU10 accounted for about 5% of the registrations in the EU25. In the EU10, almost 72% of the vehicles were petrol fuelled while in the EU15 the petrol share was just below 50%.

In 2006, the CO₂ average for the EU25 decreased by 1g/km to reach 160g/km. The CO₂ average for the EU10 was 2.5% lower than for the EU15. The total number of registrations in the EU10 accounted for about 5% of the registrations in the EU25 (a slight increase from 4.8% in 2005, to 4.9% in 2006). The EU10 share of petrol vehicles amounted to 71% while in the EU15 the petrol share dropped to 48.5%. There was thus an increase in the share of diesel vehicles in both parts of the EU but at different absolute levels.

In 2007, the CO₂ average for the EU25 decreased to 158g/km, 1.25% down compared to 160g/km for 2006. The EU27 average CO₂ was also 158g/km. The EU27 share of petrol vehicles was 47.7%. The share of petrol vehicles dropped further for the EU15 (46.4%) and

⁸ Excluding Bulgaria as no data for the year 2007 was delivered.

⁹ Emission values for vehicles of associations ACEA, JAMA and KAMA and other manufacturers are corrected by 0,7% for the change in driving cycle, more information related to this change can be found in COM(2004) 78 final.

the EU10 (67.9%). Compared to the number of registrations in the EU27, the EU12¹⁰ accounted for about 7.2% (5.2% for the EU10)¹¹.

2.2. Vehicle Mass

In 2006, the average vehicle mass¹² for the EU25 was 1372kg, while in 2005 it was 1357 kg¹³. This represents an increase of 1.1% in 2006 compared to 2005, and an increase of 0.7% in 2005 compared to 2004.

In 2007, the EU25 average vehicle mass was 1382kg. The EU27 average mass for the same year was 1380kg and thus almost the same as for the EU25. This is to be expected as Bulgaria and Romania have a relatively small share in the market and are not expected to influence the EU27 average significantly. Additional details are shown in the Annex, Table 2.

Further details concerning the emission levels, average mass and fleet composition over time can be found in the Annex. The revised strategy on CO₂ from cars no longer distinguishes between different manufacturer's associations. However, disaggregated data by association are also included in the Annex for reasons of continuity.

2.3. Data quality

Decision 1753/2000/EC establishing a scheme to monitor the average specific emissions of CO₂ from new passenger cars was adopted by the European Parliament and Council on 30 August 2000. Data collected under this Decision for the year 2002 onwards are used as official data. For earlier years, data supplied by the associations were used for the monitoring.

The availability of specific CO₂ emission values of newly registered passenger cars was improved due to the increased use of the type approval documents and Certificates of Conformity (CoC)¹⁴. This resulted in an enhancement of the Member States' databases and reduced the potential for errors in the assignment of CO₂ emission values to registration numbers. Although there are some remaining methodological uncertainties and problems with data collection and calculation, their impact on the average emissions of CO₂ in the EU is low. The Commission is working with the relevant authorities to remove uncertainties in the data.

¹⁰ Except Bulgaria.

¹¹ Compared to EU25, EU10 accounted for 5.3%.

¹² Article 2(8) of decision 1753/2000/EC defines the term mass as “the mass of the car with bodywork in running order as stated in the certificate of conformity and the type-approval documentation, and defined in section 2.6 of Annex I to Directive 70/156/EEC”.

Section 2.6 of Annex I to Directive 2007/46/EC defines the term as follows: “Mass of the vehicle with bodywork and, in the case of a towing vehicle of category other than M1, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver and, for buses and coaches, a crew member if there is a crew seat in the vehicle) (o) (maximum and minimum for each variant)”.

Footnote “o” specifies that “The mass of the driver and, if applicable, of the crew member is assessed at 75 kg (subdivided into 68 kg occupant mass and 7 kg luggage mass according to ISO Standard 2416 - 1992), the fuel tank is filled to 90 % and the other liquid containing systems (except those for used water) to 100 % of the capacity specified by the manufacturer.

