

III. URBAN HEAVY-DUTY VEHICLES

- A. Because urban heavy-duty vehicles (buses, delivery trucks, garbage trucks, etc.) operate in densely populated regions, typically have highly emitting diesel engines, and run for many hours each day, pollution control efforts targeting these vehicles can be highly cost-effective. Clean fuels, strong tailpipe controls, and hybridization strategies can reduce pollutants by more than 90 percent, make vehicles much quieter, and reduce fuel consumption by half.
- B. Cities and nations should work to transform the urban heavy-duty fleet by:
1. Cleaning up fuels (see sulfur section).
 2. Moving quickly to world-class tailpipe standards.
 3. Developing new vehicle technologies through research and development funding and tax credits.
 4. Deploying super-efficient, clean, quiet commercially viable vehicles such as hybrids through fleet standards, concession requirements, and buy-downs of incremental costs.
 5. Working with fleet operators to minimize unnecessary idling and inefficient operation.
- C. Technology strategies for developing nations, where most urban growth is found, should be designed for unique developing nation conditions. For example, it may be especially important that clean and efficient urban heavy-duty vehicles are manufactured locally. However, it is critical under these conditions to quickly improve local capabilities to produce clean and efficient vehicles and engines.
- D. Fuel choice for vehicles must take into account local capacities, including available fueling infrastructure and vehicle resale potential.