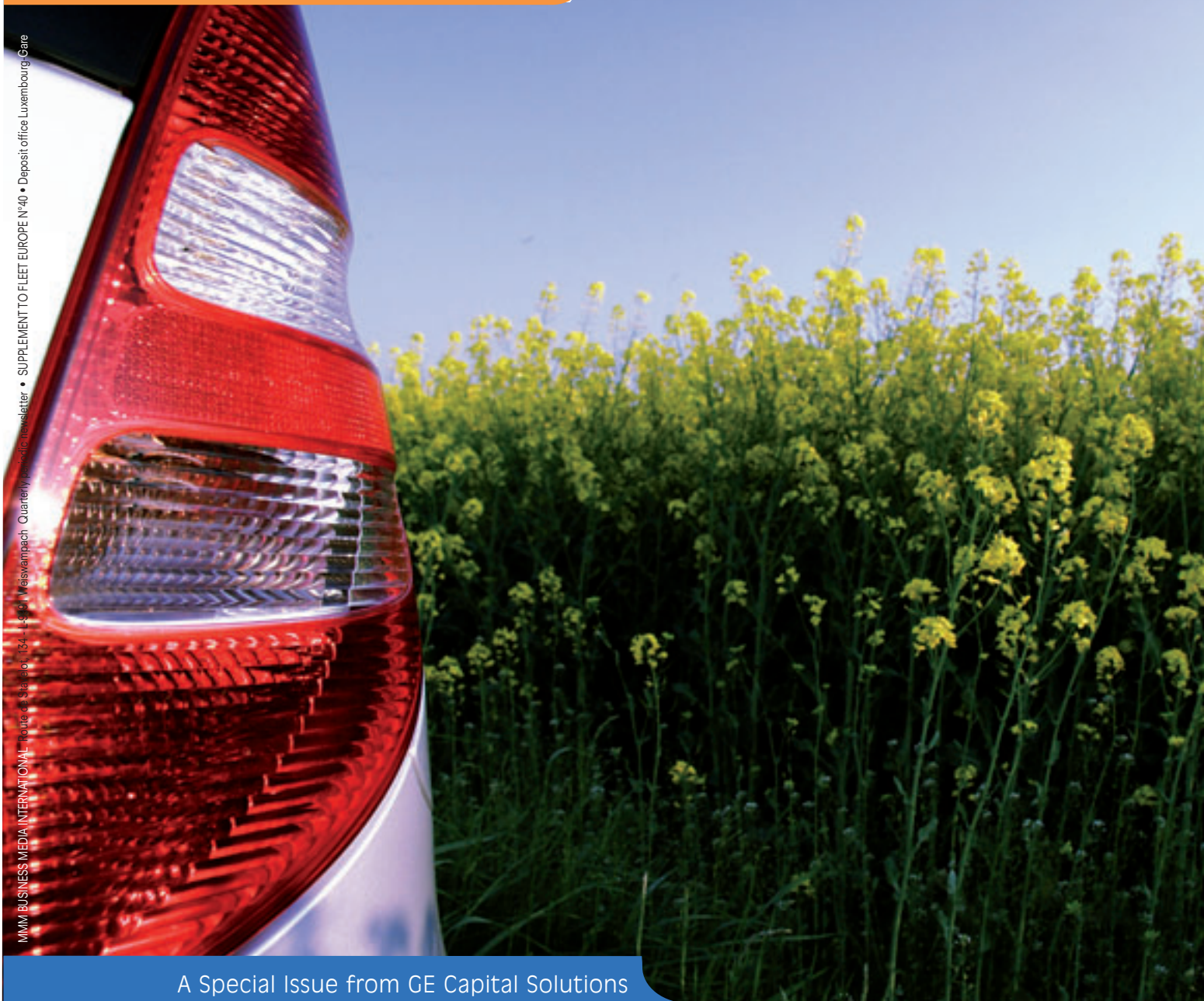


THE INTERNATIONAL FLEET MAGAZINE FOR TOP DECISION MAKERS

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A Special Issue from GE Capital Solutions

Your guide to greening your fleet in Europe:

■ Taxation ■ Legislation ■ Alternative fuels ■ Market specifics

Country reports include:

France
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The Green Challenge

How green issues are influencing your TCO

Companies may have to invest to create a green fleet, but savings in Total Cost of Ownership are often an additional benefit to companies' efforts to go green.