¹³ Two Member States did not provide data following Article 2 (8) of Decision 1753/2000/EC. The years affected are 2006 and 2007 for Slovakia and 2005 to 2007 for Malta. The number of registrations for these two Member States is low by comparison to other Member States and the total in the EU and therefore is not expected to affect the EU average significantly.

¹⁴ Directive 2007/46/EC Article 18, OJ L 263, 9.10.2007, p.1.

3. CONCLUSIONS

The average emissions from new cars registered in the EU in 2007 amounted to 158g CO₂/km, 15.1% below the 1995 starting point of 186 g CO₂/km¹⁵. The emission level dropped by 1.23% from 2004 to 2005, by 0.6% from 2005 to 2006 and by 1.25% from 2006 to 2007. The EU25 average mass in 2005 was 1357kg, 1372 kg in 2006 and 1382kg in 2007 (1380kg for the EU-27).

¹⁵ EU15.

ANNEX

**Table 2: Average mass^(1, 2) of new passenger cars for
the EU 15, EU10, EU25 and EU 27**

| YEAR | EU15 ⁽⁸⁾ | %Change | EU10 | %Change | EU25 ⁽⁷⁾ | %Change | EU27 ⁽⁶⁾ |
|-----------------------|---------------------|----------|------|---------|---------------------|---------|---------------------|
| 1995 ⁽³⁾ | 1099 | - | | | | | |
| 1996 ⁽³⁾ | 1123 | + 2.18% | | | | | |
| 1997 ⁽³⁾ | 1137 | + 1.25% | | | | | |
| 1998 ⁽³⁾ | 1166 | + 2.55% | | | | | |
| 1999 ⁽³⁾ | 1185 | + 1.63% | | | | | |
| 2000 ^(3,5) | 1186 | + 0.08% | | | | | |
| 2001 ^(3,5) | 1197 | + 0.93% | | | | | |
| 2002 ^(4,5) | 1413 | + 18.05% | | | | | |
| 2003 ^(4,5) | 1404 | - 0.64% | | | | | |
| 2004 ⁽⁵⁾ | 1351 | - 3.77% | 1277 | - | 1347 | - | |
| 2005 ⁽⁵⁾ | 1362 | + 0.81% | 1247 | - 2.35% | 1357 | + 0.74% | |
| 2006 ⁽⁵⁾ | 1376 | + 1.03% | 1281 | + 2.73% | 1372 | + 1.11% | |
| 2007 ⁽⁵⁾ | 1386 | + 0.73% | 1313 | + 2.50% | 1382 | + 0.73% | 1380 |

- (1) Article 2(8) of decision 1753/2000/EC, Section 2.6 of Annex I to Directive 70/156/EEC.
- (2) Petrol and diesel-fuelled vehicles only, other fuels and statistically not identified vehicles are not expected to affect these averages significantly.
- (3) Mass data as delivered by the associations. This is the mass of the empty vehicle which is 75kg lower than the mass of the car in running order which is employed in the reporting from 2002 onwards. See footnote 12 of section 2.2 for definitions of mass.
- (4) Mass data inflated because reported values partly related to one Member State to maximum mass rather than mass as defined in Decision 1753/2000/EC.
- (5) Values for ACEA, JAMA & KAMA members. New passenger cars placed on the EU15 market by other manufacturers would not influence the EU15 average significantly.
- (6) Excluding Bulgaria as no data for the year 2007 was delivered.
- (7) Excluding Malta 2005-2007, Slovakia in 2006 and 2007 as explained in footnote 12.
- (8) Excluding Greece 1995-2001 for ACEA and 1995-2000 for KAMA. Excluding Finland 1995-1999 for KAMA and 1996-2000 for ACEA

