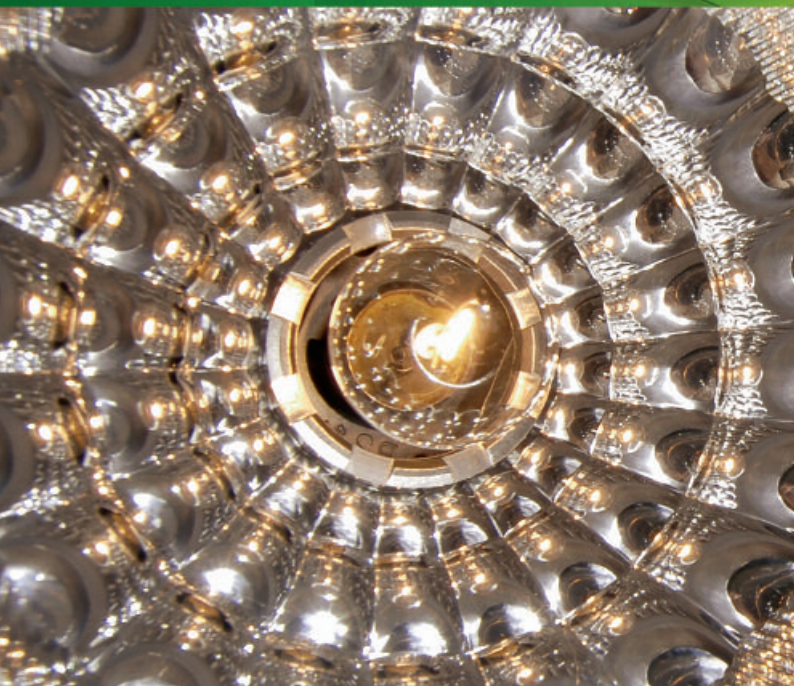




PSA PEUGEOT CITROËN

MEMENTO
March 2009



2008 KEY FIGURES

- **€54.4 billion in sales and revenue**
- **3,260,400 vehicles sold worldwide**
- **More than one million vehicles sold outside Western Europe**
- **Europe's second-largest carmaker, with 13.8% of the market**
- **Europe's leading manufacturer of light commercial vehicles, with 19.9% of the market**
- **Sustained leadership in low-emission vehicles with more than 1.1 million sold emitting less than 140g CO₂/km**
- **201,700 employees worldwide**
- **Operations in 150 countries**

PROFILE

A European carmaker with international scope, PSA Peugeot Citroën brings to market two automobile brands with innovative line-ups and clearly differentiated styles: Peugeot and Citroën.

With operations in 150 countries, the Group generates more than one-third of its sales outside Western Europe and is developing its production resources near its priority markets, with plants in Latin America, China and, soon, Russia.

PSA Peugeot Citroën is also recognized worldwide for its environmental leadership. In 2008, for the third year in a row, the Group sold more than one million vehicles that emit less than 140 grams of CO₂ per kilometre.

It is also firmly committed to enhancing road safety, to which it allocates a significant portion of its research and development budget.

PSA Peugeot Citroën has made social dialogue the foundation of its human resources policy. The Global Corporate Social Responsibility Agreement signed with labour unions in 2006 has helped to extend this policy to the Group's 201,700 employees in host countries around the world.

PSA Peugeot Citroën also has operations in automotive financing with Banque PSA Finance, logistics with Gefco, and transport and automotive equipment with Faurecia.

CORPORATE INFORMATION



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CORPORATE GOVERNANCE

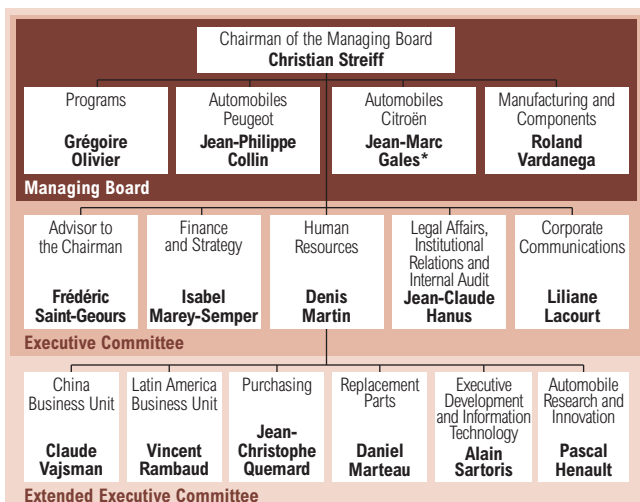
Since 1972, Peugeot S.A. has had a two-tier management structure, comprising a Managing Board, responsible for strategic and operational management, and a Supervisory Board, responsible for oversight and control.

› Supervisory Board

The Supervisory Board appoints members of the Managing Board and oversees the Managing Board's management of the Company.

- Thierry Peugeot, **Chairman**
- Jean-Philippe Peugeot, Jean-Louis Silvant, **Vice-Chairmen**
- Marc Friedel, Jean-Louis Masurel, Jean-Paul Parayre, Robert Peugeot, Henri Philippe Reichstul, Marie-Hélène Roncoroni, Geoffroy Roux de Bézieux, Ernest-Antoine Seillière and Joseph F. Toot Jr.
- Roland Peugeot and François Michelin, **Non-voting Advisors**

› Corporate Management



* Appointed 21 April 2009

As of 16 February 2009

➤ SHAREHOLDER AND VOTING RIGHTS STRUCTURE

(at 31 December 2008)

Main registered shareholders*	% shares owned	% voting rights held
Peugeot family	30.30%	45.13%
Treasury stock	3.07%	-
Employees (directly and via the employee mutual fund)	2.76%	3.80%
Caisse des Dépôts	2.22%	1.74%
BNP Paribas	1.13%	1.77%
Others	60.52%	47.59%

* Based on registered shares and mandatory disclosures of holdings.

➤ MARKET VALUE: €2.84 BILLION

(at 31 December 2008)

➤ STOCK PRICE

Date	Peugeot S.A. stock price in euro
31 December 2004	46.70
31 December 2005	48.70
31 December 2006	50.20
31 December 2007	50.45
31 December 2008	12.15

➤ INVESTOR CALENDAR

2008 annual results	11 February 2009
First-quarter 2009 sales and revenue	22 April 2009
Annual Shareholders' Meeting	3 June 2009
2008 dividend paid (subject to stockholder approval)	10 June 2009
Interim 2009 results	29 July 2009
2009 nine-month sales and revenue	21 October 2009

STRATEGIC OBJECTIVES

To return its operations to growth and profitability, PSA Peugeot Citroën has been implementing the CAP 2010 revitalization programme since 2007. Now at its midpoint, the programme has already delivered positive results:

- Quality has improved, as seen in the success of the new Citroën C5 and Peugeot 308, which both offer an unprecedented quality experience.
- Savings generated by programme totalled €932 million in 2007 and €1.4 billion in 2008.

In the second half of 2008, however, the Group had to take a series of emergency measures in response to the sudden crisis that struck the global auto industry.

The action plans, which have focused on reducing inventory and managing cash, will be pursued in 2009 with the goal of returning the Group to profit in 2010. The new voluntary separation plan implemented in December 2008 will help to reduce corporate overheads.

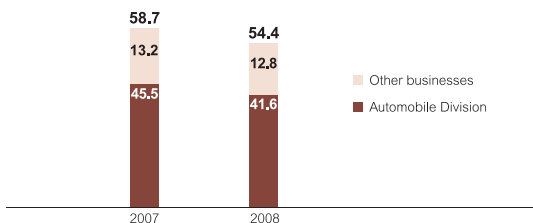
All of the 2009 model launches will proceed as scheduled and PSA Peugeot Citroën will continue to invest and build for the future. The Group is committed to enhancing its customer offering and plans to roll out new models, notably in a premium line. Much of the R&D expenditure will again be allocated to research on more environmentally friendly technologies. The Group will also continue to grow its business in new markets, such as Russia and Latin America.

2009 will also see Peugeot and Citroën introduce new brand identities. Citroën began the process in February by presenting its new "Créative Technologie" identity, symbolised in particular by the new DS model line-up. Peugeot will unveil its new look later in the year.

In a highly challenging economic environment, the confirmation of PSA Peugeot Citroën's environmental leadership in 2008 provides a powerful competitive advantage for when the Group returns to sustainable growth.

FINANCIAL HIGHLIGHTS

SALES AND REVENUE (€ billions)



SALES AND REVENUE BY BUSINESS

(€ millions)

	2007	2008
Automobile Division	45,519	41,643
Banque PSA Finance	1,999	2,088
Gefco	3,554	3,536
Faurecia	12,661	12,011
Other businesses and Intersegment eliminations	(5,057)	(4,922)
Total PSA Peugeot Citroën	58,676	54,356

RECURRING OPERATING INCOME

	2007	2008
Recurring operating income (€ millions)	1,752	550
Consolidated operating margin as a % of sales and revenue	3%	1%
Automobile division operating margin as a % of sales and revenue	1.9%	- 0.5%

RECURRING OPERATING INCOME BY BUSINESS

(€ millions)

	2007	2008
Automobile Division	858	(225)
Banque PSA Finance	608	557
Gefco	155	127
Faurecia	121	91
Other businesses and eliminations	10	0
Total PSA Peugeot Citroën	1,752	550

➤ **PROFIT ATTRIBUTABLE TO PEUGEOT S.A.
OF THE PARENT** (€ millions)

	2007	2008
Profit attributable to Peugeot S.A.	885	(343)

➤ **FINANCING AND FINANCIAL SITUATION** (€ millions)

	2007	2008
Cash flow*	3,515	2,380
Capital expenditure (excl. R&D)*	2,079	2,156
Net financial position*	1,404	(2,906)
Equity	14,555	13,277

* Of the manufacturing and sales companies.

