

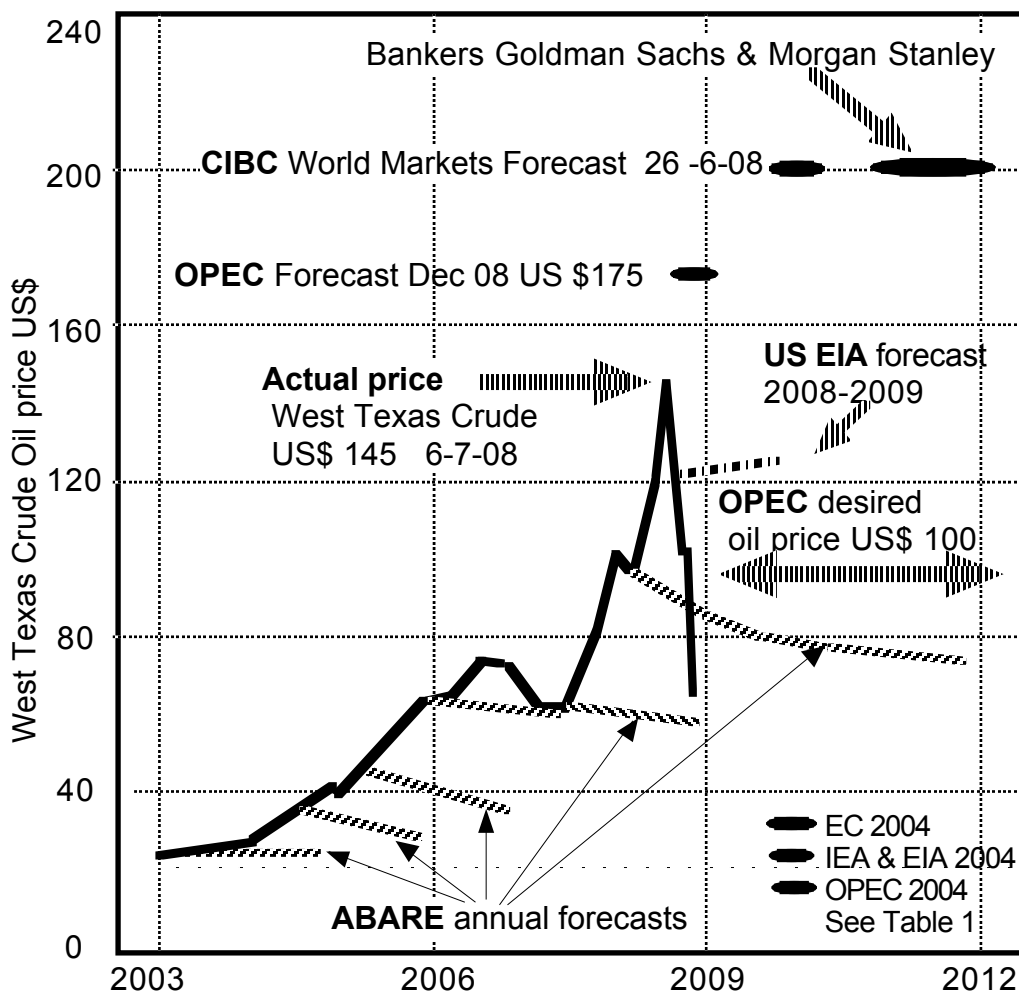


People for Ecologically Sustainable Transport

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To survive peak oil and reduce CO2 emissions in a deep recession build fuel efficient cars and save jobs. Comment on the Vehicle Fuel Efficiency report 04-11-08

Figure 1. ABARE's recent oil price forecasts reflect the 2004 forecasts of the IEA, US EIA and OPEC for 2010 and failure to model the consequences of a deep recession till 2012



PEST Comment on the Vehicle Fuel Efficiency Report

1. Introduction

In February 2006 the Council of Australian Governments (COAG) requested the Australian Transport Council (ATC) and the Environment Protection and Heritage Council (EPHC) to provide a report on programs and incentives to encourage the uptake of more fuel-efficient and low emission passenger and freight vehicles, and to provide advice on opportunities for reforms to regulations, standards, codes and labelling requirements to improve vehicle fuel efficiency.

Also in February 2006 the price of West Texas crude oil averaged US\$62 a barrel over that month. ABARE forecast that the price would not increase beyond US\$65 a barrel at that time but would be US\$60 a barrel or less for what it regarded as the foreseeable future. Indeed, ABARE's modelling did not forecast the serious international recession we are now in, which has reduced the demand for oil and its price. Maybe this is why COAG is misinformed about the peak oil issue. (See figure 1 and analysis in section 3).

After consideration of an initial report by the ATC and EPHC, the COAG meeting in April 2007, Chaired by John Howard, requested them to develop jointly a package of vehicle fuel efficiency measures designed to move Australia towards international best practice. In response to that request they produced a Public Discussion Paper on *Vehicle Fuel Efficiency* which presented an analysis of the Australian road transport sector in relation to vehicle fuel efficiency and greenhouse gas emissions, and outlined a range of potential measures which could be implemented to improve vehicle fuel efficiency and CO₂ emissions performance.

Most of the paper *Vehicle Fuel Efficiency* was written before the price of West Texas crude peaked at US\$147 a barrel in July 2008. Note that the recent forecasts by the International Energy Agency in October 2006 of world oil production peaking in the next few years came out one month after the paper *Vehicle Fuel Efficiency* was released for comment in September 2008. The paper is based on forecasts of increased production of world crude oil supplies and very low future oil prices by ABARE and other Australian government agencies and assumed that these were credible sources; unfortunately they are not. The new Federal government continues to rely on this outdated source, but it did give a welcome priority to dealing with the long term threat of climate change.

Another problem is that *Vehicle Fuel Efficiency* fails to take into account the worst case, and most likely case, of the worsening international recession on the Australian economy and the car industry. The modelling of future transport trends fail to take into account the actual 2006/7/8 real demand for public transport vehicles in all the Australia capital cities. The worsening international recession has significantly increased the demand for public transport in the EU, the US and Canada and delayed the imminent peak in world oil production by a year or so but will not delay it much longer unless the recession turns in a economic depression that reduces demand in Asia and particularly in China.

The worsening international recession was predicted by Warren Buffet in 2003 who stated in his annual letter to share holders:-

“Derivatives are financial weapons of mass destruction.....derivatives are accidents waiting to happen.....Central banks and governments have so far found no effective way to control , or even monitor, by these derivative contracts... time bombs for the parties that deal in them and for the economic system”.

In February 2008 the Book "The Trillion dollar Meltdown" (Morris 2008) was published which described in detail all the 'dodgy' financial engineering schemes that had been created as a result of 20 years of financial deregulation and predicted that the world's stock markets would crash in 2008. That happened and in October 2008 the Chinese Premier said at a meeting of 40 Asian and European leaders "We need even more financial regulation to ensure financial safety". The French President stated the need to manage the financial crash by creating a 'mark 2' Bretton Woods agreement. (Freeman and Stearns 2008)

The financial crisis is likely to last to at least the end of 2009 and is likely to damage the real economy for years to come. The ratio of private debt to GDP is now more than double the levels that triggered the Great Depression. Australia's current level of private debt is now 165 percent of GDP. when in 1929 the ratio was 80%. Therefore the worst case scenario is far from being impossible and the Commonwealth should be prepared to take a risk management approach. Remember that it took 3 years for the All Ordinaries index to reach bottom in the Great Depression and if it dropped that much in the near future it would reach bottom in September; it would then take another 4 years to return to the 120 year average growth trend line in September 2014.(Bassanese 2008)

If the All Ordinaries or ASX 200 index dropped to the same level as the All Ordinaries did in 1932 it would be around 1,100 and the unemployment rate would be round 28%. Note that the ASX200 had a closing peak of 6829 on the 1st November 2007 and exactly one year later it had dropped 55%. By October 29 2008 stocks dropped in all the major countries: All of them are still going down; what is unknown how long it will take to get back up

The paper *Vehicle Fuel Efficiency* fails to model the worst case scenario of future transport trends in a low or no growth economic environment. It fails to take into account the potential demand for mopeds, scooters, electric bicycles and public transport vehicles in all the major cities in Australia out to 2020. It fails to acknowledge that the growth of toxic debt, is a threat to the survival of both the world and the Australian economy and car industry.

