

## Low Emission Vehicle Amendment

Patricia Myers <merpat@verizon.net>

Wed 11/16/2022 3:46 PM

To: Krall, Kyle (DNREC) <Kyle.Krall@delaware.gov>

Hi Kyle,

Attached is my file on electric cars. Please read it (it is not long) and understand why electric cars are a mistake.

Are you aware the batteries give off radiation? Why have we been told for decades to avoid sunlight and now are expected to be exposed to the harmful batteries?

The batteries will also self combust. It took one fire department 1.5 hours to put out an electric car battery fire.

I also do not want government control. I want a free market. If I want a gas powered car, I have the right to buy it.

No country extracts oil cleaner from the ground than the US.

Patricia Myers  
merpat@verizon.net

## Electric Cars

### AAA World Sept/Dec 2022

Most EVs are more efficient in surface-street traffic than on the highway. The cars have a regenerative braking system, which gives the battery a small boost every time you step on the brake pedal.

When outside temperatures reach extremes, batteries don't perform as well. Running the a/c or heater also affects range.

### Email 6/22/22

#### AND THE LUNACY CONTINUES . . . .

When you read things like this it is obvious the "all electric" is not well thought out.

A great short read. Farmers ask great questions regarding being forced to purchase electric farm equipment.

A close friend farms over 10,000 acres of corn in the mid-west. The property is spread out over 3 counties. His operation is a "partnership farm" with John Deere. They use the larger farm operations as demonstration projects for promotion and development of new equipment. He recently received a phone call from his John Deere representative, and they want the farm to go to electric tractors and combines in 2023. He currently has 5 diesel combines that cost \$900,000 each that are traded in every 3 years. Also, over 10 really BIG tractors. John Deere wants him to go all electric soon.

He said: "Ok, I have some questions. How do I charge these combines when they are 3 counties away from the shop in the middle of a cornfield, in the middle of nowhere?" "How do I run them 24 hours a day for 10 or 12 days straight when the harvest is ready, and the weather is coming in?" "How do I get a 50,000+ lb. combine that takes up the width of an entire road back to the shop 20 miles away when the battery goes dead?"

There was dead silence on the other end of the phone.

When the corn is ready to harvest, it has to have the proper sugar and moisture content. If it is too wet, it has to be put in giant dryers that burn natural or propane gas, and lots of it. Harvest time is critical because if it degrades in sugar content or quality, it can drop the value of his crop by half a million dollars or more. It is analyzed at time of sale. It is standard procedure to run these machines 10 to 12 days straight, 24 hours a day at peak harvest time. When they need fuel, a tanker truck delivers it, and the machines keep going. John Deere's only answer is "we're working on it."

They are being pushed by the lefty Dems in the government to force these electric machines on the American farmer. These people are out of control. They are messing with the production of food crops that feed people and livestock... all in the name of their "green dream."

Look for the cost of your box of cornflakes to triple in the next 24 months.....”

## **News 6/22/22**

40% of electric cars in this country are charged by natural gas.

## **January/February AAA World 2020**

Regular car – heat used to warm passengers is a byproduct of burning gasoline in your car’s engine. In some cars, running the front defroster will also activate the car’s air conditioner, which will adversely affect fuel economy. So use the defroster only when you need to clear the windshield.

Using the heater in electric cars will noticeably impact the vehicle’s range and electrical consumption up to 41%.

There is radiation in electric cars from the battery. The car becomes a Faraday cage. It is like being cooked on low in a weak microwave. Increase risk for cancer. EMF – radio electro magnetic – radiation stays in the car because it is enclosed. It can make the driver drowsy. Try to avoid wifi, LCD displays, built in navigation, keyless start. These emit high levels of radiation. Just get door speakers. I was interested in the electric car with a solar panel on top, but that solar panel emits radiation also.

Solar panels on homes also emit radiation. You have to paint the inside of your attic a certain color. The wiring gives off more radiation than the panels. Standing near a microwave at full blast is more harmful.

## **July 2021**

AAA Electric cars have to be recharged every 300 miles. They usually charge overnight.

