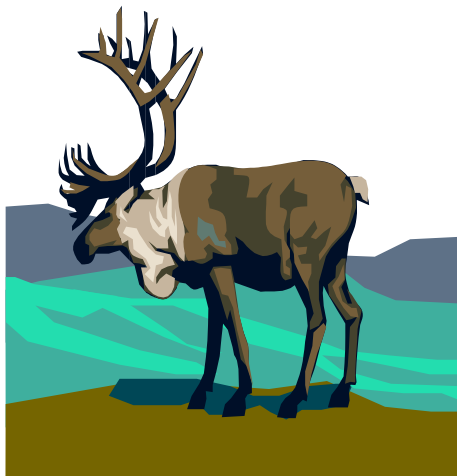


Drilling in the Arctic National Wildlife Refuge is Not the Answer to High Gas Prices

**Here are Just Five Short-Term Solutions that Can
Provide More Oil than in the Refuge**

Drilling in the Pristine Arctic National Wildlife Refuge



680,000 barrels per dayⁱ

Implementing Simple Short-Term Solutions

- 1. Keeping tires properly inflated**
- 2. Using the correct grade of gasoline**
- 3. Ensuring that replacement tires are at least as fuel efficient as original vehicle tires**
- 4. Using fuel efficient engine oil**
- 5. Reduce heavy truck idling**

685,000 barrels per day

Short-Term Solutions

- **Keep tires properly inflated.** If motorists kept their tires properly inflated, total savings in 2013 could be as much as 200,000 barrels of oil per day.ⁱⁱ This would have the added benefits of longer tire life and improved safety.
- **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 65,000 barrels of oil per day.ⁱⁱⁱ
- **Ensure that replacement tires are as at least as fuel efficient as original vehicle tires.** This alone could save 270,000 barrels oil per day.^{iv}
- **Use fuel efficient engine oil.** Selecting the proper grade of motor oil and using motor oils with additives that reduce friction may increase a vehicle's fuel economy by 1-2%.^v Widespread use of efficient motor oils could reduce fleetwide gasoline consumption by 1% in 2013, saving 100,000 barrels per day.^{vi}
- **Reduce heavy duty truck idling.** Reducing truck idling at overnight truck stops by providing electrical hookups or fitting trucks with auxiliary power units could save 50,000 barrels of oil per day.^{vii}

ⁱ EIA, *Addendum to The Effects of the Alaska Oil and Natural Gas Provisions of H.R. 4 and S. 1766 on U.S. Energy Markets*, Table 1a. Mean Case 2015, Available online at: http://www.eia.doe.gov/oiaf/servicert/aong/anog_addendum.html,

ⁱⁱ See NRDC, *Reducing U.S. Oil Dependence* (undated) (available online at: <http://www.nrdc.org/air/energy/fensec.asp>) (estimating savings of 2% of projected 2010 gasoline use) (citing NHTSA, *Many U.S. Passenger Vehicles Are Driven on Under-Inflated Tires NHTSA Research Survey Shows*, (Aug. 29, 2001), See also NHTSA survey data (available at: www.nhtsa.dot.gov/people/nca).

ⁱⁱⁱ Maryland Energy Administration, *Energy-Saving Tips: Transportation* (undated) Available at: www.energy.state.md.us/tips/transportation.html.

^{iv} Lashof, Daniel and Silva, Patricio, *A Responsible Energy Policy for the 21st Century*, Appendix a. Available online at: <http://www.nrdc.org/air/energy/rep/app.asp>

^v U.S. DOE and U.S. EPA, *Keeping Your Car in Shape* (undated). Available at: <http://www.fueleconomy.gov/feg/maintain.shtml>.

^{vi} National Research Council, *Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards*, (2002) (estimating a 1% improvement of fuel economy); EIA, *Annual Energy Outlook 2003*, Table A7 (projection of 2013 fuel consumption by light duty vehicles).

^{vii} 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).