There is now a need to cope with the negative synergies of climate change, peak oil, and an unstable world financial system that threaten our well being. For example, a relatively painless way to reduce carbon emissions is to adapt the economy to cope with peak oil. There is now also a serious risk of the Australian car industry collapsing if the trillion dollar meltdown of the credit bubble generates a severe recession or, worst still, a 1929 category economic depression.

As the gathering economic storm approaches the transport sector is increasingly dependent on foreign sources of crude oil and is the fastest growing source of carbon pollution. There are more than 14 million registered vehicles on Australian roads; increasing car ownership owes its growth to energy derived from crude oil and is almost entirely dependent on it. There is no silver bullet to reduce our addiction to imported crude oil – instead we need a package of measures to reduce per capita oil use in an equitable way to cope with the inevitable longer term oil shortages, increased unemployment and the collapse of many companies.

This submission supports the practical measures detailed in Paper *Vehicle Fuel Efficiency*. Section 5. Conclusions and Table 17. However these measures are not enough and if there is a deep recession or depression. there needs to be a bipartisan commitment from government and the car industry to produce more fuel efficient vehicles. In hard times the partial nationalisation of the car industry may be necessary so that the industry continues to produce vehicles and maintain its skilled labour force. Several countries are doing this with their banks and this could be done to protect important industries and reduce the decline of employment. Australian workers should not be denied the opportunity of making fuel efficient cars in Australia for Australians and that is another good reason for emergency measures that will guarantee the car industry's survival.

2. The poor fuel efficiency of Australian made cars

There is now a serious risk of the Australian vehicle industry collapsing if the trillion dollar meltdown of the credit bubble generates a severe recession or, worst still, a 1929 category economic depression lasting five or ten years. Indeed the most important measure to increase the long term viability of Australia's car industry is making cars that are fuel efficient. That is not happening (See Table 1 below).

Table 1 Vehicles sold in Australia with lower emissions only

MODEL FUEL CO2 EMISSIONS (G/KM)

| | | |
|--|-----------------|------------|
| Volkswagen BlueMotion Polo (not sold) | | 99 |
| Peugeot and Citroen planned for 2011 | | 100 |
| Toyota Prius | petrol/electric | 106 |
| Toyota Prius I Tech | petrol/electric | 106 |
| Honda Civic Hybrid | petrol/electric | 109 |
| Audi A3 1.9e TDI Sportback Manual | diesel | 119 |
| Hyundai i30 1.6 Diesel Manual | diesel | 125 |
| Peugeot 308 XS HDi Manual | diesel | 130 |
| Peugeot 207 Touring XT HDi Manual | diesel | 131 |
| Mitsubishi Colt ES CVT | petrol | 134 |
| Skoda Roomster 1.9 TDI/77kW Manual | diesel | 145 |
| Skoda Octavia Elegance | | |
| Wagon 2.0 TDI/103kW Manual | diesel | 150 |
| Renault Megane Sedan 6-Spd Manual | diesel | 154 |
| Audi A4 2.0 TDI Multitronic (Automatic) | diesel | 154 |
| Holden Astra CDTi Hatch | diesel | 159 |
| Hyundai i30 1.6 Diesel Auto | diesel | 159 |
| European Car fleet average | | 161 |
| Skoda Octavia Ambiente | | |
| Sedan 1.9 TDI/77kW Manual | diesel | 162 |
| Honda Civic VTiL Sedan | petrol | 164 |
| Volkswagen Golf 2.0 TDI Auto | diesel | 165 |
| Volkswagen Jetta 2.0 TDI Auto | diesel | 168 |
| Volkswagen Passat 2.0 TDI Auto | diesel | 178 |
| Saab 9-3 Vector 1.9TiD Sedan | diesel | 181 |
| Saab 9-3 Vector 1.9TiD Combi | diesel | 181 |
| Lexus GS 450h | petrol/electric | 186 |
| Audi TT Roadster | | |
| 2.0 TFSI S-tronic (Automatic) | petrol | 188 |
| Peugeot 407 STHDi Automatic | diesel | 189 |
| Lexus RX 400h | petrol/electric | 192 |
| Mitsubishi Lancer ES CVT | petrol | 196 |
| Holden Captiva SX | diesel | 198 |
| Honda Accord Vti | petrol | 209 |
| Hyundai Santa Fe 2.2 Diesel Autodiesel | | 218 |
| Lexus LS 600hL | petrol/electric | 219 |
| Honda Odyssey Luxury | petrol | 222 |
| Australian car fleet Average | | 231 |

The package of vehicle fuel efficiency measures in *Vehicle Fuel Efficiency* predicts that there will continue to be strong demand growth in all areas of road transportation into the foreseeable future and assumes an annual growth rate of 2.5% a year which at the present time is a totally unreal expectation. This in turn is expected to lead to ongoing growth in CO2

emissions within the road transport sector. In 2008 the greenhouse emissions per car sold in Australia were almost 50% higher than those sold in Europe — an average 231 grams of carbon dioxide a kilometre compared with 161 grams.

Exporting large cars to the Middle East is just a means of transferring carbon intensive and fuel wasting products into another country's back yard. Many of these countries are politically unstable and will break up when their oil production peaks or the current financial crisis catches up with them. Australians making fuel efficient cars for Australians is the key to the car industry's long term survival. Making hundreds of thousands of large cars is an unsustainable practice that needs to be phased out without destroying the car industry in the process.

The review of Australia's automotive industry released in July 2008 failed to acknowledge the need for the car industry to survive the coming economic recession, to cope with peak oil or to be protected so that they have a decent chance of producing energy efficient cars. That review merely updates the unsustainable notions and free market assumptions of the Productivity Commission's previous reports on the future of the car industry which ignored serious environmental considerations and making better use of Australian oil resources.

More than half the new cars bought last year were part of government or business fleets. Despite dire climate change warnings made in the last decade only 13% of these PMV's were rated as low-emission vehicles. None of the low-emitters were Australian made; there are no locally produced vehicles meeting environmentally friendly criteria. Sadly, energy wasteful Australian cars produced this year will still be on the roads ten years from now or scrapped prematurely because they will become too costly to run.

Fuel efficient cars will become more popular, helped by \$500 million from the Federal Government to encourage manufacturers to produce them and by petrol cost increases which are unavoidable as world oil production peaks and in a few years reduces. In the long term government action could and should guarantee a secure market for more fuel efficient cars.

3. Computer modelling ignored peak oil and the growth of toxic debts

There is a serious risk that high oil prices will eventuate within the next two years even if the current recession does not deepen into a depression. Any revision of *Vehicle Fuel Efficiency* should recognise that the key government agencies with a brief under the Westminster system "*to tell the truth to power*" did not know the truth, or withheld the truth, or considered the truth to be a "*known unknown*" during the last government's term of office. The following section and figure 1 shows that their estimates of future oil prices were way out and no allowance was made at all for the impact of an economic recession or depression. Much higher growth rates and a stable economy were assumed, based on the unstated assumption that the business cycle of boom and depression had been abolished. When the economic tide went out they were found to be swimming naked. Whatever the reason for bad advice it would be prudent now to take a risk management approach to both climate change, peak oil, and toxic debt (Hirsch et al 2005)

3.1 The unsound forecasts of ABARE

The Australian Bureau of Agricultural and Resource Economics (ABARE) is the Commonwealth agency with most responsibility for the failure of previous governments and consultants to anticipate and plan for the peak in world oil production; this peaking threatens the future economic well being of nearly all countries with escalating oil prices and the collapse of many industries dependent upon oil products and petrochemicals.

Worst of all,, ABARE has an oil addict's state of mind induced by gross dependence on oil which is best described by James Howard Kunstler:

We are now hobbled by a tragic psychology of previous investment – that is, having poured so much of our late - 20th century wealth into this living arrangement – this Happy Motoring utopia – we can't imagine letting go of it, or substantially reforming it.

