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I know that the Advanced Clean Cars and Advanced Clean Trucks Rules is designed to make ICEs impossible to buy or manufacture based on bogus CO2 emission claims and climate change. Real scientific data shows that CO2 is not causing a warmer climate. Here is the real evidence of CO2 forcing which claims:

https://www.researchgate.net/profile/Lasse-Amundsen/publication/369269426_From_Arrhenius_to_CO2_Storage_with_Physics-based_Educational_Models_for_Radiation_in_the_Atmosphere/links/6412d44b92cf84548404b352/From-Arrhenius-to-CO2-Storage-with-Physics-based-Educational-Models-for-

Nearly all 99,998 out of every 100,000 CO2 molecules do not radiate photons, but instead re-emit through collisions. Just 2 of 100,000 CO2 molecules radiate photons. Of the CO2 molecules that absorb infrared energy from the Earth's surface, about 1 of every 2 photon radiation process about 3-4 km above the surface.

And EVs are not zero emission vehicles, in fact they have worse pollution factors than ICEs:

<https://www.justfactsdaily.com/electric-cars-are-not-zero-emission-vehicles>

The notion that EVs are zero-emission is rooted in a deceptive narrative that ignores all pollutants which don't come out of a tailpipe. Assessing the environmental impacts of energy technologies requires measuring all forms of pollution they emit over their entire life cycle. To do this, researchers perform life cycle assessments or LCAs.

Simply stated, switching to electric cars transfers pollution from urbanites in wealthy nations to poor countries that mine and manufacture their components and to communities with power plants and disposal sites.

China dominates the global supply chains for green energy components not merely because of cheap labor but because they have lax environmental standards that tolerate the pollution these products create. Thus, China supplies 78% of the world's solar cells, 80% of battery chemicals, and 73% of the world's finished battery cells.

EVs emit pollutants from road, tire, and brake wear, and these forms of pollution are worse in electric vehicles than standard cars. Per a 2016 paper in the journal Atmospheric Environment, electric vehicles are 24% heavier than their conventional counterparts and non-exhaust emissions like tire wear, brake wear, road surface wear and resuspension of road dust.

Contrary to Newsom's claim of a climate crisis, a wide array of environmental and human welfare measures related to climate change have stayed level or improved for more than 3 decades. This includes foliage productivity, extinction rates, forest cover, agricultural flooding, rainfall and droughts, hurricanes, tornadoes, and extreme weather fatalities. These empirical facts refute more than 30 years of failed predictions by global warming alarmists.

Referring to CO2 as carbon is also unscientific. That's because CO2 is not carbon, just like H2O (water) is not hydrogen. There are more than 10 million different carbon compounds, and calling CO2 carbon conflates this relatively innocuous gas with highly toxic carbon monoxide and black carbon.

Further more:

<https://manhattan.institute/article/electric-vehicles-for-everyone-the-impossible-dream>

The CO2 emissions directly associated with EVs begin with all the upstream industrial processes needed to acquire materials and fabricate the battery.

The scale of those upstream emissions emerges from the fact that a typical EV battery weighs about 1,000 pounds and replaces a fuel tank holding about 80 pounds of gasoline. That half-ton battery is made from a wide range of minerals, including copper, nickel, aluminum, manganese, and, of course, lithium. Critically, the combined quantity of these specialty and so-called energy minerals is 10-fold greater in building an EV, compared with an ICE car.

The critical factor for estimating upstream EV emissions starts with knowing the energy used to access and fabricate battery materials, all of which are more energy-intensive (and more expensive) than the iron and steel that make up 85% of the weight of a conventional car.

However, the IEA analysis not only uses debatable assumptions but also buries the variables and uncertainties.

Because of the astonishing magnitude of minerals needed to build an all-EV future, estimating emissions will be completely dominated by assumptions about the locations and nature of new mines and refineries. For context: the materials needed to build EVs for the world per year equals about 500 years of the materials now used to fabricate the 1 billion smartphone batteries now produced annually.

And in addition to reliable, environmentally friendly sources of raw materials, few people can afford the steep price differential of EVs. Inflation is eating away at consumer purchasing power. Indeed credit debt is at its highest level ever. Few people can even afford a house.

Forcing people to buy EVs incurs massive infrastructure cost to the grid on energy requirements to charge the projected increase of EVs. It requires the upgrading of local electrical distribution capacity to handle the increased electrical loads, especially for fast charging, hasten the degradation of the battery life, another major EV cost.

So why push the EV transition when there are so many unsolved problems with them? Why not let market forces prevail on consumer choice. After all the Air is already the cleanest it has ever been and even if countries reach their EV goals by 2030, the temperature will rise degrees under the UN climate model.

So the whole ETA agenda is an economic disaster waiting down the road for the prospects of a so called Zero Emissions Transition target. There is absolutely no validity to the claim that any energy technology has zero emissions except for face value claims. It would be rather than EVs.

also applies to other GHG

Radiation-in-the-Atmosphere.pdf

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the world's lithium-ion

this creates more

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: better to promote hybrids