While meeting environmental targets and acting in an environmentally responsible way remain the key forces driving fleet operators to make their fleets greener, there might be savings too. "Companies want to introduce greener car policies primarily because they take their corporate responsibility to the environment seriously and they want to comply with EU targets in CO₂ emissions by 2012," said Peter Stroem, European Commercial Director Strategic Relationships for GE Capital Solutions. "But, a positive side effect of a greener policy is often savings in TCO."

Understanding the TCO

With expert advice, most international fleet operators can save the planet and save money too, if they take the right approach.

According to GE Capital Solutions, the starting point for a fleet is to establish a baseline so it knows the Total Cost of Ownership for each vehicle and, if required, total carbon emissions for the fleet. Clear targets need to be set and strategies defined before action is taken. Any changes can then be benchmarked against the original fleet to see if the company's aims are being achieved, either through lower emissions, lower fuel costs or both.

A communication plan with drivers is vital, so they understand the reasons behind any changes to

vehicle choices or company fleet policies. "When you are considering a greener fleet, then you always need to consider Total Cost of Ownership", said Stroem. "You have to consider a number of areas. For example, a car with low fuel consumption might also qualify for lower taxes. There is no guarantee of saving money, but we regularly see fleets achieving TCO savings from this approach."

Changing a car policy to achieve lower CO₂ emissions can reduce a fleet's Total Cost of Ownership by up to 10%, explained GE Capital Solutions.

Currently, GE Capital Solutions is helping chemical company Akzo Nobel to reduce CO₂ emissions in its fleet through a green program introduced in January 2007. The global program which is being rolled out at Akzo Nobel over the coming years expects to reduce the fleet's TCO by up to 7%. This can prove that although a company may spend a little extra on low-emission vehicles that investment can be offset through reduced vehicle running costs.

Driving efficiently

But it isn't just vehicles that can achieve lower running costs. Employees can make a difference too by learning to drive more efficiently and carefully, so they use less fuel and their vehicles

require fewer replacement parts. Savings can come from a number of areas including fuel, maintenance, lower tax bills, reduced insurance and potentially on lower depreciation. Indeed, tyre pressure and oil levels also play a role.

"Even incorrect tyre pressure can result in a 3% increase in fuel consumption," according to a report published by LeaseEurope, the international organisation representing the interests of Europe's vehicle lease and rental firms.

"Similarly, low levels of oil because of poor maintenance can deteriorate the functioning of the engine, which can lead to higher fuel consumption and in turn to higher CO₂ emissions. Eco-driving services can lead to fuel consumption savings of 25%," the report noted.

More demand for used vehicles

In addition to savings from choosing cleaner cars that have lower fuel costs, lower insurance and lower tax bills, fleets may see lower depreciation as demand for cleaner cars rises on the used vehicle market in future, driven by European tax policies designed to encourage 'green' purchasing.



Fuel costs represent about 20% of the Total Cost of Ownership and fuel consumption is directly linked to an environmental-friendly fleet.

France

Significant opportunities

FLEETS in France are already making significant progress in reducing their impact on the environment thanks to a wide choice of alternatives.

FRANCE seems like the perfect location for operating a green fleet. It has three national car manufacturers – Peugeot, Citroen and Renault - that already produce some of the lowest-emission small cars on the planet, with more on the way. Future models revealed recently include hybrid diesels which would use just three litres of fuel per 100 kms.

In addition, France is a strong supporter of bio-fuels, which have received enthusiastic backing from the French Government. It has set ambitious targets for biofuel production which will help it meet European Union targets on the use of bio-fuels in transport, currently set at 5.75% by 2010. Biodiesel is likely to be the most immediate focus, simply because most French motorists currently run diesel vehicles and they can use biodiesel blended with fossil fuels in small amounts without adaptation.

Encouragement

The French government put in place a series of measures to encourage the move to greener fleets. In 2006, it changed car tax regulation to base it on CO₂ emissions to get companies to use green vehicles. In 2007, it extended the measures to include E85 run vehicles.

To develop the new fuel E85 and to encourage OEMs to develop green vehicles, in 2006, the Super Ethanol charter was signed by the government, car manufacturers, agricultural representatives, fuel distributors, as well as oil companies.