An ABARE spokesman on oil resources said at the 2007 Senate oil inquiry hearing that “...when the price is high enough even the roosters will lay eggs”. His little joke suggests that he wanted to trivialise the threat to the national security of peak oil. Whatever the reason the preservation of a stable democracy depends on conserving oil for essential purposes and ABARE has failed to anticipate this threat. The inaccurate oil price forecasts of ABARE since 2000 are set out in figure 1; so how did they get it so wrong and why? The answer to that is given in the ASPO paper (Ward 2006) which stated in the conclusion that :-

“ABARE’s prediction pattern is generally the same: the oil price will gently recede from its current value. this means that in situations where the actual oil price is trending upwards it ABARE forecasts will tend to undershoot, and the further the forecasts goes into the future, the greater the gap will be. In short ABARE can predict the price under conditions where the price remains stable, because under such conditions the price will remain roughly constant or gradually recede. Unfortunately, stability (or lack there of) in the oil market appears to have been totally unpredictable, which ultimately renders it unreliable.

ABARE’s forecasts for 2005 were that the price of oil (West Texas Intermediate) would be between US\$30 and \$35 a barrel (ABARE 2005). Figure 1 shows that they are still making these totally useless forecasts 3 years later in 2008. The Productivity Commission is even worse; it refuses to recognise that conventional oil is a finite resource. Sadly ABARE was not the only Australian government agency whose forecasts of falling oil prices have been consistently wrong for five years.

3.2 Unsound forecasts of the Bureau of Transport and Regional Economics (BTRE)

The Bureau of Transport and Regional Economics (BTRE) was the Commonwealth agency responsible for providing advice to the government, motoring organisations and state government agencies responsible for long term planning. In 2005 the BTRE did a review of the peak oil debate entitled "Is the world running out of oil: working paper 61" which shows that the BTRE was dependent on the forecasts of international energy agencies (See table 2).

The most powerful of these agencies was the International Energy Agency (IEA) which predicted that the price of oil in 2010 would be only US\$22 a barrel, US\$26 in 2020 and US\$29 in 2030. These over optimistic forecasts were the reason IEA’s previous recommendations for an “Australian Strategic Oil Reserve” were ignored by the Howard Government. The Tax Review needs to recommend creating an “Australian Strategic Oil Reserve”

The US Department of Energy Information Agency 2010 forecast was US\$23 a barrel and US\$25 in 2020. The Organisation of Petroleum Exporting Countries (OPEC), forecast only US\$19 a barrel for 2010 and 2020.

The price of West Texas Crude was \$US145 a barrel on the 16th July 2008., an event which was not anticipated at all by the BTRE which forecast that the price of oil in 2020 would be around \$US25 a barrel. These unsound forecasts were then used by many state government planners in the preparation of transport plans.

Table 2 Oil price forecasts for the period 2010, 2020 and 2030 (US \$ per barrel)

| Government or intergovernmental source | 2010 | 2020 | 2030 |
|---|-------------|-------------|-------------|
| International Energy Agency (IEA). | 22 | 26 | 29 |
| Energy Information Agency (EIA); US Department of Energy. | 23 | 25 | |
| European Commission (EC) | 28 | 33 | 40 |
| Organisation of Petroleum Exporting Countries (OPEC) | 19 | 19 | |
| Institute of Energy Economics Japan (IEEAJ) | 24 | 27 | |
| Centre for Global Energy Studies (GGES) | 20 | 15 | |

Source: (BTRE 2005 working paper 61. p. 24).

Nobody realised that the data used in these BTRE , ABARE and IEA forecasts (before 2007) were mostly derived from the nationalised oil industries of dictatorial regimes. They trusted these national oil companies' data which grossly over estimated their oil reserves. Nationalised oil companies do not publish details about how much oil is extracted from each reservoir or what methods are used to extract that oil; nor do they permit external audits. (Economist 2006)(Simmons 2005) In 2007 the IEA began to use its influence to verify the data.

3.3 The IEA and OPEC have failed the oil importing and oil producing nations

Some energy agencies do learn from from their mistakes. For example, early in 2008 the IEA estimated the capacity of oil-producing nations to open new fields to keep up with growing demand over the next decade. It said that global production could not even make 100 million barrels a day because it was harder to keep supply and demand in equilibrium.

*"When the price went up as a result of the Iranian revolution, demand went down,.....
"But what has happened in the last few years has not been in line with economic theory. The price of oil went up sharply between 2004 and 2006 and demand actually increased. That may seem bizarre but it is the result of new buyers coming in, such as China and the Middle Eastern economies where fuel is subsidised by government and rises are not reflected on the consumer side." (Biol 2008)*

The Chief Economist at the IEA stated recently (The Independent, UK) that " the price of oil in 2030 will perhaps be US\$150 a barrel," a mere US\$21 more than the previous IEA estimate. Below he summarises the future problems faced by "Big oil" but still has an optimistic view of the price of oil in 2030.

We are on the brink of a new energy order. Over the next few decades, our reserves of oil will start to run out and it is imperative that governments in both producing and consuming nations prepare now for that time. We should not cling to crude down to the last drop – we should leave oil before it leaves us. That means new approaches must be found soon. Even now, we are seeing a shift in the balance of power away from publicly listed international oil companies. In areas such as the North Sea and the Gulf of Mexico, production is in decline. Mergers and acquisitions will allow "big oil" to replenish reserves for a while, and new technologies will let them stretch the lives of existing fields and dip into marginal and hard-to-reach pools. But this will not change the underlying problem. Oil production by public companies is reaching its peak. They will have to find new ways to conduct business.....What will all this mean for the price of petrol? The indications are that if the producers don't bring a lot of oil to the markets, we may see very high prices – perhaps oil at \$150 a barrel by 2030. If the governments do not act quickly, the wheels may fall off even sooner. (Biol 2008)

On June 10 2008 the US Department of Energy Information Agency(EIA) forecast for 2008 was US\$112 a barrel and US\$129 in 2009; it will be some time before they update these forecasts. The 2009 forecast is \$106 more than their 2010 forecast in Table 1.(US EIA 2008) When this estimate was published the sub-prime housing crisis and toxic debt problems were nearly a year old but no mention was made about these problems reducing the demand for oil via an economic recession which was officially recognised by President Bush in October 2008.

Note that the Organisation of Petroleum Exporting Countries (OPEC) represents many national oil companies Its members are: Algeria, Angola, Indonesia, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, the United Arab Emirates, and Venezuela. OPEC's members own 77 percent of the world's proven oil reserves, or a total of more than 900 billion barrels. They account for about a third of the world's oil production and over 40 percent of global petroleum exports. OPEC's forecast in Table 2 for year 2010 was very low at US \$19 a barrel

In April 2008 an OPEC spokesperson said *"There is no shortage; speculators are responsible for running the price of oil up."* That seemed to be the daily mantra at OPEC. In June 2008 at a conference of oil producers and consumers they even predicted oil prices to reach as high as \$170 a barrel that year (see Figure 1) However they were also concerned about the inflationary impact of high oil prices and said that oil at US\$100 a barrel would suit them well and that current high oil prices must come down; also that importing countries should establish regulatory controls to limit speculation on the oil markets and invest more in refineries so that the heavier and sour oil could be used.

Saudi Arabia committed itself to a small increase in its production quota but that did not reduce the price. Toxic debt and the trillion dollar melt down did that. OPEC members blamed speculators but failed to realise the speculation had its roots in the fact that *"Derivatives are financial weapons of mass destruction"* that gave speculators a means of grossly leveraging their funds and turning stock markets into casinos.

3.4 Conserving oil to build the energy infrastructure required to replace oil

Because peak oil is certain to occur it would be prudent to conserve oil to maintain essential public services, maintain food production and construct the nuclear reactors, wind turbines and other renewable energy resources as envisaged by the IEA and the British Prime Minister at the June 2008 Conference of Oil Producers and Consumers.

Given the unreliable record of past forecasting and the contradictory views of the major stakeholders in the oil business prudence dictates that enough of the good oil has been conserved by government to build the infrastructure needed to survive the end of the age of oil. National governments need to act together to exploit renewable energy sources and nuclear power. (Parker 2005A & 2007)

Increasing the price of conventional oil makes it more economic to extract and process tar sands, oil shale and coal to make refined oils. Unfortunately these non-conventional oils have a much lower energy return on energy invested and increase CO2 emissions 3 to 7 times. (Parker 2007) This is one of the reasons why, on the 12 th August 2008, the IEA Head Nobuo Tanaka stated that the only way that CO2 emissions will be reduced by 2050 and the demand for oil reduced by 27% will be by a huge increase in the use of nuclear and renewable energy

What Tanaka states below makes it clear that nuclear power stations will need to be built. This will require a change of direction in Canberra which has been presented with inaccurate oil forecasts by the IEA prior to 2007.