➤ **AUTOMOBILE DIVISION RESEARCH AND DEVELOPMENT
EXPENDITURE**

	2007	2008
€ millions	1,800	1,770
As a % of Automobile Division Sales and revenue	3.8%	4.2%

HUMAN RESOURCES AND EMPLOYEE RELATIONS

➤ NUMBER OF EMPLOYEES BY SUBSIDIARY

at 31 December 2008

	2007	2008
Automobile Division	134,345	129,885
Banque PSA Finance	2,330	2,390
Gefco	9,980	10,060
Faurecia	59,765	58,140
Other businesses	1,430	1,215
Total	207,850	201,690

➤ NUMBER OF EMPLOYEES BY REGION

at 31 December 2008

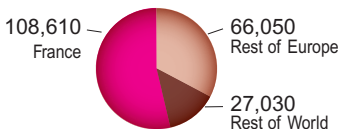
	2007	2008
France	123,680	108,610
Rest of Western Europe	54,340	49,330
Central and Eastern Europe	4,140	16,720
Africa	800	2,110
South America	5,040	13,665
North and Central America	4,240	7,635
Asia	210	3,620
Total	192,450	201,690

➤ NUMBER OF EMPLOYEES BY JOB CATEGORY

at 31 December 2008

	Operators	Administrative employees technicians and supervisors	Managers
Automobile Division	73,775	34,845	21,260
Banque PSA Finance	-	1,780	610
Gefco	3,575	5,390	1,100
Faurecia	38,255	9,750	10,135
Other businesses	665	370	180
Total	116,270	52,135	33,285

➤ EMPLOYEES BY REGION, at 31 December 2008



➤ WOMEN HIRED IN 2008 AS A % OF TOTAL NEW HIRES, 28,8% (versus 11% in 1999)

➤ Major agreements signed since 1999

- **October 2008:** Signature of an amendment to the September 2004 agreement concerning diversity and social cohesion within the enterprise.
- **July 2008:** New agreement on job opportunities for the disabled, renewing and improving the September 2005 agreement.
- **June 2008:** Agreement on the creation of a joint labour - management International Strategy Committee.
- **January 2008:** Automobile Division salary agreement signed with four unions.
- **November 2007:** New agreement concerning gender equality and employment for women.
- **April 2007:** Agreement concerning the planning and development of the Group's human resources.
- **January 2007:** Agreement concerning harmonization of shift premiums.
- **March 2006:** Global Corporate Social Responsibility Agreement.
- **April 2005:** Agreement on career-long learning.
- **March 2005:** Corporate agreement on the personal growth and career development of production line operators.
- **September 2004:** Agreement on diversity and social cohesion.

- **November 2003:** Corporate agreement concerning gender equality and employment for women.
- **May 2002:** Agreement on a new defined contribution pension plan.
- **March 1999:** Framework agreement on organisational improvements, working hours, training and jobs (35-hour work week).

The number and organisation of working hours, vacation time and wage policies are negotiated every year. In addition, a large number of amendments are regularly negotiated to extend or enhance major agreements and strengthen social dialogue.

➤ **The 2007, 2008 and 2009 Jobs and Capabilities Redeployment Plans**

As part of the CAP 2010 program to drive growth and improve competitiveness, a Jobs and Capabilities Redeployment Plan was introduced in July 2007. The plan was intended to adjust the Group's human resources to sales volumes. Through these voluntary separation measures, nearly 6,600 people have left the organisation.

On December 2, 2008, the Central Works Council endorsed a new voluntary separation program as an emergency measure. Its purpose is to respond to the crisis that has suddenly and severely impacted the automobile industry and to speed efforts aimed at reducing overheads. The new plan affects 3,550 jobs across all of the Group's sites and corporate departments. At the same time, 900 operators working at the Rennes production centre with permanent contracts will be offered job redeployment opportunities on other Group sites.

➤ Additional information

- PSA Peugeot Citroën was awarded a new “diversity” label in January 2009 in recognition of its policies to promote equal opportunity.
- PSA Peugeot Citroën was the first French company to earn France’s “Equal Opportunity Employer” label in January 2005 for its commitment to gender equality. The label was renewed in 2008.
- An Ethics Charter applying to all employees has been in place since 2003.
- The Group has supported the United Nations’ Global Compact since 2003.
- An agreement governing the hiring of temporary employees was signed in 2003.
- A framework agreement on bringing young people into the workplace was signed with France’s state-run employment agency in 2003.
- A framework agreement was signed with France’s Ministry of National Education in January 2004.

OTHER BUSINESSES

➤ Banque PSA Finance

Operating in 23 countries around the world, Banque PSA Finance supports the sale of Peugeot and Citroën vehicles by financing new vehicle and replacement parts inventory for dealers and offering a comprehensive array of financing and related services to car buyers.

	2007	2008
Number of vehicles financed	851,000	848,100
Outstanding loans (€ millions)	23,456	22,283
Recurring operating income (€ millions)	608	557

› Gefco

With its ability to deliver end-to-end solutions across the supply chain, Gefco is currently pursuing a growth strategy based on industrial supply chain integration and international development in more than 100 countries around the world. Its core competencies are vehicle logistics and transport and the inbound and outbound transport of freight and components for production plants.

	2007	2008
Revenue (€ millions)	3,554	3,536
Recurring operating income (€ millions)	155	127

› Faurecia

Ranked No. 3 in Europe and No. 8 worldwide, Faurecia is a global leader in automotive equipment with operations in four core businesses: car seats, vehicle interiors, front-end modules and exhaust systems. With 2008 revenue of €4.2 billion, Faurecia has operations in 28 countries and 60,000 employees working on 190 sites and in 28 research and development centres. Faurecia is listed on the NYSE Euronext (Paris) stock exchange.

	2007	2008
Revenue (€ millions)	12,661	12,011
Recurring operating income (€ millions)	121	91

› Peugeot Motorcycles

Present in more than 60 countries, Peugeot Motorcycles designs, manufactures and markets scooters and motorbikes through 6,500 dealers worldwide. The brand, which is ranked third in Europe, offers one of the market's broadest model ranges, supported by unrivalled innovation in the areas of safety, the environment and performance.

MILESTONES

› Milestones Over The Last Three Decades

- **2008:** The cornerstone is laid for the Kaluga plant in Russia and an agreement is signed with Mitsubishi Motors Corporation.
- **2007:** Appointment of Christian Streiff as Chairman of the Managing Board and launch of the CAP 2010 action plan.
- **2006:** New production plant inaugurated in Trnava, Slovakia.
- **2005:** Joint PSA Peugeot Citroën–Toyota production plant inaugurated in Kolín, Czech Republic.
- **2004:** New Automotive Design Network (ADN) center inaugurated in Vélizy to house all of the Group's styling studios and innovation teams.
- **2002:** Joint venture DPCA created with Dongfeng Motors to expand cooperative production of Peugeot and Citroën models in China.
- **2001:** Porto Real production plant inaugurated in Brazil.
- **2000:** Diesel particulate-filter system unveiled and introduced.
- **1998:** Common-rail, direct-injection HDi diesel engine presented and later offered on all the Peugeot and Citroën line-ups.
- **1998:** Acquisition of Sevel Argentina.
- **1998:** New organisation introduced. Technological, manufacturing, administrative and financial processes are combined to enhance efficiency and create economies of scale.
- **1998:** ECIA completes a friendly acquisition of equipment manufacturer Bertrand Faure. The new company, named Faurecia, is more than 50% owned by PSA Peugeot Citroën.
- **1997:** Jean-Martin Folz appointed Chairman of the Managing Board.

- **1992:** DCAC joint venture set up with Dongfeng Motors to assemble Citroën ZX models in China. The final assembly plant is built in Wuhan, Hubei Province, while mechanical components production is based in Xiangfan.
- **1987:** Aciers et Outillages Peugeot and Cycles Peugeot merge to form ECIA, a PSA Peugeot Citroën subsidiary and pan-European auto equipment manufacturer.
- **1984:** Jacques Calvet appointed Chairman of the Managing Board.
- **1980:** Peugeot and Talbot merge.
- **1979:** Creation of Compagnie Générale de Crédit aux Particuliers (Crédipar).
- **1979:** The Talbot marque is introduced to replace the Chrysler brand in Europe.
- **1978:** PSA Peugeot Citroën acquires Chrysler Europe.
- **1977:** Jean-Paul Parayre appointed Chairman of the Managing Board to replace François Gautier.
- **1976:** The PSA Peugeot Citroën Group is created by the merger of Citroën S.A. and Peugeot S.A. Automobiles Peugeot and Automobiles Citroën become wholly-owned PSA Peugeot Citroën subsidiaries.

➤ 2008 highlights

- **16 December:** Launch of the Citroën Grand C4 Picasso in China.
- **9 December:** PSA Peugeot Citroën and Robert Bosch GmbH sign a strategic partnership in the area of diesel hybrid technology.
- **2 December:** The Central Works Council endorses a new voluntary separation program concerning 3,550 non-production-related positions.
- **9 October:** EDF and PSA Peugeot Citroën sign a partnership to support the development of electric vehicles and plug-in hybrids.
- **2 October:** PSA Peugeot Citroën innovates with HYbrid4, which integrates hybrid all-wheel drivetrain technology.

- **28 July:** Presentation of the Citroën C-Quatre, to be marketed in China beginning in September.
- **10 July:** Peugeot unveils the new 308 Coupé Cabriolet.
- **17 June:** PSA Peugeot Citroën and Mitsubishi Motors Corporation announce that they will conduct a feasibility study on a technical cooperative project in the area of electric powertrains.
- **10 June:** PSA Peugeot Citroën and Mitsubishi Motors Corporation lay the cornerstone of their joint production plant in Kaluga, Russia.
- **21 May:** Introduction of a version of the Peugeot 207 developed for the Latin American market.
- **15 May:** Market launch of the Peugeot 308 SW.
- **24 April:** PSA Peugeot Citroën announces the development of a new family of one-litre, three-cylinder petrol engines. The objective is to bring to market vehicles that emit fewer than 100 grams of CO₂ per km.
- **April:** Market launch of the new Citroën C5.
- **February:** Rollout of the Citroën Nemo and the Peugeot Bipper.
- **January:** The new Citroën Berlingo and Peugeot Partner are presented in Vigo, Spain.

MILESTONES IN THE GROUP'S COOPERATIVE VENTURES

› Vehicles

› FIAT

- **2006:** Fiat and PSA Peugeot Citroën sign a new cooperation agreement to assemble a PSA Peugeot Citroën gearbox at the Fiat Auto plant in Cordoba, Argentina, starting in 2007.
- **2006:** Renewal of the light commercial vehicle (Sevelsud) and compact commercial vehicle (Sevelnord) lineups.
- **1995:** Production begins of the Peugeot Expert, Citroën Dispatch and Fiat Scudo (Sevelnord).

- **1994:** The new Sevelnord production plant is inaugurated in Valenciennes.
- **1993:** Production begins of the Citroën Relay, Peugeot Boxer and Fiat Ducato (Sevelsud).
- **1988:** The light commercial vehicle agreement is extended and a new agreement is signed to design and produce a multi-purpose vehicle.
- **1981:** Production begins of the Fiat Ducato, Peugeot J5 and Citroën C25 (Sevelsud).
- **1978:** PSA and Fiat create Sevel S.p.A. to jointly manufacture a light commercial vehicle.

