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- 08.00.16 Raqamli iqtisodiyot va xalqaro raqamli integratsiya
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ENERGY TRANSITION DEBATE: ELECTRIC VEHICLES, OIL AND THE “GREEN” PARADOX

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Abstract. The global energy transition is popularly viewed as an accelerated and irreversible transformation from fossil fuels to renewable sources and e-mobility. However, this tale frequently overlooks the deep and deep-seated underlying structural, economic, and geopolitical forces motivating the oil sector, and the environmental and health-related challenges implicit in electric vehicle technologies. This chapter offers a critical evaluation of the resilience of the oil industry in the context of an energy transition framework and explains the environmental paradox of “green” energy solutions. Based on qualitative synthesis of recent LCA, environmental science peer-reviewed works, policy analysis, the paper reaches three key conclusions. Oil is still embedded in global energy systems as a result of inertia of its infrastructure, dependence on industrial sectors, and geopolitical interests. Second, the deployment of EVs transfers much of environmental load upstream, particularly when it comes to battery production and raw materials. Third, certain environmental and health risks, including those tied to lithium-ion battery production and their management at the end of the life cycle, are specific to technologies associated with electric vehicles and not present in traditional internal combustion engine vehicles. The paper argues that decarbonization is necessary but that an accounting of the dynamics of the energy transition requires a reckoning about oil's continuing relevance, and with the hidden costs of electrification.

Key words: Energy transition, electric vehicles, oil industry resilience, green paradox, environmental externalities, life-cycle assessment (LCA), battery production impacts, geopolitical energy security, decarbonization trade-offs, sustainable energy policy.

Annotatsiya. Global energiya o'tishi ko'pincha qazilma yoqilg'ilardan qayta tiklanuvchi manbalar va elektromobillarga tezkor hamda qaytarilmas o'tish jarayoni sifatida talqin qilinadi. Biroq ushbu yondashuv neft sanoatini harakatga keltiruvchi chuqur va tizimli iqtisodiy hamda geosiyosiy omillarni, shuningdek, elektr transport texnologiyalariga xos ekologik va sog'liq bilan bog'liq muammolarni yetarlicha hisobga olmaydi. Ushbu maqolada energiya o'tishi doirasida neft sanoatining barqarorligi tanqidiy baholanadi hamda “yashil” energiya yechimlarining ekologik paradoksi tahlil qilinadi. Hayotiy sikl tahlili (LCA), ekologiya va atrof-muhit fanlari bo'yicha so'nggi ilmiy tadqiqotlar hamda siyosiy hujjatlarning sifat jihatidan sintezi asosida uchta asosiy xulosa chiqariladi. Birinchidan, neft global energetika tizimlarida infratuzilma inertsiasini, sanoat tarmoqlarining unga bog'liqligi va geosiyosiy manfaatlar sababli hanzuhim o'rinda egallab kelmoqda. Ikkinchidan,



elektromobillarning joriy etilishi ekologik yuklamaning katta qismini yuqori bosqichlarga, ayniqsa, akkumulyatorlar ishlab chiqarishi va xomashyo qazib olish jarayonlariga ko'chiradi. Uchinchidan, litiy-ion batareyalar ishlab chiqarish va ularni xizmat muddati yakunida boshqarish bilan bog'liq ayrim ekologik va sog'liq xavflari faqat elektromobillarga xos bo'lib, an'anaviy ichki yonuv dvigatelli transport vositalarida kuzatilmaydi. Maqolada dekarbonizatsiya zarurligi tan olinadi, biroq energiya o'tishining real dinamikasini tushunish uchun neftning davom etayotgan ahamiyatini va elektrlashtirishning yashirin xarajatlarini e'tibordan chetda qoldirmaslik lozimligi ta'kidlanadi.

Kalit so'zlar: energiya o'tishi, elektromobillar, neft sanoatining barqarorligi, yashil paradoks, ekologik tashqi ta'sirlar, hayotiy sikl tahlili (LCA), akkumulyator ishlab chiqarish ta'siri, geosiyosiy energiya xavfsizligi, dekarbonizatsiya muvozanatlari, barqaror energiya siyosati.

