

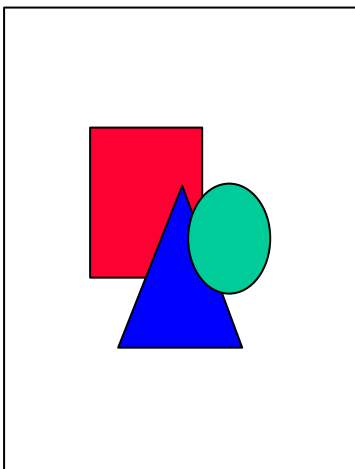
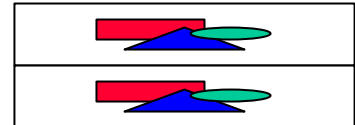
# 4 articles about The Big Rollover

## I

### The Big Rollover

One of the world's most respected petroleum geoscientists says the days of cheap oil are numbered.

*Courtesy of Australian Energy News*



One of the world's most respected petroleum geoscientists has told Australian forums that the days of cheap oil are numbered.

Les Magoon from the US Geological Survey visited Australia in November as a guest of the Petroleum Exploration Society of Australia. His main messages are pretty simple. Firstly, oil production cannot keep up with increasing consumption forever. Secondly, the point at which daily demand passes daily production will lead inevitably to rising prices. And thirdly, it is likely to happen relatively soon and when it happens, it will all happen quite quickly, but we may be unaware of it until after the fact.

Magoon has 35 years of experience around the globe as a petroleum geoscientist. He knows a great deal about the characteristics of the world's major oil fields and provinces and understands how they perform over time as they are drilled and drained. His particular area of expertise is in estimating the amount of recoverable oil there may be left for the world to find and burn. In the process of assessing the world's reserves of fossil fuels, he has come to an inescapable conclusion - the days of abundant cheap oil are rapidly approaching an end.

[Click here for online access to the rest of this article](#) Fe! Okänt växelargument.

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## II

**FOR IMMEDIATE RELEASE-  
WHEN WILL THE BIG ROLLOVER COME?**

\*\*\*\*\* July 23, 2001\*\*\*\*\*

When will the demand for oil outstrip the world's capacity to produce it?

A big question that no one can answer precisely.

But equally critical is the question concerning what will happen when the current buyers' market for oil one day becomes a sellers' market.

L.B. Magoon, of the U.S. Geological Survey, says that while the world will not run out of sources for producing energy, it is assured that some time in the next 20 to 40 years, the world will run out of a most convenient form of energy that today fuels nearly all the world's mechanized transportation. If the world is not prepared, oil will become so precious that prices will rise astronomically and those who have not converted to some form of alternative energy will be left high and dry.

"The Oil Age will not end from lack of oil," insists Dr. Maurice Albertson, founder of Hydrogen Now!, a non-profit organization established to promote the use of alternatives to fossil fuels. "It will only end when there is a better source of energy."

Alan Grant, Director General of the International Association of Oil & Gas Producers (OGP) acknowledged environmental concerns over hydrocarbons in an address to the European Parliament and the European Energy Foundation in Strasbourg, France on July 3, 2001. While Grant is convinced that implementation of new technology and improvements to the distribution network will make hydrocarbons available into the second half of the 21st century, he says that member companies of OGP and EUROPI are already playing a part in the development of solar power, fuel cells and biofuels as alternative and cleaner forms of energy.

To prove his point about the coming "big rollover," Magoon explains that today the world produces 75 million barrels of oil a day or 27 billion barrels a year.

The United States produces 8 million barrels a day and imports 11 million barrels, or 58% of the oil used each day in this country. Of the 6 billion consumers of oil in the world, 300 million or 5% are Americans. That 5% consumes 26% of the world's oil.

According to Magoon, the big rollover is inevitable because, in the last five years while worldwide usage was at 27 billion barrels a year, only three billion new barrels were discovered each year. Only one barrel was replaced for every nine barrels used. There are no indications that it will ever be possible to change this ratio, according to Magoon.

On the other hand, Alan Grant, representing OGP, says oil supplies will be sufficient for at least another 40 years and supplies of gas could last for 60 years.

Ed Feinberg, of Texaco's strategic management group, points to the USGS world resource survey that predicts the oil supply will increase for another 40 years before beginning a gradual decline. He is in agreement with Albertson's hypothesis that the Oil Age will not come to an end because of a lack of oil, but rather because better sources of energy will become available and viable.

Magoon says that while nobody can be sure, those willing to forecast believe the rollover is likely to occur between 2003 and 2020. This is a time frame well within the lifetimes of most people now living on the planet earth and counting on oil as a major energy source.

"We must recognize the problem and begin to deal with it," Magoon advises. "If we don't, it's likely to be a wild ride."

