



Candidate for US Congress
IL, 16th District

1548 E. Algonquin Road
PMB#613
Algonquin, IL 60102

(815) 986-6450
Bob@RobertAbboud.com
www.RobertAbboud.com

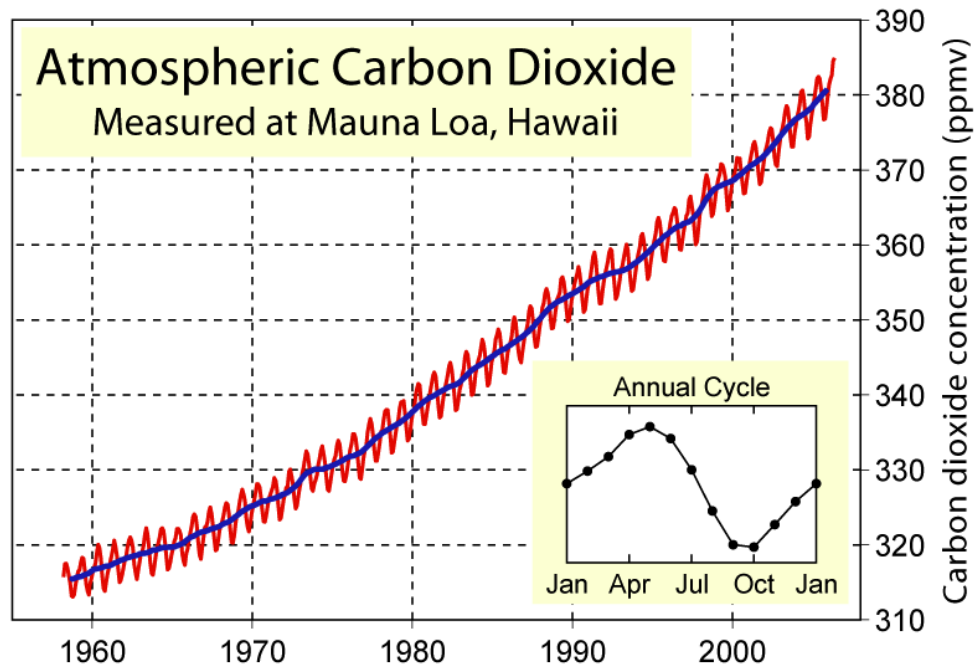
Date: Monday, April 21, 2008

To: File

Subject: Earth Day – US Energy Policy

The Current Situation

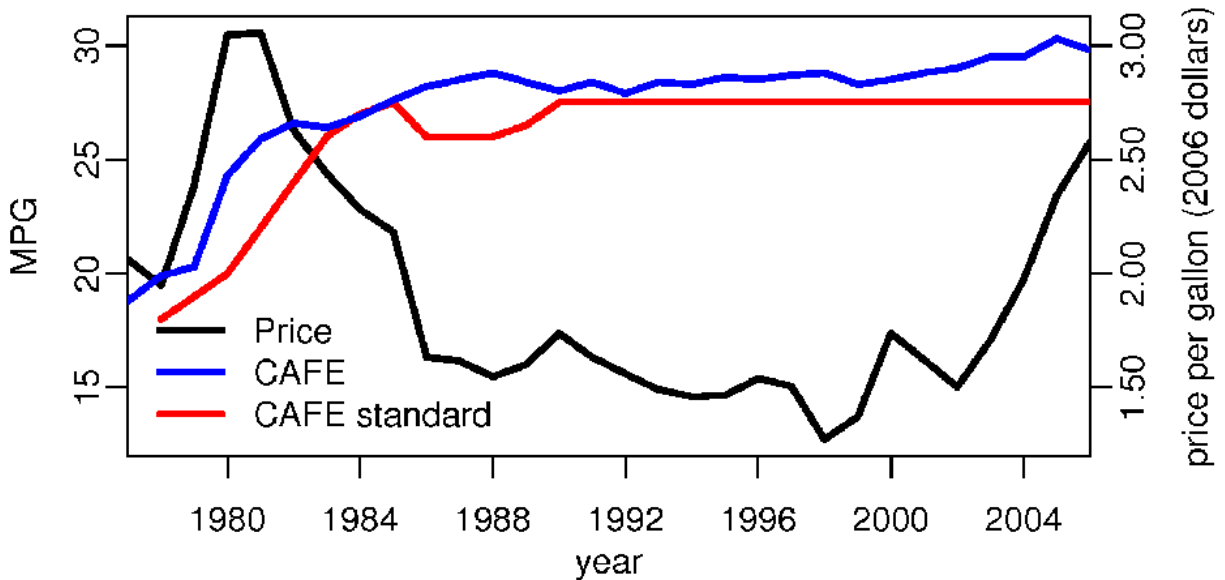
Earth Day provides an opportunity for each of us in the world community to reflect on the state of our planet. Our planet is in crisis with respect to climate change, driven principally by the carbon we put into the atmosphere as a result of burning fossil fuels: oil, coal, and natural gas. Unlike the environmental issues of the past, today, global climate change threatens our planet on an unprecedented scale.



