
From: Matt
Sent: Wednesday, 11 February 2009 10:52 AM
To: cholland@airbiz.aero; gfordham@airbiz.aero; dcooney@airbiz.aero; glazencas@airbiz.aero; imunro@airbiz.aero; Info @ Canberra Airport
Cc: Albanese, Anthony (MP); Stanhope, Jon; contact@ttf.org.au; mleprohon@airbiz.aero; Martin.Ferguson.MP@aph.gov.au
Subject: [NEWSENDER] - Canberra Airport future air traffic projections - Message is from an unknown sender

To

Airbiz, TTF, Canberra Airport

c/c Federal Transport & Resource Ministers, Chief Minister ACT

Madam, Sir

Re: Air traffic growth Canberra Airport

I have just come across your air traffic projections for the Canberra airport on this web site:
http://www.canberraairport.com.au/air_planning/masterPlan09.cfm

As a leading peak oil researcher I have to inform you that peak oil (2005 - 2008) is behind us. If oil prices stay low and the financial crisis continues, investments for new oil fields which need to offset rampant decline of around 5 mb/d EVERY YEAR in old, maturing fields will dry up and cause a massive oil crisis a couple of years down the track. The decline rate is around 4% pa and air-traffic will go down accordingly.

Even in the most optimistic scenario of the IEA (WEO 2008) global crude oil supplies will hardly grow. Therefore, air traffic cannot grow as even more fuel efficient air craft cannot offset increased demand for oil from e.g. China and India.

Canadian tar sands or worse even shales cannot be a solution because they are 3 times more CO2 intensive and, most importantly, need hydrogen to form liquid hydro-carbon chains. Hydrogen now comes from natural gas, which is also short in supply.

Domestic flights have to be REPLACED by electric night trains powered from renewable energies. Australian oil fields have to be set aside as crude feed-stock for refineries to produce aviation fuel for a basic international service for the decades to come, to keep Australia connected to the rest of the world, at least for scientists, engineers, business people and government officials.

Australian crude is now unnecessarily consumed in urban areas for convenience purposes. Conservation of our precious resource has to be started NOW, by petrol rationing and/or mandatory car pooling for long distance

12/02/2009

commuters.

I suggest you revise your air traffic projections to realistically achievable volumes and re-submit these to

Canberra Airport
2 Brindabella Circuit
BRINDABELLA BUSINESS PARK ACT 2609

The documents on the above site can then be amended accordingly. There is enough time until 8 May, 2009, the closing date for submissions.

I strongly recommend you study these links:

The Disconnect Between Oil Reserves and Production

<http://www.theoil drum.com/node/3664>

or

http://sydneypeakoil.com/matt/Worlds_Fragile_Oil_Flows_From_Declining_Reserve_Base.pdf

Bumpy Crude Oil Plateau in the Rear View Mirror

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http://sydneypeakoil.com/matt/Crude_Oil_In_Rear_Mirror.pdf

My graphs on the financial crisis and peak oil explained by actuary Gail Tverberg, Atlanta, Georgia:

<http://www.theoil drum.com/node/5047#more>

My 31 page report card 2008 entitled "Has the Federal Government prepared for oil decline and CO2 reduction?" is now available on the web:

Word 3.2 Mb

<http://sydneypeakoil.com/matt/ReportCard2008.doc>

PDF 3.5 Mb

<http://sydneypeakoil.com/matt/ReportCard2008.pdf>

Submission to Sydney's NW Transport Inquiry

<http://www.parliament.nsw.gov.au/prod/parlament/committee.nsf/0:F6E420E701DDB4EACA2574F00001B1?7E>

Macquarie Uni talk June 2008

http://aca.mq.edu.au/People/SCGpages/SCG_Files/Matt_Mushalik_G2Gtalk_040608.pdf

The End of Freeways - The tipping points of Peak Oil and Global Warming

Everything about this double challenge including limitations to alternative fuels, clean energy crisis, rail electrification and the impact of ice sheet disintegration on sea levels

http://www.infrastructure.gov.au/roads/E3toM7Review/pdf/SUBMISSION_47-Mr_Matt_Mushalik.pdf

