

WAYS TO STOP WASTING OIL

Simple Opportunities for Reducing Oil Waste

There are lots of simple opportunities available for reducing the waste of oil. In fact, adopting just a subset of the measures below could save over 1,000,000 barrels of oil per day, far more than the 600,000 barrel per day reduction proposed by the Waxman amendment to cut oil waste.

Keep tires properly inflated. If motorists kept their tires properly inflated, total savings in 2010 could be as much as 200,000 barrels of oil per day.¹ This would have the added benefits of longer tire life and improved safety.

Improve air traffic management. New communications, navigation, and air traffic management procedures and technologies can rationalize air traffic and reduce time wasted waiting for take-off and landing slots.² A study by DOE labs estimated that these air traffic management improvements could save the equivalent of 50,000 barrels per day in 2010.³

Ensure that replacement tires are as fuel efficient as original vehicle tires. This alone could save 270,000 barrels oil per day.⁴

Reduce heavy duty truck idling. Reducing truck idling at overnight truck stops by providing electrical hookups or fitting trucks with fuel cell auxiliary power units could save 50,000 barrels of oil per day.⁵

Use fuel efficient engine oil. Selecting the proper grade of motor oil and using motor oils with additives that reduce friction can increase a vehicle's fuel economy.⁶ Widespread use of efficient motor oils could reduce fleetwide gasoline consumption by 1% in 2010, saving 100,000 barrels per day.⁷

Weatherize homes that use home heating oil. Residential use is projected to comprise 4% of total U.S. oil use in 2010.⁸ These are generally older homes, which often are not well insulated. One study found that weatherization of houses heated by fuel oil produced average net savings of 18%.⁹ If all oil heated homes achieved this level of savings by 2010, total oil savings would be around 80,000 barrels per day.

Close CAFE loophole for SUVs. Increasing fleetwide fuel economy for SUVs to current standards for passenger cars by 2008 would save approximately 420,000 barrels of oil per day in 2010.¹⁰

Use correct grade of gasoline. Most vehicles (about 80%) are engineered to use regular unleaded gasoline, but many people believe using a premium grade will improve their vehicle's performance. If all U.S. drivers bought the correct fuel octane, this could save tens of thousands of barrels of oil per day.¹¹

Follow the speed limit. Slowing down from 75 to 65 miles per hour would reduce highway gasoline consumption about 15%.¹² This has the added benefits of reduced accidents, injuries, and death.

Encourage oil savings in the industrial sector. The industrial sector is projected to account for 22% of total U.S. oil use in 2010.¹³ This sector could achieve oil savings through improvements in industrial processes. For example, greater use of gasification technology would allow industry to produce more

useful products and fuels from the “bottom of the barrel,” i.e., residual oil and petroleum coke. Increased recycling of plastics would also reduce oil waste.

Keep vehicles properly tuned. A poorly tuned or poorly maintained engine can increase gasoline consumption. Minor problems can increase gasoline consumption by 4% or more, a clogged air filter can increase consumption by 10%, and a faulty oxygen sensor can increase gasoline consumption by 40%.¹⁴

1. See NRDC, *Reducing U.S. Oil Dependence* (undated) (available online at: www.nrdc.org/air/energy/fensec.asp) (estimating savings of 2% of projected 2010 gasoline use through proper tire inflation). See also NHTSA survey data (available online at: www.nhtsa.dot.gov/people/nscsa).
2. Interlaboratory Working Group, DOE, *Scenarios for a Clean Energy Future*, 6.16 (2000) (ORNL/CON-476 and LBNL-44029). See also *Is Eurocontrol outpacing FAA on the CNS/ATM trail?*, Aviation Industry News (April 2001) (available online at: www.ainonline.com/issues/04_01/Apr_2001_eurocontrolpg75.html).
3. See Interlaboratory Working Group, DOE, *Scenarios for a Clean Energy Future* at 6.12, 6.29 (2000) (ORNL/CON-476 and LBML-44029) (estimating a savings of 0.1 quads/day in jet fuel in 2010).
4. NRDC, *A Responsible Energy Policy for the 21st Century, Appendix A* (Mar. 2001).
5. See C. Broderick, T. Lipman, et al., *Evaluation of Fuel Cell Auxiliary Power Units for Heavy-Duty Diesel Trucks*, Transportation Research - D 7(4): 303-315 (2002) (calculation based on 1818 gallons per truck and 425,000 long distance trucks).
6. U.S. DOE and U.S. EPA, *Keeping Your Car in Shape* (undated) (available online at: www.fueleconomy.gov/feg/maintain.shtml).
7. See National Research Council, *Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards*, 42-44 (2002) (estimating a 1% improvement of fuel economy through use of low-friction lubricants); EIA, *Annual Energy Outlook 2003*, Table A7 (projection of 2010 fuel consumption by light duty vehicles).
8. EIA, *Annual Energy Outlook 2003*, Table A2.
9. *Weatherization Assistance: The Fuel Oil Study*, Home Energy Magazine Online (July/Aug. 1994) (available online at: <http://hem.dis.anl.gov/eehem/94/940708.html>).
10. Communication with David Friedman, Union of Concerned Scientists (April 2, 2003).
11. Maryland Energy Administration, *Energy-Saving Tips: Transportation* (undated) (available online at: www.energy.state.md.us/tips/transportation.html).
12. NRDC, *Reducing U.S. Oil Dependence* (undated) (available online at: www.nrdc.org/air/energy/fensec.asp).
13. EIA, *Annual Energy Outlook 2003*, Table A2.
14. U.S. DOE and U.S. EPA, *Keeping Your Car in Shape* (undated) (available online at: www.fueleconomy.gov/feg/maintain.shtml).