Under the charter, the government authorised the sale of E85, while distributors pledged to put in place between 500 and 600 petrol stations selling Super Ethanol (E85) by 2007. Today, only 130 such petrol stations exist.

Global Insight, in its European Regulatory Outlook for Alternative fuels report, said: 'There is a great deal of government interest in biofuel develop-

ment based upon strong political arguments: agriculture policy, employment, reduction of CO₂ emissions, and energy independence strategy.'

Other solutions

But biofuels aren't the only solution in France, as gas-powered cars also have support. For 2010, the government aims to have 300 CNG stations and 100,000 vehicles, with a halfway target of 50,000 vehicles by 2008. There are also 180,000 cars already running on LPG. The rates for CO₂-based company car tax vary from 2 EUR to 19 EUR for each gramme emitted depending on the car's total CO₂ emissions (see table).

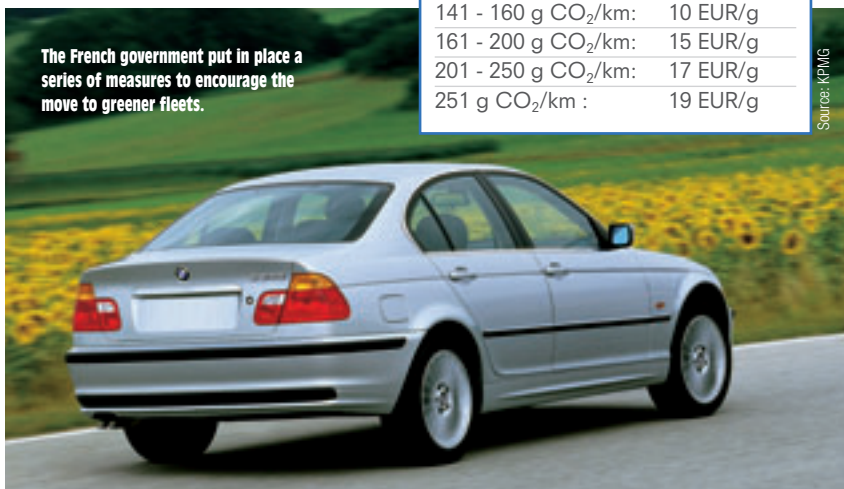
'Green cars' – cars operated by electricity, natural gas, Super Ethanol (E85) or liquefied petroleum gas (LPG) - are not subject to this tax in the first two years. Cars that can operate on petrol and LPG receive an exemption of up to 50% of the tax charge. Other taxes include the one-off regional tax on registration certificates, or 'carte grise', which increases for cars emitting more than 200 g/km of CO₂, but those run on electricity, natural gas, LPG or E85 can attract exemptions ranging between 50% and 100% depending on the region. Cars emitting more than the 200g/km level pay an additional 2 EUR for each additional gramme their vehicles produce and 4 EUR for every gramme over 250g/km.

In France, GE Capital Solutions operates from its Paris headquarters through a network of 21 offices across France. Its fleet business serves around 8,200 customers in France, with 92,000 cars under contract. www.gecapitalsolutions.fr

Company car tax bands

100 g CO ₂ /km :	2 EUR/g
101 - 120 g CO ₂ /km:	4 EUR/g
121 - 140 g CO ₂ /km:	5 EUR/g
141 - 160 g CO ₂ /km:	10 EUR/g
161 - 200 g CO ₂ /km:	15 EUR/g
201 - 250 g CO ₂ /km:	17 EUR/g
251 g CO ₂ /km :	19 EUR/g

Source: KPMG



The French government put in place a series of measures to encourage the move to greener fleets.

Spain

Changes to come

The Spanish Government has announced a major tax reform that will make some of the cleanest cars tax free when it is launched.



NEW REGISTRATION TAXES could radically alter the shape of Spain's fleet market. The tax will come into effect in 2008 and introduce zero registration tax on vehicles that emit 120g/km of CO₂ or less. Those emitting between 121g/km and 159g/km will pay a 4.75% tax. Between 160g/km and 199g/km the tax will be 9.75% and cars emitting 200g/km or more will pay 14.75%. The current maximum tax level is 12%. Yolanda Cano Guerrero, of PricewaterhouseCoopers in Spain, said: 'The new legislation comes into effect on January 1, 2008 but some modifications may be approved before then. The current wording of the new legislation foresees an increase of tax for high polluting vehicles.' The Spanish car manufacturers association Anfac said 1.1 million cars a year, or 64% of new car registrations, would benefit from the new tax.