Submission #69 to the Senate Inquiry on oil supplies

http://www.apb.gov.au/senate/committee/rat_ctc/completed_inquiries/2004-07/oil_supply/submissions/sub69.pdf

Thanking you for your attention

Matt Mushalik (MIEAust, CPEng) Civil Engineer, Town & Regional Planner, Peak Oil Adviser
, Epping 2121

12/02/2009

To

Canberra Airport
2 Brindabella Circuit
BRINDABELLA BUSINESS PARK ACT 2609

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Submission

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The IEA warns of shortages - "The next oil crisis is coming"

"The IEA in Paris is warning of a new, much more severe global economic crisis around 2013. The reason is that investments in oil from new projects are being canceled by large oil companies. If demand starts increasing in 2010, the oil price could explode, fire up inflation and put global growth at risk." <http://www.energybulletin.net/node/48582>

DON VOELTE:But I'm one that believes that so much supply may come off the marketplace that after two or three years that the upturn, that we could be in a very volatile time for pricing of the oil commodity over the next three to five years.....All the major oil fields in the world are in a decline, and without further capital investment I believe that that supply-demand will come back to an upturn for economies around the world, especially if most of the world come out at the same time of the recession, that there could be shortages again in a very short period. So volatility, I think, will be the key.

<http://www.abc.net.au/lateline/business/items/200904/s2551267.htm>

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http://www.aph.gov.au/senate/committee/rrat_ctte/completed_inquiries/2004-07/oil_supply/submissions/sub69.pdf

Submission Green paper on aviation

http://www.infrastructure.gov.au/aviation/nap/files_green_paper/MUSHALIK_Matt.pdf

Thanking you for your attention

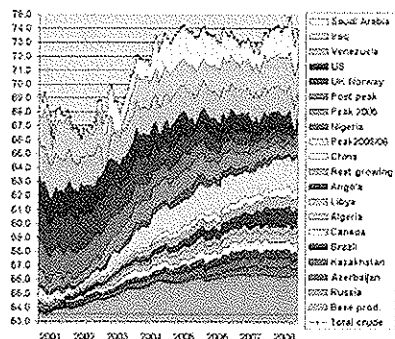
Matt Mushalik (MIEAust, CPEng) Civil Engineer, Town & Regional Planner, Peak Oil Adviser
Epping 2121

Financial Crisis and Peak Oil

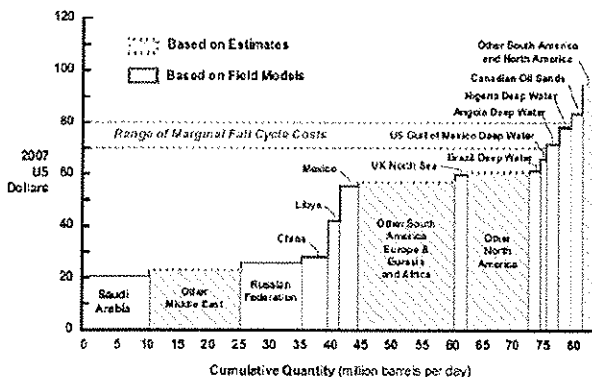
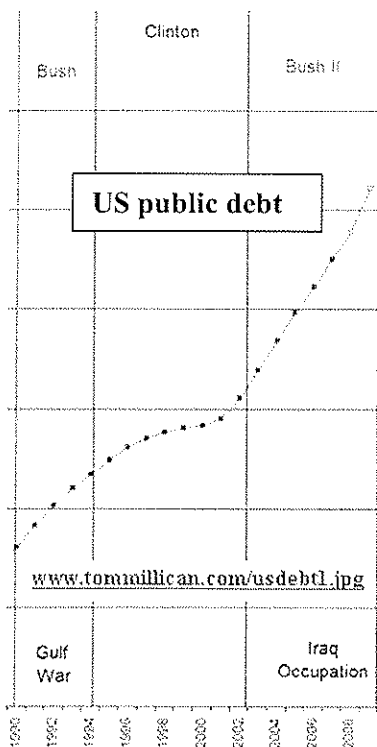
<http://www.theoilcrisis.com/node/5047#more>