Аннотация. Глобальный энергетический переход часто рассматривается как ускоренный и необратимый процесс замещения ископаемых видов топлива возобновляемыми источниками энергии и электрической мобильностью. Однако подобная трактовка нередко игнорирует глубинные структурные, экономические и геополитические факторы, обеспечивающие устойчивость нефтяного сектора, а также экологические и медицинские риски, присущие технологиям электрического транспорта. В данной статье проводится критическая оценка устойчивости нефтяной отрасли в рамках концепции энергетического перехода и анализируется экологический парадокс «зелёных» энергетических решений. На основе качественного обобщения современных исследований по анализу жизненного цикла (LCA), работ в области экологических наук и анализа энергетической политики формулируются три ключевых вывода. Во-первых, нефть по-прежнему глубоко встроена в глобальные энергетические системы вследствие инерции инфраструктуры, зависимости промышленных секторов и геополитических интересов. Во-вторых, внедрение электромобилей приводит к переносу значительной части экологической нагрузки на предшествующие стадии, прежде всего связанные с производством аккумуляторов и добычей сырья. В-третьих, ряд экологических и медико-санитарных рисков, включая проблемы производства и утилизации литий-ионных батарей, характерен именно для электрических транспортных технологий и не присущ традиционным автомобилям с двигателями внутреннего сгорания. В статье утверждается, что декарбонизация является необходимой, однако адекватное понимание динамики энергетического перехода требует признания продолжающейся роли нефти и учёта скрытых издержек электрификации.

Ключевые слова: энергетический переход, электромобили, устойчивость нефтяной отрасли, зелёный парадокс, экологические внешние эффекты, анализ жизненного цикла (LCA), воздействие производства аккумуляторов, геополитическая энергетическая безопасность, компромиссы декарбонизации, устойчивая энергетическая политика.

INTRODUCTION

Accelerated global climate policies and decarbonization strategies have made the energy transition key to economic and political decision-making. Governments, international organizations and technology firms increasingly promote renewable energy and electric vehicles as definitive solutions to climate change and air pollution. In this dominant narrative, fossil fuels and oil in particular are often characterized as industries near to doomed obsolescence. Yet those depictions often oversimplify a much more complicated reality. From an analytical viewpoint, the belief that oil can be immediately phased out is a gross underestimate not only of the size of existing energy infrastructures but the geopolitical basis needed to secure worldwide energy markets. Oil remains central not just as a transportation fuel, but as a foundational input for petrochemicals, industrial production and global trade. The industrialization of new economies drives further energy demand requirements away from traditional energy systems, which are currently unable to meet which is another reason it is necessary to further pursue oil strategically in the medium to long term. But the increasing reliance on electric vehicles presents what could be called a “green paradox.” EVs remove tailpipe emissions, but redistribute, not eliminate, their environmental impact. Recent life-cycle assessments show that battery production is one of the most environmentally demanding stages of the EV life cycle, attributed largely to energy-intensive production processes and extraction of key minerals such as lithium, cobalt, and nickel.

These upstream consequences happen outside consumer markets, so are less apparent in public discourse. Also, some of the environmental and health risks of EV technology are structurally different from those of typical vehicles. The mining and processing of lithium-ion batteries are associated with chemical risks, water stress, and localized pollution that do not occur from the internal combustion engine systems. I believe that this asymmetry is often missed in policy debates that position electrification as an unconditional clean answer. This paper aims to transcend the binary of “clean” versus “dirty” energy by discussing the economic and geopolitical durability of the oil industry as well as the environmental trade-offs afforded by the electrification of the mobility



economy. The study aims to create this balance, using evidence alongside scepticism in an attempt to highlight the transition to cleaner energy.

REVIEW OF LITERATURE ON THE SUBJECT

The contemporary debate on the global energy transition is dominated by the rapid diffusion of electric vehicles (EVs) and the parallel narrative of declining relevance of oil. However, a substantial body of academic literature challenges the simplicity of this transition and highlights its structural, environmental, and geopolitical contradictions. Central to this discussion is the so-called “green paradox,” which questions whether electrification genuinely reduces environmental harm or merely redistributes it across stages of production and geography.

One of the most influential contributions to this debate comes from Vaclav Smil, who consistently argues that modern societies remain deeply dependent on fossil fuels due to their unmatched energy density, reliability, and embeddedness in industrial systems. In works such as *Energy and Civilization* and *Energy Transitions*, Smil emphasizes that historical energy transitions have unfolded over many decades, not years, and have added new energy sources rather than fully replacing old ones. From this perspective, expectations of a rapid oil phase-out driven by EV adoption underestimate both infrastructural inertia and global energy demand growth.

