

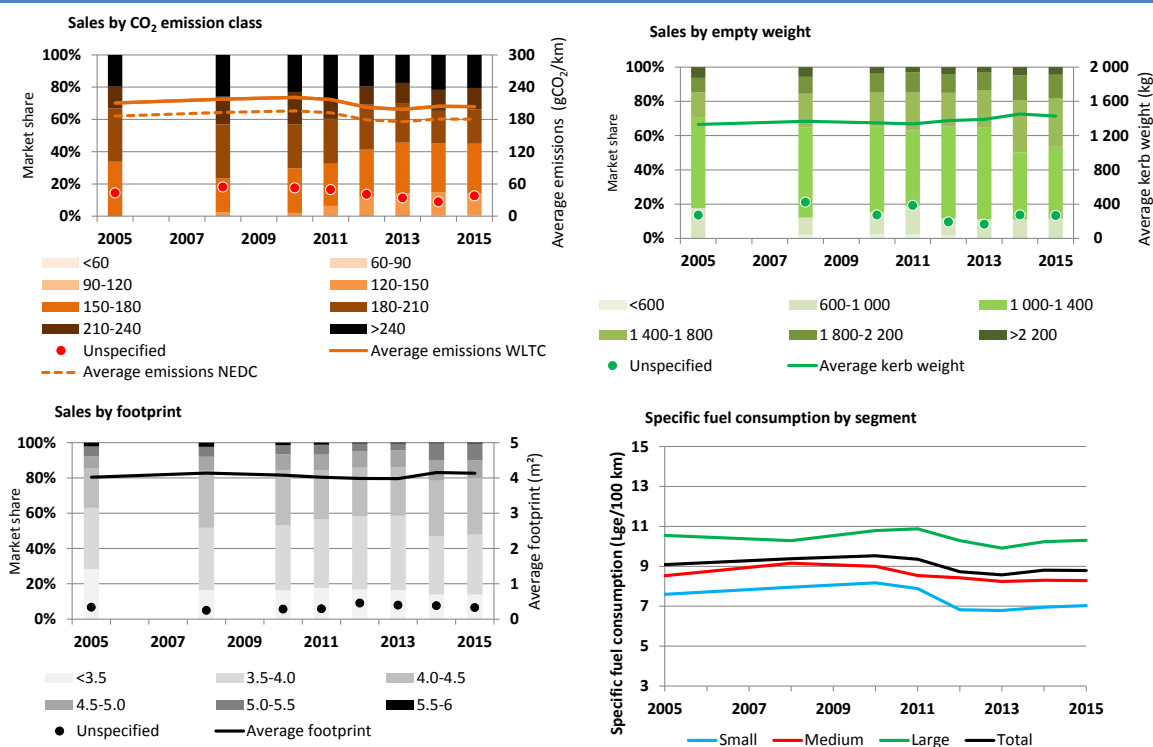
Mexico

Country spotlight

Population (million) (World Bank, 2016a):	127
Urban population (% of total) (World Bank, 2016b):	79%
GDP per capita (2014 USD/year) (World Bank, 2016c):	9 000
Average price gasoline and diesel (USD cent per L, 2014) (GIZ, 2015):	103; 102
Fuel tax class (2014) (GIZ, 2015):	taxed fuel price for petroleum fuels

In 2015, about 1.4 million LDVs were sold in Mexico (IHS Markit, 2016), while Mexico’s LDV fleet reached 24 million (IEA, 2016a). The LDV ownership rate was 0.20 LDVs per capita, slightly higher than other Latin American countries with comparable per-capita income. In 2013, the Mexican government adopted fuel economy regulations similar to the US CAFE standards, although with less ambitious targets and more flexibility for car manufacturers and importers (SEGOB, 2013). Similar to the United States and Canada, Mexican fuel economy targets are footprint based. In contrast to these countries, Mexican manufacturers are permitted to pool their performance for the purposes of compliance (TransportPolicy, 2016).

Figure 1 • LDV market by g CO₂/km, weight and footprint, 2005-15 and time series of specific fuel consumption by segment, Mexico



Source: IEA elaboration and enhancement for broader coverage of IHS Markit database.

Market profile and vehicle characteristics

Mexico’s LDV market grew rapidly until 2015, following a contraction between 2008 and 2010. In 2015, more than 1.6 million LDVs were sold, an increase of 18% year-on-year (IHS Markit, 2016). Mexico produces many more vehicles than it registers domestically and took seventh place globally, with almost 3.4 million units produced (OICA, 2016). All vehicles originate from foreign OEMs, topped by Nissan, Chevrolet and Volkswagen.

This summary is taken from GFEI Working Paper 15. For more complete information and references, see <https://www.globalfueleconomy.org/data-and-research/publications/gfei-working-paper-15>

Average CO₂ emissions of newly registered LDVs fell between 2010 and 2013 in Mexico, but increased again a little between 2013 and 2015, finishing at slightly more than 200 g CO₂/km. More specifically, the market share of high-emission vehicles (>240 g CO₂/km) grew by 20% between 2013 and 2015, while the medium segment (150-180 g CO₂/km) became less popular. The average fuel economy of new LDVs reversed course after 2013, rising to 8.8 lge/100 km. Nearly all LDVs sold were gasoline powered.