Focus on biofuel

However, for fleets considering a move to alternative fuels in Spain, the situation is more difficult. In its report European Regulatory Outlook for Alternative Fuels, Global Insight said: 'Spain missed the 2005 EU-wide target of 2% biofuel content in all transportation fuel consumed. To meet the 2010 target, it will have to do more to promote the creation of a larger market for biofuel, as well as increasing both cultivation of energy crops and biofuel production.' To do this, its Renewable Energy Plan aims to raise biofuel production by 1,971,800 tons from the 2004 level to 2.2 million tons by 2010. The new plan anticipates that bio-fuel will represent 5.83% of transportation fuel consumption by 2010, exceeding the target set in the EU directive. For fuel companies, it will be mandatory to include 5.83% biodiesel by 2010. Biodiesel would be mixed with diesel in order to reduce CO₂ emissions. Interim goals for the next few years are 1.9% biodiesel blend by 2008 and 3.4% by 2009.

In Spain, GE Capital Solutions operates from its Madrid headquarters through a network of 10 offices across the country, and has 22,000 cars under contract. GE Capital Solutions' fleet business serves almost 3,600 customers in Spain. Through its Lisbon headquarters, GE Capital Solutions serves around 2,000 customers in Portugal, with over 26,000 cars under contract. www.gecapitalsolutions.pt www.gecapitalsolutions.es

United Kingdom

Driven by CO₂ taxes

DIESEL vehicles and hybrids are being sold in record numbers in the UK, driven by taxes that are focused on carbon dioxide.

PAY AS YOU POLLUTE taxation is a key driver in the fleet policies of British fleets.

Key vehicle taxes in the UK are based on CO₂, including the annual Vehicle Excise Duty and Company Car Tax. In both cases, if drivers are in high CO₂ emission cars, they pay more tax.

Company car drivers pay tax on a percentage of the taxable value of their cars. The actual percentage is decided according to the car's emissions, so the lowest emission cars emitting 140g/km or less qualify for the lowest band of tax at 15%. It rises by 1% for each 5g/km to the highest polluting cars emitting 240g/km and above, where tax is paid on 35% of the car's value.

From April next year, a new low company car tax band of 10% will be introduced for vehicles emitting 120g/km of CO₂ or less.

There are also additional incentives, including business tax allowances for sub-120 g/km cars and potentially an exemption from the London congestion charge.

Shift to diesel

In the company car market, the tax system has led to a massive shift to diesel cars, with latest reports showing that 73% of orders among Britain's leasing companies are for diesel vehicles. Demand for LPG, once a growing force in fleet, has fallen away because of a small refuelling network,

limited vehicle choice and the end of Government grants.

Due to growing environmental awareness among employers and drivers, there is growing interest in hybrid vehicles, with the number being used by fleets doubling in the past year.

Taxes

After the success of the company car tax changes, the UK Government says environmental taxes will be at the heart of its policies to reduce emissions in future.

To help drive fuel availability the Government has announced it is introducing a Renewable Transport Fuels Obligation, which tasks fuel companies with ensuring the Government reaches its targets of 5% of all fuel sold from UK forecourts by 2010 being from renewable sources.

In the UK, GE Capital Solutions operates through a network of offices from its headquarters near London. Its fleet business serves around 2,500 customers in the UK, with 61,000 cars under contract. London is also the European headquarters of GE Capital Solutions. www.gecapitalsolutions.co.uk www.gecapitalsolutions.eu



From April next year, a new low company car tax band of 10% will be introduced for vehicles emitting 120 g/km of CO₂ or less.

The Netherlands

Penalties & rewards

Despite incentives for drivers to use alternative fuels in the Netherlands, drivers are turning to diesel



Hybrid cars benefit from a maximum bonus of 6,000 EUR off the vehicle.

THE NETHERLANDS may be one of the world's largest consumers of LPG, but most fleet operators are choosing diesel. According to the Association of Dutch Car Leasing Companies (VNA), the share of LPG among fleets fell from 9% to just 3.7% between 2002 and 2006. At the same time, growth in the diesel share of the market rose from 47.6% to 53.2%.