Simplified chain of past, present and possible future events

Crude peak 2005 – 2008
74 mb/d



Accumulated debt



High gas prices in US suburbia and exurbia

Subprime mortgage crisis

Airlines and car industry in trouble

Falling house prices

Banking crisis

Credit crisis

Recession

Oil derivatives market failure

(OECD) Oil demand destruction

Lower oil prices and (OPEC) production cuts

Less investments in oil fields to offset natural decline

Oil production decline

Oil shortages and/or 2nd oil price shock

Oil price volatility destabilizes economy

Expensive oil disappears from market

Credit crisis damages oil sector itself

Declining net oil exports

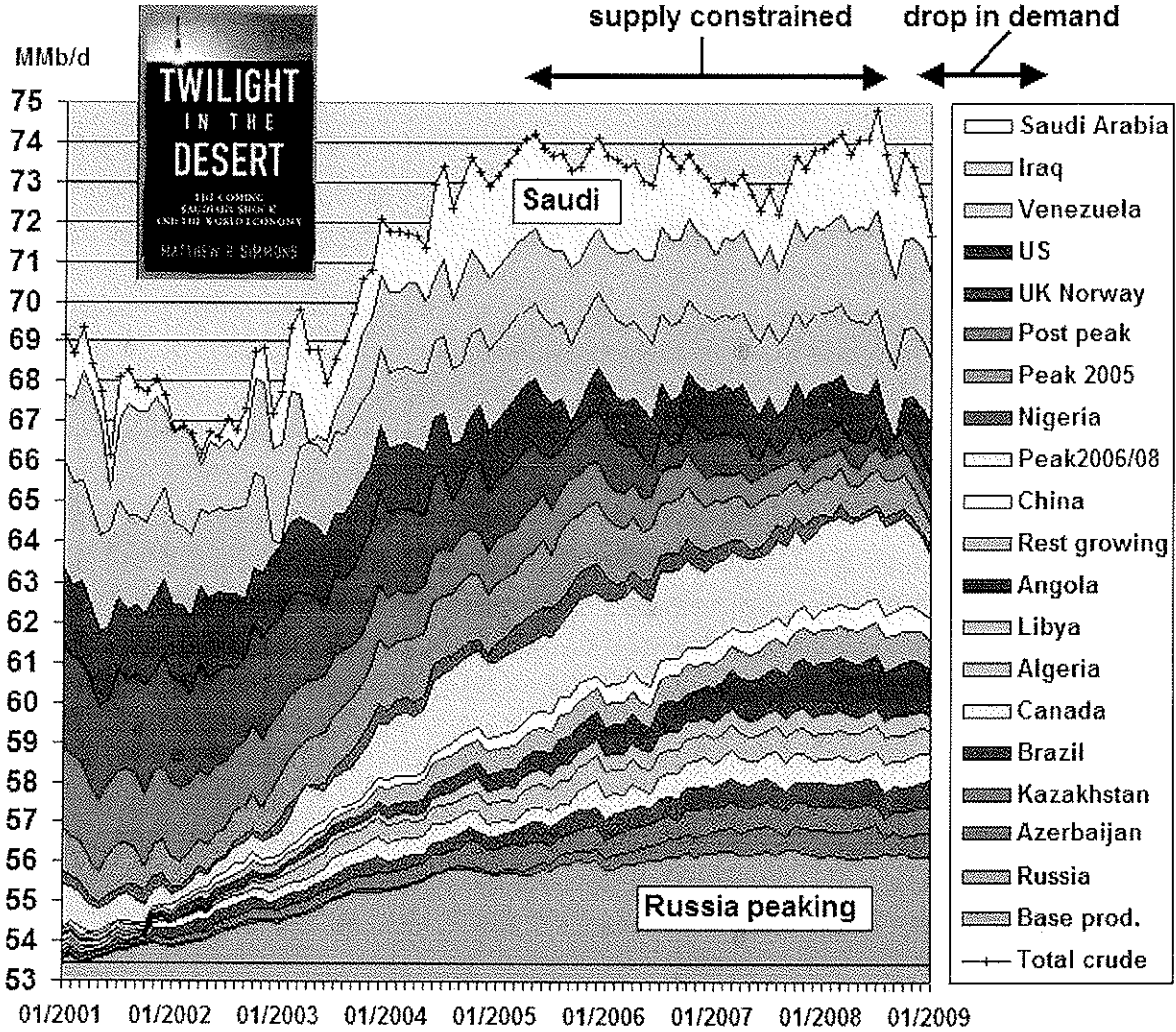
Regional imbalances; other unforeseen events

