A SELECTION OF SLIDES FROM

PROFESSOR STEPHEN SCHNEIDER'S LECTURE

Climate Change and the Kyoto Protocol:

The Planetary Gamble We Can't Afford to Lose

NOSTRADAMUS PREDICTS HOTTEST SUMMER IN HISTORY

FAMOUS seer Nostradamus wrote a clear and specific piece that reveals the horrors of our upcoming weather.

July, August and September. Dr. Maulmer provides translations and interpretations of the references below:

● A blast furnace-like heat wave scorches the Southeast in July, with daytime temperatures reaching as high as 112 to 119 degrees.

Little or no rain is in the forecast after average precipitation in June. The heat and drought wreak havoc in crop damage.

Record demand for electricity causes power blackouts that paralyze commerce and touch off riots and widespread looting.

● The Northeast reels under blistering heat and humidity in the latter half of August and September. Dry, stagnant air contributes to misery and pollution problems, leading to thousands of deaths from respiratory distress among children, the ill, and senior citizens.

A summer-high temperature reading of 98 turns asphalt highways to goo, stranding motorists who find their cars sinking into the road bed.

● Heavy rains and flooding plague the Midwest in late July and early August. A record "crop" of mosquitoes spreads torment and disease even as the rains stop and an unprecedented September heat wave strains power supplies to the limit.

Deaths from heat stroke are logged at record levels.

Crimes of violence triple as frustration and anger over the heat push people over the edge.

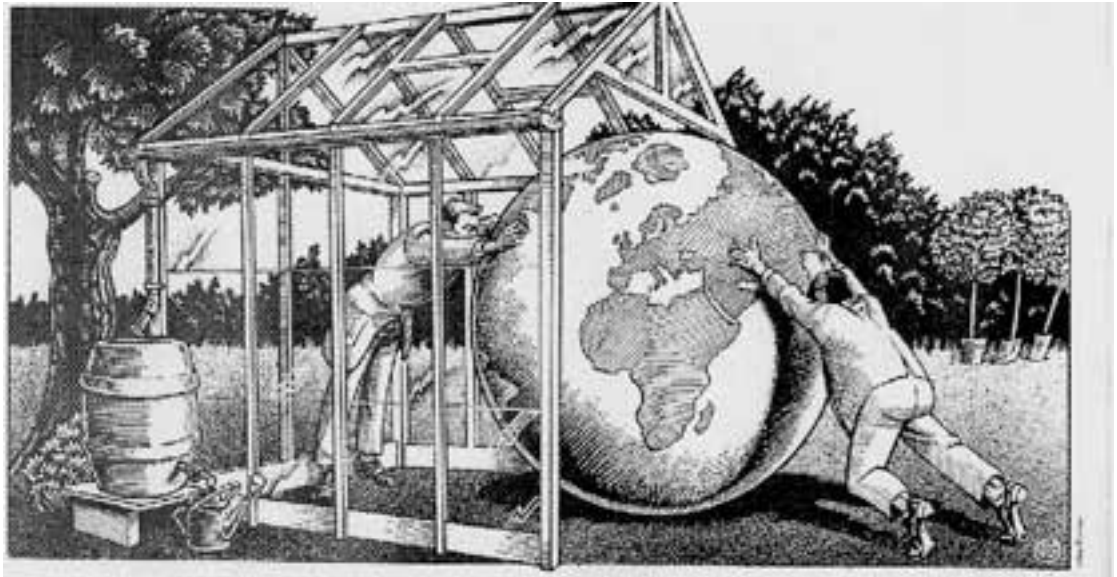
● The West Coast reels under a drought that begins later this month and continues through September — at least.

Temperatures reach 116 degrees six times in August alone. Various electrical storms — without the rain — spark massive wildfires in California and Washington.

Commerce grinds to a halt as Los Angeles is thick, dead by smog engulfs the city, killing hundreds of children, senior citizens and people with respiratory disease.

● The Southwest takes the brunt of the heat wave as sustained temperatures of 120-plus — with sporadic highs of 131-plus — cause severe water shortages in populated areas and wipe out wild animals accustomed to severe heat.

Towns and cities are actually abandoned as the water situation grows increasingly critical.



ENVIRONMENT

The greenhouse war

Science Has Spoken: Global Warming Is a Myth

By ARTHUR B. ROBINSON
And ZACHARY W. ROBINSON

Political leaders are gathered in Kyoto, Japan, working away on an international treaty to stop "global warming" by reducing carbon dioxide emissions. The debate now has much to say about economic loss or gain from heated—but the entire enterprise is futile on many levels. For there is not a shred of persuasive evidence that humans have been responsible for increasing global temperatures. What's more, carbon dioxide emissions have actually been a boon for the environment.

The myth of "global warming" starts with an accurate observation: The amount of carbon dioxide in the atmosphere is rising. It is now about 360 parts per million, vs. 296 at the beginning of the 20th century. Reasonable estimates indicate that it may eventually rise as high as 450 parts per million. This rise probably results from humans burning oil, coal, oil and natural gas, although this is not certain. Earth's oceans and land hold some 50 times as much carbon dioxide as is in the atmosphere, and movement between these reservoirs of carbon dioxide is poorly understood. The observed rise in atmospheric carbon dioxide does correspond with the time of man's release and equals about half of the amount released.

Carbon dioxide, water vapor and a few other substances are "greenhouse gases." For reasons predictable from their physics and chemistry, they tend to admit more solar energy into the atmosphere than they allow to escape. Actually, things are not so simple as this, since these substances interact among themselves and with other aspects of the atmosphere in complex ways that are not well understood. Still, it was reasonable to hypothesize that rising atmospheric carbon dioxide levels might cause atmospheric temperatures to rise. Some people predicted "global warming," which has come to mean extreme greenhouse warming of the atmosphere leading to catastrophic environmental consequences.

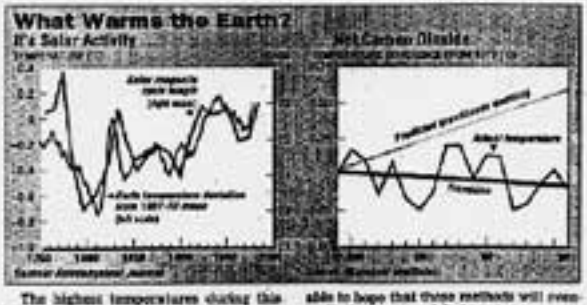
Careful Tests

The global-warming hypothesis, however, is no longer tenable. Scientists have been able to test it carefully, and it does not hold up. During the past 50 years, as atmospheric carbon dioxide levels have risen, scientists have made precise measurements of atmospheric temperature. These measurements have definitively shown that major atmospheric greenhouse warming of the atmosphere is not occurring and is unlikely ever to occur.

The temperature of the atmosphere fluctuates over a wide range, the result of solar activity and other influences. During the last 2,000 years, there have been five extended periods when it was distinctly warmer than today. One of the two coldest periods, known as the Little Ice Age, occurred 200 years ago. Atmospheric temperatures have been rising from that low for the past 300 years, but remain below the 2,000-year average.

Why are temperatures rising? The first chart nearby shows temperatures during the past 250 years, relative to the mean temperature for 1851-70. The same chart shows the length of the solar magnetic cycle during the same period. Close correlation between these two parameters—the shorter the solar cycle (and hence the more active the sun), the higher the temperature—demonstrates, as do other studies, that the gradual warming since the Little Ice Age and the large fluctuations during that warming have been caused by changes in solar activity.