A complementary macro-historical approach is offered by Daniel Yergin, whose analyses of global oil markets demonstrate that oil’s role extends far beyond transportation fuels. Yergin underscores oil’s critical importance for petrochemicals, plastics, fertilizers, and global trade logistics. His research shows that even aggressive electrification scenarios leave substantial residual demand for oil, particularly in emerging economies undergoing industrialization.

From an environmental economics standpoint, the sustainability claims of EVs have been scrutinized through life-cycle assessment (LCA) methodologies. Hawkins Troy and colleagues demonstrate that while EVs reduce tailpipe emissions, their overall environmental footprint depends heavily on electricity generation mixes and battery production processes. Studies published in *Environmental Science & Technology* reveal that lithium-ion battery manufacturing is energy-intensive and highly dependent on mining activities with significant ecological and social costs. These findings suggest that EVs shift emissions spatially rather than eliminate them altogether.

Overall, the existing scholarship converges on a critical conclusion: electric vehicles are not a singular solution to climate change but one component of a complex and uneven energy transition. Oil retains strategic importance in the global economy, while EVs introduce new environmental and geopolitical challenges that complicate the narrative of a clean break from fossil fuels. The “green paradox” thus serves as a useful analytical lens for understanding the unintended consequences of well-intentioned climate policies.

RESEARCH METHODOLOGY

The present study is based on a qualitative and desk-based analytical framework that aims to analyze the environmental consequences of the introduction of electric vehicles and to maintain the environmental significance of the oil industry in the context of the global energy transition. The research is not based on primary experimental data, but rather on synthesizing and interpreting secondary evidence from industry reports, policy analyses, environmental studies, and authoritative media literature. Because of the comprehensive, widespread, and cross-sectional character of the research question, this methodological choice cannot be satisfied by purely technical experiments. The analytical method is centered-comparative and life-cycle-focused in its basic mode of analysis. The emphasis is not confined to vehicle operation; instead, the study assesses environmental impacts across various processing stages such as raw material extraction, manufacturing, energy supply, use-phase conditions, and end-of-life management. Life-cycle reasoning is consistently demonstrated through the analysis of different life-cycle flows, where downstream impacts are considered alongside upstream or deferred impacts, for instance, battery production emissions, mineral extraction damage, and waste management risks. This distinction is critical in order to identify environmental burdens that are displaced rather than eliminated by electrification strategies.

Data were chosen solely from publicly available, non-anonymous, and thematically significant publications. For example, environmental analysis platforms such as Earth.org and Ecomena, industry and policy research institutions such as Frontier Economics, technology resources by sector from Tallano Technologies, and international statistical indexes from Worldometers were used. These sources complement each other by providing diverse viewpoints on environmental impacts, resource access, industrial practice, and policy assumptions. User-generated content and unverifiable commentary are intentionally excluded from the study.



The analysis includes three consecutive steps. First, the review was based on a series of original qualitative analyses of electric vehicle manufacture, battery production, mineral extraction, electricity generation, and waste management, drawing on the identification of commonalities, hazards, and reported quantifiable factors. Second, these results were framed within a comparative perspective, comparing electric vehicles to conventional internal combustion engine vehicles and stressing distinctions in impact type, location, and timing. Third, the findings were considered in relation to other forces within the global energy system, referring to worldwide oil reserve availability and current sustainable development efforts within the oil and gas industry.

Interpretation is fundamental to the adopted approach. Instead of viewing electrification solely as a technical alternative, the review considers the adoption of electric vehicles as part of an interconnected system of industrial and energy structures. This allows the combination of statistical indicators with qualitative assessments of environmental risk, policy effectiveness, and long-term system resilience. The author's analytical perspective is explicitly applied to synthesize results and to generalize the shortcomings of simplified "green transition" narratives.

It is acknowledged that several methodological limitations exist. The study relies on secondary data, which are subject to the interpretations and reporting practices of original sources. Quantitative estimates may vary across countries and technologies, and certain environmental impacts remain difficult to quantify under specific conditions. Nonetheless, the consistency observed across multiple findings supports their credibility. The approach prioritizes transparency, analytical coherence, and realism over predictive accuracy. This framework allows for evaluative and critical reflection on electric mobility and energy transition strategies without overstating empirical certainty, making it appropriate for policy-oriented journals, interdisciplinary energy studies, and dissertation-level research where system-wide implications are the primary focus.