<< Marginal barrel costs \$70-80; from CERA in:

<http://www.horizonoil.com.au/Press%20Releases/2008/November/HZN%20Chairmans%20address%20and%20presentation.pdf>

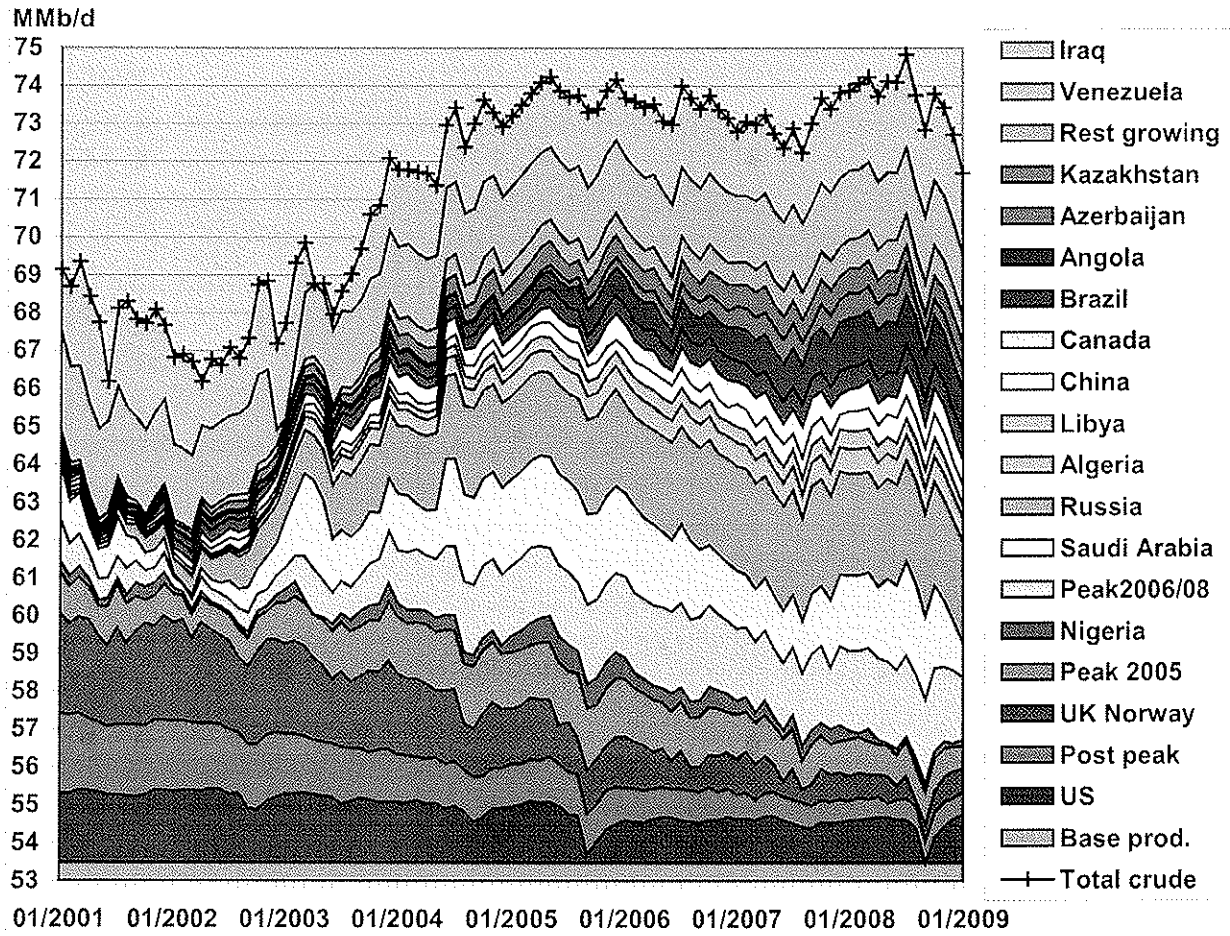
Fig 1d Incremental crude oil production 2001 - Jan 2009