➤ TOYOTA

- **2005:** The Kolín plant is officially inaugurated.
- **2005:** The Citroën C1, the Peugeot 107 and the Toyota Aygo are unveiled at the Geneva Motor Show.
- **2001:** PSA Peugeot Citroën and Toyota sign a cooperation agreement to jointly develop and produce compact cars. The decision is made to build a plant in Kolín, Czech Republic.

➤ TOFAS AND FIAT

- **2007:** The Tofas plant in Bursa, Turkey, inaugurates the new production line for the compact economy van developed in cooperation by PSA Peugeot Citroën, Fiat and Tofas. Presentation of the Peugeot Bipper and Citroën Nemo, which will be marketed in 2008.
- **2005:** PSA Peugeot Citroën, Fiat and Tofas agree to develop small entry-level light commercial vehicles at the Tofas plant in Bursa, Turkey.

➤ MITSUBISHI

- **2008:** Cooperation project to work on electric powertrains.
- **2008 :** First foundation stone laid at the Kaluga plant in Russia, held 70% by PSA Peugeot Citroën and 30% by Mitsubishi Motors Corporation.

- **2007:** The Citroën C-Crosser and Peugeot 4007 are unveiled at the Geneva Motor Show, for market launch in the summer.
- **2005:** Mitsubishi and PSA Peugeot Citroën sign a cooperation agreement to produce new SUVs.

› **Engines and gearboxes**

› **RENAULT**

- **2001:** PSA Peugeot Citroën, Renault and the Conservatoire National des Arts et Métiers (CNAM) sign articles of incorporation for Souffleries Aéroacoustiques Automobiles-S2A, a consortium that will serve as a center of excellence for automobile aerodynamics in France.
- **1992:** PSA Peugeot Citroën and Renault sign a cooperation agreement to develop and produce a new family of automatic gearboxes.

› **FORD**

- **2006:** PSA Peugeot Citroën and Ford are the world's leading manufacturers of diesel engines.
- **2005:** The fourth phase of the cooperative agreement begins, covering the joint production of diesel 2.2-litre engines for cars and commercial vehicles.
- **2004:** Ford Motor Company and PSA Peugeot Citroën announce plans to increase production of the 1.4, 1.6 and 2.0-litre diesels developed by their cooperative venture.
- **2003:** The third phase of the cooperative agreement culminates in the unveiling of the 2.7-litre V6 engine.
- **2003:** Presentation of the second-generation DV6 and DW10 engines.
- **2001:** Launch of the DV4 engine.
- **1998:** A cooperation agreement is signed to jointly develop the new HDi family of diesel engines.

» BMW

- **2007:** Market launch of the first Peugeot and Citroën vehicles powered by the 1.4-litre engines.
- **2006:** Market launch of the first Peugeot and Citroën vehicles powered by the 1.6-litre engines.
- **2002:** PSA Peugeot Citroën and BMW Group sign a cooperation agreement to jointly develop and produce a new family of small 1.4 and 1.6-litre gasoline engines.

FINANCIAL AND OPERATING STATISTICS

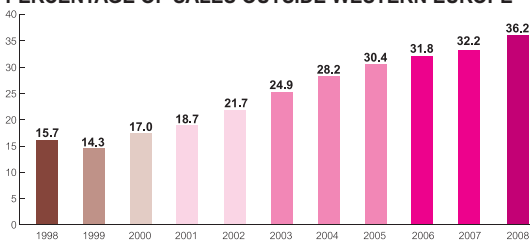
WORLDWIDE SALES

	Peugeot	Citroën	PSA Peugeot Citroën
2008	1,904,100	1,356,300	3,260,400
2007	1,967,100	1,461,300	3,428,400
2006	1,959,800	1,406,100	3,365,900
2005	1,995,500	1,394,500	3,390,000
2004	2,027,200	1,348,100	3,375,300
2003	1,913,600	1,372,500	3,286,100
2002	1,955,400	1,312,100	3,267,500
2001	1,899,200	1,233,600	3,132,800
2000	1,674,000	1,141,800	2,815,800
1999	1,511,600	1,006,900	2,518,500
1998	1,314,600	967,400	2,282,000

SALES OUTSIDE WESTERN EUROPE

	Peugeot	Citroën	PSA Peugeot Citroën
2008	820,100	362,300	1,181,400
2007	743,300	361,400	1,104,700
2006	734,900	334,800	1,069,700
2005	738,000	291,500	1,029,500
2004	698,500	252,200	950,700
2003	561,500	255,700	817,200
2002	493,600	216,900	710,500
2001	414,100	173,200	587,300
2000	324,000	155,500	479,500
1999	238,700	122,300	361,000
1998	227,500	131,000	358,500

PERCENTAGE OF SALES OUTSIDE WESTERN EUROPE



REGISTRATIONS IN THE 18-COUNTRY EUROPE*

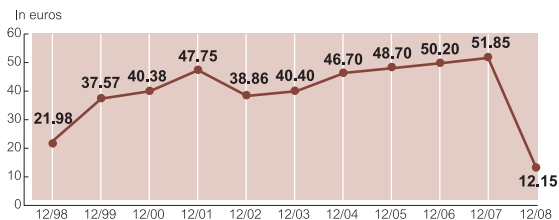
	Peugeot	Citroën	PSA Peugeot Citroën
2008	1,125,300	1,005,200	2,130,500
2007	1,225,500	1,104,200	2,329,700
2006	1,233,300	1,078,700	2,312,100
2005	1,253,400	1,098,300	2,351,700
2004	1,317,300	1,086,200	2,403,400
2003	1,356,100	1,103,900	2,460,000
2002	1,437,600	1,074,500	2,512,100
2001	1,443,600	1,060,400	2,504,000
2000	1,318,900	959,600	2,278,500
1999	1,264,800	875,600	2,140,400
1998	1,088,100	836,600	1,924,700

MARKET SHARE IN THE 18-COUNTRY EUROPE*

	Peugeot	Citroën	PSA Peugeot Citroën
2008	7.3%	6.5%	13.8%
2007	7.3%	6.6%	13.8%
2006	7.4%	6.5%	13.8%
2005	7.6%	6.7%	14.3%
2004	8.0%	6.6%	14.6%
2003	8.5%	6.9%	15.4%
2002	8.9%	6.6%	15.5%
2001	8.6%	6.4%	15.0%
2000	7.9%	5.8%	13.7%
1999	7.5%	5.2%	12.7%
1998	6.8%	5.2%	12.0%

*Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom.

PEUGEOT S.A. STOCK PRICE



SALES AND REVENUE (in € millions)

Sales and revenue	
2008	54,356
2007	58,676
2006	56,594
2005	56,267
2004*	56,105
2004	56,797
2003	54,238
2002	54,436
2001	51,663
2000	44,181
1999	37,807
1998	33,758

*Transition to IFRS.

➤ RECURRING OPERATING INCOME

	Recurring operating income (€ millions)	Operating margin as a % of turnover	Recurring Automobile Division operating margin as a % of sales and revenue
2008	550	1.0	- 0.5
2007	1,752	3.0	1.9
2006	1,119	2.0	0.6
2005	1,940	3.4	2.0
2004*	2,481	4.4	3.3
2004	2,182	3.8	2.5
2003	2,214	4.1	3.0
2002	2,913	5.4	5.0
2001	2,652	5.1	4.8
2000	2,121	4.8	4.2
1999	1,674	4.4	3.5
1998	1,092	3.2	2.1

➤ PROFIT ATTRIBUTABLE TO PEUGEOT S.A. (in € millions)

Profit attributable to Peugeot S.A.	
2008	(343)
2007	885
2006	183
2005	1,029
2004*	1,646
2004	1,357
2003	1,497
2002	1,690
2001	1,691
2000	1,312
1999	729
1998	484

*Transition to IFRS.

2.

DESIGN AND MANUFACTURING

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PLANT LOCATIONS



- Automobile manufacturing plants
- Mechanical component plants and foundries
- New production center under construction
- ▲ Cooperative ventures
- *Joint ventures



MANUFACTURING

WORLDWIDE PRODUCTION

	2007	2008	% Change
Peugeot	2,077,400	1,945,700	-6.34
Citroën	1,464,400	1,376,900	-5.97
PSA Peugeot Citroën	3,541,800	3,322,600	-6.19

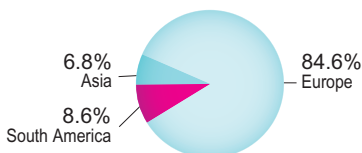
AUTOMOBILE PLANTS

Plants	Models produced January 1, 2009	2008 production
Vigo (Spain)	Grand C4 Picasso, C4 Picasso, Xsara Picasso, Berlingo, Partner	439,600
Sochaux (France)	307 CC, 307 SW, 307 break, 308 CC, 308 SW, 308 Break, 607, 3008	287,800
Mulhouse (France)	206, 308, C4	276,000
Aulnay (France)	C2, C3	248,500
Rennes (France)	C5, C5 Tourer, Xsara Picasso, 407, 407 coupé, 407 SW, 407 break, C6	229,900
Kolín* (Czech Republic)	C1, 107	216,200
Poissy (France)	207, 207 SW, 1007	198,400
Trnava (Slovakia)	207, C3 Picasso	185,900
Wuhan* (China)	206, 307 Sedan, C2 China, C-Quatre, C-Triomphe, ZX, C-Elysée, Xsara Picasso China	172,600
Buenos Aires (Argentina)	206, 207, 307, 307 Sedan, C4, C4 Sedan, Partner, Berlingo	132,100
Porto Real (Brazil)	206, 207, C3, Xsara Picasso	128,200
Madrid (Spain)	207, 207 CC, C3 Pluriel	114,700
Sevelsud* (Italy)	Boxer, Jumper (Relay)	110,600
Sevelnord* (France)	807, C8, Expert, Jumpy (Dispatch)	106,900
Bursa* (Turkey)	Bipper, Nemo	62,600
Mangualde (Portugal)	Partner, Berlingo	61,400
Mizushima puis Okazaki* (Japan)	4007, C-Crosser	33,200

* Joint or cooperative ventures.

Production facilities also include a CKD manufacturing and shipping plant in Vesoul, France.