ANALYSIS AND RESULTS

Public knowledge sources of environmental and industrial environment research show that the ecological footprint of electric vehicles is highly concentrated in the manufacture sector, especially at the battery generation stage. By contrast with their traditional vehicles, EVs use a lot of lithium, cobalt, nickel, and manganese to source and process, which are energy- and environmental-disrupting. These activities are associated with water quality, soil degradation, habitat destruction and very high water use, and particularly in arid mining areas, report several reports¹. In all of these sources we find that the manufacturing process of EV could add more negative gas to the atmosphere than for internal combustion engine vehicles. This trend is driven largely by fossil-fuel-dependent production and transportation as well as the overlong transport of raw materials as well as energy-intensive battery assembly processes.² EV battery manufacturing uses heavy diesel machines and fossil-fuel-powered processing plants³ before the vehicle is even driven. From an analytical perspective these results contradict the simplified story telling that electric vehicles are by nature "low-emission vehicles". Rather, the emissions are removed upstream into industrial and extractive supply chains. This displacement effect doesn't end environmental destruction but it moves it around in space, frequently to places that are lax in environmental protection and without the capacity to control the environment.

The environmental impacts of battery manufacturing go beyond carbon emissions. Extracting lithium from deposits of brine takes water, something that is associated with water shortages in arid regions.⁴ This has deep sustainability implications as local ecosystems and societies start to struggle with industrial extraction for scarce riverage. Cobalt extraction comes with a further level of environmental degradation. Cobalt is produced and released with the potential for toxic waste materials that can affect soil and water, killing animals, disrupting aquatic life, and reducing human health.⁵ The impacts are structurally specific to EV technologies, as mainstream vehicles do not need battery-grade cobalt at comparable scales. Additionally, the manufacturing of batteries contains chemicals that are hazardous and may endanger air, water, and soil quality if improper management occurs. Production of advanced cathode materials, especially nickel-cobalt-manganese batteries, is recognized as a significant contributor to the environmental impact of electric vehicles in terms of carbon and pollution.⁶ It is these findings, when combined, that show that environmental responsibilities related to EV are not coincidental, but are baked into the design of battery technology (Figure 1).

¹ <https://earth.org/environmental-impact-of-battery-production>

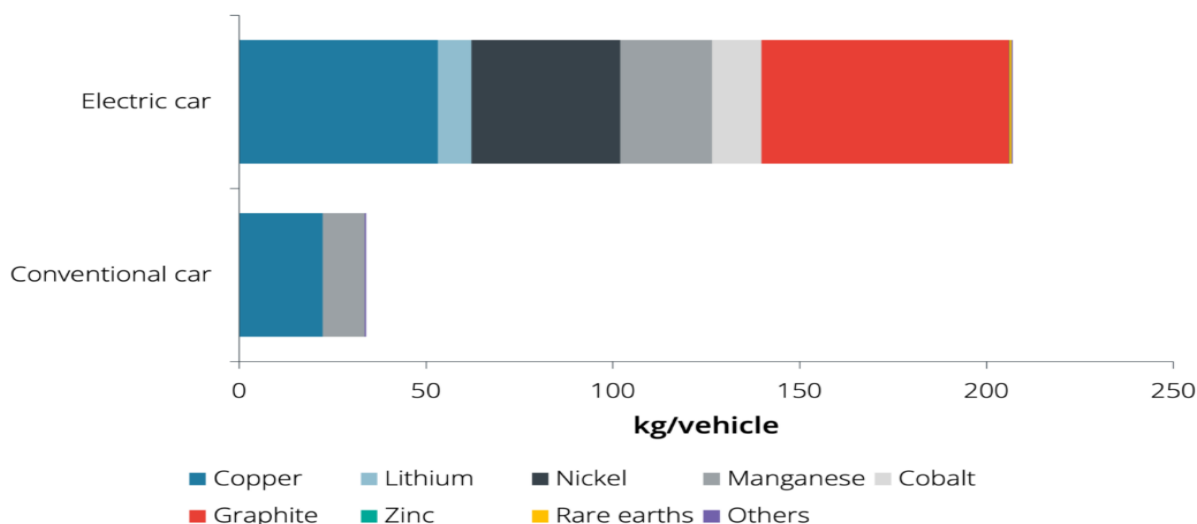
² https://www.frontier-economics.com.au/the-untold-environmental-impact-of-evs-electric-vehicles_

