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Sent: Wednesday, 8 March 2006 7:24 AM

To: RRAT, Committee (SEN)

Subject: oil supply and alternative transport fuels

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I'm responding to an email - received from a 'roeoZ' forum member – to send in this submission.

It's difficult to start without reminding the Senate that in 1979 a National Energy Conservation Program was formed with the intent to create public awareness on the need to conserve liquid fuels; in those days we Australians were about 80% self reliant on oil and imported the rest.

Today, our reliance is about 80% and growing, on an increasingly costly energy source that is volatile in more than just the energy it creates; energy is more about the control of all resources including human labour.

How did we get to here ? Well basically with government collusion, corporate entities have been stripping away our resources at discounted values that saw much of our oil sold off; now we see the same happening to our natural gas reserves. What can or will be done about this by the Senate ?

There are many facets to this problem, so I will mention them but advise you – to save you some reading time - that there is no solution, no alternative energy source to power Australian transport.

What happened to Australian oil reserves is the fore runner to what will happen to world oil reserves, it will run out.

Apparently in Pennsylvania USA one of the first oil wells is still pumping ... about a cup of oil a day; but when one considers the *embodied energy of this cup / how it came to be collected, then we are already past Peak Oil and near the end.

*[embodied energy = the energy required to extract, manufacture, process and transport to end user to use and then dispose of any given item. An easy example is a can of Coke, which is 99% embodied energy, discarded immediately on consumption of the contents]

Peak Oil is where consumption outstrips supply / availability; we have reached that stage via micro and macro influences relating to types of oils (some are conducive to use in diesel fuels – a fuel we are highly dependant on in Australia, so why allow the importation of diesel vehicles), to extraction (where oil is either locked up in rock fissures structures, sand, shale or where the easier to get at has been used up and water is pumped in the force remaining oil out (this doesn't work with heavier oils that do not sit atop the water).

Storms, political unrest and interference, war, access through harsh terrain, qualified staff and environmental considerations, all have an impact.

Humans are dominated by two main emotions, greed and fear.

Greed is the main motivator behind just about every 'government' initiative and nearly always driven by an agenda of some corporate entity.

A brief example would be an overview of road infrastructure, where state governments manipulate the job market by creating opportunity while unemployment is up; after that money is spent and government's are heavily in debt – supporting their corporate masters – the new initiative of corporate ownership of public road infrastructure comes in with governments even

guaranteeing an income stream. Problem for tax-payers is that when fuel costs go up and they travel less, indirectly their taxes will go to those same corporate entities that politician and senior government officials have done these deals with to protect their standard of living.

Public transport is the only solution.

We need electrification of railways linking all major cities with smaller gauge lines feeding into these central points.

Private transport will be a thing of the past in the not too distant future, not that certain people won't have the money but because it will draw unwanted attention to them (sort of like a Columbia situation). This reminds me of a quote in the 'Guide to Energy Efficient House Design' about welfare benefits in Germany 'welfare benefits are constantly reviewed, where the fear of the suckers getting a free ride on the fruits of one's labour is judged by the fear of starving masses stealing the fruits of one's labour'

Local car manufacturers should be offering cars with LPG as the main source of energy as should imported cars, or be taxed at a higher rate if not LPG friendly.

While the Japanese lead the world in fuel cell technology, the reality is that there are insufficient resources around the world to replace existing new vehicles manufactured each year, not withstanding the fact that fossil fuels will be in short supply / high in cost to dig up, transport, process and arrive at end user/s.

Its simple maths, if your car costs more to buy, you need to work longer hours, therefore you need to get to work more often to earn money to pay for the car