2008 PRODUCTION BY REGION



MECHANICAL COMPONENTS PLANTS AND FOUNDRIES

Plants	Production
Asnières (France)	Hydraulic systems
Caen (France)	Wheels, axles, suspension systems, transmissions
Charleville (France)	Aluminium and iron castings
Douvrin*, Française de Mécanique (France)	Petrol and diesel engines
Hérimoncourt (France)	Engines and gearboxes
Metz (France)	Gearboxes
Mulhouse Mechanical Components Plant (France)	Wheels, axles, suspension systems
Mulhouse Metallurgical Plant (France)	Aluminium pressure castings, forged steel components and tooling
Saint-Ouen (France)	Stampings, body in white
Sept-Fons (France)	Iron castings
Sochaux Mechanical Components Plant (France)	Shock absorbers, wheels, axles, suspension systems
Trémery (France)	Petrol and diesel engines
Valenciennes (France)	Gearboxes
Jeppener (Argentina)	HDi diesel engines; wheels, axles, suspension systems
Porto Real (Brazil)	Flex-fuel and gasoline engines
Xiangfan* (China)	Petrol engines; gearboxes; wheels, axles, suspension systems

* Joint or cooperative ventures

REPLACEMENT PARTS

15 replacement part warehouses manage 230,000 items. They represent over one million square metres of storage space:

- Copenhagen (Denmark)
- Koper (Slovenia)
- Melun (France)
- Moscow (Russia)
- Oosterhout (NL)
- Pinto (Spain)
- Prégna (Italy)
- Sarrebruck (Germany)
- Spillern (Austria)
- Tile Hill (UK)
- Vesoul (France)
- Barueri (Brazil)
- Natolin (Poland)
- Pacheco (Argentina)
- Rieste (Germany)

WORLDWIDE PRODUCTION BY MODEL

Peugeot			
	Launched	2008 production	Total production to 2008
107	June 2005	108,200	349,000
1007	April 2005	10,400	44,400
206	September 1998	210,700	6,390,700
207	April 2006	480,400	1,344,400
307	April 2001	137,000	3,437,900
308	September 2007	303,600	409,700
407	April 2004	82,000	798,000
607	May 2000	4,600	167,600
807	June 2002	13,400	166,900
4007	July 2007	17,400	25,800
Bipper	January 2008	29,500	32,800
Partner	July 1996	152,300	1,507,200
Expert	October 1995	44,100	396,600
Boxer	February 1994	59,000	647,600

Citroën			
	Launched	2008 production	Total production to 2008
C1	June 2005	108,100	332,800
C2	September 2003	59,000	602,100
C3	March 2002	239,800	2,045,800
C4	November 2004	389,700	1,403,800
Xsara	September 1997	73,400	392,600
C5	March 2001	98,400	824,800
C6	May 2006	1,700	18,700
C8	May 2002	8,400	127,200
C-Crosser	July 2007	15,800	24,200
Nemo	January 2008	33,100	36,000
Berlingo	September 1996	168,000	1,962,500
Jumpy (Dispatch)	September 1995	41,000	364,200
Jumper (Relay)	February 1994	57,200	571,300

Production figures take into account all versions, restyled models and other variations of a given vehicle. For example, the C4 Picasso and the Grand C4 Picasso are included in C4 production figures.

➤ ENGINES AND VEHICLES MANUFACTURED IN COOPERATION

- Engines produced in cooperation in 2008: **1,960,000**
- Vehicles produced in cooperation in 2008: **535,221**

DESIGN AND R&D

➤ R&D CENTRES

- **4** technical centres in France: Vélizy, Sochaux-Belchamp, La Garenne, Carrières-sous-Poissy
- Dedicated design teams for local cars in China and Brazil
- **2** test centres in Belchamp and La Ferté-Vidame, France
- **Design**
 - **2** design centres: ADN in Vélizy, France, and CTC in Shanghai, China.

Each brand has two styling studios that compete on each project.

➤ PLATFORMS

- **3** vehicle platforms
- **2** platforms in cooperation with Fiat (light commercial vehicles and MPVs)
- **1** platform in cooperation with Toyota (entry-level compacts)
- **1** platform in cooperation with Mitsubishi (SUVs)
- **1** platform in cooperation with Fiat and Tofas (light commercial vehicles).

The platform strategy is changing as it becomes more modular and flexible.

➤ EXPENDITURE

- **4.2%** of 2008 Automobile Division sales and revenue dedicated to R&D.

➤ CONCEPT CARS AND TECHNOLOGY DEMONSTRATORS

Concept cars and technology demonstrators are both intended to give a tantalizing glimpse of the future of motoring while stirring the imagination. Designed to be presented during international auto shows, these one-of-a-kind vehicles, which are often forerunners of production models, offer a compelling demonstration of each brand's expertise, creativity and values.

- **Peugeot Prologue HYbrid4:** Blending the best of several automotive worlds, the Prologue HYbrid4 concept car, presented at the last Paris Auto Show, lifts a corner of the veil on the upcoming Peugeot 3008, a new type of crossover. Not only is the concept a formidable laboratory of innovative ideas, it also debuts HYbrid4, the next-generation HDi FAP hybrid technology that is capable of delivering four-wheel drive. Thanks to this hybrid powertrain, the compact yet spacious 147-kw (200hp) Prologue Hybrid4 emits just 109 g/km of CO₂ in combined cycle driving, and even zero emissions in electric mode.
- **Peugeot RC HYbrid4:** The RC HYbrid4 concept car reflects all of the passion and expertise of the people at Peugeot. A Grand Touring (GT) coupé, it combines a number of new stylistic, mechanical and technological ideas that are being developed for tomorrow's vehicles. It aims to be both accessible and versatile, with four doors, four seats and four-wheel drive, based on the HYbrid4 gasoline-electric powertrain. In particular, it is designed for highly efficient performance, both on the road, delivering up to 230 Kw/313hp, and in its environmental footprint, with just 109 g/km of CO₂ emitted in combined cycle driving and even zero emissions in electric mode.

- **Peugeot HYbrid3 Compressor:** A cross between a scooter and an automobile, the HYbrid3 Compressor is a highly innovative concept vehicle designed to facilitate urban mobility. Featuring a sleek, futuristic, thoroughbred design, the HYbrid3 Compressor delivers a number of real-world benefits, including compact size, safety and riding comfort, plus HYbrid gasoline-electric technology. This new-generation technology drives all three wheels, for greater safety and drivability, while lowering running costs and reducing environmental impact, with just 47 g/km of CO₂ emitted in combined cycle driving and even zero emissions in electric drive mode.
- **Peugeot 908 HY:** During the last race in the Le Mans Series at the Silverstone circuit in Britain, Peugeot Sport introduced the 908 Hybrid demonstrator featuring a hybrid HDi FAP diesel-electric powertrain. HYbrid technology recovers and stores, as electricity, part of the car's kinetic energy during braking. This power is then available to enable the driver either to save fuel (by 3 to 5%) by switching to electric mode, in the pit lane for instance, or to get an extra boost when accelerating out of corners, passing other cars, etc.
- **GTbyCitröen:** With the GTbyCitröen, Citroën has become the first carmaker to cross over from the virtual world, with a full-scale version of a concept car created especially for the Gran Turismo 5 driving simulator. Most strikingly, the car features dynamic styling that combines the best of motor sports and aerospace. The driver climbs into a real cockpit, with a low-slung seat and competition steering wheel featuring centre-mounted controls. And to make sure it sets the fastest lap times, the GTbyCitröen is powered by a totally new, environmentally friendly fuel-cell propulsion system. In March 2009, GTbyCITROËN received a Louis Vuitton Concept Award.

- **C3 Picasso concept car:** The latest addition to the Citroën family, the C3 Picasso attended the Geneva Motor Show in a pearl-white and orange livery that breathed purity and cleanness. The innovative concept car also came fully equipped with advanced environment-friendly technology, including the latest-generation Stop & Start system and a six-speed electronic manual gearbox. Emitting less than 110g CO₂/km, the new car exemplifies Citroën's commitment to developing Stop & Start technology.

- **C4 WRC Hybrid: the eco-friendly sports car**
Motoring aficionados who want it all – dramatic styling, eco-friendliness and exciting performance – will absolutely love the C4 WRC Hybrid concept car. Demonstrating that environmental consciousness has now come to high-performance cars, the C4 WRC Hybrid combines its powerful WRC technology with a battery pack that is recharged during braking in either special or transport stages. This means the C4 WRC Hybrid can use its electric drive alone in the non-timed sections, making it incredibly silent and of course particularly environmentally-sensitive, whether on country roads or city streets.

- **DS INSIDE:** Citroën has announced the launch of the DS line, a distinctive new range of models that will emphasize creative design, with dramatic, evocative styling, unprecedented build and finish quality, and a full array of practical features for an outstanding driving experience. Designed with a promise of pleasure, the DS INSIDE concept car heralds the DS3, the first model in the new line, which will reach the market in 2010. The concept car is an elegant, refined three-door compact, whose flowing, sculpted skin gives the impression of effortless performance. All of its details are treated in the same spirit of smooth, yet bold fluidity to surprise and delight motorists, much like the shark fin, the emblematic feature of the DS INSIDE.

3.

