

From: Gil Masters (gmasters@stanford.edu)
To: energyfolks@lists.stanford.edu
Date: Wednesday, November 14, 2007 10:48:33 PM
Subject: Two graphs, Friedman, Internship

1. A graph worth checking out: Money spent on energy research vs Iraq
2. An updated version of that nice mpg graph sent out in the last energyfolks blurb
3. Today's NYTimes Tom Friedman column: Coulda, Woulda, Shoulda
4. Get paid to work on energy efficiency and sustainability projects at Stanford!

1. Money spent on energy research vs Iraq (\$millions/yr)

<http://www.solarpowerrocks.com/solar-trends/a-sick-graph-2/>

really... give it a look!

2. An updated version of that nice mpg graph sent out yesterday

After sending out that nice mpg graph yesterday, I received a note from one of our energyfolks:

Gil- We actually recently refined and updated the mpg graph you sent out just now at the ICCT with the original study authors. Here is the revised figure -- in particular the prior Japan line was too high as the first test cycle conversion was a bit off.

The graph is from a report by the International Council on Clean Transportation: Passenger Vehicle Greenhouse Gas and Fuel Economy Standards: A Global Update, July, 2007.

The full study is available at http://theicct.org/documents/ICCT_GlobalStandards_20071.pdf .

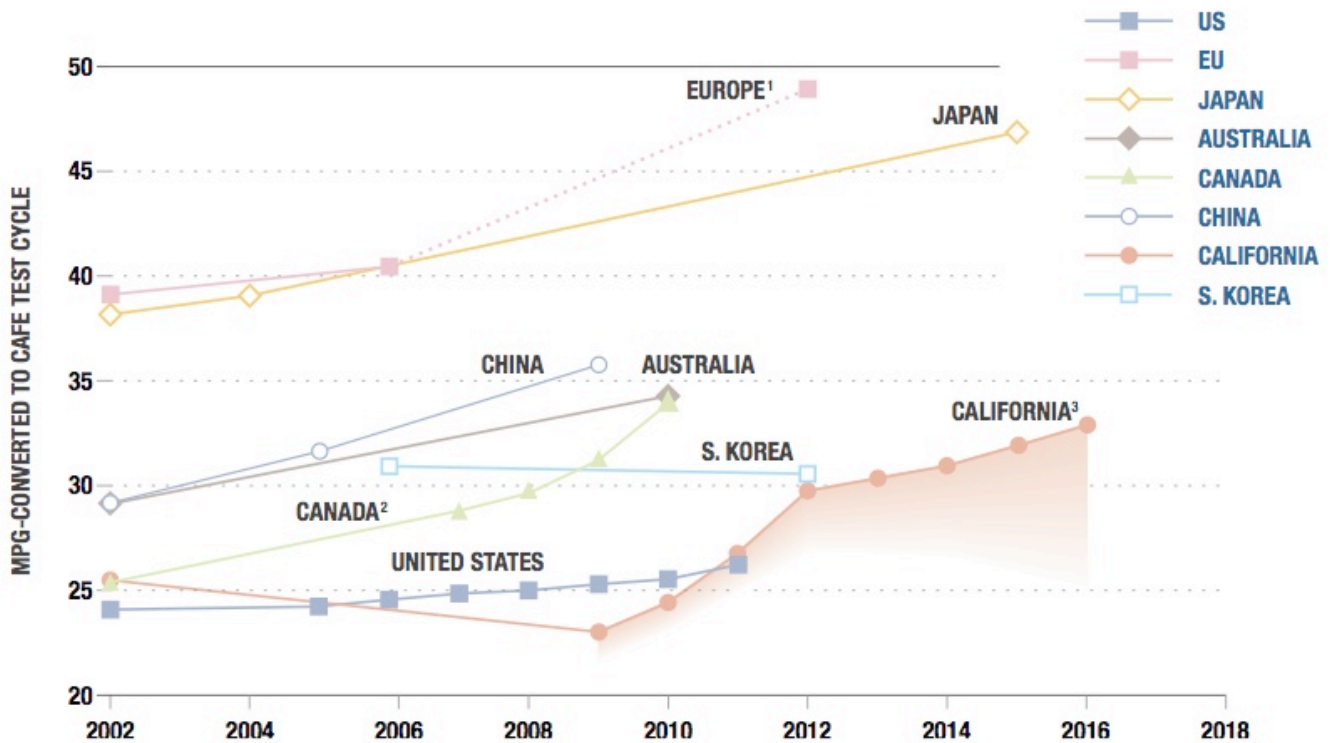


FIGURE ES-2. Actual and Projected Fuel Economy for New Passenger Vehicles by Country, 2002-2018.

[1] The relative stringency of Europe's CO₂-based standards is enhanced under a fuel economy standard because diesel vehicles achieve a boost in fuel economy ratings due to the higher energy content of diesel fuel.

[2] For Canada, the program includes in-use vehicles. The resulting uncertainty of this impact on new vehicle emissions was not quantified.