Der Spiegel interview with IEA head Nobuo Tanaka 12 Aug. 2008

Extract from the interview about the current oil shock, the growing importance of nuclear power and the quantity of oil left in the world. (Bednarz and Jung 1980)

SPIEGEL: How does the current price shock differ from its precursors in the 1970s?

Tanaka: *In 1973, OPEC curtailed the oil supply for political reasons, and prices shot up as a result. Today, however, the strong global demand has triggered the crisis. It is a structural phenomenon that will only increase and will impose an ever-growing burden on the economy. We are not properly prepared for this. It is critical that we search for solutions.*

SPIEGEL: What could they look like?

Tanaka: *Basically, all we have to do is consistently pursue the CO2 reduction goals that the industrialised nations have agreed to. This doesn't just help the climate, but it is also good for energy security. In the IEA, we have developed a scenario on how CO2 emissions could be cut in half by the year 2050. This would reduce demand for oil by 27 percent. The most important instrument in this scenario is energy conservation. We must drastically improve efficiency. Add to this the increased use of alternative sources of energy, like solar, wind and hydroelectric. And we should also commit ourselves more heavily to nuclear power.*

SPIEGEL: What, specifically, are you proposing?

Tanaka: *Based on our calculations, to achieve the goal of cutting CO2 emissions in half by 2050, each year about 17,500 wind turbines would have to be erected world-wide, 55 coal and gas power plants would have to be outfitted with CO2 filtration and sequestration equipment and about 32 new nuclear power plants would have to be built. Currently one or two nuclear plants are being built each year. But there was a time when 30 reactors were placed into service every year. Why shouldn't we be able to do this today?*

SPIEGEL: Perhaps because the operators would run out of fuel?

Tanaka: *Our colleagues at the International Atomic Energy Agency (IAEA) in Vienna have assured us that this is not a problem, that we have enough uranium. In fact, where we have a shortage is with experts: engineers with knowledge in the field are in short supply.*

SPIEGEL: In Germany, many view nuclear energy with scepticism, partly for reasons of safety.

Tanaka: *I know that there is a debate on this issue in Germany. Our role is to provide data and analyses on opportunities and risks. Using this information, every country can make its own decisions.*

SPIEGEL: But your position in the discussion is obvious.

Tanaka: *Without nuclear energy, it will be impossible to cut CO2 emissions in half by 2050. The Germans should also understand this.*

Clearly the IEA does not understand that the next US administration will not be investing a trillion or more US\$ in renewable energy and/or nuclear power because its toxic debt problem has already seriously damaged the economy. There is still uncertainty about the US\$840 billion rescue package for bailing out the Wall Street investment banks proposed in the first week of October 2008. Will it heal the sick economy or will there be a depression?

What seems certain is that the US consumes 25% of the world's oil but in the next decade will not be able to afford investment in carbonless energy technologies, large scale oil exploration and production in deep water or nuclear power. The US will become more dependent not only on oil imports but on fuel efficient car imports and Japanese car companies will manufacture more cars in the US than Ford or Chrysler.

The IEA annual report, the *World Energy Outlook*, that will be officially released in November,, will explain in detail how the world will struggle to meet oil demand because output from the world's oil fields is declining faster than previously thought. According to the Financial times which has a prepublication draft, this is the first authoritative public study of the biggest oil fields throughout the world. According to the Financial Times:-

Without extra investment to raise production, the natural annual rate of output decline is 9.1 per cent. The findings suggest the world will struggle to produce enough oil to make up for steep declines in existing fields, such as those in the North Sea, Russia and Alaska, and meet long-term demand. The effort will become even more acute as prices fall and investment decisions are delayed. The IEA, forecasts that China, India and other developing countries' demand will require investments of \$360bn each year until 2030. The IEA says even with this investment, the annual rate of output decline is 6.4 per cent. The decline will not necessarily be felt in the next few years because demand is slowing down, but with the expected slowdown in investment the eventual effect will be magnified. (Hoyos and Blas 2008)

This writer cannot access this report at this time but IEA head Nobuo Tanaka has made it very clear that reducing our dependence on oil will require so many trillions of US dollars to fix it their way that it may not be acceptable to the G8 nation or the rest of the world.

4. 0 Negative synergies with the toxic debt crisis in the US, EU and Asia

The European Central Bank (ECB) will probably take a dim view of the IEA's proposal to spend many trillions of Euros on alternatives to oil. The ECB has been directing all of its energies deleveraging the dangerous levels of debt in the European banking system and is desperately hoping that the panic in Wall street does not get out of control.

If Europe's deleverage gets out of control the global credit crisis will get dramatically worse and put an end to any hope of new investment to reduce oil dependency and a painless reduction of carbon emissions. Assuming the international debt crisis is brought under control with only a minor recession the best prognosis is from Nobuo Tanaka IEA Executive Director speaking about renewable energy sources in Berlin:-

Oil prices should ease in coming months but extreme weather conditions and labour disputes in the industry could create new supply bottlenecks. However, no dramatic bottlenecks were to be expected between now and 2010 because oil supply was relatively generous compared to demand, But after 2010, and above all after 2013, the situation would become more difficult because there was no immediate prospect of new reserves coming on to the market and this would affect prices. (Wacket 2008)

Even so the toxic debt crisis has already reduced the demand for oil by around 1.3 million barrels a day and reduced its price. Global oil production has remained level since 2005, despite significant investment and rising prices. West Texas crude oil on October 29 fell to \$63 from the record \$147.27 a barrel reached on July 11. If the world economy goes 'belly up' it will reduce the demand for imported oil and fossil fuels for a few years after peak oil and that will reduce CO2 emissions in the most painful way for a billion or more people in the developed countries.

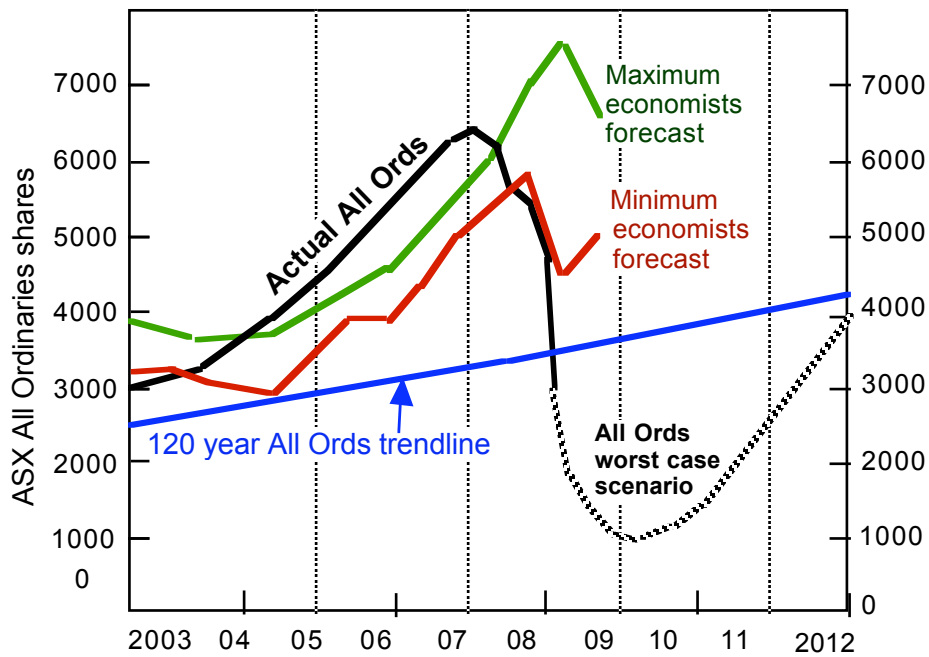
The sub -prime crisis impacted the US stock market in 2007. From the the 1st November 2007 to October 29 2008 : the US Dow- 40%; the German Dax -44%; France's CAC- 47%; Japan's Nikkei. -53%. . Hundreds of billions of dollars from hedge funds, institutional investors and even sovereign wealth funds poured into Brazil, Russia, India and China seeking huge returns from the world's fastest growing economies. So when the sub prime debacle started 'taking the legs out' of the financial sector in mid-June 2008, and the massive deleveraging process began, money rushed right back out of those economies, taking their stock markets down sharply by October 22nd 2008: Brazil - 59%; Russia -72%; India - 62%; and China - 62%. All of them are still in trouble what is unknown is how far down they may go and how long it will take to get back up

