

DIESEL AND GASOLINE ENGINE EXHAUSTS AND SOME NITROARENES

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¹ Working Group Members and Invited Specialists serve in their individual capacities as scientists and not as representatives of their government or any organization with which they are affiliated. Affiliations are provided for identification purposes only. Invited Specialists do not serve as Meeting Chair or Subgroup Chair, draft text that pertains to the description or interpretation of cancer data, or participate in the evaluations.

Each participant was asked to disclose pertinent research, employment, and financial interests. Current financial interests and research and employment interests during the past 4 years or anticipated in the future are identified here. Minor pertinent interests are not listed and include stock valued at no more than US \$1000 overall, grants that provide no more than 5% of the research budget of the expert's organization and that do not support the expert's research or position, and consulting or speaking on matters not before a court or government agency that does not exceed 2% of total professional time or compensation. All grants that support the expert's research or position and all consulting or speaking on behalf of an interested party on matters before a court or government agency are listed as significant pertinent interests.

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⁵ Each Observer agreed to respect the Guidelines for Observers at IARC Monographs meetings. Observers did not serve as Meeting Chair or Subgroup Chair, draft any part of a Monograph, or participate in the evaluations. They also agreed not to contact participants before the meeting, not to lobby them at any time, not to send them written materials, and not to offer them meals or other favours. IARC asked and reminded Working Group Members to report any contact or attempt to influence that they may have encountered, either before or during the meeting.

⁶ Observer for the IARC Review Stakeholder Group, USA. The IARC Review Stakeholder Group represents the AAM (Alliance of Automobile Manufacturers), ACEA (European Automobile Manufacturers Association), AECC (Association for Emissions Control by Catalyst), API (American Petroleum Institute), CONCAWE (Conservation of Clean Air Water and Environment, the oil companies European association for environment, health, and safety in refining and distribution), EMA (Truck and Engine Manufacturers of America), IPIECA (International Petroleum Industry Environmental Conservation Association), MECA (Manufacturers of Emission Controls Association), and OICA (International Organization of Motor Vehicle Manufacturers). John Gamble has received significant research funding from CONCAWE.

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⁸ Observer for the IARC Review Stakeholder Group, USA (see footnote 6). Thomas Hesterberg is a full-time employee of Navistar, Inc., a manufacturer of diesel trucks and engines. He provided expert opinion to California Air Resources Board in 2010 regarding emissions from diesel engines.

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¹² Dirk Pallapies holds small amounts of stock of Daimler-Benz AG and was employed until 2008 by BASF, a chemical company with business in trap technology, catalysts and additives for diesel and gasoline engines.

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¹⁴ Dana Loomis consulted in a lawsuit involving exposure to diesel exhaust (ceased in 2011).

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