



The Compleat Abridged Asilomar Conference Unauthorized Edition

“Every talk of every day in 10 minutes,
or less...”

Presented for your listening pleasure
By your humble servant

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The aforementioned insitutions are entirely innocent of all
that is about to transpire this 24th of January, 2006

In fact, any resemblance to actual persons living or dead, or
anything they actually said is, well, just that, at best,
maybe.

T'was the eve of the first day...

- **Eileen Claussen**, Pew Center on CC
 - Climate change is just now coming onto the US political radar; it is aligned with energy security.
 - Get GHG down 50% by 2050; transportation, this means you!
- **Margo Oge**, USEPA
 - CC, high gas prices, national and energy security are all connected;
 - We need to: 1) look beyond self interest, 2) consider the connections, 3) come up with a national solution, 4) be a part of the solution.
- **George Eads** (Mobility 2030 -WBCSD)
 - Global growth in transportation will FAR outpace the potential for efficiency improvements – GHG will double by 2050.
 - IF do everything, I mean everything (diesels, hybrids, fuel cells, etc.) maybe get 50% reduction over trend by 2050.
 - WBCSD companies couldn't agree on "the way forward".

The sun rose on the morn of the 2nd day...

- **Dan Sperling**, UC Davis:
 - “The value of this meeting will be to reconceptualize what we know and articulate the problem clearly, identifying key questions and answers.”
(He’s a professor.)
- **Jack Johnston**: ExxonMobil’s Outlook to 2030. They’re pretty sure it’ll go like this:
 - GDP up 2.8%/yr., Energy up 1.7%/yr., Oil up 1.5%/yr. New car sales: NA 38 MM, EU 43 MM, Asia 29 MM. But it’s okay because OPEC will increase to 50 MMBD (even though they could make more money by pumping less) and anyway there are 6-8 TBbls of oil in place and oil shale is on the frontier.
 - (psssst, non-OPEC oil supply will peak or plateau by 2010.)

A distant cloud appeared on the horizon...

■ Robert Hirsch, SAIC:

- “Folks, we’ve got trouble with a capital T and that rhymes with P and that stands for... ‘Peak Oil’”.
- 33 of the largest 48 oil producing countries are peaking.
- The peak will come in 5-10 years (if it’s not already here).
- To avoid catastrophe...we should have started dealing with it 20 years ago.
- When peak oil hits, no one will care about CC.
- Transportation will get its energy from oil sands, coal and oil shale (ouch!).

Undaunted, the conferees continued...

- **James R. Mahoney**, Dir. U.S. Climate Change Science Program
 - There's a lot of UNCERTAINTY about this CC business.
 - What we need is transformational technology! Without it...well...

Stubbornly pressing on to articulate the problem...

- **David Reiner** (Cambridge University)
 - "Protecting the environment is indeed supported by a large majority..."
(Whew!)
 - "...it's just not supported very strongly."
(Groan)
 - "There's a lot of misinformation out there, especially among Republicans."
(I'm not making this stuff up!)
 - 41% believe there is a consensus among scientists on climate change (i.e., is it real?). Up from 30%
 - 36% of Republicans think Bush opposes Kyoto.

And it was the afternoon of the first day...

- **Duncan Egger**, BP:
 - Urbanization + Megacities + Income Growth = Car Ownership
 - The public wants larger, more powerful vehicles
 - "Is transportation really the best use of hydrogen?"
- **Chris Sloane**, GM:
 - Efficiency is directionally correct but won't get use into the "solution space".
 - "Hydrogen is the answer."

And it was the afternoon of the first day...

- **Haroon Khesghi**, ExxonMobil:
 - Carbon capture and geologic storage could be a large part of the solution.
 - Technically feasible
 - Sites are available
 - Could handle a significant % of world GHGs
 - Not economic
 - Huge infrastructure
 - Regulatory & legal frameworks uncertain

As the sun sank slowly in the west...

- **Mitch Jackson**, FedEx:
 - "FedEx is committed to...minimizing atmospheric emissions..."
 - Fuel economy
 - Hybrid trucks (40-49% improvement)
 - Operational efficiency
 - Idle reduction
 - We're doing it.
- **Ed Rubin**, CMU
 - He's here, he'll tell you.

And now for something completely different...

- **Ken Kurani**, UC Davis
 - Are consumers rational and will that change?
 - No. And no.
 - Consumers are creating narratives about who they are.
 - Hmm...

A deep left-coast fog obscured the sun on the morning of the second day...

- **Gary Toth**, NJ DOT:
 - He'll tell you.
- **Gordon Garry**, SACG:
 - Land use and transport planning can mitigate VMT growth by 25%, but IFF you take the long view & plan to 2050.
- **Reid Ewing**, UMaryland:
 - "He's right!"
 - Short-run view: Nothing can be done.
 - Long-run view: We can do a lot.

As the morning's fog began to lift...

- **Lee Schipper, WRI:**
 - “In developing countries, solving their most pressing transportation problems intelligently yields CO₂ benefits.”
- **Shomik Mehndiratta, World Bank:**
 - CC not on agenda but it doesn't have to be.
- **Walter Hook, Inst. Trans. & Devel. Policy:**
 - Most GEF money went to HFCV projects; not a single hydrogen bus is operational in pilot countries.
 - Congestion charging, pedestrian zones, advanced non-motorized systems are better.
- **Debbie Bleviss, BBG Group**
 - Work in concert with the pressing concerns of developing countries: noise, accidents, congestion, pollution. This can cut GHG emissions, too.

Policy, anyone?

- **Feng An**, E&TT, LLC:
 - Fuel economy standards work.
- **John German**, Honda
 - Don't try to include vehicles in a cap-and-trade system. It won't work.
- **Alexandre Dumas**, Transport Canada:
 - Feebates can work, but will work much, much better if unified NA versus Canada-only system.
- **Steve Winkleman**, CCAP
 - He'll tell you.
- **Chris Miller**, U.S. Senate Envir. & Pub. Wks.
 - "We are looking at stalemate and stagnation."

Toward a Policy Agenda for Climate Change



What if...

- Everyone agreed?
 - Scientists, Engineers
 - Energy companies
 - Automobile companies
 - Environmental Groups
 - Government, Local, State & National
 - Labor Unions
- Would anyone listen?

The Asilomar declaration: DRAFT

- We **ALL** agree that:
 1. Climate change is real, transportation's emissions are a major part of the problem, and they must be reduced.
 2. National policy has so far failed to adequately address transportation's role in climate change; this can and must be remedied.
 3. All stakeholders want to work cooperatively to reduce transportation's GHG emissions, for the public good.
 4. There are innovative solutions to the problem of GHG emissions from transportation that will contribute to a better transportation system for current and future generations.

The Asilomar declaration:

- We, the participants of the Asilomar Conference on transportation and climate change, declare that:
 1. Climate change is real, transportation's greenhouse gas emissions are a major part of this global problem, and they must be reduced.
 2. U.S. national policy has so far failed to adequately address transportation's role in climate change; this must be remedied.
 3. By judiciously crafting a portfolio of solutions, we can reduce transportation's greenhouse gas emissions while creating a better transportation system for current and future generations.

Do you agree?