There are fiscal incentives to choose gas-powered vehicles, but the wide availability of diesel vehicles and their low CO₂ emissions make them more popular.

The registration tax system offers a maximum bonus of 1,000 EUR for cars emitting over 20% less CO₂ than the average car of their size, while it imposes a maximum penalty of 540 EUR on cars emitting over 30% more than the average car of their size. Hybrid cars can benefit from a maximum bonus of 6,000 EUR.

However, KPMG reports that from 1 February 2008, the rules will change so that the bonus for the cleanest vehicles will increase from 1,000 EUR to 1,400 EUR.

The registration tax penalty for the highest polluting cars will be raised from 540 EUR to 1,600 EUR.

There will also be a 110 EUR per gramme registration tax penalty for petrol cars with emission levels above 240g/km of CO₂ and for diesel cars above 200g/km. Additionally, registration tax (currently 45.2%) is to be decreased by 5% on an annual basis as from 2008.

KPMG's associate director Marc Peeters also reports that road tax will be decreased by 50% for petrol cars with an emission level of less than 110 g/km or for diesel cars emitting less than 95g/km. Some cities are now discussing environment zones which will ban the most polluting cars.

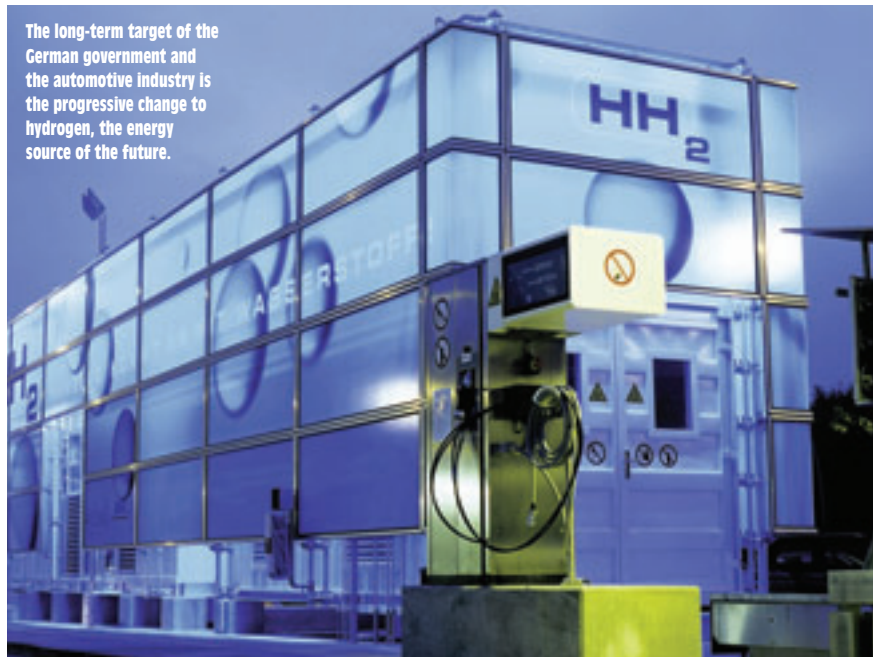
In the Benelux region, GE Capital Solutions operates from its headquarters in Brussels, with offices in the Netherlands and Luxembourg. GE Capital Solutions' fleet business serves 3,300 customers across the region, with 21,000 cars under contract.

www.gecapitalsolutions.nl - www.gecapitalsolutions.be www.capitalsolutions.lu

Germany

Waiting for 2009

GERMANY'S transport minister Wolfgang Tiefensee announced in September that he hopes a new CO₂-based car taxation system will be in place by 2009.



The long-term target of the German government and the automotive industry is the progressive change to hydrogen, the energy source of the future.

IF THE PROPOSALS for a new system have the same effect as the launch of a similar tax in the UK, it could radically alter the shape of German company car fleets.

Tiefensee said the new car tax will be linked to CO₂ emissions but did not give any details regarding the level of taxation or the form the new system would take. The minister will have to gain the agreement of the German states, which are currently responsible for vehicle taxation, as the new tax could have an impact on the states' income.

This announcement is part of a wider range of environmental initiatives in Germany, including initiatives by some cities which are introducing environmental driving zones. These zones only allow entry to cars displaying a coloured sticker. The sticker reflects the environmental-friendliness of the car.

