

WSJ Barron's MarketWatch IBD

English Edition ▾ | [Print Edition](#) | [Video](#) | [Audio](#) | [Latest Headlines](#) | [More ▾](#)[Latest](#) [World](#) [Business](#) [U.S.](#) [Politics](#) [Economy](#) [Tech](#) [Finance](#) **Opinion** [Arts & Culture](#) [Lifestyle](#) [Real Estate](#) [Personal Finance](#) [Health](#) [Style](#) [Sports](#) [Q](#)

OPINION BUSINESS WORLD

## GM Doesn't Tell the Truth About EVs

If the U.S. and allies become failed states, blame their energy and climate delusions.



By Holman W. Jenkins, Jr.

March 8, 2024 5:30 pm ET



General Motors chair and CEO Mary Barra participates in an Economic Club of Washington discussion in Washington, Dec. 13, 2023. PHOTO: ELIZABETH FRANTZ/REUTERS

I didn't read last weekend's Barron's interview with GM's Mary Barra before starting this column because I knew the question most crucial for shareholders wasn't going to be asked:

"Ms. Barra, you say GM won't be selling gas-powered cars by the year 2035. When you say these words, is it part of an unspoken political bargain to protect the trade and fuel-mileage concessions that allow large markups on big SUVs and pickup trucks?"

Normal market logic goes out the window when company leaders are indulged and even required to say fantastical, unrealistic things about the future. I've long borrowed the term "sophisticated state failure" for the Western world's energy policies. Because government must always be seen doing something, nonsense ideologies, even when spoken purely for effect, end up "gamified" (made a game of) in government programs. Thus the Obama auto bailouts: They left Detroit permanently dependent on artificially inflated pickup profits to subsidize loss-making electric vehicles served up as a gesture by the political class.

The resulting program, the Biden Transportation Department was legally obliged last year to admit, [fails](#) any cost-benefit test. Climatewise, the truth is

even sadder.

Dollar for dollar, subsidizing EVs for Americans is a subsidy to the rest of the world to use more fossil energy and cause more emissions, a reality that can't escape political notice forever.

Take Norway, portrayed in GM ads as EV heaven. As a [Morgan Stanley](#) research note first observed two years ago, Norway has seen no decline in oil consumption related to EVs, though users receive thousands of dollars in annually recurring subsidies and EVs accounted at the time for 64% of new-car sales.

The reason is increased use and ownership of gas-powered cars, especially for trips that EVs aren't suited for.

Now comes an [update](#) from the natural-resource consultants Goehring & Rozencwajg that only darkens the picture. Despite some of the greenest electricity on Earth, a Norwegian still needs to get 45 years of use out of his imported EV battery (expected life 15 years) to offset the global CO2 cost of producing it.

As I've noted before, secretly even the Biden administration knows the truth about all this. Get ready for a colossal irony. Europe's emissions peaked in 1979, America's peaked in 2005, and China's are expected to peak as soon as next year. The reason wasn't energy policy. Peak emissions happen because of slowing population and economic growth plus the normal, uninterrupted, market-driven hunt for energy efficiency (which can certainly include cost-effective investment in renewables).

Unfortunately, global energy efficiency, which was improving by 1.9% annually for more than a decade, has been growing at only half that rate since 2021.

---

#### READ MORE BUSINESS WORLD

- [Who's to Blame for Trump Redux?](#)  
March 5, 2024
- [EV Madness and the Chinese Menace](#) March 1, 2024
- [How the West Enabled Putin](#) February 27, 2024

work just like poorly designed fossil-fuel subsidies. They make emissions worse and slow progress toward a global peak, which I've long [argued](#) is closer than previously thought.

Well-adjusted humans have an instinct to avoid embarrassing persons in positions of authority, whether it's Ms. Barra embarrassing the politicians who control her life or journalists embarrassing Ms. Barra. But it's not like Detroit executives in the past haven't been successful even when willing to say the U.S. fuel mileage regime is nuts; if the government wants people to buy high-mileage or electric vehicles, it should implement a [gas tax](#).

For now, GM's stock price isn't zero for one reason: Ms. Barra has skilfully avoided making progress on eliminating the products that make money in favor of those that don't. In fact, GM has been enjoying some highly profitable quarters thanks to five-figure markups on pickups.

The stock, though, has remained in the doldrums for 15 years, ever since the Obama bailout. Even GM's commitment last year to use its giant cash earnings,

---

#### About this article

### Business World

+ Show More



Holman W. Jenkins, Jr.

