

# Devils in the Machine - Driving an Electric Car Is Fake Environmentalism

By [Reality Books](#)

Theme: [Environment](#), [Oil and Energy](#)

Global Research, January 06, 2025

*In Sweden there exists an electrified road for Electric Vehicles (EVs) to charge while driving[1].*

*The 2 km stretch of road is the world's first of its kind, and an expansion of a further 3,000 km of electric road by 2045 is planned. It all sounds rather cool and futuristic, and I am reminded of a song lyric from the 1980s, the singer Eddie Grant sang "we're gonna rock onto Electric Avenue".*

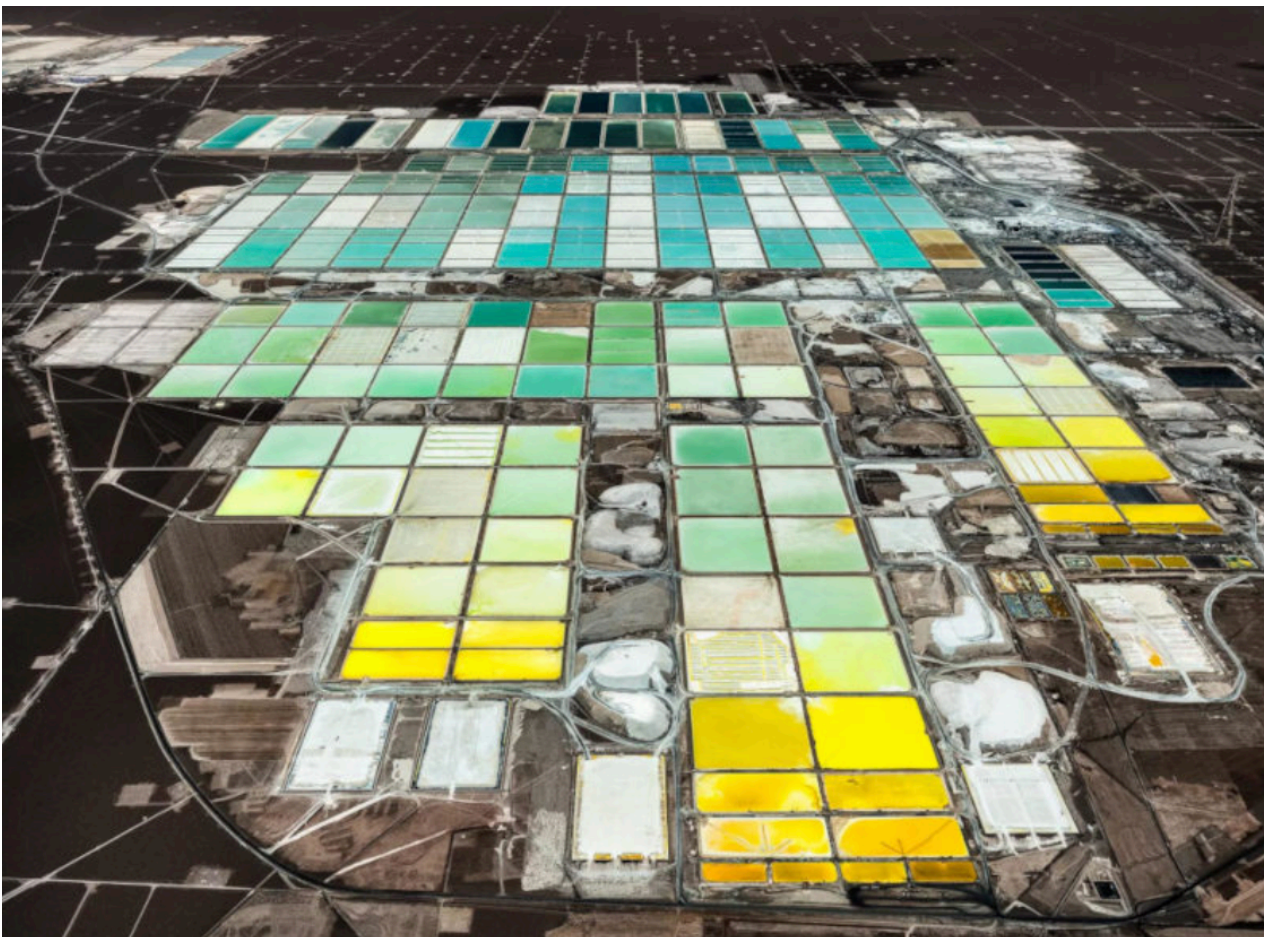


However, let us consider whether these expensive EVs are actually environmentally friendly or are yet mega-corporate marketing scam? This article demonstrates that the latter is the

case. A '[devastator](#)' has been described as a lie so big it devastates and bewilders, "buy an electric car to save the planet" is one such devastator (see also the book [CO2 Climate Hoax](#) and [Godless Fake Science](#)).

The reality is that the misled environmentalists buying these cars are suckers for mega-corporate advertising, ignorantly proud of their so-called low-carbon eco-cars. Apparently, **unaware that the manufacture of millions of electric car batteries, requires huge mining operations to acquire and refine large quantities of rare earth metals, such as lithium, rhodium and cobalt; that these metals have to be mined out of the ground using machinery which is powered by carbon-emitting vehicles powered by diesel or petrol; and importantly, that the mining and refining processes can cause significant and extensive pollution to land, air and water systems, for example in rural China and Mongolia[2]. Unlike the [fake climate agenda](#), these are real environmental problems.**

Below is a picture of a lithium leach field. This is what your EV 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.