## **AARP July August 2021**

Electric cars are not effective in cleaning the world because they draw on the power grid, which is fossil-fuel based. (Also, July 2021 DE’s gov signed massive increase in electric costs. Germany went green and lost so much money, Germany has now backed Russia’s pipeline.) Batteries do not last long distance in mileage or years, and the env waste in disposing of them is harmful. Most electric cars are too expensive for average person.

## **AAA World July/August 2021**

US Department of Energy’s cost calculator - [afdc.energy.gov/calc](https://afdc.energy.gov/calc) - will let you know if an electric vehicle will save you money – depends on where you live, car, and taxes.

[The Dirty Secrets Of 'Clean' Electric Vehicles \(forbes.com\)](#)

Aug 2, 2020, 10:40pm EDT | 930,033 views

# The Dirty Secrets Of 'Clean' Electric Vehicles

**Tilak Doshi**

Contributor, [Energy](#)

*I analyze energy economics and related public policy issues.*



## How clean really?

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The widespread view that fossil fuels are “dirty” and renewables such as wind and solar energy and electric vehicles are “clean” has become a fixture of mainstream media and policy assumptions across the political spectrum in developed countries, perhaps with the exception of the Trump-led US administration. Indeed the ultimate question we are led to believe is how quickly can enlightened Western governments, led by an alleged scientific consensus, “decarbonize” with clean energy in a race to save the world from

impending climate catastrophe. The ‘net zero by 2050’ mantra, calling for carbon emissions to be completely mitigated within three decades, is now the clarion call by governments and intergovernmental agencies around the developed world, ranging from [several EU member states](#) and the [UK](#), to the [International Energy Agency](#) and the [International Monetary Fund](#).

### **Mining out of sight, out of mind**

Let’s start with Elon Musk’s Tesla. In an astonishing achievement for a company that has now posted four consecutive quarters of profits, Tesla is now [the world’s most valuable automotive company](#). Demand for EVs is set to soar, as government policies subsidize the purchase of EVs to replace the internal combustion engine of gasoline and diesel-driven cars and as owning a “clean” and “green” car becomes a moral testament to many a virtue-signaling customer.

Yet, if one looks under the hood of “clean energy” battery-driven EVs, the dirt found would surprise most. The most important component in the EV is the lithium-ion rechargeable battery which relies on critical mineral commodities such as cobalt, graphite, lithium, and manganese. Tracing the source of these minerals, in what is called “full-cycle economics”, it becomes apparent that EVs create a trail of dirt from the mining and processing of minerals upstream.

A recent [United Nations report](#) warns that the raw materials used in electric car batteries are highly concentrated in a small number of countries where environmental and labour regulations are weak or non-existent. Thus, battery production for EVs is driving a boom in small-scale or “artisanal” cobalt production in the Democratic Republic of Congo which supplies two thirds of global output of the mineral. These artisanal mines, which account for up to a

quarter of the country's production, [have been found](#) to be dangerous and employ child labour.

Mindful of what the image of children scrabbling for hand-dug minerals in Africa can do to high tech's clean and green image, most tech and auto companies using cobalt and other toxic heavy metals avoid direct sourcing from mines. Tesla Inc. TSLA [+3.3% struck a deal last month](#) with Swiss-based Glencore Plc to buy as much as 6,000 tons of cobalt annually from the latter's Congolese mines. While Tesla has said it aims to remove reputational risks associated with sourcing minerals from countries such as the DRC where corruption is rampant, Glencore assures buyers that no hand-dug cobalt is treated at its mechanized mines.

There are [7.2 million battery EVs](#) or about 1% of the total vehicle fleet today. To get an idea of the scale of mining for raw materials involved in replacing the world's gasoline and diesel-fueled cars with EVs, we can take the example of the UK as provided by [Michael Kelly](#), the Emeritus Prince Philip Professor of Technology at the University of Cambridge. According to Professor Kelly, if we replace all of the UK vehicle fleet with EVs, assuming they use the most resource-frugal next-generation batteries, we would need the following materials: about twice the annual global production of cobalt; three quarters of the world's production lithium carbonate; nearly the entire world production of neodymium; and more than half the world's production of copper in 2018.