The worst case scenario for the US, the EU, Japan, China and India is having to ration oil for essential uses, as was done in World War 2, and putting the economy on a war time footing as the measure of last resort. However, Australia has far less toxic debt to deal with and the banks have been more responsible so it may be possible for Australia to fund and create an oil conserving infrastructure. According to ANZ chief executive Mike Smith :-

Australia's Big Four banks are among just 18 in the world given a AA rating by Standard & Poor's, while all Australian banks rated by the agency are BBB or higher. The Australian Prudential Regulation Authority (APRA) has in the past been considered heavy-handed by the banking fraternity, but as more lightly regulated banks in the US and Europe are in trouble, its diligence in policing authorised deposit-taking institutions is paying off. APRA says its role is not to eliminate all risk in financial services, which is necessary for any enterprise that seeks a return, but is instead to "ensure that those financial entities that we regulate meet the promises that they make to depositors" (Sharp 2008)

The financial crisis is likely to last to at least the end of 2009 and is likely to damage the real economy for years to come. The ratio of private debt to GDP is now more than double the levels that triggered the Great Depression. Australia's current level of private debt is now 165 percent of GDP. while in 1929, the ratio was 80%.

Figure 2. Comparison of economists forecasts of next years growth of ASX All Ordinaries shares and their actual growth from 2002 to 2009. Projection of the worst case scenario from 2008 to December 2012.



Data source: Melbourne Age 6 monthly Economic Surveys and unpublished research by Alan. A.. Parker

What may happen in Australia is shown on Figure 2 which uses data from the Age Economic Surveys produced in July and January each year from 2002. Figure 2 shows the forecasts of 20 economists of the ASX All Ordinaries (All Ords) for 12 months ahead. from 2002 to 2009 and the actual All Ords from 2002 to Nov 1st 2008.

There is a maximum and minimum forecast curve to show the spread of forecasts between the economists and how all of them underestimated the growth of the All Ords from 2004 to 2007 and their huge underestimate of the decline of the All Ords in 2008.

Figure 2 shows the forecast by this writer of what will happen to the All Ords in a 1929 category economic depression. (which would probably create an unemployment rate of around 28%). The graph shows an extension of the 120 year line from 2002 to 2012 and indicates the excessive growth of the index from 2002 to 2008. Note that the area under the All Ords, the trend line from 2002 to 2008, is the same as the area beneath the trend line from 2008 to December 2012. Also the All Ords growth rate back to the trend line is similar to the growth from 2002 to 2007.

5.0 The Association for the Study of Peak oil (ASPO) has a good track record

Figure 3 uses data produced by ASPO in 2005 in the same year that the BTRE, the IEA and OPEC made their flawed forecasts of the price of oil in 2010 and 2030 (shown in Table 2). The most recent ASPO data for 2007 are not significantly different to its 2005 estimate (shown below) and are far more accurate than anything produced by ABARE..

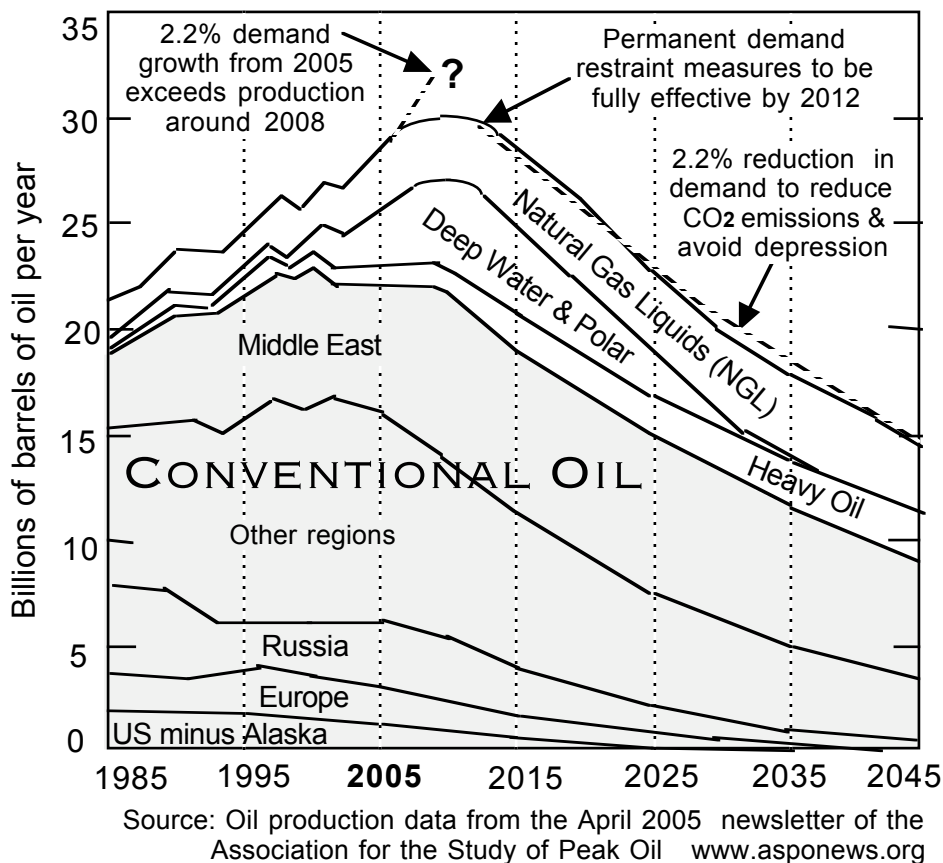


Figure 3 The decline in conventional oil production from around 2010

Figure 3 indicates the need to reduce world oil consumption by 2.2 % per year by decoupling the growth in oil consumption from the growth of GDP and persuading regional neighbours to do likewise. The risk of conventional oil (excluding carbon intensive non conventional oil) peaking and then declining by 2012 is highly likely .

Figure 3 shows world conventional oil production increasing by around 2.2% per year from 1985 to 2006, peaking and then declining by 2012, with a 2.2% per annum decline in production to 2045. That means that world oil demand should be reduced to balance it with reduced oil production of 2.2% per year as follows:

- **2007 to 2008:** reduction of 715 million barrels a year,
- **2009 to 2020:** reduction of 660 million barrels a year,
- **2021 to 2030:** reduction of 616 million barrels a year,
- **2031 to 2040:** reduction of 515 million barrels a year,

These figures are indicative only as no one knows yet what the rate of decline will be; hopefully it will be less than 2.2 %. Geological constraints and geopolitical problems are going to ensure that oil shortages are inevitable. The easy to extract light and sweet conventional oil is a finite resource that has already peaked or will peak in a year or so.

A new ASPO publication "*An atlas of oil and gas depletion*" by C. J. Campbell, reviews the status of oil depletion in 65 countries, which are summed to give regional and world totals. The work, which would provide a framework for analysis, is available for around US\$200 from www.jeremymillspublishing.co.uk. The Oil and Gas Journal also publishes what sounds like a comparable study by Rafael Sandrea costing US\$4,500, entitled "*Future Oil and Gas Supply*".

6.0 The laws of supply and demand cannot create more of the good oil.

Increasing the price of crude oil on the market does not create more of the good oil, all it does is increase the supply of sour and heavy oils. After half of the oil in a reservoir is extracted the quality and quantity of the remaining extractable oil declines until all that is left are the viscous dregs, saturated with sulphur and /or other pollutants. Increasing the price of conventional oil also makes it more economic to extract and process tar sands, oil shale and coal to make refined oils. These non-conventional oils have a much lower energy return on energy invested and increase CO2 emissions 3 to 7 times. (Parker 2007)

The modelling of the energy costs of conventional and non conventional oil in the long term in Australia by CSIRO confirms that the emissions of CO2 will increase per barrel of oil produced:

"the energy return on energy invested (EROEI)" in finding, extracting, transporting and refining oil will decrease. The reality is that the energy costs and benefits of oil extraction do change for the worse over time, and CSIRO scientists, recommend that physical energy profit accounting procedures should complement monetary accounting procedures for all important energy companies and national accounts". (Foran and Poldy 2002).