+ Show More

---

#### MOST POPULAR NEWS

---

#### MOST POPULAR OPINION

which come only from gas-powered vehicles, to buy back a quarter of its shares hasn't changed the trajectory, though this commitment can only be interpreted as a silent contradiction showing that, yes, GM doesn't plan to stop making money.

Ms. Barra and other CEOs have reasons for a strategic silence on the EV folly. But it comes at a cost. I doubt any president of Eisenhower's era or earlier could have pictured the misallocation of perhaps ultimately \$1 trillion on so deluded an enterprise as our government pretending to convert the nation's vehicle fleet to electricity to change the planet's weather.

Review and Outlook: The Democratic pep rally had not a single bipartisan grace note. Images: AFP/Getty Images/Reuters Composite: Mark Kelly

Appeared in the March 9, 2024, print edition as 'GM Doesn't Tell the Truth About Electric Vehicles'.

HIDE CONVERSATION (1153)

Conversation 1.2K Comments

Commenting on this article has ended

Sort by Newest

Drew Hofler2 hours ago

Welcome back, Holman. Not sure who was writing your column the last month, but seems you have found your footing again. Excellent article, though you did call for a gas tax vs. your normal carbon tax (both of which are simply ridiculous, but whatever).

Share

PWPhil Watson5 hours ago

It takes a lot of coal to run all those electric cars.

Share

MRMATTHEW RAWLINGS5 hours ago

Ms. Barra,  
You're fired!

Share

DWDante Watson6 hours ago

RECOMMENDED VIDEOS

1.

Altered Photo of Princess of Wales Sparks Uproar
2.

'Plane Basically Stopped': Moment of Horror on Latam Boeing 787 Flight
3.

Hamas, Hezbollah and Houthis: Iran's 'Axis of Resistance,' Explained
4.

Tesla's Growing Competition in China Goes Beyond Just EVs
5.

The Real Story on Inflation: Breaking Down the February CPI Report

Mr. Jenkins this is crazy talk!! When it comes to government, the truth usually is.

👍 • Share

PD **Patrick Donoghue** ...

7 hours ago

Due to the Obama bailout and their subsequent actions, GM really stands for Government Motors. This is all about ESG, **G** being the government involved in your business. The **G** also means that you now have an **unaccountable** entity running the company. This spells doom for the shareholders. **G** will gladly trash shareholder values in pursuit of their agenda. The next brand at GM to fall will be Buick, followed closely by GMC. This is what happens when you get dependent on **G**.

There is a reason why seaside docks put signs out for "do not feed the seagulls"!! Think about the results when you do keep feeding them!!!!

👍 1 • Share

TL **TERRY LEAHY** ...

9 hours ago

The Green Party was the rebranded Communist Party of the European Union. This Party spawned the "global climate change" narrative to further obfuscate their Marxist agenda. The war on fossil fuels is intended to further control the citizenry and put more coercive power into the hands of the Globalist Elites (the Party of Davos). This has become so obvious now that it can't be hidden anymore and the impending collapse of the EV chimera is just another example of this. Abundant, increasingly clean fossil fuels liberated billions of the world's citizens. This cannot be tolerated.

👍 1 • Share

GR **Gunderson Robert** ...

17 hours ago

General Motors has become a really horrendous company, once again. We were subjected to really horrendous abuse at our local General Motors dealership "CHEVROLET OF MILFORD", which we believe was partly due to religious discrimination of an anti-Jewish bent - and General Motors would do absolutely nothing about it. We asked for the name and contact information for the "Chief Diversity Officer" of General Motors, and we know they have one - but Mary Barra's office refused, repeatedly refused to give us the name and contact information to report the matter and see if they could resolve it. And we have been a General Motors family for several generations now, since the 1930's which was our family's first GM vehicle, a Buick which started with a hand crank in front. They have become a really rotten company, yet again. This time, they should be liquidated. They're just a soup line for organized labor to bill the government at \$145/hour and it needs to come to an end.

👍 1 • Share

GR **Gunderson Robert** ...

17 hours ago

also, there is some kind of internet problem here with the WSJ comments - I don't know who Robert Gunderson is. My name is Matt Lechner.

👍 1 • Share

GR **Gunderson Robert** ...

17 hours ago

also, "CHEVROLET OF MILFORD" needs to get shut down by GM Corporate. It is by far the worst vehicle dealership we have ever encountered. They have some kind of connection to the disgraced Congressman George Santos.

👍 • Share

CK **Christopher Keillor** ...

19 hours ago

Emissions peaked because of fracking. Cheap natural gas supplanted dirtier coal and fuel oil for electricity generation. But the left hates all fossil fuels, so natural gas has to go too. In spite of the impact it has had on emissions.