And this is just for the UK. Professor Kelly estimates that if we want the whole world to be transported by electric vehicles, the vast increases in the supply of the raw materials listed above would go far beyond known reserves. The environmental and social impact of vastly-expanded mining for these

materials — some of which are highly toxic when mined, transported and processed — in countries afflicted by corruption and poor human rights records can only be imagined. The clean and green image of EVs stands in stark contrast to the realities of manufacturing batteries.

### **Zero Emissions and All That**

Proponents of EVs might counter by saying that despite these evident environmental and social problems associated with mining in many third world countries, the case remains that EVs help reduce carbon dioxide emissions associated with the internal combustion engines run on gasoline and diesel fuels. According to the reigning climate change narrative, it is after all carbon dioxide emissions that are threatening environmental catastrophe on a global scale. For the sake of saving the world, the climate crusaders of the richer nations might be willing to ignore the local pollution and human rights violations involved in mining for minerals and rare earths in Africa, China, Latin America and elsewhere.

While one might question the inherent inequity in imposing such a trade-off, the supposed advantages of EVs in emitting lower carbon emissions are overstated according to a [peer-reviewed life-cycle study comparing conventional and electric vehicles](#). To begin with, about half the lifetime carbon-dioxide emissions from an electric car come from the energy used to produce the car, especially in the mining and processing of raw materials needed for the battery. This compares unfavorably with the manufacture of a gasoline-powered car which accounts for 17% of the car's lifetime carbon-dioxide emissions. When a new EV appears in the show-room, it has already caused 30,000 pounds of carbon-dioxide emission. The equivalent amount for manufacturing a conventional car is 14,000 pounds.

Once on the road, the carbon dioxide emissions of EVs depends on the power-generation fuel used to recharge its battery. If it comes mostly from coal-fired power plants, it will lead to about 15 ounces of carbon-dioxide for every mile it is driven—three ounces more than a similar gasoline-powered car. Even without reference to the source of electricity used for battery charging, if an EV is driven 50,000 miles over its lifetime, the huge initial emissions from its manufacture means the EV will actually have put more carbon-dioxide in the atmosphere than a similar-size gasoline-powered car driven the same number of miles. Even if the EV is driven for 90,000 miles and the battery is charged by cleaner natural-gas fueled power stations, it will cause just 24% less carbon-dioxide emission than a gasoline-powered car. As the skeptical environmentalist [Bjorn Lomborg](#) puts it, “This is a far cry from ‘zero emissions’”.

As most ordinary people mindful of keeping within modest budgets choose affordable gasoline or diesel-powered cars, experts and policy advisors the world over have felt compelled to tilt the playing field in favor of EVs. EV subsidies are regressive: given their high upfront cost, EVs are only affordable for high-income households. It is egregious that EV subsidies are funded by the average tax-payer so that the rich can buy their EVs at subsidized prices.

The determination not to know or to look away when the facts assail our beliefs is an enduring frailty of human nature. The [tendency towards group think and confirmation bias](#), and the will to affirm the “scientific consensus” and marginalize sceptics, are rife in considerations by the so-called experts committed to advocating their favorite cause. In the case of EVs, the dirty secrets of “clean energy” should seem apparent to all but, alas, there are none so blind as those who will not see.

Video of cars on line to fill up



Electric Avenue AAA World March/April 2022

Most new electric cars will go 200 or more on a single charge. If you don't drive a lot, you can recharge every couple of days.

## The Electric Vehicle Scam

Dr. Jay Lehr and Tom Harris

Jan 15, 2022

The utility companies have thus far had little to say about the alarming cost projections to operate electric vehicles (EVs) or the increased rates that they will be required to charge their customers. It is not just the total amount of electricity required, but the transmission lines and fast charging capacity that must be built at existing filling stations. Neither wind nor solar can support any of it. Electric vehicles will never become the mainstream of transportation!

The problems with electric vehicles (EVs), we showed that they were too expensive, too unreliable, rely on materials mined in China and other unfriendly countries, and require more electricity than the nation can afford. **In this second part, we address other factors that will make any sensible reader avoid EVs like the plague. EV Charging Insanity**

In order to match the 2,000 cars that a typical filling station can service in a busy 12 hours, an EV charging station would require 600, 50-watt chargers at an estimated cost of \$24 million and a supply of 30 megawatts of power from the grid. That is enough to power 20,000 homes. No one likely thinks about the fact that it can take 30 minutes to 8 hours to recharge a vehicle between empty or just topping off. What are the drivers doing during that time?

