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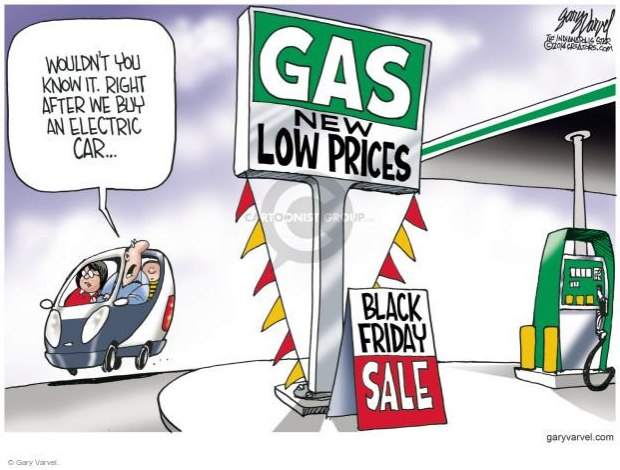
🇺🇸 Electric cars: a heads-up

Steve Bakke 🇺🇸 June 14, 2022



The issue of encouraging (pronounced "pressuring") Americans to rush to buy electric vehicles (EV) is part of a much larger debate about a transition (pronounced "cram-down") process to eliminate fossil fuels from our economy. Electric automobiles occupy a small corner of the much larger national and worldwide dream for a phase out of carbon-based energy.

The percentage of worldwide greenhouse gas emissions coming from road cars is approximately 7% of the total. The task of eliminating fossil fuels as an energy source is vast, and the project of immediate transition to EVs seems to be the linchpin for the entire project. Does that single project deserve the notoriety it is given? I'm sure its visibility is the reason. The average person directly uses more energy "getting places" than any other activity. Therefore it's the most visible to politicians and voters. But it's only a small part of the world's greenhouse gas emissions.

Nevertheless, there's a push to get rid of fossil fuel vehicles - double ASAP. I've gathered a litany of potential pitfalls about electric vehicles. These aren't my ideas, though I may agree with some. The several observations I list deserve to be on a "watch list." Some of them are particularly alarming considering the administration's obvious policy of immediately, and dramatically, reducing the amount of fossil fuels used, with intentions of relying on fledgling green energy very soon. At the end of this article, I'll provide a partial list of the EV "experts" I identified for this article.

Bjorn Lomborg, climate change advocate, for many years declared that EVs aren't an effective solution because of their cost, limited range, time required for charging, and infrastructure needed. He points out the reality that we are a long way off from clean energy sources for charging vehicles.

Lomborg reports that fossil fuels will be a major energy source for EV recharging for decades to come, eliminating any environmental gains. The International Energy Agency's data, combined with the UN Climate Panel's model tell us that even if every nation achieves their ambitious goals for EVs, only about one ten-thousandth degree Celsius will be the positive impact by the end of the century.

Energy expert Donn Dears fleshed out some more details for us to consider when asking whether this rush away from fossil fuels is effective or a worthy investment. Check out his detailed

commentary and you will find his factual case for arguing that to reduce emissions of CO2 below hybrid vehicles, EVs would have to be charged using 100% green energy sources such as wind, solar, or, ummmm, nuclear.

A report from Jefferies Financial group to announced that an EV "had to be driven 124,000 miles before their 'whole of life' CO2 emissions equaled that from internal combustion engine vehicles." Their analysis included, among other thing, an assumption that the lithium necessary for EV battery construction used fossil fuel powered mining equipment which will be necessary far into the future. These secondary costs can ruin both the financial and emission evaluations.

Further review into this topic will disclose disadvantages of EVs: inconvenient for long-range travel: can take up to hours to recharge every few hundred miles; the infrastructure necessary for the expanded clean energy production (wind farms and solar collectors); technology improvements necessary for batteries; impracticality for emergencies such as hurricane evacuation and later repair with electric charging stations non-operational; details of our dependence on China for battery manufacturing materials; Toyota's official warning against electrifying all autos; and so many more things we should be aware of.

Electric cars available in mass numbers, and at affordable prices, may be a good "theory," but it's an idea whose time hasn't arrived. The lesson here becomes, "don't get rid of an energy source or application, until a dependable replacement is available."

I believe this move to EVs will be impossible unless we make a big push for modern nuclear power to be used to beef up our electric capacity for recharging vehicles. I agree with many experts that EVs will probably be limited to a niche of relatively wealthy drivers for a local "runabout" automobile. Perhaps the right answer will be to emphasize hybrids. That's appears to be the theory being favored by Toyota.

You can develop your own conclusions by checking out some of these sources. Just search on "electric vehicles," "EV," or "BEV," followed by a source I've listed:

- Donn Dears, former GE executive, power generation expert, and prolific author on energy sources
- Bjorn Lomborg, president of Copenhagen Consensus Center and visiting fellow at Stanford University's Hoover Institution
- International Energy Agency
- Institute of Automotive Technology
- Jefferies Financial Group
- Drs. Jay Lehr and Tom Harris have combined to study and write about the topic. Lehr – Senior Policy Analyst with International Climate Science Coalition; Harris – Executive Director of the Ottawa, Canada-based International Climate Science Coalition
- Bryan Preston's article at pjmedia.com – "Toyota warns (again) about electrifying all autos. Is anyone listening?" – 3-19-21 –
- Jane Harkness, a freelance writer and not an energy expert, simplifies things in an article, "Electric Cars Will Not Save The Planet…
- EnergyPostEU
- TheCarGuys.tv – try this for a change-of-pace
- And many more – develop your own list