

Call for PRI Show Speakers

Year	2023
Are you the speaker or submitting on behalf of the speaker?	I will be speaking
How many proposals would you like to submit?	One (1)
Have you spoken with PRI previously?	No
Compensation Required?	No
How do you identify	Male
Which of these best describes your racial or ethnic background?	Caucasian or White
References: Video Links, Testimonials, Past Speaking Experience	<p>A highly thrifted list:</p> <p>https://www.pvsheridan.com/Sheridan-CFC-SEMA-Oct-1993.pdf</p> <p>https://www.pvsheridan.com/SAE_2018_NEV_Brochure_en-PVS_Page-23.pdf (See top of p.10, bottom of p.23)</p> <p>https://www.pvsheridan.com/Paul-Sheridan-Keynote_11september2018.pdf (presentation of above)</p> <p>https://www.pvsheridan.com/Sheridan_Sells_Cummins2Garlits.pdf</p> <p>https://www.pvsheridan.com/Schwab-Swearinga.pdf</p> <p>https://www.pvsheridan.com/Origins-of-Oil.pdf</p> <p>https://rumble.com/vtxece-geological-petroleum-the-true-origins-of-hydrocarbons.html</p>

<https://www.youtube.com/watch?v=PblYr-KjOVY>

<https://youtu.be/Zn2vpWKwo2Q>

<https://youtu.be/DFNqTqZynvY>

Please provide a short speaker biography:

After a successful career with major automotive original equipment manufacturers, Paul Sheridan formed a consulting firm that specializes in transportation safety and efficiency. With a professional automotive career that began at Ford (post graduate school) I held key positions in fuel economy (CAFE/NHTSA) and emissions (Clean Air Act/EPA), which involved frequent government relations and in-person testimony in Washington DC.

While a member of the Dodge Truck Division of Chrysler Corporation, I was the Engine Programs Manager that led the original prototype development of the world renowned Dodge-Cummins Diesel Pickup truck, and I later formulated and managed the engineering programs (design, development, release-for-production) for that award-winning product. Many claim this program "saved Dodge truck."

One of only three recipients of the Lee A. Iacocca Chairman's Award, I am the only person in history to win the Civil Justice Foundation "National Champion's Award" for work in transportation safety. My testimonial record ranges from the local and federal courts, to the United States Senate, all the way to the highest court in America (United States Supreme Court). I have been credited with numerous technological and regulatory advancements in safety, contextualized by my unique adage, "First and foremost, safety is a management issue."

With degrees in physics, mathematics, and computer science (BS), and a Master's degree in Business Administration (MBA) from Cornell University, I have maintained expertise and involvement in two essential technologies: the Internal Combustion Engine (ICE), and the...

... Electric Vehicle paradigm. I am a firm advocate of both, premised on pragmatism and strict non-political technological/engineering feasibility and timeliness. There is a place in our current affairs for both (ICE and EVs), and only a reasoned approach is viable.

Of late I have put effort into consultations on the safety and efficiency benefits of electric mobility. In Shanghai China, as the KEYNOTE SPEAKER at the SAE Forum, I proposed that the enormous environmental protections offered by electric mobility will drive energy sources that demonstrate reliability, predictability, and true sustainability.

The links in References list are highly thrifted; thank for taking a look.

Upload speaker headshot (optional):

[Sheridan_Speech.JPG \(5.04 MB\)](#)

Session Title

The Falacy of Carbon Dioxide Premised Climate Science

Session Format

Single Speaker

Session Length

60min

Target Audience

General

Learning Track

Business Education

Session Description

(1) One of the most far-reaching frauds of our time is the notion that carbon dioxide is a driver of global climate, and even more insidious, the labeling of CO2 as a "pollutant."

(2) A more subtle fraud, but one that underpins the 'carbon dioxide = global warming' stampede, is the promotion that coal, methane (natural gas), and petroleum are created by processes in the biosphere and therefore originate at the surface of Planet Earth. From this falsehood is derived the even more forcefully promoted label of "fossil fuels."

When items (1) and (2) are scrutinized under the strict guidelines of the scientific method, both collapse into intellectual absurdity. When items (1) and (2) are analyzed under the adage "cui prodest?" (for whom does it profit?), many vested interests are exposed, but the primary two are Big Green and Big Oil.

Learning Objectives & Key Takeaways

Planet Earth is NOT under an "existential threat." However, our industry and our vocations are under serious political threat; indeed extinction. Ironically, our industry has always ascended and fulfilled our responsibilities when the issues are genuine. More than ever, the transportation industry in-general must refrain from avoiding debate (if not confrontation) versus what is ALLEGED (by highly motivated vested-interests) to be "climate science."

To accomplish that attitudinal / managerial changeover in our industry, fundamental knowledge-of/familiarity-with and a renewed boldness in at least two areas is essential :

(a) The true climate science status/facts versus the real issues connectable to the environmental effects of our activities. Regarding the latter we must boldly declare our implicit LONG-STANDING ability/commitment to address those

effects at practical levels; not at the levels/ approaches that now characterize the opposite: the self-serving political/polemical and scientifically obtuse.

(b) The identity and true motivational matrix of those making CLAIMS of environmentalism (e.g. non-stop media proclamations of a CO2 based "climate crisis," the impractical power-grabbing politically motivated proclamations of "banning the ICE," etc.). Our industry must not be timid versus these "CO2 = global warming" claimants. We must expose, especially regarding CO2, how their policy actions/words are actually counterproductive versus genuine environmental and social protection.

Perhaps most importantly, our industry must confront the subtle fact that their "CO2 = climate science" based...

... actions/words amount to political charlatanism. Specifically, pollution remains a major issue. Carbon dioxide is NOT a pollutant. The political/ media stampede to control CO2 is misdirection at-best. Pollution is an issue NOT CO2.

But not only will their fallacious approach destroy our industry, it will actually do great harm to the environment. That latter fact is indicative; it is CONFIRMATORY that the true motivational mix of the "CO2 = climate science" crowd must be exposed. The survival of the environment, and our industry depends on that simple reality.

Please let us know why you're a great choice to present on this topic

Very few have the breath of experience and commitment I have had/demonstrated, both inside and outside the transportation industry. Especially as such relates to the

FUNDAMENTALLY interconnected areas of auto tech (OEM and SEMA/PRI), basic science, politics, government affairs/relations, the legal; and most importantly the SELFLESS SERVICE TO OTHERS as a context for true environmental protection.