ICSC-Canada board member New Zealand-based consulting engineer Bryan Leyland describes why installing electric car charging stations in a city is impractical:

“If you've got cars coming into a petrol station, they would stay for an average of five minutes. If you've got cars coming into an electric charging station, they would be at least 30 minutes, possibly an hour, but let's say its 30 minutes. So that's six times the surface area to park the cars while

they're being charged. So, multiply every petrol station in a city by six. Where are you going to find the place to put them?"

The government of the United Kingdom is already starting to plan for power shortages caused by the charging of thousands of EVs. Starting in June 2022, the government will restrict the time of day you can charge your EV battery. To do this, they will employ smart meters that are programmed to automatically switch off EV charging in peak times to avoid potential blackouts.

In particular, the latest UK chargers will be pre-set to not function during 9-hours of peak loads, from 8 am to 11 am (3-hours), and 4 pm to 10 pm (6-hours). Unbelievably, the UK technology decides when and if an EV can be charged, and even allows EV batteries to be drained into the UK grid if required. Imagine charging your car all night only to discover in the morning that your battery is flat since the state took the power back. Better keep your gas-powered car as a reliable and immediately available backup! While EV charging will be an attractive source of revenue generation for the government, American citizens will be up in arms.

## Used Car Market

The average used EV will need a new battery before an owner can sell it, pricing them well above used internal combustion cars. The average age of an American car on the road is 12 years. A 12-year-old EV will be on its third battery. A Tesla battery typically costs \$10,000 so there will not be many 12-year-old EVs on the road. Good luck trying to sell your used green fairy tale electric car!

Tuomas Katainen, an enterprising Finish Tesla owner, had an imaginative solution to the battery replacement problem—he blew up his car! New York City-based Insider magazine reported (December 27, 2021): “The shop told him the faulty battery needed to be replaced, at a cost of about \$22,000. In addition to the hefty fee, the work would need to be authorized by Tesla...Rather than shell out half the cost of a new Tesla to fix an old one, Katainen decided to do something different... The demolition experts from the YouTube channel Pommijätkät (Bomb Dudes) strapped 66 pounds of high explosives to the car and surrounded the area with slow-motion cameras...the 14 hotdog-shaped charges erupt into a blinding ball of fire, sending a massive shock wave rippling out from the car...The videos of the explosion have a combined 5 million views.”

We understand that the standard Tesla warranty does not cover “damage resulting from intentional actions,” like blowing the car up for a YouTube video.

## EVs Per Block In Your Neighborhood

A home charging system for a Tesla requires a 75-amp service. The average house is equipped with 100-amp service. On most suburban streets the electrical infrastructure would be unable to carry more than three houses with a single Tesla. For half the homes on your block to have electric vehicles, the system would be wildly overloaded.

## Batteries

Although the modern lithium-ion battery is four times better than the old lead-acid battery, gasoline holds 80 times the energy density. The great lithium battery in your cell phone weighs less than an ounce while the Tesla battery weighs 1,000 pounds. And what do we get for this huge cost and weight? We get a car that is far less convenient and less useful than cars powered by internal combustion engines. Bryan Leyland explained why:

“When the Model T came out, it was a dramatic improvement on the horse and cart. The electric car is a step backward into the equivalence of an ordinary car with a tiny petrol tank that takes half an hour to fill. It offers nothing in the way of convenience or extra facilities.”

## Our Conclusion

The electric automobile will always be around in a niche market likely never exceeding 10% of the cars on the road. All automobile manufacturers are investing in their output and all will be disappointed in their sales. Perhaps they know this and will manufacture just what they know they can sell. This is certainly not what President Biden or California Governor Newsom are planning for. However, for as long as the present government is in power, they will be pushing the electric car as another means to run our lives.

Dr. Jay Lehr is a Senior Policy Analyst with the International Climate Science Coalition and former Science Director of The Heartland Institute. He is an internationally renowned scientist, author, and speaker who has testified before Congress on dozens of occasions on environmental issues and consulted with nearly every agency of the national government and

many foreign countries. After graduating from Princeton University at the age of 20 with a degree in Geological Engineering, he received the nation's first Ph.D. in Groundwater Hydrology from the University of Arizona. He later became executive director of the National Association of Groundwater Scientists and Engineers.