During the 20 years with the highest carbon dioxide levels, temperatures have decreased.



The highest temperatures during this period occurred in about 1940. During the past 20 years, atmospheric temperatures have actually tended to go down, as shown in the second chart, based on very reliable satellite data, which have been confirmed by measurements from weather balloons.

Consider what this means for the global-warming hypothesis. This hypothesis predicts that global temperatures will rise significantly, indeed catastrophically, if atmospheric carbon dioxide rises. Most of the increase in atmospheric carbon dioxide has occurred during the past 20 years. And the increase has continued during the past 18 years. Yet there has been no significant increase in atmospheric temperature during those 18 years, and during the 20 years with the highest carbon dioxide levels, temperatures have decreased.

In science, the ultimate test is the process of experiment. If a hypothesis fails the experimental test, it must be discarded. Therefore, the scientific method requires that the global warming hypothesis be rejected.

Why, then, is there continuing scientific interest in "global warming"? There is a field of inquiry in which scientists are using computers to try to predict the weather—even global weather over very long periods. But global weather is so complicated that current data and computer methods are insufficient to make such predictions. Although it is reasonable to hope that these methods will eventually become useful, for now computer climate models are very unreliable. The second chart shows predicted temperatures for the past 20 years, based on the computer models. It's not surprising that they should have turned out wrong—after all the weatherman still has difficulty predicting local weather even for a few days. Long-term predictions are beyond current capabilities.

So we needn't worry about human use of hydrocarbons warming the Earth. We also needn't worry about environmental calamities, even if the current, natural warming trend continues: After all the Earth has been much warmer during the past 2,000 years without ill effects.

But we should worry about the effects of the hydrocarbon rationing being proposed at Kyoto. Hydrocarbon use has major environmental benefits. A great deal of research has shown that increases in atmospheric carbon dioxide accelerate the growth rates of plants and also permit plants to grow in drier regions. Animal life, which depends upon plants, also increases.

Standing timber in the United States has already increased by 30% since 1920. There are now 60 tons of timber for every American. Tree-ring studies further confirm this spectacular increase in tree growth rates. It has also been found that mature Amazonian rain forests are increasing in biomass at about two tons per acre per year. A composite of 279 research studies predicts that overall plant growth rates will ultimately double as carbon dioxide increases.

Lush Environment

What mankind is doing is moving hydrocarbons from below ground and burning them into living things. We are living in an increasingly lush environment of plants and animals as a result of the carbon dioxide increase. Our children will enjoy on Earth with twice as much plant and animal life as that with which we now are blessed. This is a wonderful and unexpected gift from the industrial revolution.

Hydrocarbons are needed to feed and lift from poverty vast numbers of people across the globe. This can eventually allow all human beings to live long, prosperous, healthy, productive lives. No other single technological factor is more important to the increase in the quality, length and quantity of human life than the continued, expanded and unrationed use of the Earth's hydrocarbons, of which we have proven reserves to last more than 1,000 years. Global warming is a myth. The reality is that global poverty and death would be the result of Kyoto's rationing of hydrocarbons.

Arthur Robinson and Zachary Robinson are chemists at the Oregon Institute of Science and Medicine.

POSSIBLE WEATHER FORECAST FOR SUMMER DAY IN 2197 (W/ GLOBAL WARMING)

WEATHER

Temperature Legend

Temperature color bands apply to the weather maps below.

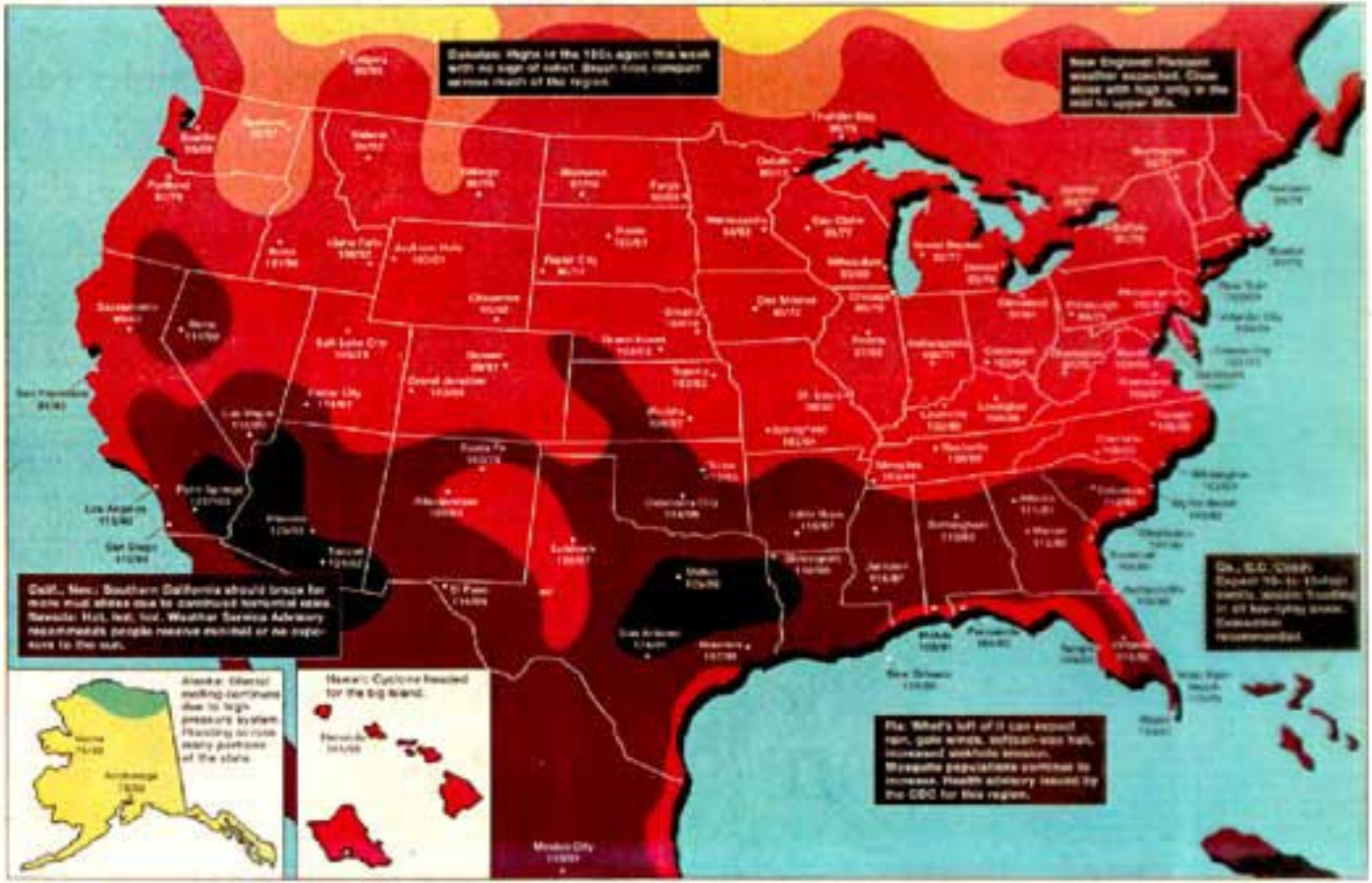
20s | 30s | 40s | 50s | 60s | 70s | 80s | 90s | 100s | 110s | 120s

Today's Extreme Temperatures:

Low temperature, 9F at Barrow, Alaska

High temperature, 131 at Palm Springs, CA

Weather Fact:



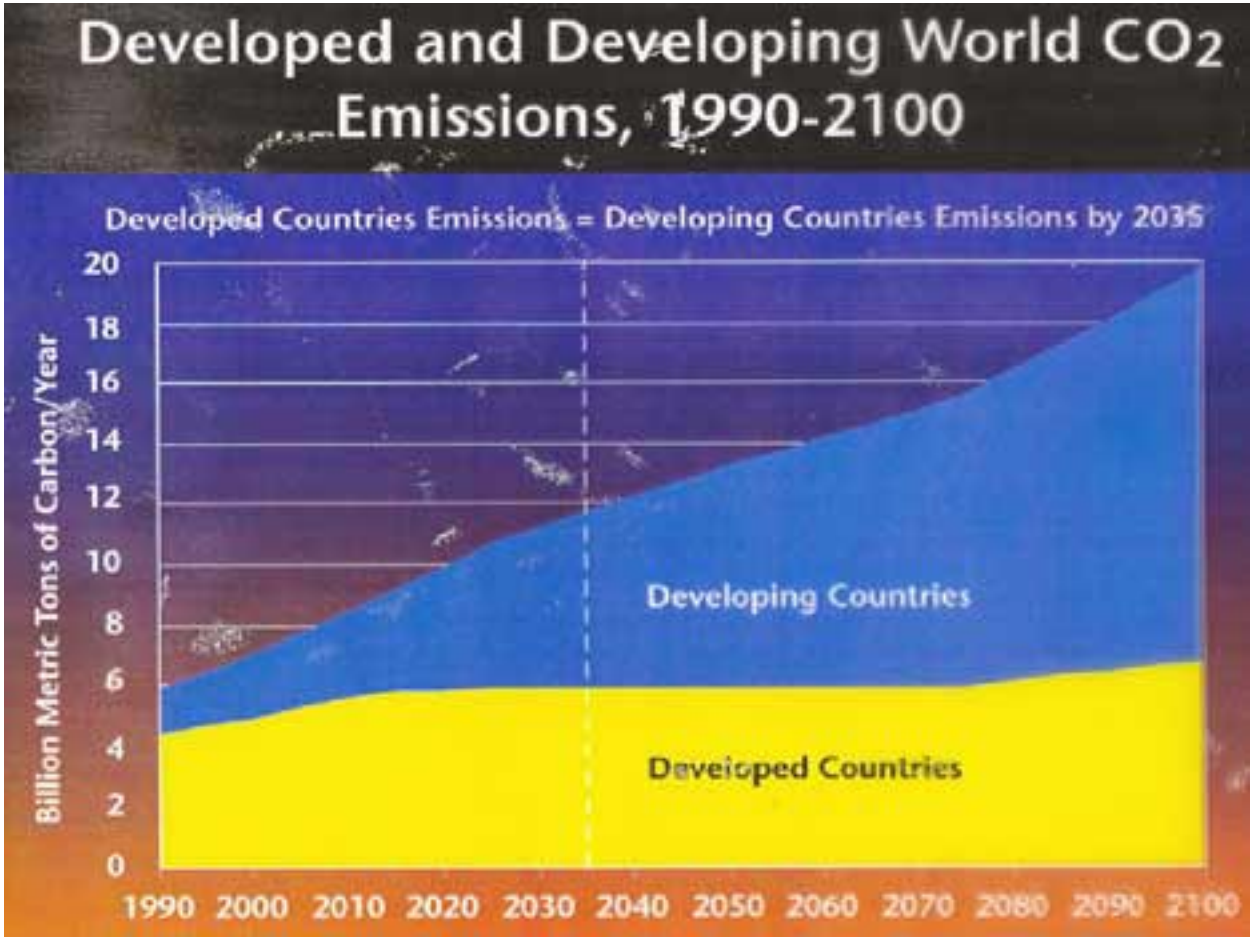
In one ear ...

Sack
Star

Published


ぐったりさせたのは、誰なんだ。
Signifying Support for COP3
THE 3rd KYOTO INTERNATIONAL
CARTOON EXHIBITION 1997
December 1st [Mon.] to 12th [Fri.]
地球温暖化防止京都会議を迎えて
第3回
京都
国際
マンガ展1997
平成9年12月1日(月)→12日(金)
京都高島屋グランドホール(7階)
Takashimaya

JEFF MACNELLY — CHICAGO TRIBUNE


Developed and Developing World CO_2 Emissions, 1990-2100
Developed Countries Emissions = Developing Countries Emissions by 2035
Billion Metric Tons of Carbon/Year
20
18
16
14
12
10
8
6
4
2
0
Developing Countries
Developed Countries
1990 2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100

"We're not certain why they disappeared, but archeologists speculate that it may have had something to do with their size."

Large Vehicles Are the Solution, Not the Problem

By Sam Kazman

If you listen to journalists, you'd think sport-utility vehicles were more dangerous than Saddam Hussein. SUVs supposedly deplete the Earth's resources, poison its atmosphere and encourage rude driving. Worst of all, because of their size they supposedly pose a grave collision threat to just about anyone who ventures outdoors. According to a recent New York Times report, the worst safety hazard is put in quotes—since these "supposedly safer" vehicles are said by the "responsible family people" who now drive them, they'll be bought by teenagers who'll handle them even more recklessly.

These threats have been wildly overstated. And the solution proposed by many SUV critics, raising the federal fuel economy standards, would mean expanding a regulatory program that has already caused thousands of traffic deaths.

The federal Corporate Average Fuel Economy standards, enacted in the wake of the mid-1970s oil shocks, require each auto maker's annual output of new cars to meet a set fuel economy level. The current passenger-car CAFE standard is 27.5 miles per gallon; for light trucks, the standard is a more lenient 20.7 mpg.

The easiest way for car makers to meet ever-rising CAFE standards has been through continued car downsizing. As the National Highway Traffic Safety Administration itself noted, "weight reduction is probably the most powerful technique for improving fuel economy. . . . Each 10 percent reduction in weight improves the fuel economy of a new vehicle design by approximately 6 percent." The result was a CAFE-driven downsizing of approximately 700 pounds per car.

Smaller cars, however, are less crashworthy than similarly equipped large cars in practically every type of accident. According to a 1989 Harvard-Brookings study, CAFE-induced downsizing has increased car occupant fatalities by between 14% and 27%; that translates to between 1,000 and 4,000 extra deaths a year.

You'd think that NHTSA, an agency whose middle name is safety, would have brought this issue to the forefront of public attention. But instead NHTSA has repeatedly claimed that CAFE has no safety effect. In a 1982 court case brought by the Competitive Enterprise Institute and Consumer Alert, a panel of federal appeals judges blasted NHTSA's position as "fatigued sanctimonious" and "transcendent nonsense."

If CAFE had been a privately produced product, it would long ago have been recalled as defective and its producer, NHTSA, jailed for the coverup. But because CAFE is a product of Washington rather than Detroit, it remains in place; worse yet, it threatens to expand in the face of the SUV "threat."

The overblown nature of that threat is demonstrated by a study issued last month by the Insurance Institute for Highway Safety. Journalists widely reported the study as re-ammunition the need for action against SUVs, but its findings indicate otherwise. What the institute found was that collisions between cars and SUVs account for only 6% of car occupant fatalities.