³ <https://www.npr.org/2024/05/09/1250212212/ev-batteries-environmental-impact>

⁴ <https://www.ecomena.org/environmental-impact-electric-vehicles>

⁵ <https://newenergyeg.com/negative-effects-of-electric-cars-on-the-environment-2>

⁶ <https://newenergyeg.com/negative-effects-of-electric-cars-on-the-environment-2>



Minerals in EVs - International Energy Agency

Figure 1. Comparative mineral intensity of electric vehicle production relative to internal combustion engine vehicles, with particular emphasis⁷

Another one that arises in the reviewed sources is regarding the disposal of batteries and recycling. Electric vehicle battery life is finite and end-of-life management is one of the major environmental challenges. Recycling has been said to be cumbersome, expensive and still not on par with the pace of EV increase.⁸ Improper disposal of lithium-ion batteries presents hazards that are largely absent in today's vehicle systems. Damaged batteries have leached harmful chemicals into soil and water which is damaging ecosystems, while thermal runaway events may cause burn in landfill for release toxic gases into the air.⁹ The huge size and chemical complexity of EVs makes their safe disposal harder. Inadequate governmental oversight increases the risk of environmental problems. Analytically, this reflects a temporal aspect of the environmental costs associated with EVs. Operating emissions may be less during times of vehicle use, but environmental risks build up at the end-of-life, creating a late-stage pollution problem and not an eternal resolution.

The environmental impact of all electric vehicles relates to some of the different combinations of electricity charge for these vehicles. Several sources stress that where electricity generation is mainly reliant on fossil fuels, the net greenhouse gas reduction achieved by EVs is greatly reduced.¹⁰ In such cases, we can see that EVs may offer only a small climate dividend compared with efficient internal combustion vehicles. This conditionality hinders a one-size-fits-all approach to policy in the field of electrification. A higher proportion of renewable energy per kWh on the electricity grid translates to greater environmental benefits on EVs compared to fossil-fuel-centric grids, whereby the environmental benefits drop a lot. This finding supports that vehicle electrification should not be analyzed separately from overall structures of the grid and the energy system.

Although electric cars eliminate the use of tailpipe emissions, tire exhaust and brake wear do create a significant amount of non-exhaust particulate matter. Some sources posit regenerative braking could result in fewer emissions from brakes, potentially resulting in lower particulate matter release than conventional vehicles would produce.¹¹ But tire wear is still a very substantial source of fine particles, so EVs do not completely remove transport-related particulate air pollution. Besides the environmental effects, health-based reasons highlight the risk to human health potentially related to new EV technologies. If poorly controlled, exposure to pollutants produced from damaged batteries and particulate matter generated during vehicle operation can be harmful to health.¹² These are not clinical investigations, but do offer some red flags in the way to the issue and merit further scientific examination.

7 The International Energy Agency (IEA) reports that EVs require six times as much minerals as a conventional car from <https://www.frontier-economics.com.au/the-untold-environmental-impact-of-evs-electric-vehicles>

8 <https://earth.org/environmental-impact-of-battery-production>

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12 <https://altoio.io/can-electric-cars-be-harmful-to-our-health>



According to global oil reserve statistics, vast amounts of oil are still around the world, which begs the question of whether these reserves will go unused in energy transition scenarios.¹³ I think it is not realistic to just assume that vast reserves will pass without being left on their own without big economic and geopolitical consequences. The oil industry itself is also taking increasing strides toward sustainability. Industry-specific analyses articulate ongoing endeavors to lower emissions, operate more efficiently, and adopt cleaner technologies in the oil and gas sector.¹⁴ This indicates that instead of disappearing altogether the oil segment is responding to new environmental pressures. Another commentary points to doubts about the leadership of big oil companies in the green transition, suggesting that companies in the tech sector and the renewables industries, for example, may be in a stronger position to facilitate systemic change themselves.¹⁵ However, that is not to say that oil is no longer important despite that, oil and its continued use as support for industrial processes that underpin what you need to get from oil to the road as a tool for industries, including those to the EV manufacturing. The conclusion of this analysis raises a fundamental paradox for this age's energy transition. Electric vehicles present clear advantages relative to tailpipe emissions, but their manufacture, resource usage, and end-of-life issues involve considerable environmental and health impacts. These costs are frequently invisible in discussions about public pollution coverage, which usually focus on operational emissions. In my opinion, the energy transition must not be treated as a straightforward substitution of "dirty" oil for "clean" electricity. Instead, it is a complicated transfer of the environmental burdens across the different levels of production, geography, and time. Thus, a good grasp upon such complexity can aid in the realisation of energy policies that are grounded in good governance and sustainable social behavior (Figure 2).