The increasing energy costs of discovering and extracting conventional oil apply generally to other new sources of conventional oil in deep water and hazardous locations. Tomorrow's extraction, refining and use of oil will produce more CO2 emissions per barrel than it did 30 years ago and will increase its cost relative to more abundant fuels such as coal. (Foran and Poldy 2002)

7.0 Other negative synergies with other resource shortages in the next 30 years

There are other well-known resource depletion problems for many countries occurring in the same time frame as peak oil; world shortages of natural gas, low sulphur coals, fertiliser and fresh water supplies without which food production will be put at risk and carbon dioxide

emissions will increase. Climate change threatens to increase the number of the world's hungry by reducing the area of land available for farming in developing countries.

Sixty-five developing countries, home to half the developing world's population, risk losing about 280 million tonnes of potential cereal production as a result of climate change. This loss would have a value of US\$56 billion, or 16 percent of the agricultural gross domestic product of these countries. Climate change will drastically increase the number of undernourished people, severely hindering progress in combating poverty and food insecurity (Brown 2007).

The synergetic interaction of oil depletion with other environmental "time bombs" that have been ticking away for many years will result in world food production peaking and then declining at a rapid rate in a few years. Conventional oil production is declining in the same 30-year time frame as increased drought, storm damage and rising sea levels due to global warming; a decline in fresh water availability and quality; increasing salinity and soil loss. All of these environmental problems are beginning to reduce food production. World stocks of food grains have reached critically low levels that put the survival of 100 million people at risk. (Weisman 2008)(Parker 2005 A)

Figure 4 shows the trends for the growth in the Asian and world population, the faster growth in Asian oil consumption and the peaking of conventional world oil production. Continued population growth and the faster growth of GDP in Asia have escalated the demand for oil and put the oil needs of Asia on a collision course with the western world. It is not possible to feed the world without low cost oil supplies to power food production. What is happening is a political recipe for disaster.

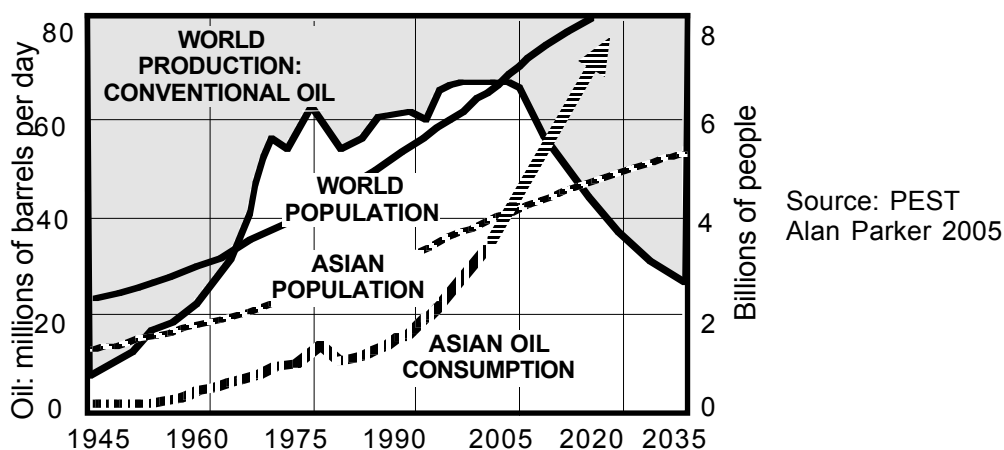


Figure 4 Peak oil and the growth in population, oil consumption

To reduce greenhouse gas emissions and conserve oil resources a significant percentage of the world's motor vehicle fleet of 900 million will need to be replaced with vehicles relying on batteries. The lightest and most efficient of these are lithium ion batteries which are the batteries of choice for the next generation of electric vehicles. There is uncertainty about future supplies of the lithium carbonate and their future as batteries for the next generation of motor vehicles is in doubt. However lithium ion batteries which use portable electronic equipment and electric bicycles may be feasible. (Tahil 2006)

8.0 Innovative transport solutions that increase energy efficiency

Reduced CO2 emissions must be taken into account for both fuel consumption and the embodied fuel use and emissions involved in the manufacture of cars. The most difficult

problem is that, in the outer suburbs of the capital cities, there are hardly any public transport services and what services there are do not go where people want to go. Lower density housing and poor pedestrian access ways make it very difficult for many people to access the limited public transport services by walking.

Figure 5 indicates the need to extend public transport services in outer suburbia; to provide safe and secure bicycle access routes and storage at rail stations, and express and trunk bus stops. The use of bicycles and electric bicycles has great potential as an access mode to new public transport services. Figure 4 shows the need for petrol and diesel fuel efficiency standards, the objective of which is to reduce the size and increase the fuel efficiency of the Australian vehicle fleet by making more energy efficient cars available. Encouraging people to use new car hire co-ops and share cars to access public transport is also important.

The fuel efficiency challenge cannot be met by just using using more fuel efficient cars there is also a need to change lifestyles and reduce the per capita kms driven and to carry more passengers. There is a need is to replace incentives to overuse cars, such as in salary packaging schemes, and replace them with incentives to ride bicycles and use public transport and to buy the latest and safest electric bicycles made to Japanese safety standards which Australian consumers cannot buy because of obsolete regulations.