Cars are most vulnerable in side impact collisions. According to the institute, in fatal collisions involving cars that are hit on the side by SUVs, the relative risk that the death will be in the car rather than the SUV is an apparently lopsided 27-to-1. But wasn't this relative risk to brakes down by car weight categories. It turns out that car-SUV collisions are frequently outweighed by other common collision configurations. For example, the occupants of a light car struck in the side by a heavy car have a greater relative risk of death than when a heavy car is side-impacted by an SUV. That is, there is a greater mismatch between light cars and heavy cars than there is between heavy cars and SUVs.

What this means is that shaking the car fleet may well be the most inspectious step we could take toward improving safety. But upsizing, of course, is what CAFE currently restricts.

You're safer in a sport utility vehicle.

The same conclusion emerges from a 1987 NHTSA study, which was similarly characterized as inviting SUVs but which found that, on closer analysis, to indict CAFE. A NHTSA press release touted the study's finding that a 100-pound decrease in SUV weight would prevent 41 fatalities per year, most of them in cars colliding with SUVs. But according to the study itself, this overturn was not statistically significant; there might even be a net loss of life from such downsizing. And on balance the overall effect would be "negligible." More important, these minimal effects paled in comparison to the effects of a 100-pound increase in passenger car weight—a saving of over 200 lives a year. And the effect of the passenger car upsizing was found to be statistically significant, unlike the SUV downsizing.

Upsizing, however, would entail retaining CAFE rather than tightening it—a move that would be totally alien to the administration and to its environmentalist supporters. The Sierra Club, for example, claims that higher CAFE standards would be "the biggest single way to curbing global warming." In their 1992 campaign book, Bill Clinton and Al Gore examined raising CAFE to 40 mpg by 2001—a level whose potential safety consequences add more than a little irony to the book's title, "Putting People First."

SUV critics argue, to use Consumer Reports' words, that "most people who buy an SUV don't need one." But what one person doesn't need is largely a matter of another person's opinion. In the early 1800s the Duke of Wellington considered that the new rationale would "only encourage the numerous people to move about needlessly." Today the widest view is that the masses still move about needlessly, only now they're doing it with four-wheel drive.

SUV owners have perfectly good reasons for their vehicle choices. Even Consumer Reports praises their "roomy interiors, commanding view of the road, and go-anywhere ability." The fact that NHTSA has trained its sights on SUVs hasn't kept its administrator, Ricardo Martinez, out of one. He puts his family in a Ford Explorer, though he declares that he bought it for safety, to distinguish him[illegible] from "some teenager" trying "to look cool." Too bad his regulatory approach doesn't do much for other people's safety.

In fact, many of the SUVs' recent popularity stems from CAFE itself. CAFE's restrictions limit their greatest foil on fuel[illegible] and station wagons. As economist Paul Gadek pointed out in a study just[illegible] last fall, light trucks were the only real alternative for consumers concerned about safety and seating capacity. In fact, he concluded, most of the weight turned off the passenger car fleet by CAFE has reappeared in the light truck fleet.

So the real problem is CAFE, not SUVs. The next time you hear the term SUV, remember: The "S" might as well stand for scapegoat.

Mr. Kazman is general counsel of the Competitive Enterprise Institute in Washington.

March 13, 1992

THE WALL STREET JOURNAL.

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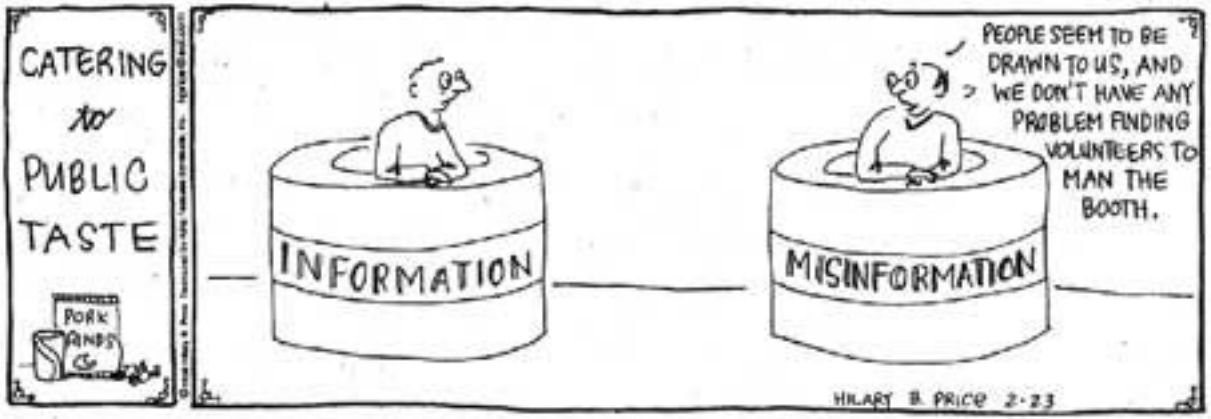
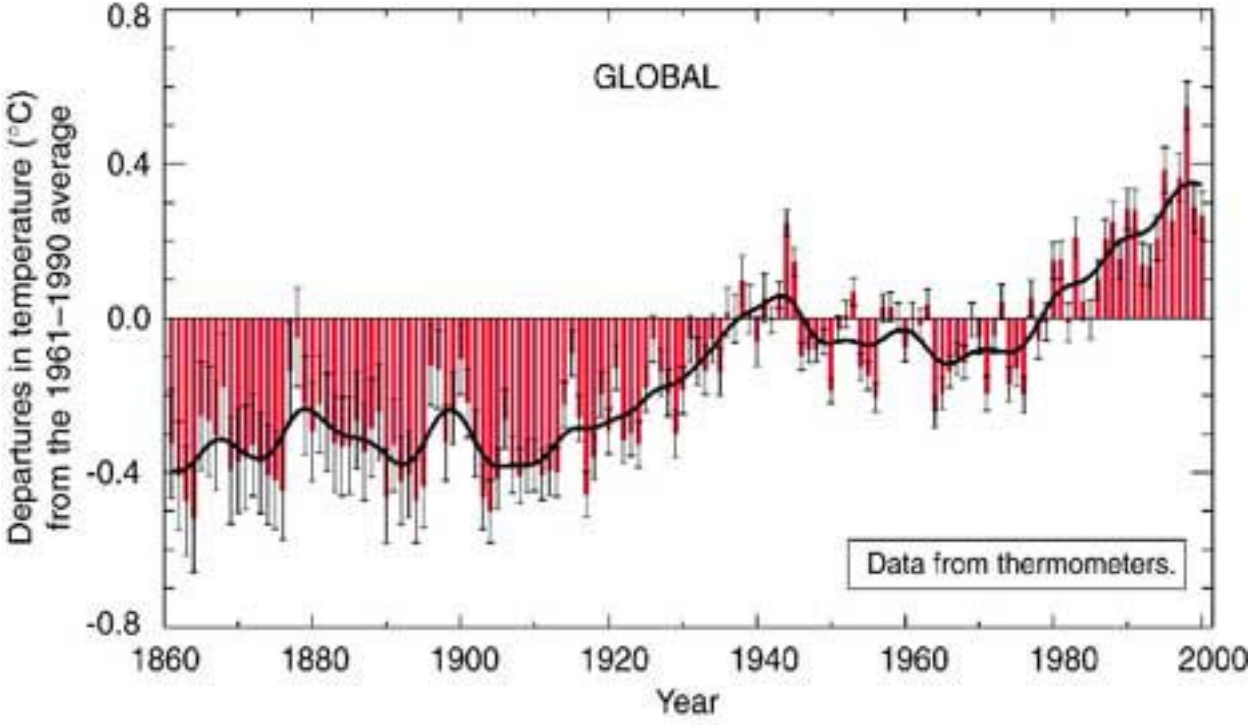
IT'S GETTIN' COLD THROW ANOTHER ONE OF THEM KYOTO GLOBAL WARMING STUDIES ON THE FIRE.
DRINKS