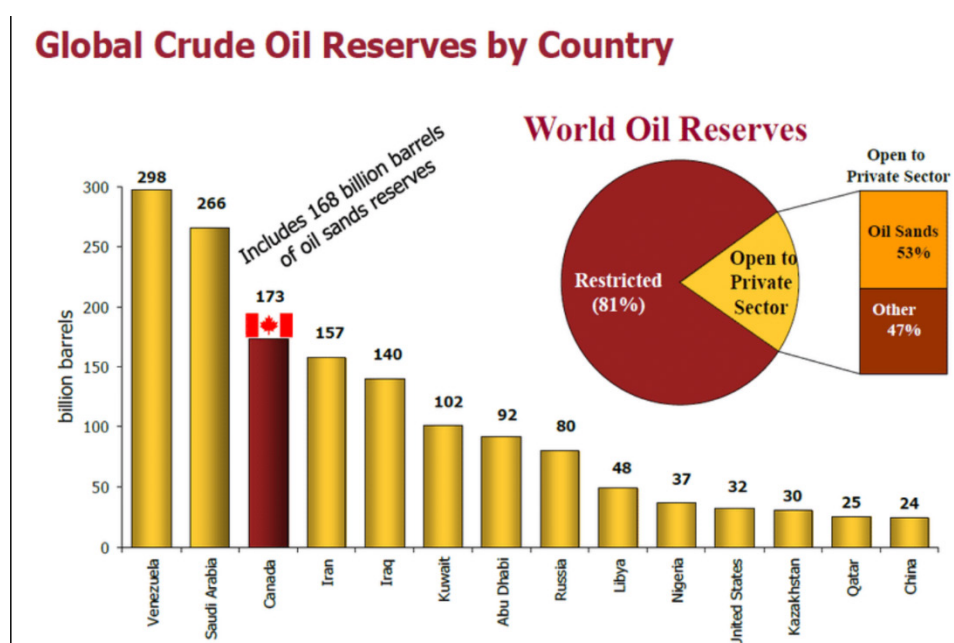


Figure 2. Global crude oil reserves by country¹⁶

CONCLUSIONS AND SUGGESTIONS

This work also indicates that the present narrative in which electric vehicles are compared to an energy transition is sometimes both oversimplified and in turn erroneous. Although EVs are generally promoted as integral to decarbonization strategies, scrutinising them in their entirety means that the environmental impact of these new types of vehicles is ambiguous and conditional. As we present here, the evidence demonstrates that electric vehicles do not eliminate environmental degradation or reduce levels of it, but rather spread it through various stages of manufacture, geographic locations and time. One of the most important findings deals with the environmental costs of EV production. Battery manufacturing involves heavy loads of lithium, cobalt, nickel and other vital minerals, with the extracting and processing of which can cause severe harm to the environment. With the massive uses of raw lithium extraction, which are in arid regions the extraction of

¹³ <https://www.worldometers.info/oil>

¹⁴ <https://energiesmedia.com/sustainable-practices-in-the-oil-and-gas-industry>

¹⁵ <https://illumine.com/illuminevoices/why-big-oil-wont-lead-the-green-transition-and-who-actually-will>

¹⁶ https://www.researchgate.net/figure/Global-crude-oil-reserves-by-country_fig1_282484722



lithium requires huge amounts of water, increasing water scarcity and endangering local ecosystems.¹⁷ Mining of cobalt and nickel impacts degradation of fields and also on the soil, water and habitat problems, contribute to ecological destruction, as well as the generation of hazardous industrial by-products.¹⁸

The impacts happening before an electric car gets to the road are not noticeable when discussing tailpipe emissions publicly. A number of authors also claim the production of electric cars generate more GHGs than manufacturing of the ICEV is responsible for than combustion engines as a vehicle manufacturing process. This is primarily due to dependance on fossil-fuel mining equipment, energy-consuming refining processes, and battery assembly plants operating generally on carbon-intensive energy grids.¹⁹