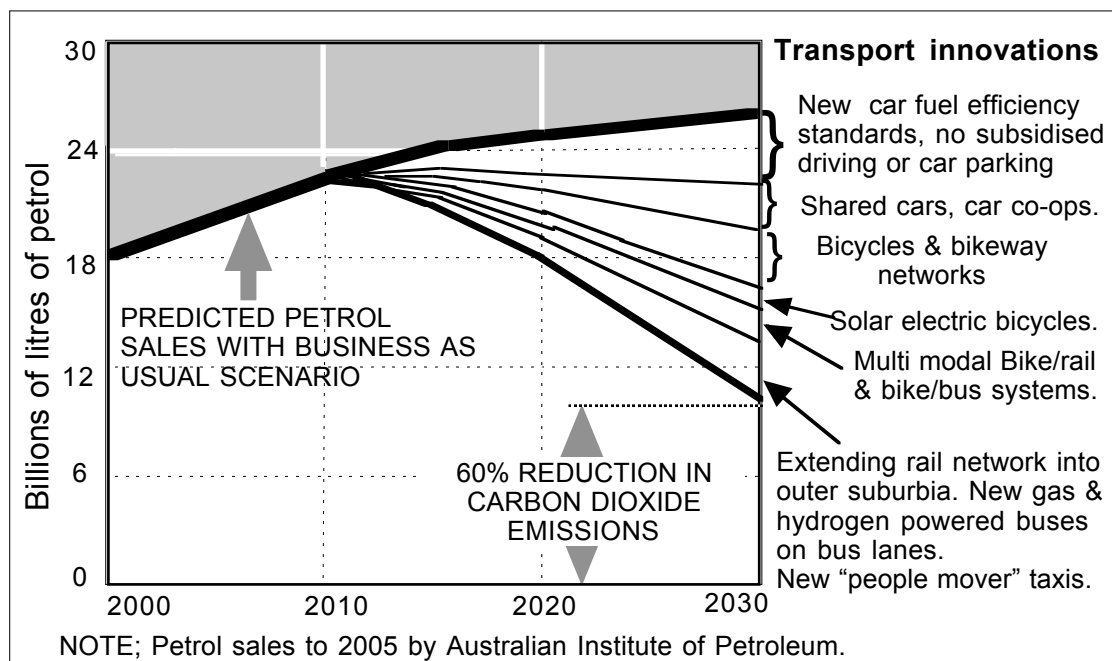


Figure 5 Transport innovations that reduce CO2 emissions by 60%

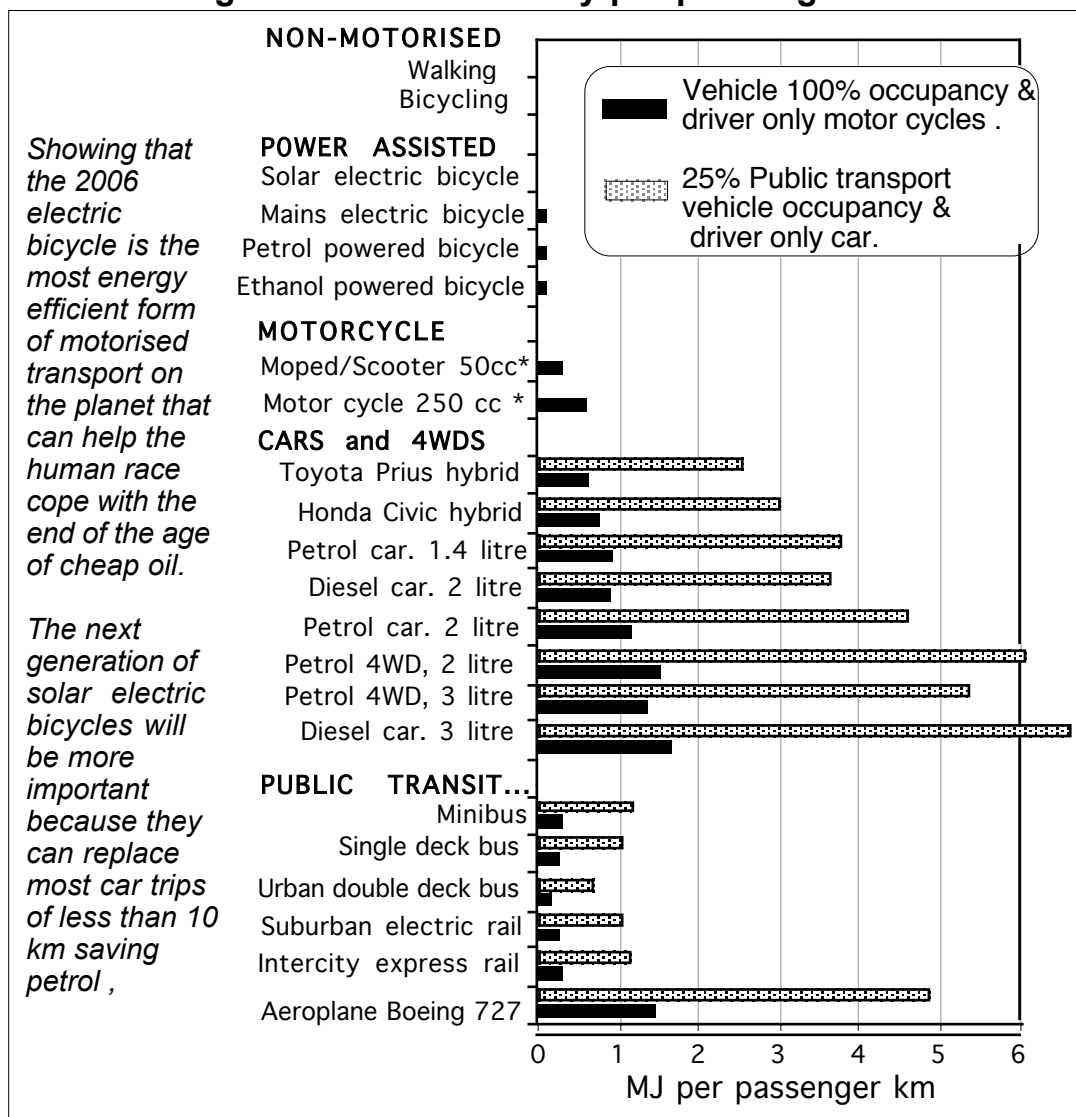
The introduction of hybrid cars and trucks powered by compressed natural gas will be feasible. Given Australia’s sunny climate the widespread use of electric bicycles with batteries charged by small solar cell arrays at home will be feasible in ten years.(Parker 2006)

The adaptation measures of transport mode shift and lifestyle changes can best be made at local government level by the promotion of Travel Smart programs supplemented by the provision of safe bicycle route networks that provide safe and secure access to public transport. The Commonwealth’s role in the development of all these transport innovations is at the strategic planning level, in the funding for bicycle and pedestrian infrastructure and in the provision of tax incentives. The use of bicycles as feeders to buses is well advanced in Europe and there is scope for using bicycles as feeders to shared cars for commuting.

Railways have been neglected for 30 years. More energy efficient locomotives are now becoming available and could reduce oil dependence and reduce Australia's contribution to global warming. Australian freight and passenger rail infrastructure has taken 100 years to build and is more or less complete with the rail reserves of services no longer in use still being available in most rural areas. A lot of the rail tracks in use need upgraded and many extensions are needed to the urban rail networks.

Railways could triple the use of non-bulk rail freight, greatly, use the new Melbourne to Brisbane inland rail link and create a more sustainable transport system for our children and grandchildren. In the longer term energy efficient high speed intercity trains are needed to replace intercity air travel which is totally dependent on liquid fuels.

Figure 6. Fuel efficiency per passenger km



9.0 The poor energy efficiency of transport vehicle fleets in Australia

The fuel efficiency measure used today is litres of fuel per 100 vehicle km, which is a good measure of engine efficiency but a misleading measure of the efficiency of the car, 4WD and

bus fleets. The efficiency of public transport vehicles and vehicle fleets should be measured in litres of fuel per 100 passenger km; High vehicle occupancy rates are necessary for public transport vehicles and this should also apply to vehicle fleets.

Single occupant car driving for long commuter trips to work needs to be discouraged so as to free up road space for shared cars buses and commercial vehicles. All comparisons between vehicles of fuel efficiency and pollutants should be estimated in terms passenger km travelled.

There is no reason at all why the average fuel consumption of passenger car fleets should not be 2 litres or less per 100 passenger km and occupancy targets set for different classes of cars. The car industry needs a vision of a relatively smaller car fleet per thousand population that carries more passengers. The car industry needs protected so that it can produce fewer but higher quality cars that are far more fuel efficient per passenger km

Figure 6 shows how much more efficient cars are when transporting the number of passengers they were designed to carry. When the community decides that they must make better use of their PMVs by making fewer journeys but with more passengers that will reduce the level of multiple car ownership in households. Note that the solar electric battery powered bicycle is a zero emission vehicle.

In the short term what is needed “greening” the tax system, so that small energy efficient cars are cheaper to buy and gas guzzlers are far more expensive, and getting rid of the perverse incentives to overuse cars provided by salary packaging PMV’s and the lower import duty on SUVs.

“Greening” the tax system, could help reduce Australia’s reliance on fuels from the, mostly politically unstable, countries in the Middle East or Russia till around 2015 and reduce the demand for imported oil from non-conventional carbon intensive sources in the longer term.

Examples of political leadership in the production of energy efficient PMVs

An effective risk management measure to deal with the threat to Australia’s economic security posed by oil depletion is to have a dynamic car industry that makes small fuel efficient cars. Precedents for this come from the USA , Japan and France in recent times.

Sound and effective fuel efficiency standards were mandated in 2005 in the US due to the initiative of President Jimmy Carter and this could be done by 2009 in Australia. If hybrid petrol/electric, diesel/electric and gas/electric cars and LCVs are built in Australia then fuel economy improvements of 40% or more are possible (Bezdek and Wendling 2005). Increasing vehicle occupancy rates could increase that to 70% per passenger km. Similar reductions in fuel use will come from the use of compressed natural gas (CNG)

In the USA in September 1993 Vice President Al Gore signed an agreement with the big three car makers to produce cars that emitted less CO₂. Collectively they committed their best efforts, with the help of government technologies and funding, to developing a fuel efficient “clean car” within a decade that would consume only 3 litres of petrol per 100 km. This agreement was called the Partnership for a New Generation of Vehicles and was aimed at creating a leapfrog mentality in Detroit.

This happened because commercial intelligence advisors knew that car manufacturers in Europe and Japan would soon achieve these fuel efficiencies and that Detroit was dragging its feet. Al Gore knew what was needed to reduce the risks to the US economy of future oil shortages. The big three signed up to this partnership but it was never put into practice.

The wisdom of the author of "An Inconvenient Truth" is now evident in the latest research. (Bezdek and Wendling 2005) The huge loss of profits of the big three car manufacturers in 2007 means that they have had to lay off tens of thousands of car industry workers and at least one of the companies is likely to become bankrupt; all because of the appalling leadership in the US car industry.