Furthermore, the push to end gasoline or diesel transport by 2035 in favor of e-vehicles is based on a lie as the lithium-ion battery-powered vehicles have a total "carbon footprint" when the effects of mining lithium and producing all parts are included, that is worse than diesel autos.

Furthermore, electric cars are still driven by electricity produced from fossil fuels and will most likely continue to be. Despite decades of government subsidies wind power provides less than 5% of the world's energy, and solar just 1 %. The use of electricity to charge vehicles and devices is also an extremely in-efficient use of energy, according to a study by the European Association for Battery Electric Vehicles commissioned by the European Commission (EC):

“The ‘Well-to-Tank’ energy efficiency (from the primary energy source to the electrical plug), taking into account the energy consumed by the production and distribution of the electricity, is estimated at around 37%. “

Let us take a look at the deceptive marketing for electric vehicles. The first misleading marketing trick that millions of environmentalists fell for was the ‘hybrid’. Hybrid cars are actually gasoline powered cars with a little battery assistance and the little battery has to be charged from the gasoline engine. If the EPA-certified mileage is 55 mpg, then it is no different from a non-hybrid that achieves 55 mpg. A world 100% full of ‘hybrid’ drivers is still 100% addicted to oil.

Now consider a cleverly designed marketing pitch for electric cars by Elon Musk, Co-Founder & CEO of Tesla Motors. In an article published on the Tesla Motors website[3], he states:

“the overarching purpose of Tesla Motors... is to help expedite the move from a mine-and-burn hydrocarbon economy towards a solar electric economy... I’d like to address two repeated arguments against electric vehicles – battery disposal and power plant emissions... the Tesla Motors Lithium-Ion cells are not classified as hazardous and are landfill safe... the battery pack can be sold to recycling companies (unsubsidized) at the end of its greater than 100,000-mile design life...