Vehicles without a sticker are to be denied entry altogether, with a fine of 40 EUR for offenders who try to get in.

So far, Stuttgart, Tübingen, Ludwigsburg, Leonberg and Mannheim have adopted the zones but other cities, such as Berlin, Cologne, Munich, Hannover or Nuremberg are expected to follow.

The overall interest in alternative fuels increased strongly last year due to very high fuel prices and worries about pollution in big cities, which also led to a tax benefit being offered to car owners who fit particulate traps to their vehicles. The demand for biofuel, especially biodiesel, increased strongly in the last two years accord-

ing to Global Insight. Biodiesel accounts for 7% of all diesel sold.

Its European Regulatory Outlook for Alternative Fuels report said it had introduced a biofuels mixing obligation to include a fixed amount of biofuels in all petrol and diesel sold. However, the infrastructure for gas vehicles in Germany remains strong, especially in big cities. About 760 gas stations are registered to offer CNG and 3,000 LPG out of a 15,000-strong network. Gas is still promoted with fuel tax discounts of 25% with CNG benefiting until 2002 and LPG until 2009.

Hydrogen

The long-term target of the German government and the automotive industry is the progressive change to hydrogen, seen as the energy source of the future, although mass production models are still more than a decade away. Meanwhile, according to Global Insight, alternative fuels such as biofuel and gas are going to strengthen their market position.

In Germany, GE Capital Solutions' fleet business operates through a network of 9 offices from its headquarters in Munich, and has 104,000 cars under contract, and serves around 3,500 customers in Germany. Through its headquarters in Zurich, GE Capital Solutions serves its customers in Switzerland.
www.gecapitalsolutions.ch
www.gefleetservices.de

Sweden

European green leader

Sweden has made a public commitment that it wants to be independent of oil by 2020.

THIS STATEMENT brought international respect, although its report on the commitment states that it will actually "reduce as far as possible actual consumption of oil by the year 2020", rather than committing to a zero-use target.

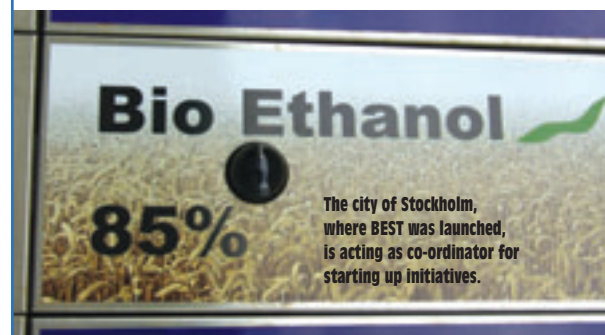
To meet the target, road transport will need to reduce the use of fossil fuel-based petrol and diesel by 40% to 50% in the next decade. Among the efforts to bring about such a huge change is to get 10,000 bioethanol-powered cars onto roads. The four-year BEST (BioEthanol for Sustainable Transport) project brings together manufacturers, towns, bioethanol producers and four universities to accelerate the introduction of bioethanol as an alternative fuel in Europe.

In addition, all alternative fuel cars are exempt from the congestion charge in Stockholm.

The country is already covering many of its energy needs with renewable resources such as bioethanol to fuel its cars, according to Global Insight. Other alternative fuels, such as LPG, CNG and biodiesel are used widely, with one-in-five cars sold running on cleaner fuels.

E85 is widely available throughout Sweden. About 1,000 gas stations are selling E85 at the moment. By 2010, larger gas stations, or 60% of the 3,000-plus network, must provide at least one alternative fuel. Sweden has been one of the first to introduce carbon-based taxes. Annual circulation tax for cars meeting the Euro 4 exhaust emission standards is based on CO₂ emissions. The tax consists of a basic rate (360 SEK) plus SEK 15 for each gramme of CO₂ emitted above 100 g/km. For diesel cars, this sum is multiplied by 3.5. For alternative fuel vehicles, the tax is SEK 10 for every gramme above 100 g/km.

In the Nordic region, GE Capital Solutions operates from its Stockholm headquarters through a network of offices across Finland, Denmark, Norway and Sweden, and has over 13,000 cars under contract.
www.gecapitalsolutions.se



Italy

Gas-powered fleets

ITALY has one of the largest gas-powered fleets in Europe with a wide range of support for the fuel.