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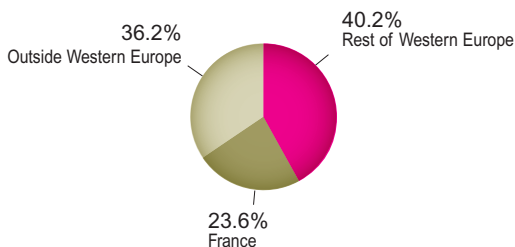
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WORLDWIDE SALES

2008 WORLDWIDE SALES BY REGION



WORLDWIDE CAR AND LIGHT COMMERCIAL VEHICLE SALES

Units	2007	2008	% Change
Total unit sales	3,428,400	3,260,400	- 4.90%
Of which Peugeot	1,967,100	1,904,100	- 3.20%
Of which Citroën	1,461,300	1,356,300	- 7.19%
Of which cars	2,993,200	2,803,900	- 6.32%
Of which LCVs	435,200	456,500	+ 4.89%

Peugeot	2007	2008	% Change
Cars and LCVs	1,967,100	1,904,100	- 3.20%
Cars	1,748,000	1,671,500	- 4.38%
LCVs	219,100	232,600	+ 6.19%

Citroën	2007	2008	% Change
Cars and LCVs	1,461,300	1,356,300	- 7.19%
Cars	1,245,200	1,132,400	- 9.06%
LCVs	216,100	223,900	+ 3.57%

WORLDWIDE SALES BY MODEL

Peugeot Models	2008 unit sales	Citroën Models	2008 unit sales
107	106,500	C1	106,700
1007	11,000	C2	67,100
206	292,300	C3	242,100
207	468,300	ZX	68,500
307	142,300	Xsara	76,000
308	290,100	C4	383,400
405	211,100	Xantia	14,100
407	81,400	C5	87,900
607	3,900	C6	2,800
807	13,500	C8	8,800
4007	13,700	C-Crosser	12,300
Bipper	25,100	Nemo	30,600
Partner	147,600	Berlingo	162,400
Expert	39,900	Jumpy (Dispatch)	39,500
Boxer	55,300	Jumper (Relay)	54,000

PSA PEUGEOT CITROËN WORLDWIDE SALES BY REGION

Country or region	2007	2008	% Change
France	748,700	768,000	+ 2.57%
Rest of Western Europe	1,574,900	1 311,100	- 16.75%
Total Western Europe	2,323,600	2 079,100	- 10.52%
Central and Eastern Europe	217,500	204,100	- 6.19%
Russia	37,200	59,200	+ 59.36%
Africa and Middle-East	334,700	421,100	+ 25.80%
Latin America	266,000	263,300	- 1.00%
Asia-Pacific	243,600	202,600	- 16.8%
Other (temporary transit registrations)	31,500	30,900	- 1.76%
Worldwide total	3,428,400	3,260,400	- 4.9 %

WESTERN EUROPE

REGISTRATIONS IN THE 18-COUNTRY EUROPE*

	2007		2008		% Change
	Units	Market share	Units	Market share	
Peugeot	1,226,000	7.3%	1,125,300	7.3%	- 8.2%
Citroën	1,104,600	6.5%	1,005,200	6.5%	- 9%
PSA Peugeot Citroën	2,330,600	13.8%	2,130,500	13.8%	- 8.6%
Total market	16,874,000	100%	15,392,300	100%	- 8.8%

* Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom.

THE EUROPEAN CAR AND LIGHT COMMERCIAL VEHICLE MARKET



PRIORITY GROWTH REGIONS

REGISTRATIONS IN CENTRAL AND EASTERN EUROPE*

	2007		2008		
	Units	Market share	Units	Market share	% Change
Peugeot	61,000	6.2%	61,600	6%	+1%
Citroën	53,000	5.4%	54,300	5.3%	+2.4%
PSA Peugeot Citroën	114,000	11.5%	115,900	11.2%	+1.6%
Total market	988,500	100%	1,032,100	100%	+4.4%

*Croatia, Czech Republic, Hungary, Poland, Slovakia, Slovenia.

THE CENTRAL AND EASTERN EUROPEAN CAR AND LIGHT COMMERCIAL VEHICLE MARKET

In millions of vehicles

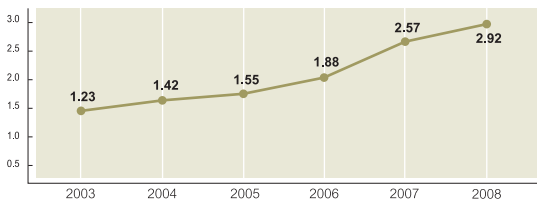


REGISTRATIONS IN RUSSIA

	2007		2008		
	Units	Market share	Units	Market share	% Change
Peugeot	25,000	1%	48,100	1.6%	+92.7%
Citroën	11,200	0.4%	12,200	0.4%	+9.3%
PSA Peugeot Citroën	36,200	1.4%	60,300	2.1%	+66.9%
Total market	2,571,500	100%	2,920,100	100%	+13.6%

THE RUSSIAN CAR AND LIGHT COMMERCIAL VEHICLE MARKET

In millions of vehicles



REGISTRATIONS IN BRAZIL

	2007		2008		
	Units	Market share	Units	Market share	% Change
Peugeot	78,700	3.4%	82,700	3.1%	+5.1%
Citroën	49,600	2.1%	68,300	2.6%	+37.8%
PSA Peugeot Citroën	128,200	5.5%	151,000	5.6%	+17.7%
Total market	2,344,700	100%	2,675,600	100%	+14.1%

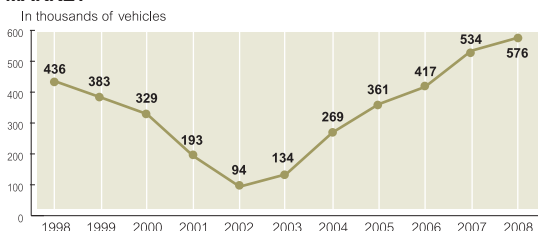
THE BRAZILIAN CAR AND LIGHT COMMERCIAL VEHICLE MARKET



REGISTRATIONS IN ARGENTINA

	2007		2008		
	Units	Market share	Units	Market share	% Change
Peugeot	58,300	10.9%	59,400	10.3%	+1.9%
Citroën	21,400	4%	22,300	3.9%	+4.3%
PSA Peugeot Citroën	79,700	14.9%	81,700	14.2%	+2.5%
Total market	534,100	100%	576,000	100%	+7.8%

THE ARGENTINE CAR AND LIGHT COMMERCIAL VEHICLE MARKET

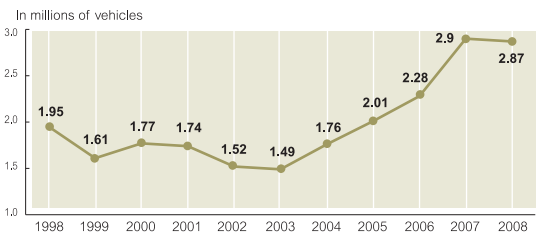


REGISTRATIONS IN LATIN AMERICA*

	2007		2008		% Change
	Units	Market share	Units	Market share	
Peugeot	137,000	4.8%	142,100	4.4%	+3.8%
Citroën	70,900	2.5%	90,600	2.8%	+27.7%
PSA Peugeot Citroën	207,900	7.2%	232,700	7.2%	+11.9%
Total market	2,878,700	100%	3,251,600	100%	+13%

* Brazil and Argentina

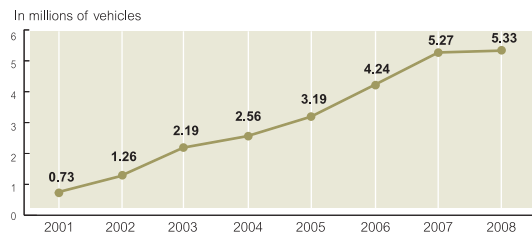
THE LATIN AMERICAN CAR AND LIGHT COMMERCIAL VEHICLE MARKET



CAR SALES IN CHINA

	2007		2008		% Change
	Units	Market share	Units	Market share	
Peugeot	92,200	1.8%	76,400	1.4%	-17.2%
Citroën	115,000	2.3%	101,700	1.9%	-11.6%
PSA Peugeot Citroën	207,300	4.1%	178,100	3.3%	-14.1%
Total market	5,075,000	100%	5,335,100	100%	+5.1%

THE CHINESE CAR MARKET



MARKET SHARE

► THE GLOBAL CAR AND LIGHT COMMERCIAL VEHICLE MARKET

In millions of units	2007	2008	% Change
TOTAL WORLD	68,724	64,993	-5.4%
Western Europe	16,864	15,321	-9.1%
Central and Eastern Europe	2,908	2,837	-2.4%
Russia	2,572	2,920	+13.5%
Asia-Pacific	9,965	9,536	-4.3%
Africa	1,268	1,264	-0.3%
Middle East	2,360	2,663	+12.8%
Latin America	5,324	5,501	+3.3%
United States + Canada	17,837	14,480	-18.8%

► MARKET SHARE IN THE 18-COUNTRY EUROPE*

Cars and LCVs	Manufacturer	2007 market share	2008 market share
1	VAG	18.4%	19.2%
2	PSA Peugeot Citroën	13.8%	13.8%
3	Ford	10.3%	10.3%
4	GM	9.8%	9.2%
5	Fiat	8.9%	9.1%
6	Renault	8.9%	9.0%
7	Daimler AG	5.8%	6.1%

Cars	Manufacturer	2007 market share	2008 market share
1	VAG	19.5%	20.4%
2	PSA Peugeot Citroën	13.1%	13.0%
3	Ford	10.0%	10.0%
4	GM	10.2%	9.5%
5	Renault	8.1%	8.3%
6	Fiat	8.1%	8.3%
7	BMW	5.6%	5.9%

LCVs	Manufacturer	2006 market share	2007 market share
1	PSA Peugeot Citroën	18.6%	19.9%
2	Fiat	14.4%	15.1%
3	Renault	14.6%	14.6%
4	Ford	12.5%	11.9%
5	VAG	10.8%	10.9%
6	Daimler AG	8.3%	8.9%
7	GM	7.1%	7.2%

* Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom.

ENVIRONMENTAL STATISTICS

► LOW-EMISSION VEHICLES

	2008 PSA Peugeot Citroën registrations*	Market share
Vehicles emitting less than 140g CO ₂ /km	900,000	15.8%
Vehicles emitting less than 130g CO ₂ /km	720,000	21.7%
Vehicles emitting less than 120g CO ₂ /km	550,000	26.7%
Vehicles emitting less than 110g CO ₂ /km	200,000	45.0%

* 14-country Europe: France, Italy, Netherlands, United Kingdom, Sweden, Finland, Spain, Portugal, Austria, Luxembourg, Belgium, Germany, Ireland, Denmark.