A common rebuttal to electric vehicles as a solution to carbon emissions is that they simply transfer the CO2 emissions to the power plant. The obvious counter is that one can develop grid electric power from a variety of means, many of which, like hydro, wind, geothermal, nuclear, solar, etc. involve no CO2 emissions. However, let’s assume for the moment that the electricity is generated from a hydrocarbon source like natural gas... the hands down winner is pure electric:

Car	Energy Source	CO2 Content	Efficiency	CO2 Emissions
Honda CNG	Natural Gas	14.4 g/MJ	0.32 km/MJ	45.0 g/km
Honda FCX	Nat Gas-Fuel Cell	14.4 g/MJ	0.35 km/MJ	41.1 g/km
Toyota Prius	Oil	19.9 g/MJ	0.56 km/MJ	35.8 g/km
Tesla Roadster	Nat Gas-Electric	14.4 g/MJ	1.14 km/MJ	12.6 g/km

We will be offering a modestly sized and priced solar... This system can be... set up as a carport and will generate about 50 miles per day of electricity. If you travel less than 350 miles per week, you will therefore be “energy positive” with respect to your personal transportation... you will actually be putting more energy back into the system than you consume in transportation!”

However, Elon Musk does not mention the fact that:

- the move from mine-and-burn hydrocarbon economy towards a solar electric economy in itself requires a vast expenditure of fossil-fuel energy to re-purpose the entire worldwide industrial system, as well as build vast new energy grids for wind and solar energy, etc, simply to reduce CO2 emissions. A new industrial framework which in itself will still be very polluting to land, air, and water in virtually the same ways as the old framework as it creates more and more ‘product’ to be marketed and sold, such as electric cars, which we are now incorrectly told is okay because its ‘green product’;
- the Energy Returned on Energy Invested (EROEI) for solar and wind energy is too low to be viable, and therefore to repurpose and rebuild the world energy and industrial system to de-carbonise the economy is a waste of vast amounts of fossils fuels (no wonder the sector seeks subsidies);
- the manufacture of potentially hundreds of millions of new electric cars and electric car batteries involves a continuation of widespread mining and processing of rare earth metals, such as lithium, rhodium and cobalt, which are a limited resource. The mining and processing of rare earth metals has been shown to be polluting to land, air, and water systems, such as rivers.
- if you charge the car with solar energy, you may be putting slightly more energy back into the system than you consume in ‘driving the car’. However, driving the electric car is only one small part of the entire energy consuming process from mining to manufacture to distribution, not to mention the embedded energy in the manufactured materials of a new worldwide supply-chain industrial infrastructure, including cars, factories, energy grids, windmills, photovoltaics, etc.
- **CO2 emissions are not the cause of climate change.** See my book [Transcending the Climate Change Deception Toward Real Sustainability](#)
- electric cars are a source of exposure to electromagnetic field (EMF) radiation; and that human health implications of EMF exposure has been documented in [numerous studies](#) (these concerns are not exclusive to electric cars).

## **An Example of Why Electric Cars Are Fake Environmentalism - Consider a Tesla Model Y Battery**

It takes up all of the space under the passenger compartment of the car. **To manufacture it has been estimated that you need:**

12 tons of rock for lithium; 5 tons of cobalt minerals (most cobalt is made as a byproduct of the processing of copper and nickel ores. It is a very difficult to obtain and is very expensive.); 3 tons of nickel ore; and 12 tons of copper ore. In addition, you must move 250 tons of soil to obtain: 26.5 pounds of lithium; 30 pounds of nickel; 48.5 pounds of manganese; and 15 pounds of cobalt. To manufacture the battery also requires 441 pounds of aluminum, steel and/or plastic and 112 pounds of graphite

A Caterpillar 994A vehicle is commonly used for the earthmoving to obtain the essential minerals. It has been estimated to consume between 250 and 775 gallons of diesel in 12 hours[4]. Finally, you get a “zero emissions” car. Presently, the bulk of the necessary minerals for manufacturing the batteries comes from China or Africa; and much of the hard labour for acquiring the minerals in Africa is done by children!

The cost of Tesla batteries for the Tesla car models ranges from \$5,000 to \$20,000.

It takes seven years for an electric car to reach net-zero CO<sub>2</sub>. The average life expectancy of the batteries is 10 years. Only in the last three years do you begin to reduce your carbon footprint. Then the batteries have to be replaced and you lose all the gains you made in those three years.