A LARGE DISTRIBUTION NETWORK supports tens of thousands of alternatively-fuelled vehicles on Italy's roads. Both LPG and CNG are used, but CNG is particularly favoured according to Global Insight. However, the use of both fuels is minimal compared to the total vehicle market according to the firm's European Regulatory Outlook for Alternative Fuels. In January 2006, there were 537 CNG fuelling stations in Italy. In November 2005, there were more than 2,000 LPG fuelling facilities in Italy.

Incentives

According to Global Insight, so far the bulk of CNG car use is through retrofitting equipment to petrol cars. Per year, an average of 25,000 to 30,000 cars are retrofitted to run on CNG. There are financial incentives available for cars fuelled by LPG and CNG, but there are also general incentives designed to promote the wider use of low emission cars using any fuel. A tax incentive of 800 EUR and a two-year exemption from annual circulation tax is granted for the purchase of a new passenger car complying with the Euro 4 or Euro 5 exhaust emissions standards and emitting not more than 140 g/km of CO₂, provided a Euro 0 or Euro 1 car is scrapped simultaneously. So far, this does not apply to cars leased with a long-term rental contract. The exemption from annual circulation tax is extended to three years for cars with a cylinder capacity below 1,300cc.

Biodiesel production falls

While many countries are focused on increasing use of biodiesel, reports from industry body

Assobiodiesel have suggested that Italy's production will fall.

The fall, estimated to be about 40% to 450,000 tonnes, has been blamed on regulatory and production problems. This could affect the Government's targets for increasing the use of biofuels to meet European Government targets. The so called "Decreto Agricoltura" which came into force at the beginning of 2006, demand that gasoline and diesel include at least 1% biodiesel or ethanol.

The percentage is to be increased by a further 1% per year to reach 5% in 2010.

VAT deductions

In another move that could have an impact on the company vehicle market, the European Union (EU) Council of Ministers this year authorised the Italian government to limit to 40% the right to deduct VAT charged on company spending for cars and vans that are not wholly used for business.

The newly approved derogation has been approved until December 2010, or until fresh EU rules in deducting VAT for road vehicle expenditure come into force, if that happens earlier.

In Italy, GE Capital Solutions operates from its Rome headquarters through a network of 5 offices across the country, and has over 20,000 cars under contract. GE Capital Solutions' fleet business serves around 3,200 customers in Italy. www.gecapitalsolutions.it



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Belgium

More than plans

About a fifth of the Belgian automobile market is company vehicles, which Febiac, the Belgian motor manufacturers' association, says are essential for doing business and are often some of the cleanest on the road.



Tax incentives in Belgium promote green thinking.

THE TAX INCENTIVES in Belgium are intended to promote green thinking, with money granted to private persons purchasing a car that emits less than 115 g CO₂/km. Incentives reduce the invoice by 15% or a maximum of 3,280 EUR for cars producing less than 105 g/km of CO₂. Cars emitting between 105 g/km and 115 g/km get a 3% purchase price reduction with a maximum of 615 EUR available. Company car tax is based on CO₂ emissions.

Deductibility of expenses

The Belgian federal government has decided to modify the corporate income tax treatment of car expenses for corporate tax payers. The maximum tax deductibility for company cars will be linked to the emission of CO₂ of the car (between 60% for diesel cars producing more than 175 g/km and petrol cars more than 190 g/km and 90% for diesel vehicles producing less than 105 g/km and petrol cars less than 120 g/km). This modification came into effect on April, 1 2007. Until March 31 2008 they will be applicable only on the fixed assets acquired or produced during this period. Those measures will generally be applied to all company cars from April 1 2008.

In the Benelux region, GE Capital Solutions operates from its headquarters in Brussels, with offices in the Netherlands and Luxembourg. GE Capital Solutions' fleet business serves 3,300 customers across the region, with 21,000 cars under contract. www.gecapitalsolutions.nl
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www.capitalsolutions.lu

OEM's strategy

Looking at a new decade of green technology

FLEETS will be able to slash their emissions and fuel use as manufacturers introduce the latest green technology over the next decade.

Whichever brands companies choose to be part of their fleet policy, each one will be certain to offer at least one 'cleaner' option. The drive for economy is in response to a commitment by the motor industry to reduce emissions from its cars under the threat of regulation by the EU.

