

| Region          | Percent of world vehicle sales 2013 | Emission standards           |              |                    |         | Fuel sulfur standards |         |              |         |
|-----------------|-------------------------------------|------------------------------|--------------|--------------------|---------|-----------------------|---------|--------------|---------|
|                 |                                     | Light-duty                   |              | Heavy-duty         |         | Gasoline              |         | Diesel       |         |
|                 |                                     | Current <sup>a</sup>         | Adopted      | Current            | Adopted | Current               | Adopted | Current      | Adopted |
| China           | <div></div> 25%                     | China 4 <sup>b</sup>         | China 5      | China IV           |         | 50 (10) <sup>c</sup>  | 10      | 350 (50, 10) | 10      |
| US              | <div></div> 19%                     | Tier 2                       | Tier 3       | US 2010            |         | 30                    | 10      | 15           |         |
| EU              | <div></div> 17%                     | Euro 5b                      | Euro 6       | Euro VI            |         | 10                    |         | 10           |         |
| Japan           | <div></div> 6%                      | PNLT                         |              | PNLTES             |         | 10                    |         | 10           |         |
| Brazil          | <div></div> 4%                      | L-6                          |              | P-7                |         | 50                    |         | 500 (10)     |         |
| India           | <div></div> 4%                      | Bharat III                   | <sup>d</sup> | Bharat III         |         | 150                   |         | 350 (50)     |         |
| Russia          | <div></div> 3%                      | Euro 4                       | Euro 5       | Euro IV            | Euro V  | 150                   | 10      | 350          | 10      |
| Canada          | <div></div> 2%                      | Tier 2                       | <sup>e</sup> | US 2010            |         | 30                    |         | 15           |         |
| South Korea     | <div></div> 2%                      | Euro 6                       |              | Euro V             | Euro VI | 10                    |         | 10           |         |
| Australia       | <div></div> 1%                      | ‘Core’ Euro 5                | Euro 6       | Euro V / US07/JE05 |         | 150 (50)              |         | 10           |         |
| Mexico          | <div></div> 1%                      | Tier 1 / Euro 3 <sup>f</sup> |              | US 2004 / Euro IV  |         | 150 (30)              |         | 500 (15)     |         |
| Other countries | <div></div> 15%                     |                              |              |                    |         |                       |         |              |         |

Euro-equivalent<sup>g</sup>

|            |           |          |           |                |
|------------|-----------|----------|-----------|----------------|
| Euro 3/III | Euro 4/IV | Euro 5/V | Euro 6/VI | Post Euro 6/VI |
|------------|-----------|----------|-----------|----------------|