



## **DECLARATION OF INTENT for the promotion of a scaled transition to zero emission buses**

### **Public Transport Authorities in EMTA**

Recognize that although public transport (road and rail) is responsible for 1,5% of emission of pollutants globally, the impact of damaging pollutants in dense populated urban areas is exponentially higher, posing a threat to air quality and health conditions of its residents;

Realizing that public transport, particularly in urban areas, should be exemplary to drive forward the energy transition of road transport in Europe that is responsible for 20% of emissions of green-house gases and a major cause of pollutants like NOx and PM10;

Acknowledging a clean vehicle strategy requires a comprehensive international policy to increase energy efficiency of vehicles, (balanced) fuel pricing and drivers to encourage a shift to active, sustainable modes of transport as well as increased use of renewable fuels;

Acknowledging the need to incentivise the use of clean public transport vehicles as a key component to create a sustainable urban transport system and reduce air pollution;

Aiming at diminishing the dependency from fossil fuels and to spur a low- to zero-carbon transport economy in cities and metropolitan areas in Europe;

Acknowledging a responsibility to explore opportunities to create an integrated shift to low and zero-emission vehicles and hence, to enable the use of renewable energy in their fleets;

Assessing that this shift towards carbon-free combustion systems requires additional investments to achieve a lower TCO (total cost of ownership) to make procurement of low and zero-emission vehicles economically viable;

Recognizing the need for a further maturing of zero emission technologies to enable a joint effort on limiting additional investments costs and higher scalability;

### **EMTA members commit themselves to**

support the acceleration of “clean vehicles” according to the results of life cycle analysis and to remove local obstacles that could impede or jeopardise the transformation to low and zero-emission transport;

prioritise the introduction of “clean vehicles” according to the results of life cycle analysis when defining the requirements for the procurement of new vehicles;

support the transformation towards low- and zero- emission vehicle strategies by procurement of clean vehicles in terms of striving towards 100% of zero- and low-emission bus fleets, as soon as and wherever possible, specifically in densely populated city districts;

**call upon the European Commission and Member States**

to support research to understand what vehicles are to be defined as “clean” or low respectively zero emission, considering the life cycle of vehicles and their external effects;

to support the innovative application of low- and zero-emission technology in urban networks by providing clarity for governing authorities on expected investment decisions;

to help cover additional investment cost for the transition to low and zero-emission, depending on the capabilities and competences in the local context;

to create adequate funding opportunities and schemes and thereby remove barriers coming from upfront investments in new vehicles for their energy (charging) infrastructures;

to enable further study with respect to the emission performance of low- and zero-emission engines in various member states to define the specific financial transformation funds;

to accelerate the innovation and development of low- and zero-emission vehicles and improvement of their fuel efficiency by removing barriers for scaled application of sustainable vehicle technology.

Paris, June 8 , 2018

Signatories