RHYMES WITH ORANGE • Hilary B. Price

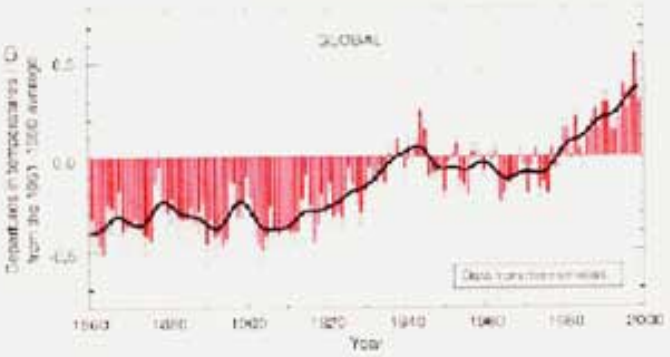



GLOBAL
Departures in temperature (°C)
from the 1961–1990 average
0.8
0.4
0.0
-0.4
-0.8
1860
1880
1900
1920
1940
1960
1980
2000
Year
Data from thermometers.

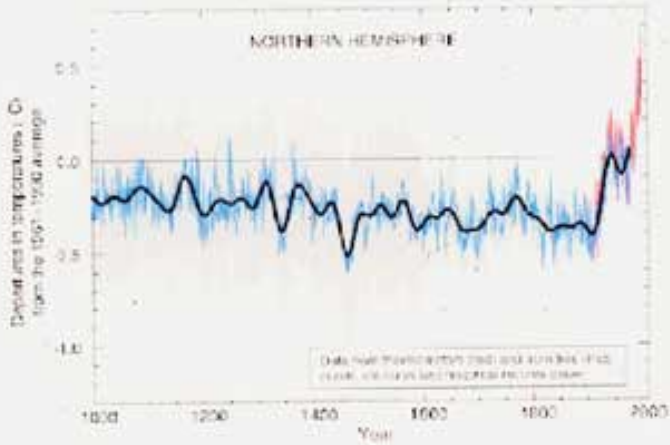
Figures

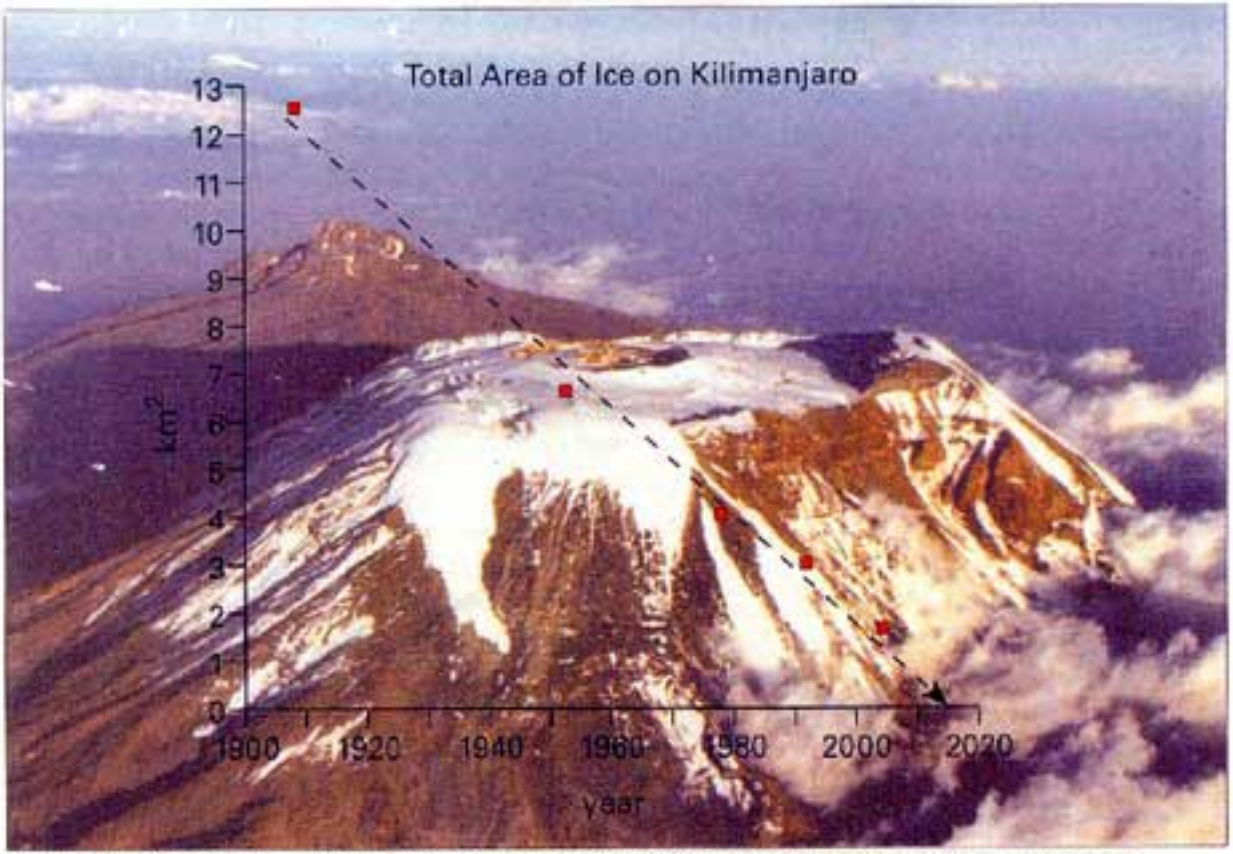
Variations of the Earth's surface temperature for:

(a) the past 140 years



(b) the past 1000 years





The extent of ice cover on Mt. Kilimanjaro decreased by 81% between 1912 and 2000. Disappearing paleoclimate archives such as this are a priority target of the Global Paleoclimate Observing System currently being proposed by PAGES scientists. For more information see the editorial in this issue of PAGES News. Photo: Captain G. Mazula, Data: Lonnie Thompson.

