



Drum, Simmons (at Agonist), and all sorts of other stuff...

Posted by [Prof. Goose](#) on June 7, 2005 - 10:01am

Well, [Drum's at it again](#), but this time it's an article posted for the [Washington Monthly](#) magazine. It's a piece that's rather a contextual/historical discussion and amalgamation of the five post series from last week. Good, level-headed stuff from Drum as always, definitely worth the read. (hat tip: [Energy Bulletin](#))

The next thing of interest is a three part series by Sean-Paul Kelley over at [Agonist](#). Very interesting interview, and definitely worth the time. (again, hat tip: [Energy Bulletin](#)).

Here are the links and a quote from the story:

PART 1 [Bush connection, Saudi Arabia:](#)

PART 2 [Saudi Arabia decline rate and the possibilities of a production collapse](#)

PART 3 [Peak Oil: Not sustainable but insatiable](#)

From PART 3:

SPK: ...what's the solution?

MRS: Once it is clear that Saudi Arabia has passed sustainable peak production because once that happens then the world has categorically passed sustainable peak production.

One of the things we need to do is understand the true value of a really scarce resource. You know, we wasted most of the great oil, by giving it away. And get people appreciating that oil and natural gas need to be at prices that are vastly higher than what they are today. And once they get to that people won't get disturbed or mad. They'll accept it.

It's interesting the steps we can take that really aren't exactly as draconian as they sound on the surface. You got to fix the transportation market. 70% of every barrel of oil used in the world today is used to transportation. But there are some really interesting fixes. If you put all of the goods we now move by long haul trucks and get them off the highways and put them on the rails that has an energy efficiency of between five and ten fold, as opposed to five or ten percent. And that is not an impossible mission from a five to seven year time if we had to do it.

There is a huge side benefit to that. By eliminating the trucks on the road we actually make a big dent on traffic congestion. Traffic congestion is public enemy numbers 1 through 8 on passenger car fuel efficiency. And so we can have all of these Priuses and hybrids, don't get me wrong they are great. I drive a fabulous new Diesel Mercedes and I get, on the open road, as long as there is no traffic, I can get almost 50 miles to the gallon. But when I am in stop-and-go traffic I get between 5-11 miles to the gallon.

You have to address traffic congestion and you have to address some of these areas where there are magnitudes of savings and then we have to learn to do things like distributed work. The miracle of the internet and working online. It took three months to get my firm online. Rather

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<http://www.theoil Drum.com/classid/2005/06/drum-simmons-at-agonist-and-all-sorts.html>
than have people drive for two hours in the afternoon and two hours in the evening we will actually adjust to people working in their neighborhood for their company.

And we need to learn how to make things closer to home.

Then there is agriculture. Food models. Apples sold in the summer in the UK 85-90% of them comes from New Zealand. That's a 22,000 mile journey for an apple! If we went back to growing our food closer to home which is easily done, we could help our economy, get better apples because they are local, and we save enormous amounts on money on energy/transport costs. We can make those changes in a 5-10 year period of time without going into an energy war.
(3, 6 and 7 June 2005)

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