Among major developments from manufacturers is Efficient Dynamics from BMW. This includes Auto Start-Stop, which simply turns the engine off automatically while the driver is stationary. The engine is restarted the instant a gear is engaged.

Tests in London on a Citroën C2 and a Mercedes-Benz van using a stop-start system showed fuel savings amounted to more than 20% in heavy traffic. Future developments for BMW include BMW ActiveHybrid, which combines two compact, high-performance electric motors that work with the normal engine. Already fleets wishing to introduce hybrid technology have several options available, including the Toyota Prius, Honda Civic Hybrid and several Lexus models.

More to come

And there is more to come, according to automotive intelligence firm Jato. A spokesman said: 'At the recent Frankfurt Motor Show the headlines were grabbed by engines that combine elements from both petrol and diesel engines for greater efficiency, "plug-in" hybrid vehicles that can use mains electricity as well as their on-board internal-combustion engine to re-charge their batteries, enhanced battery technology for hybrid vehicles and diesel-electric hybrids that give greater efficiency than the current petrol-electric hybrids.'

Traditional technology wins sales

Volkswagen is tempting green buyers with its BlueMotion models, which have enhancements designed to improve their environmental performance. These include changes to engine management systems and gear ratios, new aerodynamic bodywork and low rolling resistance tyres. At just 4.5 litres of diesel per 100 km, the Golf BlueMotion has seen fuel consumption reduced by 0.6 litres compared to the original model. Similarly, CO₂ emissions have been reduced from 135 g/km to 119 g/km. Volkswagen has now announced BlueMotion versions of the Polo to be followed by Golf, Golf Plus, Jetta, Touran and Passat. In addition, the technology has been adopted by other

brands within the Volkswagen group. Ford has announced EONetic versions of its Mondeo and revised Focus models, and promised more to follow, including the next Fiesta replacement.

EONetic uses similar performance and aerodynamic changes to enhance fuel consumption, including low rolling resistance tyres, while it also introduces low-viscosity transmission oil to cut down on power loss. The technology should first appear in 2008.

Opel has announced ecoFLEX versions of the Corsa, Meriva and Astra using the 1.3CDTi diesel engine, which follow a similar theme.

New breed of cars

Peugeot is one of a number of manufacturers bidding to launch hybrid versions of key models. Its focus is currently on a diesel hybrid version of the 308 that could offer economy of 3 litres per 100kms. The 308 120g could be on sale by the end of next year. The 120g stands for 120g/km and it is a benchmark that many manufacturers are targeting. In the UK, this is the benchmark below which major tax benefit for drivers and employers are offered.

Volvo is expected to achieve under 120g/km with its C30 Efficiency and Hyundai its low emission version of the i30 will emit just 119g/km.

A spokesman for Jato added: 'The low-CO₂ versions of the industry's existing products are a crucial part of today's technologies.'

'Well-proven technology, adapted to create cars with greater fuel efficiency than their standard counterparts, is creating a new breed of eco-friendly cars.'

Weight will be the next big battleground, as that can cut emissions significantly. At the recent Tokyo Motor Show, Toyota, second only to GM in global sales, showed a plug-in hybrid that only weighs 400kgs, just one-third of the weight of cars that are currently available. All these efforts are perfectly timed.

Emissions target

The European Parliament voted recently to require carmakers to meet a strict emissions target by 2015.

The Parliament's emissions spokesman Chris Davies, a British Liberal Democrat MEP, said: "These improvements may increase the price of new cars but... reduced emissions mean improved fuel economy, so those who buy the cars will save money."



The average CO₂ emissions of new cars in the seven largest Western European markets in the 12 months to July 2007 was 159.2g/km, an improvement of 1g/km since December 2006, and 6.4g/km since the start of 2003.

GE
Capital Solutions

Your key to a greener fleet

Clear Solutions is a package of services and practical tools which help you design an effective green fleet policy. With information and practical tools, it allows you to take action on reducing your CO2 footprint and to improve your environmental performance. A consultancy programme completes this comprehensive service, providing tailored solutions to fit the way your business works.

We're here to make a greener fleet a reality.

For further information visit us at
www.gecapitalsolutions.eu

Clear Solutions 



GE imagination at work