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Paper

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Abstract

This paper quantifies the potential reduction in US greenhouse gas emissions that could be achieved by using advanced-technology motor vehicles and low-emission bio-fuels. These two approaches are compared to a variety of other approaches to reduce transportation sector emissions. It is concluded that only strong fiscal measures can produce emission reductions as large as are available from advanced-technology vehicles and low-emission fuels. A technology strategy is offered that should make the benefits of these technologies likely to occur should the US enter into a binding agreement to limit US greenhouse gas emissions. Various policy scenarios that could result from such an agreement are presented with the result that the technology strategy to produce advanced-technology vehicles and bio-fuels remains the most viable and cost-effective approach to control the future growth of transportation-sector greenhouse gas



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- Director, Office of Energy Efficiency, Alternative Fuels and Oil Analysis, US Department of Energy. Carmen Difiglio also served as the Department of Energy's alternate member of the Policy Dialogue Advisory Committee to Assist the President in the Development of Measures to Significantly Reduce Greenhouse Gas Emissions from Personal Motor Vehicles. The views expressed in this paper are those of the author and do not represent the official views of the US Department of Energy or the US government.

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