► HDi DIESEL ENGINE PRODUCTION

2008	1,521,800
Total 1998-2008	12,402,000

► PRODUCTION OF PARTICULATE FILTER-EQUIPPED DIESEL VEHICLES

2008	621,500
Total 1998-2008	2,994,500

➤ FUEL CONSUMPTION AND EMISSIONS DATA – PEUGEOT MODELS

Model	Fuel P/D	Displacement cc	Horsepower kW	Consumption*			CO ₂ g/km
				City	Highway	Combined	
Peugeot 107							
1.0	P	998	50	5.5	3.9	4.5	106
1.4 HDi	D	1,398	40	5.3	3.4	4.1	109
Peugeot 1007							
1.4	P	1,360	54	8.6	5.2	6.5	153
1.4 HDi	D	1,398	50	5.6	3.9	4.5	120
Peugeot 206 (hatchback)							
1.4	P	1,360	55	8.8	5.0	6.4	152
1.4 HDi	D	1,398	50	5.4	3.7	4.3	112
Peugeot 207 (hatchback)							
1.4	P	1,360	55	8.4	5.0	6.3	150
1.4 VTi	P	1,397	70	7.9	4.8	5.9	140
1.6 HDi	D	1,560	66	5.7	3.7	4.4	117
Peugeot 308							
1.4 VTi	P	1,397	70	9.0	5.2	6.5	155
1.6 VTi	P	1,598	88	9.3	5.2	6.7	159
1.6 HDi	D	1,560	66	5.8	3.8	4.5	120
1.6 HDi PF	D	1,560	80	5.9	3.8	4.5	120
Peugeot 3008							
1.6 VTi	P	1,598	88	9.8	5.6	7.1	165
1.6 HDi PF BMP6	D	1,560	80	5.9	4.3	4.9	130
Peugeot 407 hatchback							
2.0	P	1,997	103	11.0	6.4	8.6	192
1.6 HDi PF	D	1,560	80	6.4	4.1	4.9	129
2.0 HDi PF	D	1,997	100	7.5	4.7	5.7	150
Peugeot 407 Coupé							
2.2 BVM	P	2,230	120	13.1	6.9	9.2	219
2.0 HDi PF	D	1,997	100	7.8	4.8	5.9	156
2.7 HDi BVA	D	2,720	150	11.9	6.5	8.5	225
Peugeot 4007							
2.2 HDi PF	D	2,179	115	9.5	5.9	7.2	191
Peugeot 607							
3.0	P	2,946	155	14.9	7.5	10.2	242
2.0 HDi BVM PF	D	1,997	100	8.1	5.0	6.1	160

Model	Fuel P/D	Displacement cc	Horsepower kW	Consumption*			CO ₂ g/km
				City	Highway	Combined	
Peugeot 807							
2.0	P	1,997	103	12.0	7.3	9.0	213
2.0 HDi	D	1,997	88	8.8	5.8	6.9	182
2.0 HDi PF	D	1,997	100	9.0	6.0	7.1	188
Bipper Tepee							
1.4	P	1,360	54	8.8	5.9	6.9	165
1.4 HDi	D	1,398	50	5.7	3.8	4.5	119
Partner Tepee							
1.6	P	1,587	66	10.8	6.8	8.2	195
1.6 HDi	D	1,560	66	7.0	5.0	5.7	150
Expert Tepee							
2.0	P	1,997	103	13.3	8.2	10.1	241
1.6 HDi	D	1,560	66	8.4	6.6	7.2	191

Bold: the best-selling vehicle in its category in France (petrol or diesel version).

Light: vehicle emitting the least CO₂ in its category (petrol or diesel version).

* Liters/100 km

► FUEL CONSUMPTION AND EMISSIONS DATA – CITROËN MODELS

Model	Fuel P/D	Displacement cc	Horsepower kW	Consumption*			CO ₂ g/km
				City	Highway	Combined	
Citroën C1							
1.0i	P	998	50	5.5	3.9	4.5	106
HDi 55	D	1,398	40	5.3	3.4	4.1	109
Citroën C2							
1.4i SensoDrive							
Stop & Start	P	1,360	65	6.8	4.8	5.6	130
1.1i	P	1,124	44	7.5	4.8	5.8	138
HDi 70	D	1,398	50	5.3	3.7	4.3	113
HDi 70 SensoDrive	D	1,398	50	4.9	3.8	4.2	111
Citroën C3							
1.4i 16V SensoDrive							
Stop & Start	P	1,360	65	6.9	4.9	5.7	135
1.4i	P	1,360	54	8.2	4.9	6.1	145
HDi 70	D	1,398	50	5.3	3.8	4.4	115
HDi 70 SensoDrive	D	1,398	50	4.9	3.9	4.3	113
Citroën C3 Picasso							
VTi 95	P	1,397	70	9.1	5.5	6.8	157
HDi 90	D	1,560	66	6.0	4.0	4.7	125
Citroën Nemo Combi							
1.4	P	1,360	54	8.8	5.9	7.0	165
HDi 70	D	1,398	50	5.7	3.8	4.5	119
Citroën Berlingo							
1.6i 16V	P	1,587	66	10.8	6.8	8.2	195
HDi 110 PF	D	1,560	80	6.8	4.9	5.6	147
HDi 92	D	1,560	66	7.0	5.0	5.7	150
Citroën Xsara Picasso							
1.6i 16v	P	1,587	80	9.5	6.0	7.3	172
HDi 92	D	1,560	66	6.4	4.2	5.0	130
Citroën C4							
1.4i 16v	P	1,360	65	8.7	5.2	6.4	153
VTi 120	P	1,598	88	9.3	5.2	6.7	159
HDi 92	D	1,560	66	5.7	3.7	4.4	117
Citroën C4 Picasso and Grand C4 Picasso							
THP 150	P	1,598	110	9.9	5.8	7.3	173
VTi 120	P	1,598	88	10.0	5.9	7.4	174
HDi 110 PF	D	1,560	80	6.9	4.7	5.5	145
HDi 110 PF BMP6	D	1,560	80	6.4	4.7	5.3	140

Model	Fuel P/D	Displacement cc	Horsepower kW	Consumption*			CO ₂ g/km
				City	Highway	Combined	
Citroën C5							
1.8i 16v	P	1,749	92	10.8	6.2	7.9	188
2.0i 16V	P	1,997	103	12.0	6.3	8.4	198
HDi 140 PF	D	1,997	103	7.5	4.8	5.8	153
HDi 110 PF Airdream	D	1,560	80	6.6	4.6	5.3	140
Citroën C6							
3.0i V6	P	2,946	155	16.3	8.2	11.2	266
V6 HDi 208 PF	D	2,720	150	12.0	6.8	8.7	230
HDi 173 PF	D	2,179	125	8.7	5.4	6.6	175
Citroën C8							
2.0i 16v	P	1,997	103	12.0	7.3	9.0	213
HDi 120	D	1,997	88	8.8	5.8	6.9	182
Citroën C-Crosser							
HDi 160 PF	D	2,179	115	9.5	5.9	7.2	191

Bold: the best-selling vehicle in its category in France (petrol and diesel version).

Light: vehicle emitting the least CO₂ in its category (petrol or diesel version).

* Liters/100 km

2008 figures, except for Citroën C3 Picasso, introduced in first-half of 2009.

ROAD SAFETY

› Euro NCAP SAFETY RATINGS

Model	Year Launched	Year Tested	Adult Occupant Rating	Pedestrian Test Rating	Child Protection Rating
308 CC	2008	2008	★★★★★	★★	★★★
Citroën Berlingo (Peugeot Partner*)	2008	2008	★★★★	★★	★★★★
Citroën C5	2008	2008	★★★★★	★★	★★★★
Peugeot 308	2007	2007	★★★★★	★★★	★★★★
Peugeot 207 CC	2007	2007	★★★★★	★★	
Citroën Grand C4 Picasso	2006	2006	★★★★★	★★	★★★★
Peugeot 207	2006	2006	★★★★★	★★★	★★★★
Citroën C6	2006	2005	★★★★★	★★★★	★★★★
Peugeot Coupé 407	2005	2005	★★★★★	★★	★★★★
Citroën C1 (Peugeot 107*)	2005	2005	★★★★	★★	★★★★
Peugeot 1007	2005	2005	★★★★★	★★	★★★
Citroën C4	2004	2004	★★★★★	★★★	★★★★
Peugeot 407	2004	2004	★★★★★	★★	★★★★
Citroën C2	2003	2003	★★★★	★★	★★★
Peugeot 307 CC	2003	2003	★★★★	★★	
Citroën C3 Pluriel	2003	2003	★★★★	★★	
Peugeot 807 (Citroën C8*)	2002	2003	★★★★★	★	
Citroën C3	2002	2003	★★★★	★★	
Peugeot 307	2001	2001	★★★★	★★	
Peugeot 607	2000	2002	★★★★	★	
Citroën Xsara Picasso	2000	2001	★★★★	★★	
Peugeot 206	1998	2000	★★★★	★★	

Occupant protection rated out of 5 stars

Pedestrian protection rated out of 4 stars

* Vehicles in parentheses have the same technical specifications.

Source: Euro NCAP

NEW EURO NCAP RATING SYSTEM

The rating system for Euro NCAP tests has changed. Beginning this year, vehicles that are tested receive an overall rating that takes into account protection of adults, pedestrians and children, as well as on-board safety equipment.

Model	Year launched	Year tested	Overall rating
C3 Picasso	2009	2009	★★★★

Source: Euro NCAP

EMERGENCY CALL SYSTEM

	Total end-2006*	Total end-2007*	Total end-2008*
Peugeot and Citroën vehicles equipped with the Premium emergency call system**	321,820	433,390	546,000
Calls made to emergency services	1,090	1,840	2,700
Countries in which the Premium emergency call service is available	France Germany Italy Belgium Luxembourg Spain	France Germany Italy Belgium Luxembourg Spain Netherlands	France Germany Italy Belgium Luxembourg Spain Netherlands Portugal Austria

There are currently 120,000 other Peugeot and Citroën vehicles equipped with the standard emergency call system (Europe's 112 single emergency call number) in European countries where the premium service is not available. In all, 667,000 Peugeot and Citroën vehicles equipped with the emergency call system are on the road in Europe.

*Since the service was introduced in January 2003.

** In the nine countries where the Premium e-call service is available, the vehicle automatically alerts a dedicated call centre (run by Inter Mutuelles Assistance – IMA). After confirmation the center forwards the information to the emergency service covering the area. In other European countries the vehicle system calls 112, the European emergency number.

PEUGEOT AND CITROËN MODEL RANGES

PEUGEOT

(cars and light commercial vehicles)

➤ 107



➤ 1007



➤ 206



Also available in the 206 Sedan version

➤ 207



Also available in the 207 SW version

➤ 207 CC



➤ 308



Also available in the 308 SW version

➤ 308 CC



➤ 407



Also available in the 407 SW version

➤ Coupé 407



➤ 607



➤ 807



➤ 4007



➤ **Bipper**



Also available in the Tepee version (licensed as a car)

➤ **Partner Origin**



Also available in a car version

➤ **Partner Tepee**



Also available in a commercial version

➤ **Expert**



Also available in the Tepee version (licensed as a car)

➤ **Boxer**



Also available in a Combi version (licensed as a car)

SPECIAL MODELS

CHINA AND LATIN AMERICA

➤ **207 Sedan**



Also exists in the sedan version and in the SW version, only in Latin America.