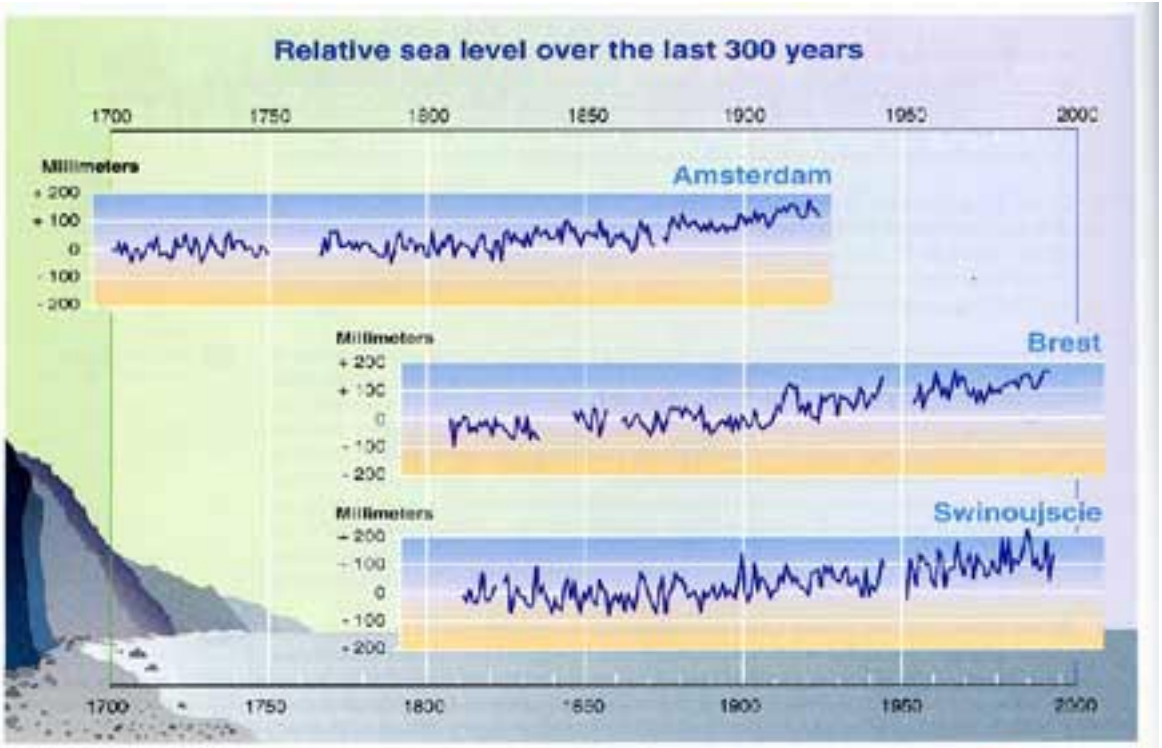


Figure 2-5: A limited number of sites in Europe have nearly continuous records of sea level spanning 300 years and show the greatest rise in sea level over the 20th century. Records shown from Amsterdam, The Netherlands, Brest, France, and Swinoujscie, Poland, as well as other sites, confirm the accelerated rise in sea level over the 20th century as compared to the 19th.

AR4 WG1 TAR Figure 11.7

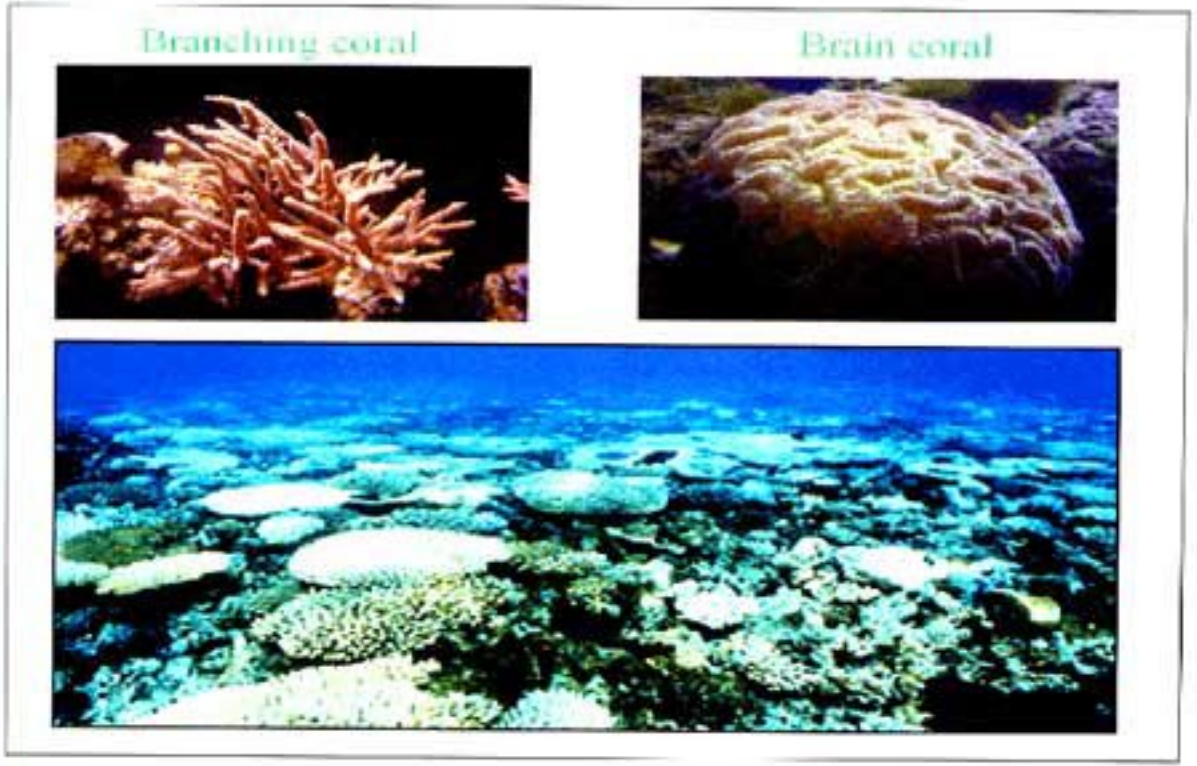


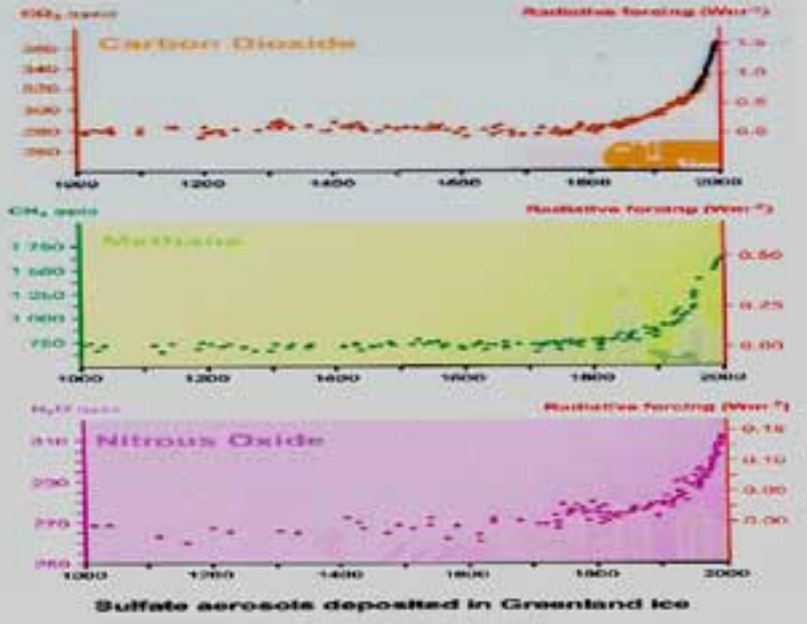
Figure 4-3: The diversity of corals could be affected with the branching corals (e.g., staghorn coral) decreasing or becoming locally extinct as they tend to be more severely affected by increases in sea surface temperatures, and the massive corals (e.g., brain corals) increasing.