Australian vehicle fuel efficiency standards are needed that will ensure that by 2015 the average fuel consumption of the car fleet including 4WDs will be 5 litres/100 km and for the SUV and light truck fleet to be 6.5 litres/100 km. giving an overall 50% increase in fuel efficiency. If hybrid petrol/electric, diesel/electric and gas/electric cars and LCVs are built in Australia then fuel economy improvements of 40% or more are possible (Bezdek and Wendling 2005).

The mass production of petrol electric hybrid cars by Toyota and Honda started with 70,000 petrol electric hybrids sold in the USA in 2004. Not only that, but a more efficient version of the small petrol engine for hybrid vehicles is being developed. Toyota is building hybrid PMVs in California and some other US States. Victorian and Commonwealth ministers, inspired by what Governor Arnold Schwarzenegger's mission to Japan has achieved for California, have hopefully persuaded Toyota to make these vehicles in Victoria.

French car makers Peugeot and Citroen have arranged to build a range of 1.0 litre, 3 cylinder engines to power their future passenger cars. Power outputs will range from 52 to 75 kW and will reduce CO2 emissions below 100 g/km. Their plans include 600,000 engines in France from 2011 and building another factory in Eastern Europe by 2012. (Age Drive 08) BMW is planning to introduce two litre diesel powered cars that emit only 128 g/kg of CO2. The Review needs to recommend incentives for people to buy these vehicles.

The power unit of the Lexus petrol electric/hybrid car, now on trial, will be used to power light commercial vehicles in the near future. Petrol/electric hybrid trucks are now being produced in Japan; they also need to be produced in Australia.

The only alternative fuel for cars and trucks that is abundant in Australia is CNG

Australia natural gas reserves are estimated to be 4.000 billion cubic metres and oil companies in August 2008 gained approval to start up a \$1.4 billion gas field in Bass Strait. There is a need to utilise compressed natural gas (CNG) which is the only fuel suitable for cars and trucks that is abundant in Australia as well as emitting far less green house gas emissions and noxious air pollutants. An emissions target of 100 grams of CO2 per km - 40% reduction- is desirable by 2020. The use of ethanol as a fuel when made from food crops does not reduce CO2 and is unethical because it drives up the price of food when there are critical shortages world wide. The adaptation of existing vehicles to run on CNG is a great asset and CNG is the ideal transitional fuel that buys the car industry time until the next generation of clean biofuels is available.

Honda produces a CNG powered Civic GX that is powered from a domestic CNG gas dispenser connected to the gas supply. A Honda Australia spokesman says that while their Californian car plant produced a Civic GX there was no available right hand drive version yet available. Honda believes that the lack of infrastructure to supply CNG in Australia is the major constraint to the use of this cleaner fuel.

CNG is cheaper to run and produces less pollutants. The Californian Government provides rebates of US\$5,000 to cover the cost of a home based CNG fuelling system that can be mounted on a garage wall. California has already set forth a ballot initiative that would allow

the state to invest in the burgeoning market for natural gas-fueled cars and trucks. This measure, which currently faces no opposition, would free up \$5 billion to fast-track the deployment of a million natural gas vehicles on California's roads.

General Motors Vice President, Research & Development. General Motors in the US said in July 2008 that:-

“GM is taking a serious look at natural gas in the O.S. as yet another way to diversify our portfolio of affordable and sustainable transportation energy solutions.... and that GM's experience and success with natural gas vehicles (NGVs) in Europe and elsewhere, could be put to use again in the US.”

The use of CNG powered buses was also in the News in July 2008. Venezuelan bus manufacturer ENCAVA has taken its first steps into natural gas bus production, with their first compressed natural gas (CNG) bus clocking up its first 20,000 km. Latamgas reports that demand for natural gas buses in Venezuela could be as high as 150,000 units in the coming years. The German bus manufacturer MAN Nutzfahrzeuge has landed two major natural gas bus sales with a value 'in the three-digit million euros. The city of Ankara has ordered a further 500 MAN Lion's Classic natural-gas buses (CNG, Compressed Natural Gas) while 135 MAN Lion's City buses are headed for The Hague. The Review needs to recommend incentives for state governments to encourage the use of CNG powered buses.

The Australian automotive industry has the skill and the talent to ensure that petrol and diesel hybrid cars and plug-in electric cars can reduce CO2 emissions. It also has the skills to build efficient hybrid CNG/electric vehicles fuelled from domestic gas dispensers and petrol stations equipped to supply CNG. The Australian car industry must be protected so it can produce cars that can reduce CO2 in Australia. Producing a Toyota hybrid car in Altona is a welcome start in creating a more efficient car industry that measures its performance not by the number of cars it makes but by how it successfully exploits available resources to reduce CO 2 emissions. in passenger transport and freight movement in energy efficient light commercial vehicles.

The easy way to conserve oil is for a carbon tax to be levied at the point of sale on diesel, petrol LPG and CNG and to abolish the use of company cars for non essential purposes. A carbon tax is needed on the more carbon intensive substitutes for clean and sweet conventional oil. That will encourage the use of vehicles and machines that use less fuel and constrain the demand for fuel.

The essence of good government is to have a car industry policy and regulatory system that rewards the sustainable behaviour of transport users. The Commonwealth's proposed emissions trading scheme needs to be supplemented with more immediate actions by people to reduce the demand for oil. which in turn will reduce greenhouse gas emissions. The motor car and commercial vehicles will still have a place but by sensible planning and infrastructure provision should be far less dominant than they are today.

CONCLUSIONS

Chronic oil dependence will become critical when world oil production peaks in a few years time. There is a serious risk that high oil prices will eventuate within the next five years. The fuel distributors and car industry will go 'belly up' unless oil for non essential uses is rationed and there is a strategic reserve of oil in states. Even if the recession ends in 2009 it would be prudent to produce fewer cars that are more fuel efficient and many of these cars could use CNG, the one fuel that will still be abundant in Australia.

The essence of good government is to have a car industry policy and regulatory system that rewards the sustainable behaviour of transport users and the car industry. The proposed carbon emissions trading scheme needs to be supplemented with more immediate actions by people to reduce the demand for oil, which in turn will reduce greenhouse gas emissions. More fuel efficient car and commercial vehicles will still have a place but by sensible planning and infrastructure provision should be far less dominant than today.

This submission supports the practical measures detailed in Public Discussion Paper *Vehicle Fuel Efficiency* in section 5, Conclusions, and Table 17. However these measures are not enough and there needs to be a bipartisan commitment from government and the car industry to produce more fuel efficient vehicles no matter what happens to the Australian economy.

Exporting large cars to the Middle East is just a means of transferring carbon intensive and fuel wasting products into another country's back yard. Many of these countries are politically unstable and will break up when their oil production peaks or the current financial crisis catches up with them. Making hundreds of thousands of large cars is an unsustainable practice that needs to be phased out without destroying the car industry in the process. Australian workers should not be denied the opportunity of making fuel efficient "green" cars in Australia for Australians. Making fuel efficient cars in Australia for Australians is the key to the car industries long term survival

There is no reason at all why the average fuel consumption of car fleets should not be 2 litres or less per 100 passenger km. The car industry needs a vision of a relatively smaller car fleet per thousand population that carries more passengers. The car industry needs protected so that it can produce fewer but higher quality cars. The free marketeers notion that production must increase no matter what is no longer relevant.

Serious consideration needs to be given to creating "A National Car Industry Plan" to produce a fuel efficient national car as a measure of last resort if the growth rate of the economy reduces or goes into reverse. The likelihood of this is far greater than a less damaging short V curve ending to the financial recession sometime in the spring or summer of 2009 as predicted by the OECD.

Specific measures need to be developed in case there is a deep recession or depression that in the past has resulted in the factories being closed down. The partial nationalisation of the car industry or a PPP arrangement is needed so that production continues and the skilled labour force has productive work. Several countries are doing this with their banks and this could be done to protect important industries and reduce the decline of employment.

Government car purchasing policies should be changed to protect the Australian car industry by initially guaranteeing that government car fleets buy the Hybrid Camries that will be made in Altona. Until they are available no fleet replacement vehicles should be bought that emit more 150 gms of CO₂ per km.

The revised *Vehicle Fuel Efficiency* provides policy support for the Commonwealth to produce a national Energy Security Policy, to mitigate oil dependency with both demand and supply side measures and to unilaterally reduce oil consumption by 2.2 % per year. This will make a commitment to freeing Australia from oil dependence by 2020 as is being done in Sweden and Norway.

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