Saudi Arabia could not increase production above May 2005 levels
 Peak oil shock damaged world economy as predicted by Matthew Simmons
 supply constrained drop in demand

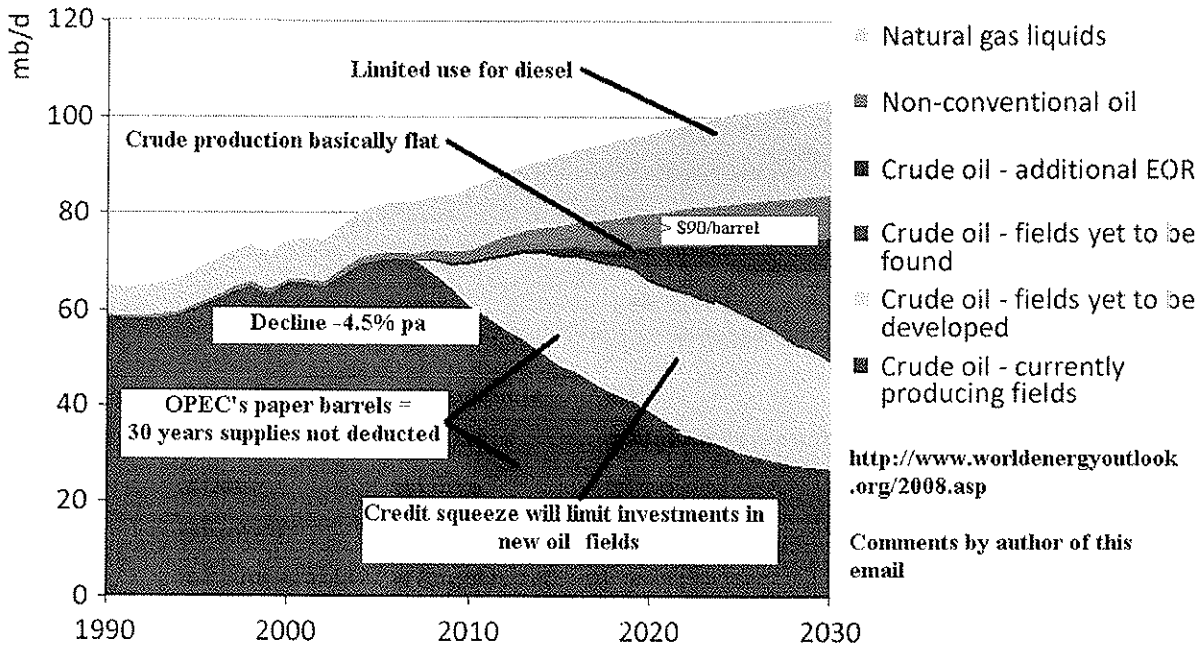
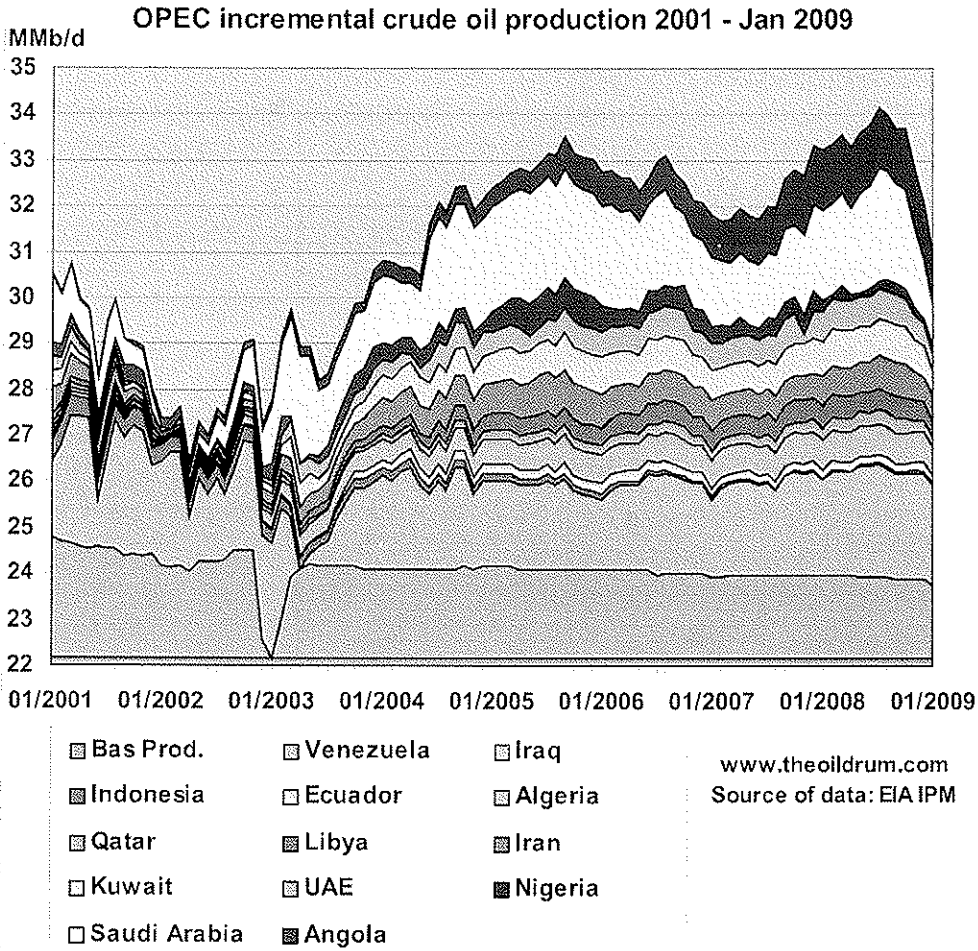


