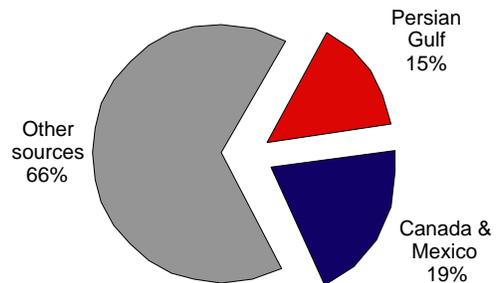


Energy Security Is a Matter of Fuel Efficiency NOT ARCTIC DRILLING

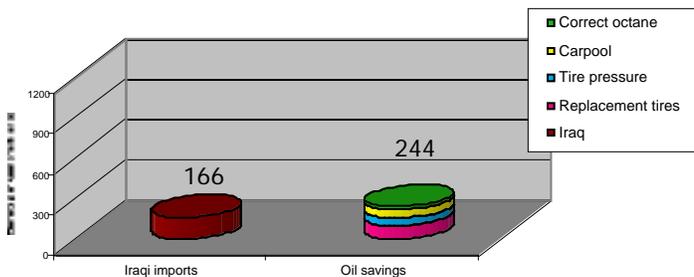
Drilling for oil in the Arctic National Wildlife Refuge will not end America's dependence on Persian Gulf oil imports. Geologists estimate that no more than a six-month supply of oil lies beneath the refuge and that it will take 10 years of exploration and development before we see a drop of it. By then we could be completely independent of Persian Gulf oil without touching the refuge. It's a matter of adopting simple fuel efficiency measures now and phasing in an increase in the federal fuel economy standard to 40 miles per gallon by 2013. Taking these steps will bring America real energy security more quickly, cleanly, cheaply and surely than drilling in the refuge and will save us far more oil than the refuge and other cherished public lands could ever produce.

SOURCES OF U.S. CRUDE OIL²

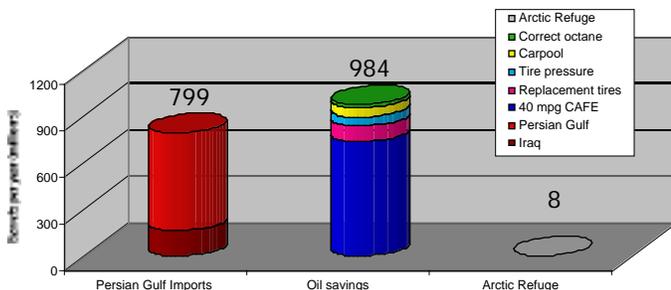
The United States consumes 25 percent of the global oil supply but has only three percent of the world's known oil reserves. As long as petroleum remains our primary energy source, we will need imports to meet our demand for fuel. Since the energy crisis of the 1970s when 70 percent of imported oil came from OPEC countries, we have diversified our oil sources. Today more petroleum is imported from Canada and Mexico (19 percent) than from the Persian Gulf (15 percent). By becoming more fuel efficient, we could eliminate our need for this Persian Gulf oil.



FUEL EFFICIENCY MEASURES ADD UP



The annual energy savings realized by citizens following simple fuel efficiency measures adds up to enough oil to eliminate our need for Iraqi oil imports.



In 2013 with a 40 mpg federal fuel economy standard in place and citizens continuing to follow energy efficiency measures, we could save enough oil to eliminate our need for all Persian Gulf oil imports.

Americans could immediately begin saving:

- 100 million barrels of oil per year by purchasing replacement tires that are at least as fuel efficient as the original equipment tires on our cars and light trucks.³
- 60 million barrels of oil per year by keeping our tires inflated to the tire pressure recommended by the vehicle's manufacturer. A recent Department of Transportation study found that a quarter of all cars and a third of all SUVs, vans and pickups are driven with severely underinflated tires, reducing fuel economy.⁴
- 60 million barrels of oil per year by commuting to work with one additional rider once per week.⁵
- 24 million barrels of oil per year by using the correct grade of fuel in our vehicles.⁶ Only six percent of vehicles require premium (high octane) gas, yet premium gas makes up 20 percent of all sales.⁷

By continuing to practice these voluntary measures and phasing in an increase in the Corporate Average Fuel Economy (CAFE) Standard for cars and light trucks to 40 miles per gallon over the next 10 years, the United States could end its dependence on Persian Gulf oil imports by the end of 2013. (*Sources cited on back.*)



Sources

1. Calculation based on EIA. 2000. *Potential Oil Production from the Coastal Plain of the Arctic National Wildlife Refuge: Updated Assessment*. Report # SR/O&G/2000-02, http://www.eia.doe.gov/pub/oil_gas/petroleum/analysis_publications/arctic_national_wildlife_refuge/html/anwr101.html. The first year of EIA's projected production schedule was adjusted for the U.S.G.S mean estimates for economically recoverable oil in the 1002 area of the Arctic Refuge.
2. All petroleum statistics are derived from Energy Information Agency (EIA) *Monthly Energy Reports*, <http://www.eia.doe.gov/emeu/mer/petro.html>. Middle East import statistics for 2005 and 2013 are held at 2002 levels.
3. Natural Resources Defense Council (NRDC). 2001. *A Responsible Energy Policy for the 21st Century*, App. A, Oil Savings from Fuel-Efficient Tires and Higher Fuel Economy, www.nrdc.org/air/energy/rep/app.asp.
4. National Highway Traffic Safety Administration. 2001. *Tire Pressure Special Study Vehicle Observation Data*. DOT HS 809 317, <http://www.nhtsa.dot.gov/cars/rules/rulings/TirePresFinal/FEA/TPMS3.html>. Sixty million barrels of oil saved per year based on NRDC estimate that if tires were kept properly inflated, the nation would cut 2% of its gasoline use (NRDC. 2001. *Reducing U.S. Oil Dependence: A Real Energy Security Policy*, www.nrdc.org/air/energy/fensec.asp) multiplied by the annual gasoline used by cars and light trucks (Federal Highway Administration. 2002. Highway Statistics 2001, <http://www.fhwa.dot.gov/ohim/hs01/re.htm>).
5. Calculation based on NRDC estimate that if each commuter car carried just one more passenger, the nation would cut 2% of its gasoline use (NRDC. 2001. *Reducing U.S. Oil Dependence: A Real Energy Security Policy*, www.nrdc.org/air/energy/fensec.asp) multiplied by the annual gasoline used by cars and light trucks (Federal Highway Administration. 2002. Highway Statistics 2001, <http://www.fhwa.dot.gov/ohim/hs01/re.htm>).
6. Maryland Energy Administration. *Driving Tips for Energy Efficiency*, <http://www.energy.state.md.us/tips/transportation.html>.
7. Federal Trade Commission. *How To Be Penny Wise, Not Pump Fuelish*, www.ftc.gov/bcp/online/pubs/alerts/fuelalrt.htm.
8. Friedman, D.J. et al. 2001. *Drilling in Detroit: Tapping Automaker Ingenuity to Build Safe Efficient Automobiles*. Cambridge, MA. Union of Concerned Scientists, www.ucsusa.org.