Tom Harris is Executive Director of the Ottawa, Canada-based International Climate Science Coalition, and a policy advisor to The Heartland Institute. He has 40 years of experience as a mechanical engineer/project manager, science and technology communications professional, technical trainer, and S&T advisor to a former Opposition Senior Environment Critic in Canada's Parliament.

You do not need to have an advanced degree in mathematics to understand the term "Overload"! The average person, no matter where you live, can quickly identify the political feel-good sensation that is being attempted by those short sighted individuals who are promoting the EV revolution....Vehicle manufacturers, Charging station builders, Transmission Line contractors, Battery producers....etc. "It's Magic"....and you are saving the planet by creating less pollution as you get rid of your gas burning vehicle and take out a five year loan to pay for the shiny new \$60,000 electric car. No more fill-ups at the service station and the global warming is solved. You can now sit back and imagine the new polar ice formations that are providing a safe environment for the Polar Bears, Seals, Penguins that we all adore. We have done our part saving humanity.....and you can see the smile on little Greta Thunberg's face! BUT WAIT....why are we loosing power at our house?

Well the short answer is....We failed to understand that our electrical grid reached max capacity and was overloaded when all of the EV's were plugged in tonight at the same time. The next short answer is.....where do you think the energy came from to supply the grid in the first place? It sure was not from Wind or Solar....nor from any other alternate energy source we use which, when all combined, only provides 7% of today's use demand. It was from the traditional combustible resource called Hydrocarbons!

Until we discover a non-hydrocarbon energy source that is efficient and safe, GET OVER IT....we are committed to Oil & Gas!

**Here is a cool statistic.  
Manufacturing JUST THE  
BATTERY for an electric  
car produced the same  
amount of CO<sub>2</sub> as a gas  
engine produces in 8  
YEARS!**

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**Greta Thunberg**  
-16 years old  
-Not a scientist  
-Reads from a script  
-Gets 24/7 media coverage



**Dr. Judith Curry**  
-Climatologist  
-Has published over 140 scientific books  
-Says it's all a hoax  
-Gets no media coverage

**This is what media manipulation looks like.**





Meet **Morgan Vague**, Made the greatest innovation of our life time. She discovered a bacteria that can **break plastics** down into harmless enzymes. She was nominated for **Times Person Of The Year**. But lost out to Greta Thumberg





**SOOOOO DO YOU WANT TO BE HERE IN AN ELECTIC CAR**



**TRYING TO KEEP WARM  
AS YOUR BATTERY LOSES IT'S CHARGE**

Just pretend you don't see the big diesel generator in the background, while you charge your electric car and save the world...



To all the green people with green cars..  
This is an electric charging station, powered by  
a diesel motor. 😏👤





This is a picture of a Electric car charging station that are popping up everywhere. Here's an interesting fact.... That 350kw generator uses 12 gallons of diesel fuel per hour, and it takes 3 hours to fully charge a car to get 200 miles. That's 36 GALLONS for 200 MILES!!! 5.6 mpg.

Proof you can't fix stupid...



*A gas powered van, towing a diesel generator, charging an electric car.  
The future is stupid.*



This is a CAT 994H. It burns 1800 gallons of fuel in a 12 hour shift. This machine is required to move 500,000 pounds of earth in order to get the minerals needed for ONE SINGLE Tesla car battery. In whose world does this type of math and green new deal make sense?



2,842 likes, 276 comments, 2,387 reposts, 4



These men produce the  
oil for my diesel truck



These children produce the  
lithium for your electric car





This is a Lithium leach field. This is what your Electric Car batteries are made of. It is so neuro-toxic that a bird landing on this stuff dies in minutes. Take a guess what it does to your nervous system? Pat yourself on the back for saving the environment.



Doesn't become electric until it's  
Charged. Without Fossil fuels it's  
Worthless..

Sorry, reality....



**Coal fired electric cars**

**Helping liberals pretend  
they're solving a make believe crisis.**

**AND, YOU THOUGHT SMOKING  
AT THE PUMP WAS RISKY**



Climate Change

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