Table 3 : Average specific emissions of CO₂ of new passenger cars per fuel type, for the EU 15, EU10 and EU25

| CO ₂ (g/km) | | | | | | | | | | | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------------|----------------------------|
| EU15 | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (1) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change 95/07 [%] (4) | Change 04/07 [%] (4) |
| Petrol | 189 | 186 | 184 | 182 | 180 | 178 | 173 | 172 | 171 | 170 | 168 | 164 | 161 | -14.8 % | -5.3% |
| Diesel | 179 | 178 | 175 | 171 | 165 | 163 | 156 | 157 | 157 | 155 | 155 | 157 | 155 | -13.4 % | 0% |
| Petrol + Diesel ⁽³⁾ | 186 | 184 | 182 | 180 | 176 | 172 | 167 | 166 | 164 | 163 | 161 | 160 | 158 | -15.1% | -3.1% |
| EU10 | | | | | | | | | | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | | Change 04/07 [%] (4) |
| Petrol | | | | | | | | | | 158 | 158 | 157 | 157 | | -0.6% |
| Diesel | | | | | | | | | | 151 | 154 | 155 | 156 | | 3.3% |
| Petrol + Diesel ⁽³⁾ | | | | | | | | | | 156 | 157 | 156 | 157 | | 0,6% |
| EU25 | | | | | | | | | | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | | Change 04/07 [%] (4) |
| Petrol | | | | | | | | | | 169 | 167 | 164 | 160 | | -5.3% |
| Diesel | | | | | | | | | | 155 | 155 | 157 | 155 | | 0 % |
| Petrol + Diesel ⁽³⁾ | | | | | | | | | | 162 | 161 | 160 | 158 | | -2.5% |

(1) Data as delivered by manufacturers associations.

(2) CO₂ values for 2001-2007 are corrected by 0.7 % for the change in driving cycle. For 2002-2007 official EU data are taken.

(3) Petrol and diesel-fuelled vehicles only, other fuels are not expected to affect these averages significantly.

(4) All percentage values are based on rounded numbers.

Table 4: Average specific emissions of CO₂ of new passenger cars per fuel type, for each association in the EU15

| CO ₂ (g/km) | | | | | | | | | | | | | | |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------|
| ACEA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (1) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change 95/07 [%] |
| Petrol | 188 | 186 | 183 | 182 | 180 | 177 | 172 | 172 | 171 | 170 | 169 | 166 | 162 | -13.8 % |
| Diesel | 176 | 174 | 172 | 167 | 161 | 157 | 153 | 155 | 154 | 153 | 153 | 155 | 154 | -12.5 % |
| Petrol + diesel ⁽³⁾ | 185 | 183 | 180 | 178 | 174 | 169 | 165 | 165 | 163 | 161 | 160 | 160 | 157 | -15.1 % |
| JAMA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (1) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change 95/07 [%] |
| Petrol | 191 | 187 | 184 | 184 | 181 | 177 | 174 | 172 | 170 | 171 | 166 | 160 | 157 | -17.8 % |
| Diesel | 239 | 235 | 222 | 221 | 221 | 213 | 198 | 180 | 177 | 170 | 168 | 165 | 162 | -32.2 % |
| Petrol + diesel ⁽³⁾ | 196 | 193 | 188 | 189 | 187 | 183 | 178 | 174 | 172 | 170 | 167 | 162 | 159 | -18.9 % |
| KAMA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (1) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change 95/07 [%] |
| Petrol | 195 | 197 | 201 | 198 | 189 | 185 | 179 | 178 | 171 | 160 | 158 | 154 | 150 | -23.1 % |
| Diesel | 309 | 274 | 246 | 248 | 253 | 245 | 234 | 203 | 201 | 189 | 187 | 184 | 178 | -42.4 % |
| Petrol + diesel ⁽³⁾ | 197 | 199 | 203 | 202 | 194 | 191 | 187 | 183 | 179 | 168 | 167 | 165 | 162 | -17.8 % |

