

POLICY FUNDAMENTALS

1. Clean Vehicle Strategies Should Consider Both Air Quality Needs and Energy Needs in Parallel
 - a. Technology Paths exist which address both goals (e.g., Fuel Cells)
 - b. Technology Paths Exist which make progress on one goal at the expense of the other (e.g., diesel engines) and these should be avoided.
2. Clean Vehicle Strategies Should Pursue Inherently Clean Vehicles & Fuels
 - a. New Vehicle Strategies Directed At One or Two Dozen Manufacturers are inherently easier to implement and enforce than strategies dealing with millions of vehicle owners
 - b. It is Much Harder Technologically As Well as Managerially to Maintain Vehicles Clean if they inevitably tend toward being dirty.
 - c. In this context, Electric Drive Systems Are Emerging As The Most Attractive Option
 - i. Battery Electric
 - ii. Hybrid
 - iii. Fuel Cell
3. Clearly Defined Roles For the National, Provincial and Municipal Governments Benefit Everyone
 - a. Manufacturers Can Build Clean Vehicles More Efficiently if they have clearly defined targets
 - b. The limited government resources are used more efficiently if each branch focused on the role assigned to it.
 - c. Flexibilities Can be built in to account for
 - i. Differing severity of problems
 - ii. Differing capabilities between cities
4. New Vehicle Standards Should Be Fuel Neutral (e.g., diesel standards = gasoline standards)
5. A Newly Developed Vehicle Industry Should Be Based On New Technology & Not Be a Dumping Ground For Old Technology
6. It is not necessary to follow the same sequence in control measures in China as has been followed in the OECD countries
7. Vehicles and Fuels Should Be treated as a package rather than as independent entities
8. Policies Adopted to Facilitate Clean and Efficient Vehicles and Fuels Should Be Mutually Reenforcing Not Conflicting
 - a. (e.g., Fuel Efficiency Standards with Subsidized Fuel Prices Conflict)
 - b. (E.g., Stringent I/M Requirements with Waivers for Old Vehicles)