➤ **307**



➤ **307 Sedan**



PEUGEOT AND CITROËN MODEL RANGES

CITROËN

(cars and light commercial vehicles)

› C1



› C2



› C3



› C3 Pluriel



› C3 Picasso



› C4



Also available in the C4 coupé version

› C4 Picasso



› Grand C4 Picasso



› C5



Also available in the Tourer version (station wagon)

› C6



› C8



› C-Crosser



› **Nemo**



Also available in the Ludospace version (licensed as a car)

› **Berlingo First**



Also available in the Ludospace version (licensed as a car)

› **Berlingo**



Also available in a commercial version

› **Dispatch**



Also available in a Combi version (licensed as a car)

› **Relay**



Also available in a Combi version (licensed as a car)

SPECIAL MODELS

CHINA

› **C2 China**



› **C-Triomphe**



› **C-Elysée**



› **Xsara Picasso China**



› **Fukang**



› **C-Quatre**



LATIN AMERICA

› **C4 Sedan**



MOTOR SPORTS

PEUGEOT MOTOR SPORTS

➤ 2009 objectives: Le Mans 24 Hours

- Le Mans 24 Hours: Peugeot is aiming for a first-place finish with its 908 HDi FAP.
- Rally racing: Peugeot is defending its back-to-back driver and manufacturer titles in the Intercontinental Rally Challenge with its 207 Super 2000.
- Customer racing activities: a broad range of promotional formulas will enable amateurs, up-and-coming drivers, customers and enthusiasts to participate in both track and rally events. Participants will use a 207 rally car equipped for the first time this year with the Turbo High Pressure (THP). The THP Spider Cup and the Peugeot 207 LW, or lightweight, performed well for the third year in a row.

➤ Selected Peugeot Racing Wins

- 2007-2008: Peugeot qualifies for the pole position at the Le Mans 24 Hours.
- 2007: Peugeot wins the Le Mans Series with the 908 HDi FAP and the manufacturer and driver titles in the Intercontinental Rally Challenge with the 207 Super 2000.
- 2000, 2001 and 2002: With the 206 WRC, Peugeot is World Rally Champion three years in a row in the manufacturer category and twice in the driver category.
- 1993: Peugeot 905s finish one-two-three at the Le Mans 24 Hours, an unprecedented performance.

➤ Profile

- Created in 1981.
- Managing Director: Olivier Quesnel.
- 180 employees based in Vélizy, outside Paris.
- An average 40% of cars competing in French rallies are Peugeots, more than any other marque.

CITROËN MOTOR SPORTS

› 2009

- First one-two finish for Rally Ireland, the first leg in the 2009 World Rally Championship. 1st: Loeb / Elena (48 wins so far) 2nd: Sordo / Marti.
- Creation of the Citroën Junior team (with various young drivers) with stock C4 WRCS.

› 2008: Citroën, Sébastien Loeb and Daniel Elena all victorious in the FIA World Rally Championship

- Citroën wins the Manufacturer category in the FIA World Rally Championship.
- Sébastien Loeb and Daniel Elena win the Driver and Co-Driver categories in the FIA World Rally Championship for the fifth year in a row.
- 11 victories for the Citroën C4 WRC with Sébastien Loeb and Daniel Elena (a record) – One-two finishes in rallies in Germany, New Zealand and Catalonia (with Dani Sordo and Marc Marti second).
- 7th win for Sébastien Loeb in the German rally, the only driver to win the same event 7 times in a row.
- Sébastien Ogier wins the FIA Junior World Rally Championship with a Citroën C2 Super 1600.

› Selected Citroën Racing Wins

- FIA World Rally Manufacturers Champion with the Xsara WRC in 2003, 2004 and 2005 and with the C4 WRC in 2008.
- Sébastien Loeb and Daniel Elena, FIA World Rally Driver and Co-Driver Champions with the Xsara WRC in 2004, 2005, 2006 and with the C4 WRC in 2007 and 2008.

› Profile

- Created in 1989.
- Manager: Olivier Quesnel.
- 180 employees based in Satory, outside Paris.

4.

GLOSSARY AND CONTACTS

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GLOSSARY OF AUTOMOTIVE TERMS

► **Biofuels**

There are currently two major biofuel families: diesel blends (such as vegetable oil methylesters in Europe) and petrol blends (mainly ethanol made from sugar beets, cereals or, in Brazil, sugar cane).

PSA Peugeot Citroën encourages the use of biofuel blends of up to 30% vegetable oil methylester/diesel fuel and up to 10% ethanol/petrol, without any changes in engine technology (see also flex-fuel).

► **Carbon sink**

A natural or artificial system that absorbs more carbon than it releases. In addition to its initiatives to reduce automotive CO₂ emissions, Peugeot is financing a major environmental and scientific project to create a carbon sink in Brazil's Amazon forest.

CO₂ or carbon dioxide

CO₂ is a natural compound found in the Earth's atmosphere whose emissions are of both human and natural origin. The increase in man-made CO₂ emissions has led governments to implement control and regulatory measures to limit the effects of human-generated greenhouse gases. Road

transport accounts for 18% of CO₂ emissions worldwide.* CO₂ emissions, as measured in g/km, are directly proportional to fuel consumption in l/100 km and to the fuel's chemical composition. Thus, according to their chemical equations for combustion, the coefficient is 23.8 for petrol and 26.6 for diesel fuel. This means, for example, a vehicle that consumes 5 litres of diesel per 100 km emits 133g of CO₂ per km.

*Source: French Automobile Manufacturers Committee (CCFA).

Completely knocked down (CKD)

A term used to describe a complete kit of automobile sub-assemblies and parts supplied to a final assembly plant.

Compressed natural gas (CNG)

A petrol or diesel alternative composed mainly of methane, a natural hydrocarbon. CNG offers a number of advantages. It is more abundant than oil, it releases around 20% less CO₂ than petrol and it does not emit any sulphur oxide or benzene. Peugeot and Citroën both market several models running on CNG.

Crossover

A vehicle whose body integrates the features of models in two or more different segments. The first Peugeot crossover, the 3008 represents a cross between an SUV, an MPV and a sedan.

▶ Drive-by-wire

A general term for electronic systems that replace mechanical linkages between controls and devices in a car. Developed first in the aerospace industry, drive-by-wire technology has been applied on several Citroën demonstrators (C-Crosser concept car, the C-5 By Wire and the C-Airdream).

▶ Eco bonus/tax

A French feebate system designed to encourage people to buy environmentally friendly cars. Since December 2007, buyers of a new car emitting less than 130g of CO₂ per kilometre receive a cash bonus of €200 to €1,000, depending on the level of emissions. Since 1 January 2008, anyone buying a car emitting more than 160g of CO₂ per kilometre has to pay a tax of €200 to €2,600, again depending on the level of emissions. In addition, buyers of a new car emitting less than 130g of CO₂ per kilometre receive a €300 bonus if their old car is more than 15 years old and is scrapped. A list of the models with their CO₂ emissions may be found on

www.ademe.fr, the website of France's Agency for the Environment and Energy Management.

Emergency call system

A new tertiary safety system that helps to organize emergency rescue services and shorten response times. In the event of an accident or collision, occupants can contact a dedicated assistance centre. PSA Peugeot Citroën is the only carmaker to successfully deploy the service in nine European countries, where 546,000 Peugeots and Citroëns are already on the road.

Euro IV, Euro V and Euro VI

A set of European emission standards setting limits on hydrocarbon (HC), nitrous oxide (NO_x), carbon monoxide (CO) and particulate matter (PM) emissions. Euro IV standards have applied to all new cars and light commercial vehicles sold in the EU since, respectively, 1 January 2005 and 1 January 2007. Compared with the preceding Euro III standards, they have reduced the maximum admissible level of emissions from petrol and diesel-powered cars by half.

Euro V standards, which will come into effect on 1 September 2009, will demand a sharp reduction in PM emissions, while

Euro VI, scheduled for application on 1 September 2014, will require a further reduction in the maximum admissible level of NOx emissions.

European New Car Assessment Programme (EuroNCAP)

An independent European organization, backed by governments, NGOs and consumer rights groups, that conducts impact tests on new vehicles to assess the protection they provide to occupants and pedestrians. Until 2008, performance was rated in three areas (adult occupant, child and pedestrian). Under this system, 13 Peugeot and Citroën vehicles obtained a maximum 5-star rating for the protection of adult occupants: Peugeot 308, 308 CC, 207, 207 CC, 1007, 407, Coupé 407 and 807, and the Citroën C4, C5, C6, C8 and Grand C4 Picasso. Since early 2009, vehicles that are tested receive an overall rating that takes into account protection of adults, pedestrians and children, as well as on-board safety equipment. The first Group vehicle tested under this system, the Citroën C3 Picasso, was awarded a four-star rating.

▶ The FAP particulate filter

An exhaust treatment system that reduces particulate matter (PM)

emissions from diesel engines to barely measurable levels, identical to those from petrol engines. PSA Peugeot Citroën was the first carmaker in the world to develop and mass-market PF technology.

Flex-fuel

An engine technology enabling vehicles to run on petrol blended with varying proportions of ethanol (a biofuel). The engine automatically adjusts to the fuel blend being used. PSA Peugeot Citroën is an expert in flex-fuel technology, which it already offers in Brazil and on two models sold in Europe, the Peugeot 307 Flex-Fuel and the Citroën C4 Flex-Fuel.

Fuel cell

An electrochemical conversion device that generates electricity by enabling a controlled reaction between hydrogen and oxygen. The oxygen is taken from the air and the hydrogen is either stored in gas or liquid form or generated onboard the vehicle. Fuel cells can give electric cars as much range as standard automobiles. There are three major obstacles to using fuel cells in cars: their high cost, the bulky size of the hydrogen storage containers and a lack of infrastructure for hydrogen refueling. PSA Peugeot Citroën is developing two fuel-cell applications:

- A range extender for battery-powered electric vehicles.
- A high-power fuel cell giving an electric motor an operating range comparable to that of an internal combustion engine.

▶ **Greenhouse effect**

A natural phenomenon that keeps the Earth at a livable temperature. It is due to the presence in the atmosphere of such greenhouse gases as water vapour, carbon dioxide (CO₂) and methane, but can be amplified by emissions from human activities. According to the World Resources Institute, cars are responsible for 10% of the world's CO₂ emissions generated by human activities.