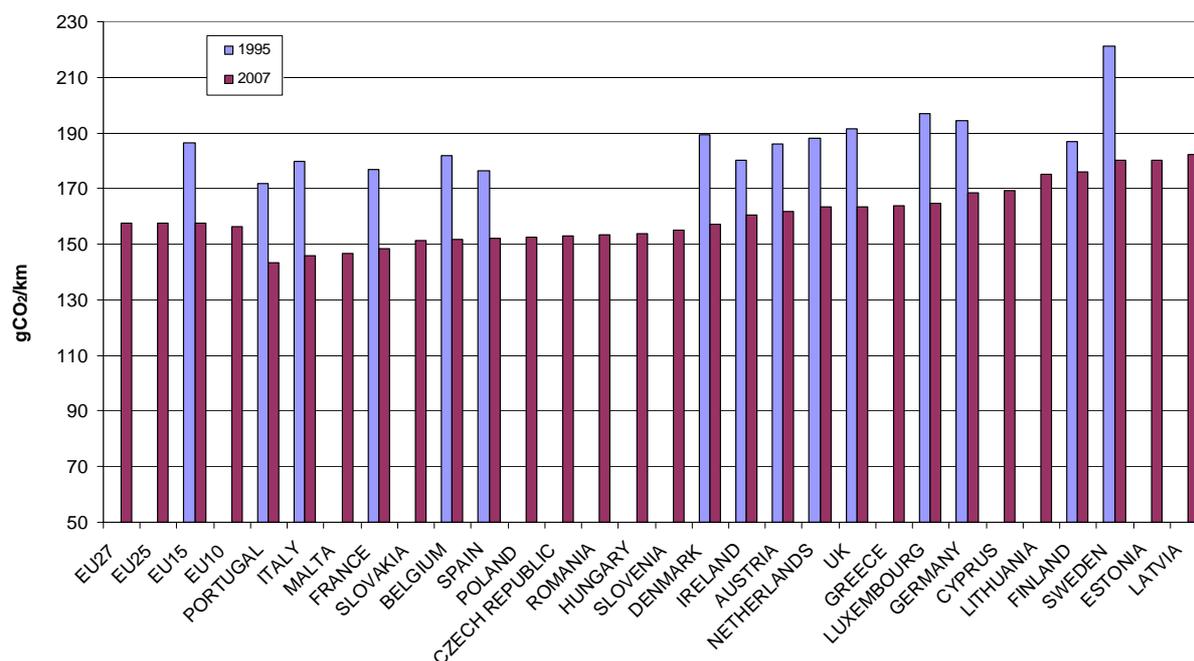
(1) Data as delivered by manufacturers associations.

(2) CO₂ values for 2001-2007 are corrected by 0.7 % for the change in driving cycle. For 2002-2007 official EU data are taken.

(3) Petrol and diesel-fuelled vehicles only, other fuels are not expected to affect these averages significantly.

(4) All percentage values are based on rounded numbers.

Figure 1: Average specific CO₂ emissions of new passenger cars in the EU25, EU15, EU10 and in Member States in 1995 and 2007



Data Table (Figure 1)

| gCO ₂ /km ⁽¹⁾ | EU 27 | EU 25 | EU 15 | EU 10 | PT | MT | IT | FR | SK | BE | CZ | HU | SI | ES | PL | BG |
|-------------------------------------|-------|-------|-------|-------|-----|-----|-----|-----|-----|-----|-------------------|-----|-----|-----|-----|----|
| 1995 ⁽²⁾ | | | 186 | | 172 | | 180 | 177 | | 182 | | | | 177 | | |
| 2007 ⁽³⁾ | 158 | 158 | 158 | 157 | 143 | 147 | 146 | 148 | 151 | 152 | 153 | 154 | 155 | 152 | 153 | |
| gCO ₂ /km ⁽¹⁾ | DK | LT | AT | IE | EL | NL | UK | LU | CY | DE | FI ⁽⁴⁾ | EE | LV | SE | RO | |
| 1995 ⁽²⁾ | 189 | | 186 | 180 | | 188 | 192 | 197 | | 195 | 187 | | | 221 | | |
| 2007 ⁽³⁾ | 157 | 175 | 162 | 160 | 164 | 164 | 164 | 165 | 169 | 168 | 176 | 180 | 182 | 180 | 154 | |

(1) Weighted averages based on data for diesel and petrol vehicles

(2) For 1995, data as delivered by the associations; No data available in 1995 for Greece, the EU10 and the EU25

(3) For 2007, official EU data are displayed and are corrected by 0.7 % for cycle change adjustment