[3] Shaded area under the California trend line represents the uncertain amount of non-fuel economy related GHG reductions (N₂O, CH₄, HFCs, and upstream emissions related to fuel production) that manufacturers will generate from measures such as low-leak, high efficiency air conditioners, alternative fuel vehicles, and plug-in hybrid electric vehicles.

3. NYTimes: Tom Frieden's column: Coulda, Woulda, Shoulda

THOMAS L. FRIEDMAN

Published: November 14, 2007, NYTimes

Two dates - two numbers. Read them and weep for what could have, and should have, been. On Sept. 11, 2001, the OPEC basket oil price was \$25.50 a barrel. On Nov. 13, 2007, the OPEC basket price was around \$90 a barrel.

In the wake of 9/11, some of us pleaded for a "patriot tax" on gasoline of \$1 or more a gallon to diminish the transfers of wealth we were making to the very countries who were indirectly financing the ideologies of intolerance that were killing Americans and in order to spur innovation in energy efficiency by U.S. manufacturers.

But no, George Bush and Dick Cheney had a better idea. And the Democrats went along for the ride. They were all going to let the market work and not let our government shape that market - like OPEC does.

You'd think that one person, just one, running for Congress or the Senate would take a flier and say: "Oh, what the heck. I'm going to lose anyway. Why not tell the truth? I'll support a gasoline tax."

Not one. Everyone just runs away from the "T-word" and watches our wealth run away to Russia, Venezuela and Iran.

I can't believe that someone could not win the following debate:

REPUBLICAN CANDIDATE: "My Democratic opponent, true to form, wants to raise your taxes. Yes, now he wants to

raise your taxes at the gasoline pump by \$1 a gallon. Another tax-and-spend liberal who wants to get into your pocket."

DEMOCRATIC CANDIDATE: "Yes, my opponent is right. I do favor a gasoline tax phased in over 12 months. But let's get one thing straight: My opponent and I are both for a tax. I just prefer that my taxes go to the U.S. Treasury, and he's ready to see his go to the Russian, Venezuelan, Saudi and Iranian treasuries. His tax finances people who hate us. Mine would offset some of our payroll taxes, pay down our deficit, strengthen our dollar, stimulate energy efficiency and shore up Social Security. It's called win-win-win-win-win for America. My opponent's strategy is sit back, let the market work and watch America lose-lose-lose-lose-lose." If you can't win that debate, you don't belong in politics.

"Think about it," says Phil Verleger, an energy economist. "We could have replaced the current payroll tax with a gasoline tax. Middle-class consumers would have seen increased take-home pay of between six and nine percent, even though they would have had to pay more at the pump. A stronger foundation for future economic growth would have been laid by keeping more oil revenue home, and we might not now be facing a recession."

As a higher gas tax discouraged oil consumption, the Harvard University economist and former Bush adviser N. Gregory Mankiw has argued: "the price of oil would fall in world markets. As a result, the price of gas to [U.S.] consumers would rise by less than the increase in the tax. Some of the tax would in effect be paid by Saudi Arabia and Venezuela."

But U.S. consumers would have known that, with a higher gasoline tax locked in for good, pump prices would never be going back to the old days, adds Mr. Verleger, so they would have a much stronger incentive to switch to more fuel-efficient vehicles and Detroit would have had to make more hybrids to survive. This would have put Detroit five years ahead of where it is now. "It's called the America wins program," said Mr. Verleger, "instead of the petro-states win program."

We simply cannot go on being as dumb as we wanna be. If you hate the war in Iraq, then you want a gasoline tax so you can argue that we can pull out of there without remaining dependent on an even more unstable region. If you want to see us negotiate with Iran, not bomb it, you want a gasoline tax that will give us some real leverage by helping to reduce the income of the ayatollahs.

If you're a conservative and you believed that the Iraq war was necessary to drive reform in the Middle East, but the war has failed to do that and we need "Plan B" for the same objective, you want a gasoline tax that will reduce the flow of wealth to petroliat leaders who will never change if all they have to do is drill well holes rather than educate and empower their people.

If you want to see America thrive by becoming the most energy productive economy in the world - a title that now belongs to Japan, which doesn't have a drop of oil in its soil - you want a gasoline tax, which will only spur U.S. innovation in energy efficiency.

President Bush squandered a historic opportunity to put America on a radically different energy course after 9/11. But considering how few Democrats or Republicans are ready to tell the people the truth on this issue, maybe we have the president we deserve. I refuse to believe that, but I'm starting to doubt myself.

4. Get paid to work on energy efficiency and sustainability projects at Stanford!

Stanford students can now apply for paid internships to reduce energy waste on campus through the Alliance to Save Energy's Green Campus Program. Green Campus empowers students to partner with their peers, faculty and staff to reduce energy waste on campus. Please see the attached MS Word file for the position description and details related to applications, which are due by Friday, 11/30.

Attachment converted: Macintosh HD:Stanford_2008_GC_job_desc.doc (W8BN/MSWD) (004321D0)

All questions related to this opportunity can be directed to:

Stephen Miller
Green Campus Program

stephen@seiinc.org

-----Inline Attachment Follows-----

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energyfolks mailing list

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