www.theoil Drum.com Source of data: www.eia.doe.gov/ipm/supply.html

Fig 1c Incremental crude oil production 2001 - Jan. 2009



www.theoil Drum.com Source of data: www.eia.doe.gov/ipm/supply.html



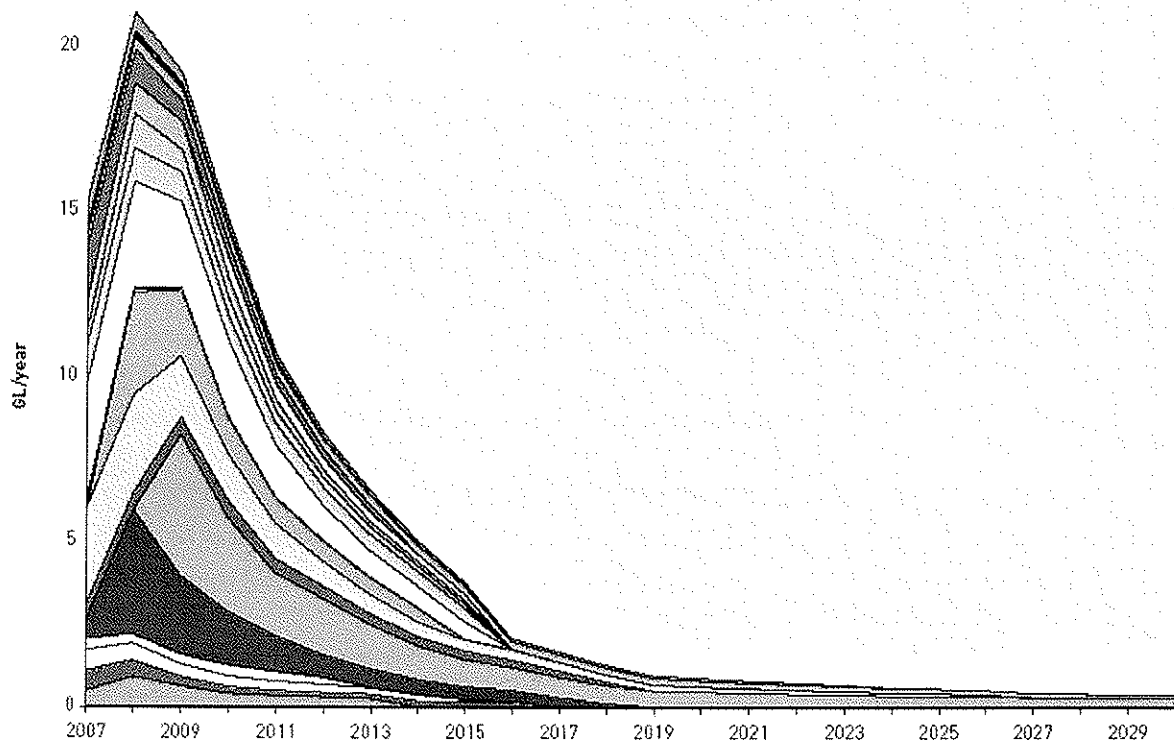
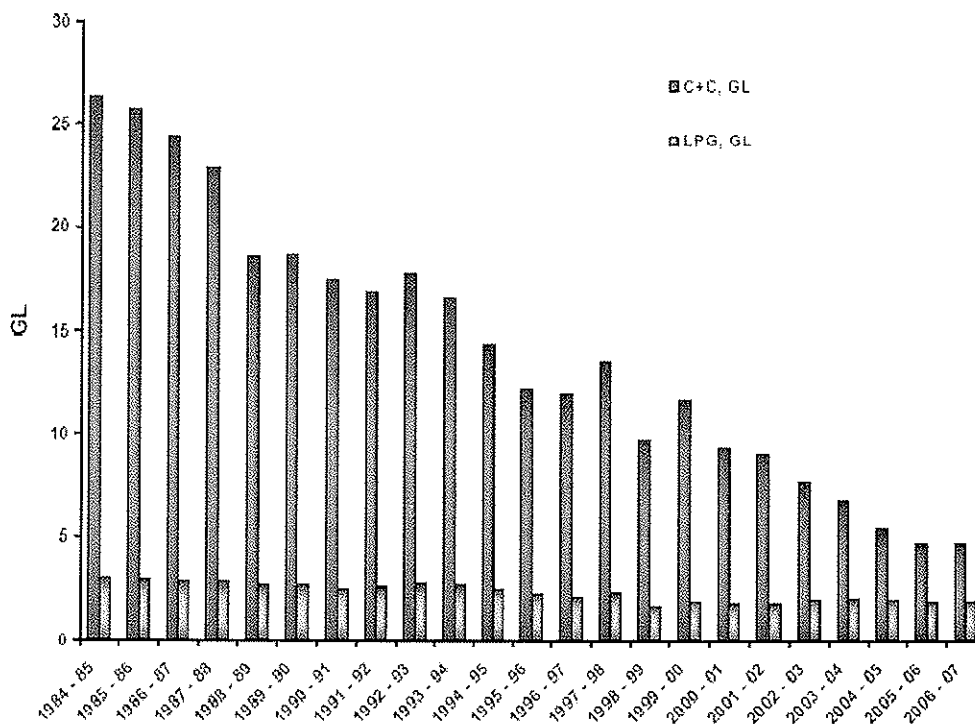