Average engine power remained relatively stable at around 94 kW between 2010 and 2015. Approximately two-thirds of new Mexican LDVs were between 70 kW and 100 kW, although data quality is somewhat limited. Up to 2014, the middle segment of 1 000-1 800 kg lost market share to more extreme weight classes at both ends of the spectrum, favouring very heavy vehicles (> 2 200 kg). Average displacement continuously fell from 2008, to 1.7 L in 2015, a value between the engine displacement of Chile and Brazil.

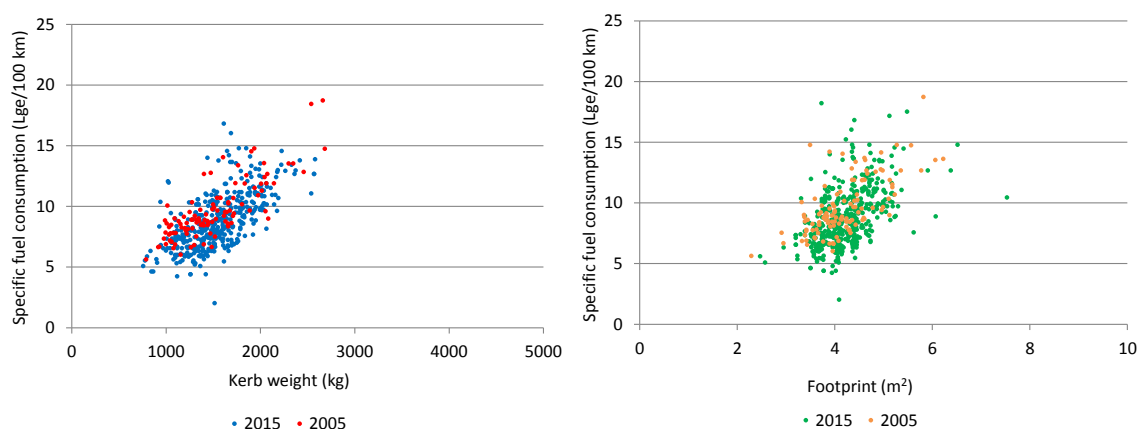
Newly registered Mexican LDVs grew in weight between 2010 and 2014. However, in 2015 this trend was reversed. Mexican vehicles had the same average weight as the United Kingdom. Average footprint has been relatively stable around 4 m², slightly below the global average.

Analysis of fuel economy trends

Mexican LDV sales lean towards the large segment. Small and large LDVs experienced increasing specific fuel consumption between 2013 and 2014, while medium LDVs remained stable (Figure 1).

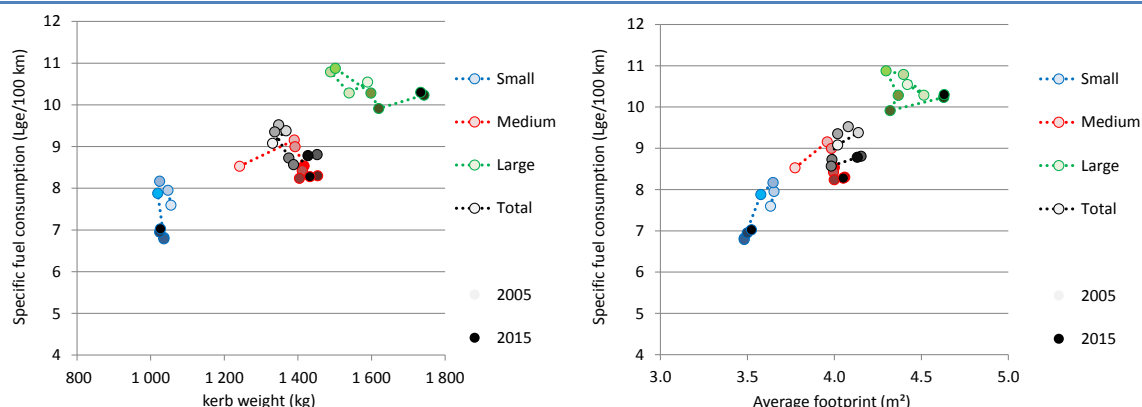
Data show no clear development in weight or footprint compared with specific fuel consumption between 2005 and 2015 (Figure 2), although the number of LDV models available increased significantly. New LDVs also became heavier over time.

Figure 2 • Fuel consumption per km of new LDVs plotted against vehicle weight and footprint, Mexico, 2005 and 2015



Source: IEA elaboration and enhancement for broader coverage of IHS Markit database.

The weight of small and medium LDVs remained stable over time (Figure 3), while average footprint declined. Large LDVs became heavier in the second half of the past decade. The footprints of medium and large LDVs did not follow any clear trend across the period 2005-15.

Figure 3 • Average new LDV fuel consumption per km by segment plotted against vehicle weight and footprint, 2005-15

Source: IEA elaboration and enhancement for broader coverage of IHS Markit database.

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