Reality is that the uptake on “renewable” energy hasn’t outpaced overall growth in the demand for energy. So fossil fuels sales are going up, not down.

👍 3 · Share

EG

**E G**

...

23 hours ago

“If the U.S. and allies become failed states, blame their energy and climate delusions.”

The question is not “if” .....it is “when.” And for a multitude of poor policy decisions besides energy.

👍 3 · Share

FG

**Francis Giove**

...

1 day ago

The recalls tell the story.

👍 · Share

Jl

**Jaye Irwin**

...

1 day ago

President Joe seems intent on bankrupting the auto industry in the US while touting himself as union friendly. Watch the Japanese automakers with Hybrids gain market share over domestic manufacturers, they did the math, Biden and his advisors have not.

👍 3 · Share

RC

**Ross Cooper**

...

15 hours ago

The US Auto didn’t need Biden to screw themselves ...look at Telsa !

👍 · Share

WH

**William Hall**

...

1 day ago

Let’s say you spent \$70,000+ on an EV because you really, really, want to signal to everyone how virtuous you are.

It’s now 10 years later, your battery warranty has expired, and you’re not getting as many miles per charge as you initially were, in fact, your battery is essentially operating at 50% of capacity, so you’re limited to using your EV as a local commuter.

It’s now 5 years later and your EV battery is at the point where you barely trust using your EV for local commuting, or going more than 5-10 miles from home, and a new EV battery is going to cost you somewhere between \$8-10 thousand for the battery and another \$3-5 thousand for the labor to replace it, but when done your EV will be like new again...at least when it comes to miles per charge. But it’s still a 15 year old EV, with 15 year old technology, and the wear and tear on the interior and exterior of a 15 year old vehicle.

Are you going to spend the \$11 - 15 thousand on the new battery, or will you just trade it in on a new EV? What kind of a trade do you think you will get for an EV that needs \$11 - 15 thousand for a new battery, and has 15 years of wear and tear on the interior and exterior as well as 15 year old technology? Or are you going to have to pay someone to take the 15 year old EV off of your hands?

How many ICE vehicles have you owned in your life and how many of them, when they were 15 years old, did you take to a mechanic and have them put a new engine in for \$5 to 10 thousand? Same thing.

👍 7 · Share

ML **Michael Lockhart** ...

22 hours ago

A more likely scenario:

It's now 5 years later ... and a new battery would cost you somewhere between \$8-10 thousand for the battery and another \$3-5 thousand for the labor to replace it, **if you could find one**. But GM discontinued that model and new batteries for it are no longer made.

👍 6 · Share

JB **J Brand** ...

1 day ago

And the newly mined and manufactured battery sets the emissions "savings" back to negative again.

👍 2 · Share

---

JK **James Kranig** ...

1 day ago

GM is a wholly-controlled government entity.

👍 2 · Share

---

KF **Kirk Frederick** ...

1 day ago

The EV debacle is a perfect allegory for how our society is functioning. Create a lofty goal for good, then work with lies and deceit to acetate power and prestige while doing extreme harm to everyone else.

👍 8 · Share

---

cc **C Cook** ...

1 day ago

Making cars is a dirty, capital intensive business. Low margin, high cash burning, twitchy based on overall economy. Telsa is priced as a tech stock, GM as a steel mill.

Telsa had a massive lead in technology, but that lead is nearly gone. And economics of market size and 'just as good' competition is catching them.

GM is run by accountants, struggle to compete in the new world of EVs. While financial assets is a plus, bureaucracy and inept software QA/QC will kill their EV business margins and maybe products. They need the best engineers and programmers. But, would those people work for a lumbering bureaucratic whale like GM or Ford? Google, Meta, Apple, Tesla pays two plus times what the 'scale' would be for a typical GM or Ford software pro.

EVs have done very well here on the left coast, but the market is tapped now. With costs still high and Biden bucks limited as subsidies, EV sales are predictably very slow. Want a deal? Look at lease return Teslas. Likely will go to 100K+ miles, then just scrap as battery fails.

Next wave would be cheap EVs from China. GOP: will fight based on national security. DNC faces a choice. Open up to appease Greens or keep out to appease UAW.

👍 · Share

---

TO **Tim O** ...

1 day ago

"GM Doesn't Tell the Truth About EVs"

yup, gm lies, but you can believe all others

👍 · Share

---

ck **Cameron Korrekt** ...

1 day ago

Did you read the article?