Baltimore Oriole
(Icterus galbula)

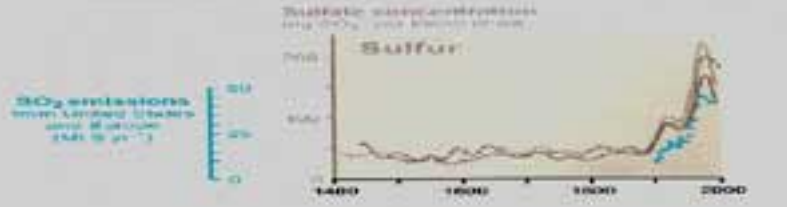
Projected Distribution (2xCO$_2$)

Indicators of the human influence on the atmosphere during the industrial era

Global atmospheric concentrations of three well-mixed greenhouse gases



Sulfate aerosols deposited in Greenland ice



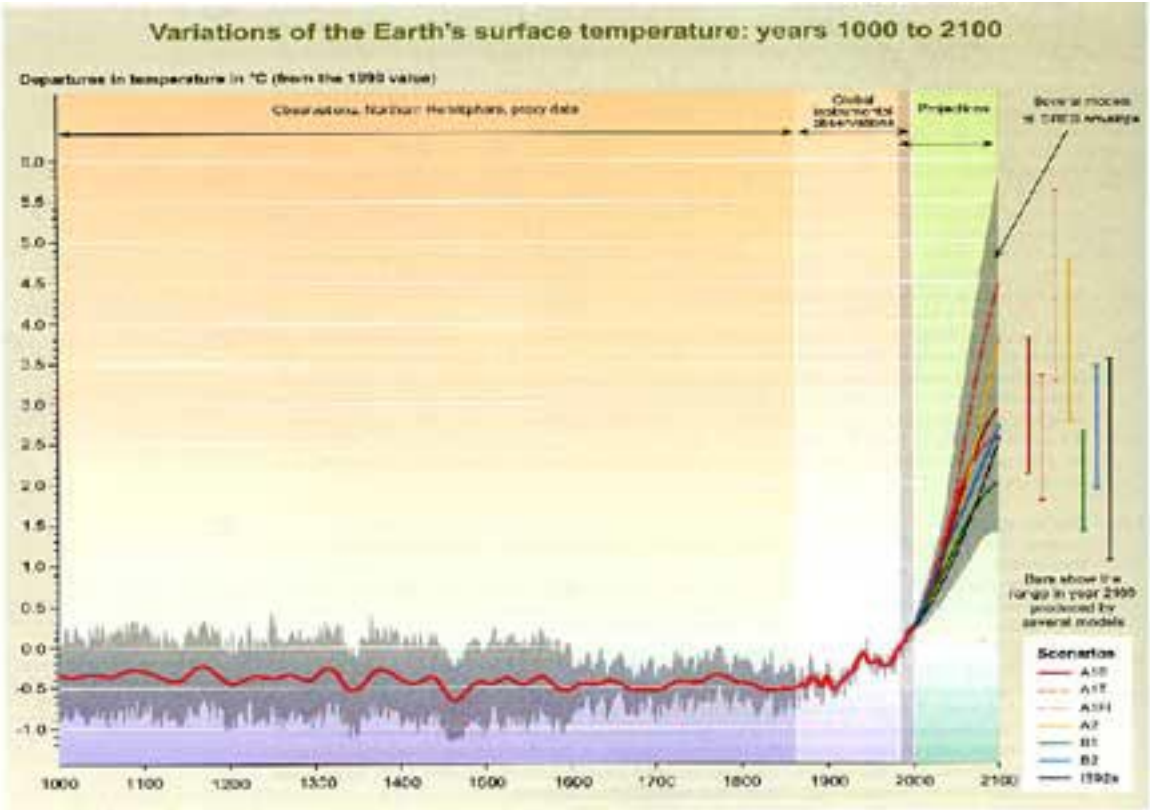
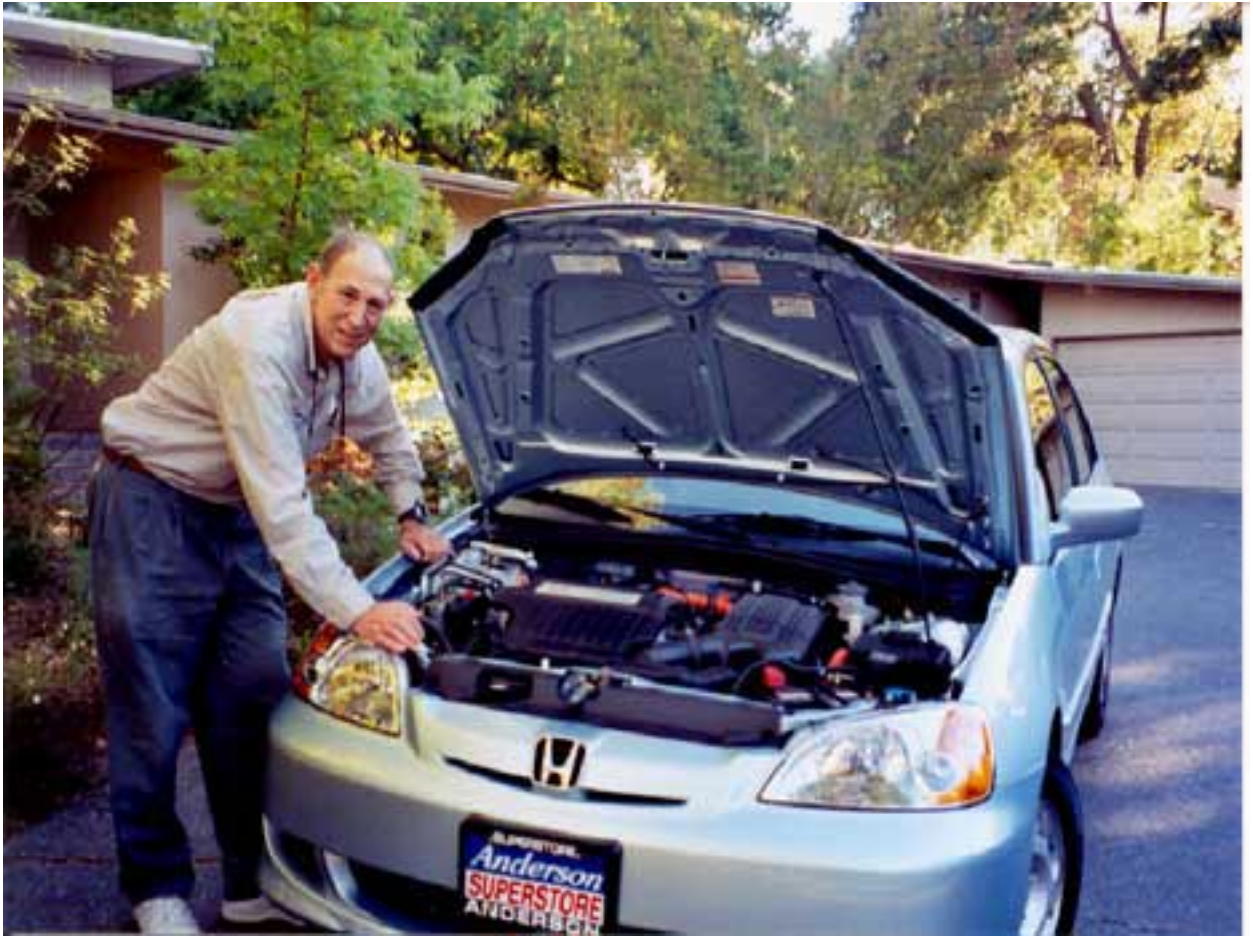


Figure 9-1b Variations of the Earth's surface temperature: years 1000 to 2100. Over the period 1000 to 1860, observations are shown of variations in average surface temperature of the Northern Hemisphere (corresponding data from the Southern Hemisphere not available) reconstructed from proxy data (tree rings, corals, ice cores, and historical records). The line shows the 50-year average, and the grey region the 95% confidence limit in the annual data. From the years 1860 to 1990, observations are shown of variations of global and annual averaged surface temperature from the instrumental record. The line shows the decadal average. Over the period 2000 to 2100, projections are shown of globally averaged surface temperature for the six illustrative SRES scenarios and IS92a as calculated by a model with average climate sensitivity. The grey region "several models all SRES envelope" shows the range of results from the full range of 35 SRES scenarios in addition to those from a range of models with different climate sensitivities.