This deconstructs the belief that EVs are intrinsically low-carbon technologies all the way through their life cycle from an analytical point of view. One other key finding relates to disposal and recycling of batteries. Electric vehicle batteries have a short lifespan, and existing recycling systems tend to be expensive, technically complex, and scale-lacking solutions to handle the increasing numbers of EV end-of-life batteries.²⁰ Environmental dangers are severe due to mismanagement for soil and water pollution and fire risks, for example, lithium-ion battery thermal runaway at landfill sites.²¹ And these end-of-life problems indicate that environmental degradation from EVs is likely to increase over time rather than be alleviated. When we put electric vehicles in operation, the environmental performance of these vehicles are also shown to be highly dependent on the electricity mix used for charging. Where electricity generation remains largely fossil-fuel based, the net greenhouse gas reduction brought by EVs is considerably reduced.²²

This shows a deep flaw in transportation electrification strategies deployed without simultaneous decarbonization of the power sector. Whereas predictions foretell an impending depletion of oil, global oil reserves show that a considerable number of oil reserves remain available globally.²³ For me, it is not realistic to imagine that such reserves simply go unused. It is based on history that economically valuable energy resources can hardly be disinvested in without alternative approaches that are large and dependable. Simultaneously, the oil and gas sector is more and more implementing sustainability initiatives such as efficiency and emission reduction techniques. That would seem to imply that oil's role is changing, not withering away. In general, the results of this study uphold the important message that the energy transition needs to not be thought of as a simple binary switch from "dirty" oil to "clean" electricity. It is, it implies, a complex reconfiguration of the environmental burdens that we are all facing, both globally in our energy and industrial systems. Electric vehicles may facilitate this transition, but they are not a panacea or risk-free in and of themselves.

From these findings, some policy and strategic proposals are made to assist a more realistic, practical and environmentally sound energy transition. Policymakers first should discard the tailpipe-only definitions of "zero-emission vehicles" for the sake of a comprehensive life-cycle accountability concept. Existing policy on zero emission vehicles that considers zero emission based solely on operational performance for the purpose of policy does not necessarily consider manufacturing emissions, impacts to mining and extraction of minerals and end-of-life risk.²⁴ The mandatory disclosure of emissions of battery production processes, water used, and sources of materials would further clarify environmental impacts and align incentives to meet those metrics. Second, battery mineral supply chains need stricter environmental governance. The extraction of lithium, cobalt and nickel is known to cause environmental destruction and water stress.²⁵ Governments should also mandate tracing and enforce environmental standards and water-use limits across mining areas. Without action like these, rapid ramp-up of EV production will have the unintended consequence of transferring environmental harm from the urban consumer to resource-impacted underclass. Third: Battery recycling and end-of-life infrastructure require a good deal of investment. Existing recycling systems are not resilient to handle the size of battery waste expected with more aggressive EV-adoption scenarios.²⁶

Extended producer responsibility programs should require manufacturers to pay for the recovery and recycling of batteries. It would minimize environmental liabilities, reduce e-waste growth and long-term reliance on the removal of primary minerals. Fourth, transport electrification needs to be connected with decarbonizing the power sector. Encouraging EVs in locations with electricity grids strongly dependent on fossil fuels provides only limited gains for the climate and risks public disillusionment with climate policy results.²⁷ EV incentives

17 <https://earth.org/environmental-impact-of-battery-production>

18 <https://newenergyeg.com/negative-effects-of-electric-cars-on-the-environment-2>

19 <https://www.npr.org/2024/05/09/1250212212/ev-batteries-environmental-impact>

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should, therefore, be matched to the composition of the electricity grid, targeting regions with a higher share of renewable energy supply. Fifth, energy policy must acknowledge the strategic importance of oil still during the transition. Global oil reserves are not depleted and the oil and gas industry remains substantial due to it being a key player in the global economy and an active practitioner for sustainable practices. Instead of assuming a quick exit, they should work with the sector to mitigate emissions, increase efficiency, and manage environmental risk as alternative systems mature. Finally, as far as I am concerned, the energy transition should not be driven by ideology, but realism. Overdependence on one technology alone whether electric vehicles or any other leaves points of systemic weakness. A balanced, technology-free focus that accounts for trade-offs, invests in multiple options and values full-cost accounting is more likely to achieve enduring environmental and economic benefits. Electric vehicles are no panacea, oil is not vanishing, and sustainability is not going to be sold with slogans. The energy transition can only become reality if uncomfortable trade-offs and unrecorded costs are faced head on.

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Manzilimiz: Toshkent shahar, Mirzo Ulug'bek tumani
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