Source: http://www.cmdl.noaa.gov/projects/src/web/trends/co2_mm_mlo.dat

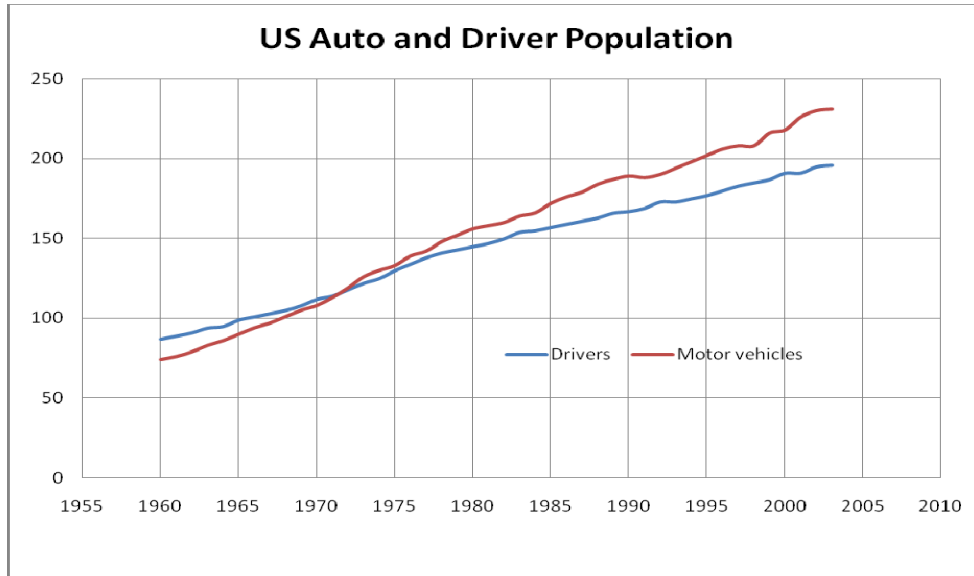
If the growth in carbon dioxide is not reversed within this coming decade, the impact on the earth's climate will be irreversible. Many locations in the United States will become uninhabitable due to sea level rise, and our agricultural productivity will be significantly damaged.

At the same time, we consider our own needs for resources and impacts on our pocketbook, in particular, the cost of energy to fuel our cars, homes, and businesses. The cost of gasoline is spiraling out of control and will exceed \$4.25/gallon by early this summer. Diesel fuel for trucks and tractors is already at \$4.30/gallon.



Source: CAFE and CAFE Standard data is from [\[http://www.nhtsa.gov/cars/rules/CAFE/NewPassengerCarFleet.htm\]](http://www.nhtsa.gov/cars/rules/CAFE/NewPassengerCarFleet.htm) and is without copyright (government genesis). Price data is available from [\http://www.eia.doe.gov/oil_gas/petroleum/data_publications/wrgp/

Automobiles are one of the largest single contributors of carbon dioxide to Earth's atmosphere. They are also demanding more and more of our income in fuel to get to work and provide recreation. We have made little progress in the last 20 years on the fuel performance standards for fuel mileage, and thus the amount of carbon we put into the atmosphere on a per vehicle-mile basis. In addition, the number of vehicles, and the miles driven per day have grown dramatically. Roughly half the oil used in the United States is consumed in the first 35 miles of driving each day.



Source: US Department of Transportation – All numbers in millions

The Problem

The current representative and his administration have refused to institute performance standards for new cars. There has been no US energy policy by which automobile companies can make design decisions to improve performance, reduce costs to consumers, and protect the Earth's environment.

The Administration's addiction to oil and blind dedication a policy of non-regulation has blocked research and development, and implementation of new technology. History has shown that automotive development has progressed when the United States has set performance standards to be met by automobile companies. Examples include fuel mileage, seat belts, air bags, disc brakes, dual hydraulic braking systems, fire safety, safety glass, turn signals, bumper protection, crash protection, just to name a few items.

The Solution

The solution is to address both the carbon release to the atmosphere, principally by reducing the amount of oil (gasoline, and diesel) consumed, and by providing an alternative energy source that is cheaper and does not have a carbon contribution to the atmosphere. Nuclear, hydro, wind, and solar generated electric power can provide this power source. When combined with the use of modern hybrid vehicles, electric power can provide the energy to make up the first 25-35 miles of driving in passenger cars.

US automotive standards must be upgraded to include the ability of hybrid vehicles to take electric power on board. These so-called 'plug-in' hybrids can take both electricity from residential wall power, as well as gasoline, ethanol, or diesel fuels. This change is simple and a direct integration into existing hybrid platforms. Several automotive companies already have prototypes of these vehicles in their fleet. In this configuration, drivers can fuel their cars directly from electricity for the first 25-35 miles of

travel at the equivalent of 70 cents/gallon. In addition, since electricity in northern Illinois is some 85% nuclear based, no carbon is released to the environment when using this energy source locally. Contributions from other non-emitting sources such as wind and solar are also directly incorporated into this plan once they are attached to the grid.

Nationally, US automotive CAFE mileage standards must be upgraded to maximize the implementation of hybrid vehicles and improve overall fuel economy.

In addition, new nuclear electric generation and associated transmission must be constructed to help support the growing demand for electric power to be supplied to the transportation sector. I propose the creation of the American Power Authority to provide a private-public partnership to construct the next generation of 100 new 1,500 MW nuclear electric generating plants, along with electric transmission enhancement, and the installation of other non-emitting sources. The APA, will have bonding authority and operate much the same way that other authorities have successfully operated, by attracting private capital and providing long term stable planning horizons.

The implementation of this plan will reduce the US reliance on oil sources by approximately 35 quads annually in 10 years; roughly equal to our current oil imports. (1 quad = 10 E+15 BTUs). This plan will:

- eliminate the need for the US to import foreign sources of oil,
- reduce US carbon emissions by 40% from current levels
- reduce the operating costs of driving
- dramatically reduce the price of gasoline and diesel

Because oil is priced speculatively a national plan of this type will have an immediate effect on oil prices at the time of announcement. Our economy will recognize an immediate boost in output as fuel prices will be expected to drop to half of their current levels.