(4) Data for Finland in 1995 are based on ACEA and JAMA only; (KAMA registrations for Finland for this year were 257 which have limited impact on the average specific CO₂)

Table 5: Trends in composition of new cars registered in the EU15 for each association

| ACEA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (2) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change '95-07' (3) |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------------------------------|
| Petrol | 73.4% | 72.9% | 73.1% | 70.3% | 65.8% | 60.9% | 58.2% | 56.3% | 52.4% | 45.4% | 44.8% | 44.1% | 41.7% | -31.7 |
| Diesel | 24.0% | 24.3% | 24.3% | 27.0% | 31.0% | 35.8% | 39.4% | 43.6% | 47.5% | 51.9% | 53.6% | 54.8% | 56.2% | 32.2 |
| Totals (4) | 10,241,651 | 10,811,011 | 11,226,009 | 11,935,533 | 12,518,260 | 12,217,744 | 12,552,498 | 11,649,782 | 11,533,323 | 11,668,101 | 11,534,004 | 11,610,220 | 11,615,597 | 13.4% |
| JAMA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (2) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change '95-07' (3) |
| Petrol | 82.1% | 82.1% | 83.2% | 81.6% | 80.4% | 80.8% | 79.1% | 77.3% | 71.8% | 65.6% | 66.2% | 64.3% | 60.4% | -21.7 |
| Diesel | 9.5% | 10.4% | 11.2% | 13.1% | 14.9% | 16.5% | 17.4% | 22.6% | 28.2% | 30.9% | 30.3% | 32.6% | 33.0% | 23.5 |
| Totals (4) | 1,233,975 | 1,342,144 | 1,510,818 | 1,666,816 | 1,716,048 | 1,667,987 | 1,520,643 | 1,501,937 | 1,703,960 | 1,843,728 | 1,898,133 | 1,977,516 | 2,016,511 | 63.4% |
| KAMA | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (2) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change '95-07' (3) |
| Petrol | 87.9% | 87.6% | 89.2% | 85.9% | 81.9% | 80.9% | 85.2% | 77.8% | 73.9% | 69.5% | 66.1% | 61.7% | 56.0% | -31.9 |
| Diesel | 1.6% | 1.8% | 2.3% | 6.1% | 7.4% | 8.3% | 13.9% | 22.0% | 26.1% | 26.4% | 30.8% | 35.9% | 37.6% | 36.0 |
| Totals (4) | 169,060 | 236,454 | 275,453 | 373,230 | 463,724 | 491,244 | 396,792 | 325,436 | 427,341 | 589,542 | 684,928 | 663,329 | 648,045 | 283.3% |
| EU15 (5) | 1995 (1) | 1996 (1) | 1997 (1) | 1998 (1) | 1999 (1) | 2000 (2) | 2001 (2) | 2002 (2) | 2003 (2) | 2004 (2) | 2005 (2) | 2006 (2) | 2007 (2) | Change '95-07' (3) |
| Petrol | 74.5% | 74.2% | 74.6% | 72.1% | 68.0% | 63.9% | 61.2% | 59.2% | 55.4% | 49.6% | 48.7% | 47.8% | 45.0% | -29.5 |
| Diesel | 22.2% | 22.4% | 22.3% | 24.7% | 28.4% | 32.6% | 36.4% | 40.7% | 44.4% | 48.1% | 49.3% | 50.8% | 52.1% | 29.9 |
| Totals (4) | 11,644,686 | 12,389,609 | 13,012,280 | 13,975,579 | 14,698,032 | 14,376,975 | 14,469,933 | 13,477,155 | 13,664,624 | 14,101,371 | 14,117,065 | 14,251,065 | 14,280,153 | 22.6% |

(1) Data as delivered by manufacturers associations.

(2) For 2002-2007 official EU data are taken.

(3) The change over the period 1995 to 2007 for petrol and diesel driven cars represents the change in the absolute share of each fuel type of total registrations. The change for the total cars is the growth or drop in absolute new registrations. The change in total cars represents the growth in the EU15 new registrations over the period.

(4) Totals include statistically unidentified vehicles and vehicles using 'other fuel' types.