--Libby James

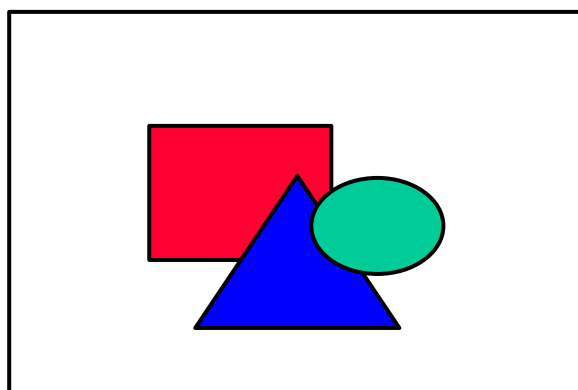
For more information contact: Bob Willis, Hydrogen Now! 1-866-GO-H2-NOW  
or website: [www.hydrogennow.org](http://www.hydrogennow.org), e-mail: [info@hydrogennow.org](mailto:info@hydrogennow.org)

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### III

# PEAK OIL - A Turning Point for Mankind

C.J. Campell



PEAK OIL - a turning point for mankind  
Der Höhepunkt der Welterdölproduktion - Ein  
Wendepunkt für die Menschheit  
07. Dezember 2000  
Aula der TU  
Länge des Videos: 01:02:00

[Video anschauen](#)

Hier ein kleiner Auszug aus der [Pressemeldung](#) :

Dr. Campbell ist ein international renommierter Fachmann. Auf seinen Rat wird in Los Angeles und San Francisco ebenso wie London und Genf gehört. Unmittelbar vor seinem Vortrag an der TU Clausthal spricht Dr. Campbell vor dem dänischen Parlament in einer Sondersitzung zur Zukunft der Welterdölreserven. Im Januar 2001 berichtet Dr. Campbell über das drohende nahe Ende der Welterdölreserven auf der Erdöltagung in Neu Delhi in Indien.

Seine auf präzisiertem Insider-Faktenwissen beruhenden Einsichten sind alarmierend:

- Die größten Erdölfelder wurden spätestens in den sechziger Jahren entdeckt.
- Wir entdecken nur ein neues Barrel für jeweils vier verbrauchte
- Der Höhepunkt der Welterdölförderung wird in fünf bis zehn Jahren erreicht sein
- Mit einem extremen Preisanstieg und scharfen ökonomischen Verwerfungen bis hin zu militärischen Interventionen ist zu rechnen
- Eine politische Strategie, die das zum Teil absichtsvolle Nichtbeachten der Realität beendet, ist dringend geboten.

Vortrag und Übertragung sind auf Englisch.

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## IV



### Automobile: How the Car Changed Life The 'Big Rollover'

One of the most interesting (and sobering) aspects of writing this book was researching the Big Rollover. This is the jargon term for the moment when world production of oil peaks. This will probably occur around 2010 - in eight years; if the most optimistic estimates are used, the moment may be postponed ten years, to 2020. There will still be plenty of oil left - as much, in fact, as has already been extracted. But from then on production will begin to fall, and what is left will get progressively harder to extract. Meanwhile demand is rising inexorably. Global demand for oil is currently rising at 2 percent a year. Since 1985, energy use has risen by 30 percent in Latin America, 40 percent in Africa and 50 percent in Asia. The US Energy Information Administration forecasts that worldwide demand for oil will increase 60 percent (to about 40 billion barrels a year) by 2020. But by then production will almost certainly be in decline. And what will happen then?

What is surprising is how little discussion of this fast-approaching event is taking place - perhaps because the consequences are so enormous as to be almost unthinkable. As the oil blockades of autumn, 2000, showed, Britain is so geared to road transport that within four days of petrol becoming unavailable, the entire country - hospitals, food deliveries, schools, factories - ground to a halt. And the same is true of every advanced economy.

Of course oil will not become unavailable after the Big Rollover: as much will be left in the ground as has been consumed over the past 200 years. But - leaving aside the question of what burning all this up may do to our climate - it is clear that the laws of supply and demand - in this case rapidly rising demand and dwindling supply - will mean the end of cheap transport: the sine qua non upon which our entire society is predicated. What will be the effects upon work habits, property prices, food prices? Should we be planning to expand our airports when air travel, in particular, seems set to become a luxury? Oil is not only cheap (aviation fuel is untaxed) but light and energy-dense: crucial for air travel, and not true of any alternative fuel.

Where, in Britain, is the will to invest in public transport as a viable alternative to road travel? And how, in the low-density autosuburbia of the United States, would this be possible even if the will was there?

The most usual response is to assume that something will turn up - some alternative fuel, some way of using less fuel. And this is of course true. Hybrid cars, alternating between internal combustion and electric, are already available, and will do 100 mpg (though gas-guzzling SUVs remain the public's vehicle of choice). Cars already exist that will run on hydrogen, which is generally assumed to be the fuel of the future. But where oil gushes out of the ground more or less ready to use, hydrogen, like all the other alternative fuels (biodiesel, oil from coal) will have to be manufactured - which takes energy and expense. Plus, it will have to be manufactured in vast quantity. One of the few to address the question directly is oil economist David Fleming in his article 'After Oil', Prospect, Nov. 2000 (<http://www.prospect-magazine.co.uk>). See also 'Kicking the Habit', New Scientist, 25 November 2000 - an excellent overview of developments in this area.

- L.B.Magoon Are we running out of oil?  
<http://www.hubbertpeak.com/magoon/>
- Colin J. Campbell and Jean H. Laherrère, 'The End of Cheap Oil', Scientific American March 1998. (<http://dieoff.com/page140.htm>)
- Rocky Mountain Institute, <http://www.rmi.org>
- [www.oilcrisis.com/hubbert/](http://www.oilcrisis.com/hubbert/)

Ruth Brandon Jan 2002

Automobile: How the Car Changed Life will be published 22 March 2002.

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