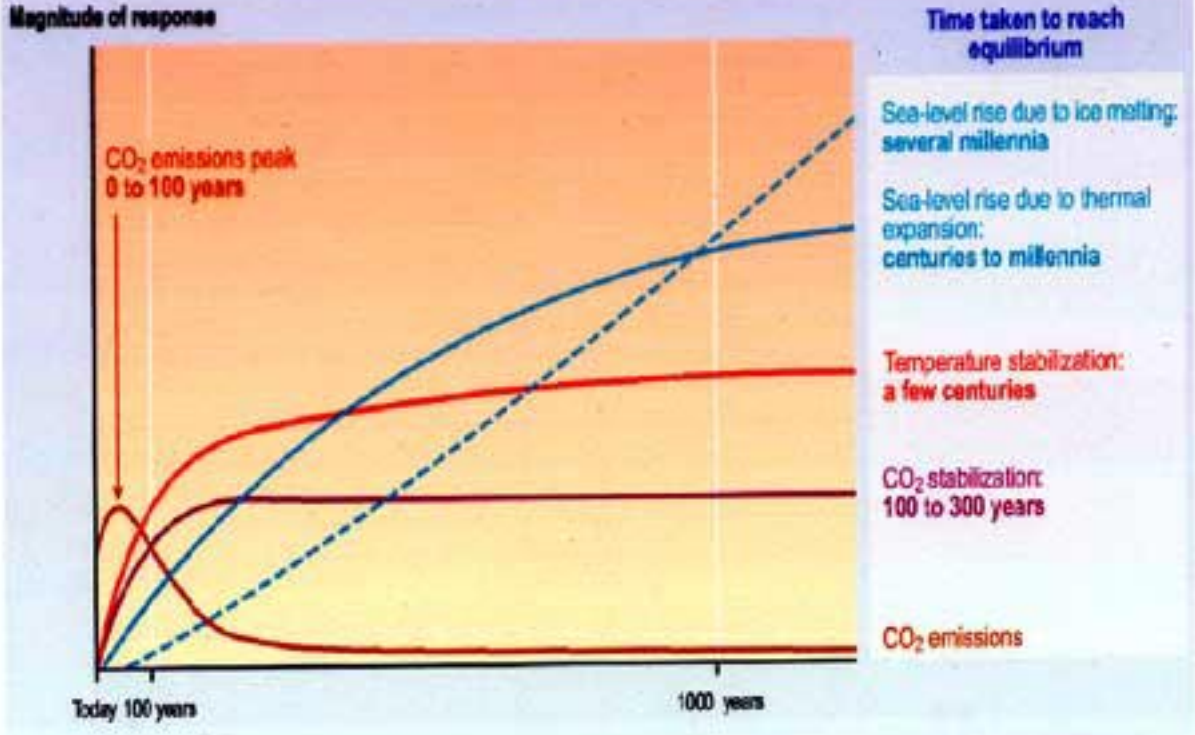
Keystone policies

GLOBAL WARMING TRAFFIC COP


U.S. OIL
$1001 29 REG.
$1001 39 UNLEAD.
THE GAS IS ONLY $1.39. THE AIRCRAFT CARRIER IS $470, THE TANK IS $125, THE STEALTH FIGHTER IS $330, THE GAS MASK IS $45 AND THE GUN ADDS $30 A GALLON.


Anderson
SUPERSTORE

CO_2 concentration, temperature and sea level continue to rise long after emissions are reduced



Dan Wasserman
Boston Globe
Los Angeles Times Syndicate

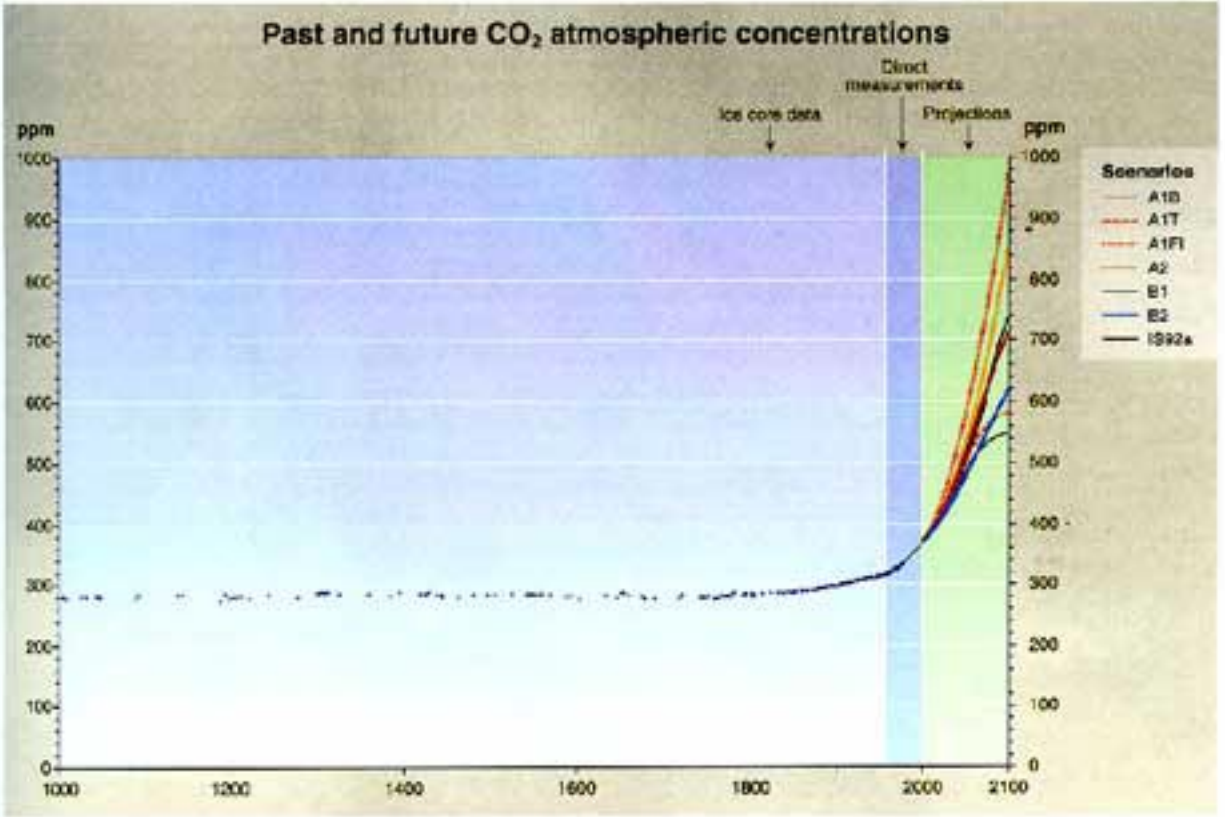


Figure SPM-10a: Atmospheric CO_2 concentration from year 1000 to year 2000 from ice core data and from direct atmospheric measurements over the past few decades. Projections of CO_2 concentrations for the period 2000 to 2100 are based on the six illustrative SRES scenarios and IS92a (for comparison with the SAR).

Full figure 9-1a