**GOAL Global**

**Appendix 3 - GOAL Country Emission Standards**

**and vehicle demand forecast**

**REF: IRL- LGD – 40834**

**ITT Ref: IRL-LGD-40834 Framework Agreement for the Supply of Global Vehicles and Telematics**

**September 2025**

**GOAL Country Fleet Details -**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Country** | **Hand Steer\*** | **Import Restrictions on Vehicle Fuel Type\*** | **PPM Fuel Sulfur\***  | **Current Fleet Size** | **Average Annual Mileage** | **Indication of Road Conditions – typical GOAL Areas of Operation** |
| **Vehicle** | **Motorbike** |
| **Chad** | LHD | Must be Euro IV | 166 | 0 | 0 | 25,000km | Sila |
| **Colombia** | LHD | Must be Euro IV | 50 | 2 | 0 | 28,000km | La Guajira |
| **Ethiopia** | LHD | Hybrid/Electric Only | 500 | 34 | 0 | 24,000km | Afar, Gambela, Benshangul, Amhara |
| **Haiti** | LHD |  | >500 | 5 | 0 | 13,000km | Port au Prince, Jeremie |
| **Honduras** | LHD |  | 500 | 8 | 5 | 16,000km | San Pedro Sula, Gracias a Dios |
| **Iraq** | LHD |  | >5000 | 0 | 0 | 25,000km | Erbil, Basra, Duhok |
| **Niger** | LHD |  | 380 | 6 | 34 | 13,000km | Niamey, Zinder |
| **Sierra Leone** | LHD |  | 3000 | 22 | 29 | 28,000km | Freetown, Kambia, Kenema, Makeni |
| **South Sudan** | LHD |  | 350 | 24 | 10 | 21,000km | Upper Nile, Warrap, Abyei, [Equatoria](https://en.wikipedia.org/wiki/Central_Equatoria), Juba |
| **Sudan** | LHD |  | 350 | 9 | 0 | 6,000km | Port Sudan, Darfur, Kordofan |
| **Syria** | LHD |  | >5000 | 5 | 0 | 26,000km | Aleppo, Idlib, Damascus |
| **Turkey** | LHD | Must be Euro 6 | 10 | 0 | 0 | 25,000km | Gaziantep |
| **Uganda** | RHD | Must be Euro IV | 50 | 18 | 52 | 32,000km | Kampala, Western, Eastern, Northern |
| **Zimbabwe** | RHD |  | 50 | 5 | 0 | 30,000km | Harare, Plumtree |
| **TOTALS** | **143** | **130** | **25,000km** |  |

**NOTE: \*Information is provided as a guide, Sulfur levels taken from UNEP, all bidders should conduct their own due diligence and offer the lowest whole life cost, lowest emission vehicle which is appropriate for use in each country. Your assessment of suitability should be based on all variables including but not limited to off-road conditions, fuel availability, fuel quality and any import restrictions.**

**GOAL Demand Forecast**

This forecast is indicative based on the total fleet size in each country and a planned 5 Year replacement cycle for all vehicles/motorcycles. The 5-year replacement cycle is a target which cannot always be met, so this forecast does not demonstrate a contractual commitment to purchase this volume of vehicles.

The actual commitment to purchase will be via call-off contract and will be based on requirements and the availability of funding.

|  |  |  |
| --- | --- | --- |
| **Country** | **Forecast Annual Demand (Vehicles)** | **Forecasted Annual Demand (Motorcycles)** |
| **Colombia** | 1 | 0 |
| **Ethiopia** | 8 | 0 |
| **Haiti** | 1 | 0 |
| **Honduras** | 2 | 1 |
| **Ireland** | 1 | 0 |
| **Niger** | 2 | 7 |
| **Sierra Leone** | 5 | 6 |
| **South Sudan** | 5 | 2 |
| **Sudan** | 2 | 0 |
| **Syria** | 1 | 0 |
| **Uganda** | 4 | 10 |
| **Zimbabwe** | 1 | 0 |
| **Grand Total** | **29** | **26** |

The current vehicle fleet is currently predominantly made up of Heavy Duty 4x4 Vehicles (Lots, 1, 2, 3) but vehicle requirements will be determined at the time of demand, and wherever possible smaller vehicles will be purchased to achieve fleet ‘right-sizing’ and environmental efficiencies.