

Global Industry Partnership on Soot-Free Clean Bus Fleets

Public Commitment Statement

In recognition of the significant impacts of outdoor air pollution on human health and quality of life.

In recognition of the negative climate impacts caused by outdoor air pollution, which includes black carbon emissions from various sources, including from the transportation sector and older generation diesel buses still in operation.

In recognition of the commercial availability of soot-free engines in the global bus market, which effectively produce 99 percent fewer black carbon emissions than older diesel engine technology; market barriers that have limited the penetration of soot-free engines to no greater than 20 percent of all buses sold in the world today; and the growing opportunity to create economic, environmental, and human health benefits by transitioning the highest emitting and oldest engines in the global urban bus fleet to the cleanest fuels and engines available.

In recognition of the goals of the Soot-Free Urban Bus Fleets Project implemented by the International Council on Clean Transportation and UN Environment in cooperation with the C40 Cities Climate Leadership Group and the Centro Mario Molina - Chile, with the aim of securing commitments to shift to soot-free urban bus fleets in 20 targeted cities including: Abidjan, Accra, Addis Ababa, Bangkok, Bogotá, Buenos Aires, Casablanca, Dar es Salaam, Dhaka, Istanbul, Jakarta, Johannesburg, Lagos, Lima, Manila, Mexico City, Nairobi, Santiago, Sao Paulo, and Sydney.

In recognition of the multiple technology pathways to achieve soot-free emissions performance, including any diesel or alternative fuel engine that meets Euro VI or US 2010 emissions; and any diesel engine with a diesel particulate filter, gas engine, or dedicated electric drive engine; the obligation for cities to supply and require diesel fuel containing no greater than 10 parts per million (ppm) sulfur fuel to gain access to soot-free diesel engines; and the further reductions in climate impacts achievable with low-carbon fuels and engines that deliver the lowest lifecycle greenhouse gas emissions.

In recognition of the confluence of many factors and the responsibilities of many parties to reduce the health risk of diesel exhaust from older engines in global bus fleets including, but not limited to: the responsibility of engine and vehicle manufacturers to make soot-free emissions technologies and local

service support available globally; the responsibility of energy providers including fuel importers and refiners to invest in cleaner fuels needed to support soot-free engines such as 10 ppm sulfur diesel and other clean burning fuels; the responsibility of fleet owners to prioritize the procurement of soot-free technology; and the responsibility of national and local governments to set environmental performance standards for new buses, establish the necessary fuel quality standards, ensure adequate infrastructure is in place, and implement a comprehensive air quality management program where it is needed to protect public health and the environment.

In recognition of the commitment of the Government of Chile to incorporate dedicated electric drive buses in the Santiago Metropolitan Region and procure only Euro VI buses beginning in 2017; national requirements in Turkey to procure buses meeting minimum Euro VI emission levels in Istanbul and throughout the country since Jan 2015; the commitment made by Mexico City to procure buses meeting minimum Euro VI emission levels by 2017; and proposals put forward by the national governments of Australia, Brazil, and Mexico to require Euro VI emission levels nationwide.

In recognition of the Heavy-Duty Diesel Vehicles Initiative of the Climate and Clean Air Coalition (CCAC), co-led by the governments of Canada, the United States, and Switzerland alongside the International Council on Clean Transportation and UN Environment, whose goals are captured under the Global Strategy for Cleaner Fuels and Diesel Vehicles published in 2016.

In recognition of the Marrakech Communiqué of the Climate and Clean Air Coalition, adopted in November 2016, which endorses the Global Strategy of the Heavy-Duty Diesel Vehicles Initiative.

We the undersigned manufacturers of buses and engines commit to the following:

We commit to make soot-free engine technology available in all 20 targeted cities; where clean fuels are available today, this technology will be available no later than 2018; cities without clean fuels must first make these available.

We commit to provide to all 20 cities a list of soot-free bus and engine technology that is available to purchase in each city, including all relevant and publicly available product specifications.

We commit to provide to all 20 cities the name and point of contact we designate to advise and consult on product specifications, demonstration, and procurement.

We commit to publicly report the number of soot-free buses and engines we have sold in the most recent year.

We commit to update this information on an annual basis.

We make this commitment publicly and in partnership with the Climate and Clean Air Coalition, its Heavy-Duty Diesel Vehicles Initiative, and its implementing partners including the International Council on Clean Transportation, UN Environment, C40 Cities Climate Leadership Group, Centro Mario Molina - Chile, committed city officials, and other partners.

Signed at OECD Headquarters in Paris on the 27th of September in the year 2017.

Signatory

ON BEHALF OF

Name of Company