(5) New passenger cars put on the EU market by other manufacturers do not affect the numbers significantly.

Table 6: Trends in composition of new cars registered in the EU10 for each association

| EU 10 | | | | | |
|-------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------|
| ACEA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07'(2) |
| Petrol | 67.6% | 65.1% | 63.8% | 60.1% | -7.5 |
| Diesel | 27.3% | 34.3% | 33.4% | 35.2% | 7.9 |
| Totals (3) | 539,178 | 490,499 | 511,500 | 539,396 | 0 % |
| JAMA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07'(2) |
| Petrol | 85.4% | 82.8% | 81.4% | 77.6% | -7.8 |
| Diesel | 11.6% | 15.6% | 17.2% | 21.0% | 9.4 |
| Totals (3) | 157,818 | 160,169 | 178,757 | 198,315 | 25.7 % |
| KAMA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07'(2) |
| Petrol | 87.2% | 87.9% | 79.7% | 72.1% | -15.1 |
| Diesel | 9.5% | 11.7% | 18.5% | 26.5% | 17.0 |
| Totals (3) | 40,351 | 51,983 | 50,649 | 65,558 | 62.5 % |
| EU10 (4) | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07'(2) |
| Petrol | 72.5% | 70.8% | 69.1% | 65.4% | -7.1 |
| Diesel | 23.0% | 28.4% | 28.4% | 31.0% | 8.0 |
| Totals (3) | 737,347 | 702,651 | 740,906 | 803,269 | 8.9 % |

(1) For 2004-2007 official EU data are taken.

(2) The change over the period 1995 to 2007 for petrol and diesel driven cars represents the change in the absolute share of each fuel type of total registrations. The change for the total cars is the growth or drop in absolute new registrations. The change in total cars represents the growth in the EU10 new registrations over the period.

(3) Totals include statistically unidentified vehicles and vehicles using 'other fuel' types.

(4) New passenger cars put on the EU market by other manufacturers do not affect the numbers significantly.

Table 7: Trends in composition of new cars registered in the EU25 for each association

| EU 25 | | | | | |
|-------------------|--------------------|--------------------|--------------------|--------------------|-------------------------------------|
| ACEA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07' (2) |
| Petrol | 47.0% | 45.6% | 45.0% | 42.5 % | -4.5 |
| Diesel | 50.9% | 52.8% | 53.9% | 55.3 % | 4.4 |
| Totals (3) | 12,207,279 | 12,024,503 | 12,121,720 | 12,154,993 | -0.4 % |
| JAMA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07' (2) |
| Petrol | 67.1% | 67.4% | 65.7% | 61.9 % | -5.2 |
| Diesel | 29.4% | 29.1% | 31.3% | 31.9 % | 2.5 |
| Totals (3) | 2,001,546 | 2,058,302 | 2,156,273 | 2,214,826 | 10.7 % |
| KAMA | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07' (2) |
| Petrol | 70.6% | 67.7% | 63.0% | 57.5 % | -13.1 |
| Diesel | 25.4% | 29.5% | 34.6% | 36.6 % | 11.2 |
| Totals (3) | 629,893 | 736,911 | 713,978 | 713,603 | 13.3 % |
| EU25 (4) | 2004 (1) | 2005 (1) | 2006 (1) | 2007 (1) | Change '04-07' (2) |
| Petrol | 50.7% | 49.7% | 48.8% | 46.1 % | -4.6 |
| Diesel | 46.9% | 48.3% | 49.7% | 51.0 % | 4.1 |
| Totals (3) | 14,838,718 | 14,819,716 | 14,991,971 | 15,083,422 | 1.7 % |

(1) For 2004-2007 official EU data are taken.

(2) The change over the period 1995 to 2007 for petrol and diesel driven cars represents the change in the absolute share of each fuel type of total registrations. The change for the total cars is the growth or drop in absolute new registrations. The change in total cars represents the growth in the EU25 new registrations over the period.

(3) Totals include statistically unidentified vehicles and vehicles using 'other fuel' types.

(4) New passenger cars put on the EU market by other manufacturers do not affect the numbers significantly.