The reality should be distinguished from the lies we are all being told by the UN, the WEF and mega-corporate advertising. The word “sustainable” was hijacked decades ago, and it is now deceptively used to advance the agendas of mega-corporate-communist interests who couldn't care less about the environment. The aim is to catapult humanity into the 'fake-sustainable' totalitarian arms of UN Agenda 2030 and other clever marketing plans entirely designed by the devastators.

## **The Problem Is Not CO<sub>2</sub>**

CO<sub>2</sub> is not actually a pollutant, it is an odorless gas, it is not soot and it is not poisonous. Actually, CO<sub>2</sub> has beneficial properties for humankind because it is a fertilizer – without sufficient CO<sub>2</sub> plants and crops will not grow. The biology of the earth is driven by CO<sub>2</sub>. If CO<sub>2</sub> is less than 150 ppm, almost all life on Earth could disappear. [Climate change is not due to CO<sub>2</sub> emissions](#), neither is it 'cow-made' due to methane emissions as the UN claim.

It appears, the little ice age ended as recently as around 1800, so it is no surprise that we are now experiencing a little warming. However, this warming period will end, and we will move again to a colder phase. That is how the Earth's climate system has behaved for billions of years. I am also a signatory of the [World Climate Declaration](#), a declaration that refutes the United Nations narrative on climate change.

\*

Click the share button below to email/forward this article to your friends and colleagues. Follow us on [Instagram](#) and [Twitter](#) and subscribe to our [Telegram Channel](#). Feel free to repost and share widely Global Research articles.

**Author:** [Reality Books](#)

The following books are available on [Reality Books](#) and on amazon.com:

- [Transcending the Climate Change Deception Toward Real Sustainability](#)
- [CO2 Climate Hoax – How Bankers Hijacked the Real Environment Movement](#)
- [Godless Fake Science](#)
- [No Worries No Virus](#)
- [Demonic Economics and the Tricks of the Bankers](#)
- [Fake Moon Landings and the Lies of NASA](#)
- [Censored History of WW2 and Communism](#)

## Notes

[1] Source:

<https://www.euronews.com/next/2023/05/09/sweden-is-building-the-worlds-first-permanent-electrified-road-for-evs-to-charge-while-driving>

[2] Source: <https://www.theguardian.com/environment/2012/aug/07/china-rare-earth-village-pollution>

[3] The relevant article written by Elon Musk is available at:

<https://www.tesla.com/blog/secret-tesla-motors-master-plan-just-between-you-and-me>

[4] Source: <https://www.heavyequipmentforums.com/threads/cat-994-fuel-consumption.94089/>

The original source of this article is Global Research  
Copyright © [Reality Books](#), Global Research, 2025

---

[Comment on Global Research Articles on our Facebook page](#)

[Become a Member of Global Research](#)

Articles by: [Reality Books](#)

**Disclaimer:** The contents of this article are of sole responsibility of the author(s). The Centre for Research on Globalization will not be responsible for any inaccurate or incorrect statement in this article. The Centre of Research on Globalization grants permission to cross-post Global Research articles on community internet sites as long the source and copyright are acknowledged together with a hyperlink to the original Global Research article. For publication of Global Research articles in print or other forms including commercial internet sites, contact: [publications@globalresearch.ca](mailto:publications@globalresearch.ca)

[www.globalresearch.ca](http://www.globalresearch.ca) contains copyrighted material the use of which has not always been specifically authorized by the copyright owner. We are making such material available to our readers under the provisions of "fair use" in an effort to advance a better understanding of political, economic and social issues. The material on this site is distributed without profit to those who have expressed a prior interest in receiving it for research and educational purposes. If you wish to use copyrighted material for purposes other than "fair use" you must request permission from the copyright owner.

For media inquiries: [publications@globalresearch.ca](mailto:publications@globalresearch.ca)