european aluminium association

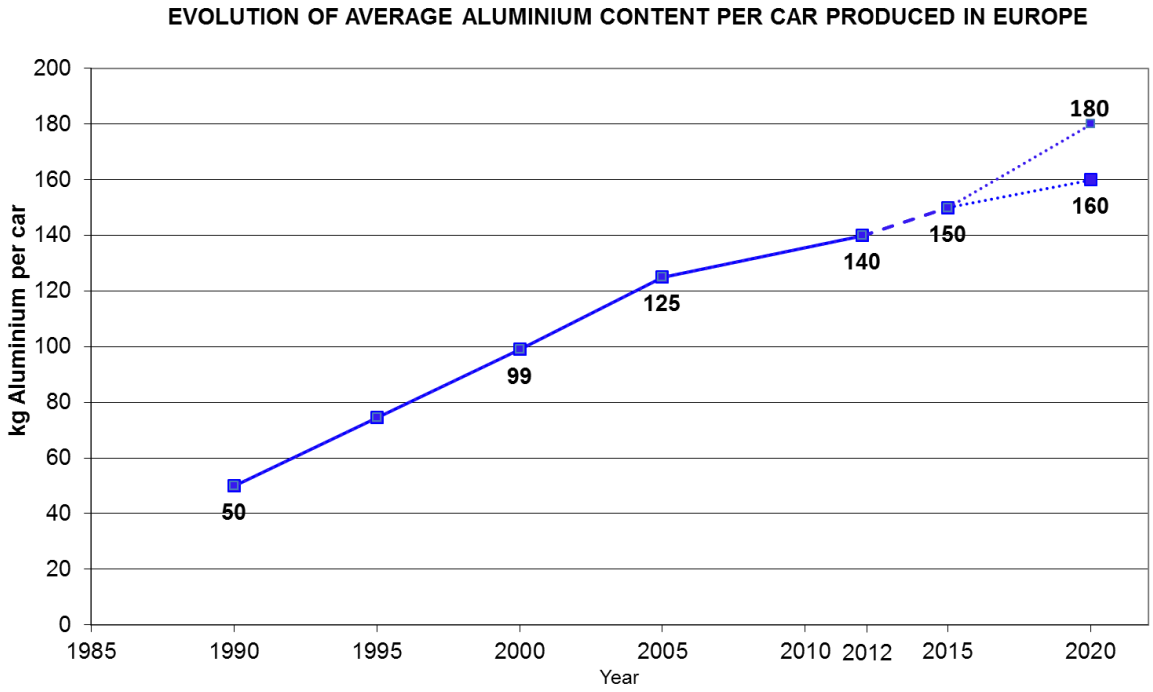
Press Release

Aluminium use in European cars is continuing to grow

Brussels, 26 April 2012: A study published by Ducker Worldwide in cooperation with the European Aluminium Association (EAA) shows that the amount of aluminium used per car produced in Europe almost tripled between 1990 and 2012, increasing from 50 kg to 140 kg. This amount is predicted to rise to 160 kg by 2020, and even reach as much as 180 kg if small and medium cars follow the evolution recorded in the upper segments of the automobile industry.

Furthermore, the weight savings achieved thanks to the aluminium content will lead to an average annual fuel saving of 65 litres per car, and will in total save roughly 43 million tonnes of CO2 emissions over the lifespan of the 17 million cars that will be produced in 2012.

"The EU currently leads the world in the use of high tech aluminium automotive components" says Richard Schultz, Managing Director of Ducker Worldwide.



The study carried out by Ducker Worldwide includes data from automotive companies and suppliers, EAA member companies, and past data from Ducker Worldwide. It is based on a detailed analysis of the use of aluminium castings, extrusions, forgings and sheets for 28 component groups across a sample of 57 car models, subsequently extrapolated to the entire 2012 production forecast in EU 27.

The study's important findings:

- The use of aluminium extrusions and sheets has increased significantly over the last 6 years, now representing nearly 30% of today's aluminium product mix in European cars.

- Aluminium extrusion and sheets are expected to represent 40-45% of the mix in the longer term, in particular due to new applications in the car body as well as in the chassis and suspension.

- The share of aluminium castings, representing today approx. 70% of the overall aluminium content in cars, will decrease accordingly. Castings are mainly used for drivetrain components and wheels.

- In the car body, rolled aluminium products are mainly used for heat exchangers and closures. Aluminium bonnets and fenders are now "state of the art". 21% of the cars produced today in Europe have an aluminium bonnet. New aluminium developments are focusing on doors and body structures.

- Aluminium extrusions are particularly used in crash management systems (CMS). Nearly 40% of front CMS produced today are made of aluminium.

- Significant possibilities for lightweighting with aluminium still exist for aluminium sheets in closures and the overall aluminium penetration in body structures, sub-frames and suspensions.

Pascal Wagner, Chairman of the Automotive Board of the European Aluminium Association concluded *"As 100 kg of aluminium in a car can reduce CO2 emissions per kilometre by 8 grams - and even by 9 grams if fuel production is taken into consideration - aluminium as a material for lightweight cars has a clear advantage. With the continual introduction of new technologies delivering further advantages in the design and manufacturing processes, aluminium will certainly play an important role in future generations of sustainable cars".*

About European Aluminium Association:
The European Aluminium Association, founded in 1981, represents the European aluminium industry from alumina and primary production to semi-finished and end-use products, through to recycling. The European aluminium industry directly employs about 255,000 people.

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