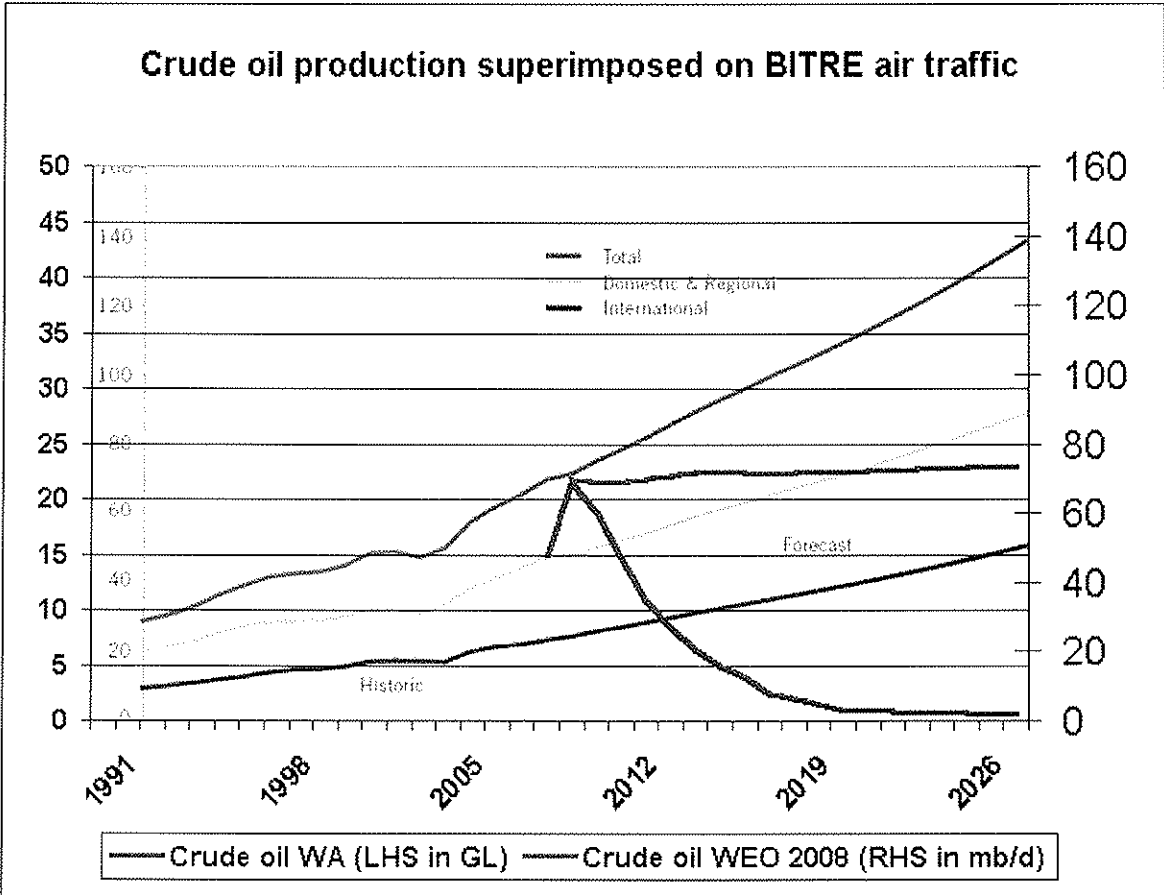
Figure 2 | CRUDE OIL PRODUCTION FORECAST FOR WESTERN AUSTRALIA, SHOWING THE OIL PEAK OCCURRING AROUND 2008-2009, AND DECLINING SHARPLY AFTER THAT

http://www.dmp.wa.gov.au/documents/PWA_September_2008.pdf

Graph 2.5 Gippsland Basin Historical Petroleum Production (excl. gas): 1984/85 - 2006/07



www.dpi.vic.gov.au



Sources: (1) <http://www.infrastructure.gov.au/aviation/nap/>
 (2) <http://www.worldenergyoutlook.org/2008.asp>
 (3) http://www.doir.wa.gov.au/documents/PWA_September_2008.pdf



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Night train Basle -Rome