▶ **Hybrid HDi**

A drivetrain technology combining an electric motor and an HDi diesel engine represents PSA Peugeot Citroën's most effective solution to meeting the challenge of automobile CO₂ emissions.

The HYbrid4 architecture developed by the Group further enhances the drivetrain with an electric motor installed in the rear of the vehicle that drives the rear wheels, while the diesel engine runs the front wheels, providing a whole new type of all-wheel drive. Compatible with a wide range of body styles and powertrains, the HYbrid4 will be

deployed on the Group's distinctive vehicles and premium models, beginning in 2011.

▶ **Laboratory of Accidentology, Biomechanics and the Study of Human Behavior (LAB)**

LAB was created in 1969 by PSA Peugeot Citroën and Renault with the goal of understanding the situations that lead to accidents, analyzing the factors that cause injury and evaluating the severity of collisions. It also studies the human body's reaction to impact and the related injury mechanisms. More recently, LAB has expanded its research to determine how driver behaviour plays a role in accidents.

Leisure-activity vehicle

Reasonably priced multi-purpose vehicle similar in design to the light van, with rear seats for passengers and a wide array of multi-purpose features like storage space and modular design.

Low-emission vehicle (LEV)

A vehicle that emits less than 130g of CO₂ per kilometer. PSA Peugeot Citroën is the European leader in this market segment. In 2008, its worldwide sales of vehicles that emit fewer

than 130g CO₂/km rose by 7.4% to 921,000 units.

▶ **Micro-hybrid technology**

The first stage of hybrid technology. A system shuts off the combustion engine when the vehicle is at a standstill, then starts it again when the accelerator is pressed, in a process that is seamless for the driver. A pioneer in this system since 2004, PSA Peugeot Citroën has integrated its Stop & Start technology on the Citroën C2 and C3. In city driving, the technology enables a reduction of 8% to 15% in fuel consumption-as well as in CO₂ emissions. A second-generation solution, which further improves energy recovery when decelerating, will be introduced and more widely deployed in 2011.

▶ **NOx (DeNOx)**

A generic term for mono-nitrogen oxides (NO and NO₂), nitrogen oxide (NOx) is produced during combustion when the fuel mixes with nitrogen in the air. Strong smelling and toxic in small quantities, nitrogen oxides cannot simply be filtered, like soot particulates. Rather, they must be denitrified through a chemical process involving DeNOx systems, which treat exhaust gas.

▶ **Platform**

A vehicle base shared by several models, which includes the

engine, gearbox, underbody, suspension system, axles and other basic components. Sharing these components allows the Group to spread vehicle development and manufacturing costs over a larger number of models, shorten time-to-market and diversify its line-up. PSA Peugeot Citroën uses three proprietary platforms and five cooperative platforms.

Primary safety

Primary or active safety concerns systems designed to prevent accidents from happening. For carmakers, this mainly involves improving roadholding, braking performance, visibility, perception of the vehicle's surroundings and comfort.

▶ **Secondary safety**

Secondary or passive safety concerns systems and equipment designed to protect occupants and other people on the road in the event of an accident. It involves such areas as the vehicle body structure, restraint systems, seats, airbags and the active hood.

Six-speed electronic manual gearbox

The MCP compact automated gearbox is a new electronically controlled six-speed manual transmission designed for mid-range models. It offers a choice between manual assisted gear

change and full automatic mode, delivering such benefits as higher performance, enhanced drivability and a 3% to 5% increase in fuel economy in automatic mode.

Stop & Start

See Micro-hybrid technology.

▶ **Telematics platform**

An onboard system, comprising a radio/CD-player, a GPS navigation system and a hands-free mobile telephone that enables PSA Peugeot Citroën to offer a variety of safety and mobility support services such as roadside assistance, emergency calling and traffic information. The platform is marketed as RT3/RT4 by Peugeot and as NaviDrive by Citroën.

Tertiary safety

The concept of providing post-accident safety by various means such as emergency call-out, signaling and rescue service support.

▶ **Union Technique de l'Automobile et du Cycle (UTAC)**

A French laboratory that tests vehicles to determine whether they comply with current standards. It offers carmakers its facilities and expertise in such

areas as safety, noise levels and environmental performance. UTAC is one of the laboratories certified by Euro NCAP to conduct safety tests.

▶ **Variable valve timing (VVT)**

A generic term for a mechanism that optimizes engine power at any speed by changing the time when the valves open and close according to engine load.

Virtual reality

Technology enabling a user to interact with a three-dimensional computer-simulated environment in real time. Virtual reality offers a cost-effective way to shorten time-to-market by helping to evaluate development options based on a wide variety of assumptions.

MEDIA CONTACTS

PSA Peugeot Citroën corporate media relations comprises three units.

› **PSA Peugeot Citroën**

The PSA Peugeot Citroën media department presents the Group's strategy and results, providing business and finance information, as well as information on industrial, social responsibility, technological and environmental issues.

› **Citroën**

› **Peugeot**

The Peugeot and Citroën media departments are responsible for brand and product communications. These departments organise presentations of new vehicles to the media.

PSA PEUGEOT CITROËN**Liliane Lacourt**

Vice President, Corporate Communications

**Media Relations**

media@mpsa.com

Hugues DufourPhone: +33 (0)1 40 66 53 81 / Mobile: +33 (0)6 07 70 90 05
hugues.dufour@mpsa.com**Business, Finance, Human Resources****Pierre-Olivier Salmon**Phone: +33 (0)1 40 66 49 94 / Mobile: +33 (0)6 76 86 45 48
pierreolivier.salmon@mpsa.com**Laurent Cicoella**Phone: +33 (0)1 40 66 52 04 / Mobile: +33 (0)6 77 58 05 50
laurent.cicoella@mpsa.com**Innovations, Technology, Environment****Alain Freyermuth**Phone: +33 (0)1 40 66 50 71 / Mobile: +33 (0)6 76 85 27 77
alain.freyermuth@mpsa.com**Camille Lanavère**Phone: +33 (0)1 40 66 46 95 / Mobile: +33 (0)6 82 62 74 68
camille.lanavere@mpsa.com**Jean-Marc Sarret**Phone: +33 (0)1 40 66 35 42 / Mobile: +33 (0)6 81 52 25 71
jeanmarc.sarret@mpsa.com**London Office****Peter Bourke**Phone: (+44) 20 78 68 80 67
peter.bourke@mpsa.com**Stuart Anderson**Phone: (+44) 20 78 68 80 62
stuart.anderson@mpsa.com**Berlin office****Gordian Heindrichs**Phone: (+49) 30 20 60 79 40
gordian.heindrichs@mpsa.com**Flora Bellina**Phone: (+49) 30 20 60 79 412
flora.bellina@mpsa.com

PEUGEOT

Christian Peugeot,

Communications Director



Marc Bocqué, Worldwide Media and External Relations

Phone: +33 (0)1 40 66 47 05

Mobile: +33 (0)6 80 21 87 03

marc.bocque@mpsa.com

Stéphane Dupont, France

Phone: +33 (0)1 40 66 53 42

Mobile: +33 (0)6 07 05 74 56

stephane.dupont@peugeot.com

Martin Alloiteau, Europe

Phone: +33 (0)1 40 66 43 55

Mobile: +33 (0)6 82 67 80 02

martin.alloiteau@peugeot.com

Adalgisa de Filippo, Operations outside Europe

Phone: +33 (0)1 40 66 47 78

Mobile: +33 (0)6 77 17 76 88

ada.defilippo@peugeot.com

Jean-Claude Lefebvre, Motor Sports

Phone: +33 (0)1 30 70 20 60

Mobile: +33 (0)6 83 84 36 16

jc.lefebvre@peugeot.com

Christophe Chateau, Technology and Products, Test Vehicle Fleet

Phone: +33 (0)1 40 66 32 10

Mobile: +33 (0)6 72 83 19 66

christophe.chateau@peugeot.com

CITROËN**Xavier Chardon,**

Marketing and Communication Director



Xavier Chardon



Jean-Baptiste Thomas

Jean-Baptiste Thomas, Communications Manager

Phone: +33 (0)1 58 79 80 02

jean-baptiste.thomas@citroen.com

Floriane Brisabois, Model Communication

Phone: +33 (0)1 58 79 73 51

Mobile: +33 (0)6 14 48 36 46

floriane.brisabois@citroen.com

François Dubus, Test Vehicle Fleet

Phone: +33 (0)1 58 79 76 11

Mobile: +33 (0)6 84 29 60 33

francois.dubus@mpsa.com

Laurence d'Aboville, Brand Communication

Phone: +33 (0)1 58 79 81 58

Mobile: +33 (0)6 32 34 51 27

laurence.daboville@mpsa.com

Anne Wintrebert, International Coordination

Phone: +33 (0)1 58 79 72 28

Mobile: +33 (0)6 65 11 85 35

anne.wintrebert@citroen.com

Marie-Pierre Rossi, Motor Sports Communication

Phone: +33 (0)1 30 84 03 07

Mobile: +33 (0)6 76 87 02 12

mariepierre.rossi@citroen.com

Marek Nawarecki, Motor Sports Communication

Phone: +33 (0)1 30 84 07 19

Mobile: +33 (0)6 85 26 45 18

marek.nawarecki@citroen.com

INVESTOR AND ANALYST CONTACTS

James Palmer



James Palmer

Chief Investor Relations Officer

Phone: +33 (0)1 40 66 54 59

Mobile: +33 (0)6 74 94 49 66

james.palmer@mpsa.com

Jean-Hugues Duban, Investor and Analyst Relations

Phone: +33 (0)1 40 66 40 28 / Mobile: +33 (0)6 07 67 78 20

jeanhugues.duban@mpsa.com

Jasmine Casvigny, Analyst and Rating Agency Relations

Phone: +33 (0)1 40 66 57 45

jasmine.casvigny@mpsa.com

Céline Jamet, Shareholder Relations

Phone: +33 (0)1 40 66 48 52

celine.jamet@mpsa.com

WEBSITES

Corporate

www.psa-peugeot-citroen.com

Sustainable Development

www.sustainability.psa-peugeot-citroen.com

Corporate Media Library

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PSA Peugeot Citroën

Corporate Communications

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Interior of the
Citroën Hypnos



Peugeot Boxer
tail light



PSA PEUGEOT CITROËN

Corporate Communications
75, avenue de la Grande-Armée – 75116 Paris - France
Phone: 33 (0) 1 40 66 55 11 – Fax: 33 (0) 1 40 66 54 14

www.psa-peugeot-citroen.com
www.sustainability.psa-peugeot-citroen.com