"Singapore Statement"

1. We, the oil companies¹, that produce and/or provide oil products for the Asian market, which have gathered here in Singapore for the purpose of discussing cleaner air in Asia, share the concerns that air pollution is a serious developmental problem and that for Asia to develop further it is important that citizens are able to enjoy air of a quality which, by recognized standards, such as those recommended by the World Health Organization, should not cause them harm.

2. Air quality is impacted by emissions from a number of varied sources but we recognize that the rapid growth in mobility in Asia has contributed to an increase in emissions in many cities, and that the expected continued growth in number of vehicles will further add to the problem. Countries and cities in Asia experience different levels and types of air pollution, and actions taken to reduce air pollution need to take this into consideration. Any action taken to address air pollution should be based on sound science.

3. To enable ambient air quality in Asian cities to meet appropriate standards will require the identification and implementation of location- and context-specific initiatives, which are based on sound science and which recognize the necessary balance between economic, environmental, and societal needs and impacts. In this regard, we believe it is appropriate that a range of solutions be considered with the aim of identifying those which leads to the most balanced, cost-effective initiatives involving an acceptable overall cost to society, government and the stakeholders.

¹ The oil companies taking part in the launch meeting in Singapore on 21 July 2003 included Bangchak Petroleum Public Company, BP, ChevronTexaco, ExxonMobil, Indian Oil Corporation, Pakistan State Oil, Petron Corporation, PTT Public Company Ltd, Shell, Showa Shell Sekiyu K. K., Singapore Petroleum Company, Thai Oil Company Limited. Although not present at the launch meeting, discussions are ongoing with other companies in the region on their participation in the Dialogue.
4. We are committed to working with key stakeholders, including governments, academia, civil society, and equipment/vehicle manufacturers to contribute to the identification of sources of pollution, as well as the formulation of solutions, particularly those designed specifically to reduce emissions from mobile sources.

5. Fuel quality is one of four equally important enablers to reduce vehicle emissions, the others being cleaner engine technology, better vehicle and engine maintenance, and effective traffic management and transport planning schemes. All four of these need to be taken into account when considering optimum, sustained solutions, the implementation of which will require integrated measures from a number of stakeholders.

6. We, the oil companies, appreciate the role taken by the Clean Air Initiative for Asian Cities (CAI-Asia) to initiate a dialogue among oil companies in Asia, and we express our full support for the goal of the dialogue: “To contribute to better air quality management in Asia.”

7. The dialogue on cleaner fuels in Asia is a significant contribution towards the objectives of the Partnership for Clean Fuels and Vehicles, which was set up at the World Summit on Sustainable Development (WSSD) in Johannesburg in September 2002 by a group of committed partners from governments, international organizations, industry, and non-governmental organizations (NGOs). This global partnership intends to help reduce vehicular air pollution in developing countries through the promotion of clean fuels and vehicles, and will focus initially on two priority areas (i) the elimination of lead in gasoline and the phase down of sulfur in diesel and gasoline fuels, concurrent with, (ii) the adoption of cleaner vehicle technologies.

8. The active commitment and support of the auto industry to the Dialogue process will be vital for its success.