

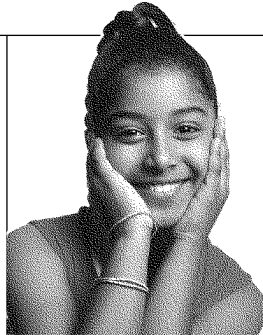
# WHO'S INTERESTED IN AFVS? WHO CARES ABOUT AVAILABILITY AND DISTRIBUTION?

*A wide variety of people have a stake in a change to AFVs. They vary from human rights activists to auto salespeople to environmental scientists to physicians to diplomats.*

*This group is largely interested in the availability of fuels, their safe distribution, and the reduction of some of the hidden social and environmental costs related to gasoline-powered vehicles.*

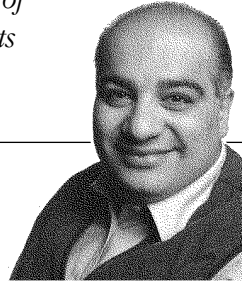
## **ADVOCATES FOR THE ENVIRONMENT, HUMAN RIGHTS, AND PEACE**

Much of the fuel used in the United States comes from politically oppressive or unstable parts of the world. Conflicts over oil endanger our own soldiers and the people in the oil-producing countries. War over oil supplies inevitably results in massive environmental damage. If we develop domestic sources of fuel, we could reduce these losses to human life and the environment, and be in a better position to stand up to oil-producing countries that oppress their own people.



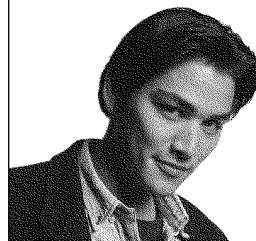
## **PETROLEUM INDUSTRY**

As a business that employs a lot of people in drilling and refining oil for fuel, plastics, fertilizers, and other products, we want to keep the industry thriving. We expect to keep discovering new sources of fossil fuels for some time. Still, there is pressure from the government and environmental groups to change to alternatives that burn more cleanly and don't contribute to global climate change. With people demanding alternatives, should our industry be diversifying? If so, what other types of fuel should we be exploring?



## **NATIONAL SECURITY PERSONNEL: Advisers, Diplomats, FBI, CIA, Department of Defense**

So much oil comes from unstable parts of the world. Our dependence on foreign oil led us to war in the early '90s when Iraq invaded Kuwait and threatened oil supplies there. Costly wars can't be the only answer to protecting our interests. If we develop domestic sources of fuel, we could reduce our military presence in unstable parts of the world and reduce the loss of life that results when fuel sources need protecting.

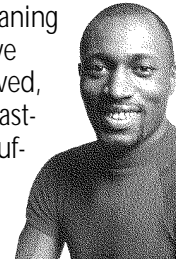


## **ECONOMIST**

The cost of fuel has a large impact on industry and the strength of our economy. How can we keep that cost down? An increasing amount of oil is being bought overseas, leading the United States to send more money out of the country than it gets back. Which domestic sources of fuel could help us to balance imports and exports and reduce this trade deficit?

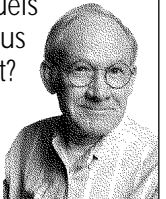
## **MARINE SCIENTISTS**

The number of oil spills reported in the news is a fraction of those that actually occur. Methods for cleaning up have improved, but coastlines suffer for years after a spill. Some areas are permanently damaged from frequent spills. People like to blame the spill on miscalculations at the ship's wheel, but we're interested in cutting down the risk of spills by finding safer, alternative fuels that don't need to be shipped.



## **BUSINESSES OF ALL SIZES AND CONSUMERS**

We need energy for every aspect of our lives—to run industry so the economy is strong and people are employed, to produce goods, to transport goods and people, and to meet heating and cooking needs. We need ongoing supplies of fuel we can depend on at stable prices. Which fuels provide us with that?



## **AMERICAN FARMER**

Henry Ford wanted to run his Model T on fuel made from corn; diesel engines were designed to run on peanut oil. Is there a future for fuel crops? If so, which crops would they be? The Department of Agriculture's National Resources Inventory shows that we're losing almost two million acres of valuable farmland each year to urban sprawl and industry. That's almost four acres every day! If we were growing fuel crops on that land, wouldn't people be more willing to protect it?