Workshop 1

Advances in Energy-efficient Transport Technologies
• Guarded optimism: 30% reductions in road transport CO₂ emissions available at low cost; 50% reductions at reasonable cost longer term.

• Attaining these reductions requires intervention, including a fuel economy standard.

• New business models, e.g. leasing, can accelerate the market penetration of advanced efficient cars, spreading the cost of better fuel economy over time.
Differentiation of car ownership taxes is a quick way of steering vehicle choices to more fuel efficient rather than more powerful models.

Achieving the full emissions potential of electric vehicles is dependent on how the electricity is generated.

OECD countries must show a lead but efforts to reduce emissions should not be limited to the OECD. Public policies to promote and fund technology collaboration with developing economies required.