👍 2 • Share

TO **Tim O**

1 day ago

no

👍 • Share

**Pedro Exposito**

1 day ago

I take objection to many points here...

---

First, it is standard practice for corporations to use earnings from EXISTING products to finance the R+D, manufacturing, and sales of NEW products. Every new product comes out of the gate with millions (billions ?) in the red and **zero in the black.**

---

In business, one either **leads and dominates** or one follows and stagnates.

Tesla spent 20 years developing its EV products.

Tesla has (had ?) dominated EVs.

GM and Ford EV stint ? 10 year max.

**GM and Ford are playing catch-up.... not leading !**

Unfortunately, there is now a new leader... BYD/China.

Wake up, World !

---

The future is electric.

China knows that.

China leads in solar panels and wind mills.

In 2023 Q4, China/BYD took the EV crown from Tesla.

**Is China financing the "EV merchant of doubt" in the USA ?**

---

According to MIT, the CO2 emissions to build an 80 kWh Lithium battery is about 3 tons. An EV saves about 1 lbs CO2 per 5 miles (100 mpg-e, 20 lbs of CO2 per gallon). **That works out to 30,000 miles of driving.**

This assumes that coal electricity was used to manufacture the battery. If solar is used, it is much lower.

---

**The EV problem in the USA is political !**

The world EV average for new car sales in 18 %.

**The USA ? 7 %.**

Why ?

Blue states like California: 22 %

Red states like Wyoming: 2 %

---

EVs adoption is part of the USA political/culture wars !

and... the USA will miss market domination.

**That's what China and Russia want (and pay for).**

👍 • Share

TL **TERRY LEAHY**

9 hours ago

China starts-up a new coal fired power plant ever other week.

👍 • Share

**Pedro Exposito**

8 hours ago

yes.

China needs a lot of power to support its growth.

It is installing a lot of renewable, but not enough.

It still needs coal power.

-----

**China:**

coal electricity: 1,080 gigawatts

gas electricity: 100 gigawatts  
**total fossil: 1,180 GW. (lower than USA)**  
**renewable electricity: 1,450 gigawatts. (pretty good)**

---

#### USA:

coal electricity: 675 gigawatts  
gas electricity: 1,802 GW

**total fossil: 2,477 GW. (needs to be MUCH lower)**  
**renewable electricity: 894 GW (needs to be higher)**

---

I would say China is doing pretty good on ramping up renewable energy.

**China is targeting 3,300 GW of renewable by 2025.**

EVs account for **21 % of new car sales in China.**

In USA, just **7 %.**

👍 ▪ Share

JB **J Brand**

...

1 day ago

Such sophistry. The mining and manufacturing of an EV battery alone takes 3-5 yrs before break even with an ICE vehicle, much longer with a hybrid. The pollution generated by each EV is >500% of an ICE vehicle and the particulate matter due to vehicle weight is greater for the life of the car. It is a gigantic fleecing with no impact on climate.

👍 3 ▪ Share

BT **Bill T**

...

1 day ago

**The EV problem in the USA is political !**

No, the EV problem in the US is geographic. EVs don't work well where the population is spread out or where it is really hot or cold. Maybe that sentence should end with "yet", but trying to force a product with only a limited usefulness on the market before it is ready is foolish - almost as foolish as saying a Wyoming resident who occasionally needs to drive 300 miles roundtrip in sub-zero temps eschews an EV for political reasons.

👍 3 ▪ Share

**Pedro Exposito**

...

1 day ago

OK. sometimes an ICE vehicle might be a better tool than an EV.  
Sometimes a pickup is better than a sedan.  
Sometimes a bus...  
etc.

---

But...

**the average daily mileage for a driver in the USA is ONLY 37 miles.**  
**the average American should be driving an EV.**

Who needs 500 miles of range ?  
200 miles is more than enough... (cheaper battery too).

---

Why go EV ?

It is cheaper to operate.  
It is quiet.

It accelerates faster.

Purchase price is falling fast. BYD EV is selling for under \$ 20 K.

Lifetime cost is lower than ICE.

Maintenance is lower than ICE.

It does not pollute (smog, etc). at least, not in the cities where it is operated. It may pollute at a distance coal/gas power plant.

No CO2 emissions. Minimize climate change.

Minimize externalized damage from floods, storms, wildfires, heat waves, droughts, etc. Someone has to pay for repairs !

Can be "refueled" at home. No stopping at gas station.

---



**If need to make a long trip, rent a hybrid. Less mileage on your vehicle.**

Till... under street/parking induction charging becomes available.

Then, the EVs have UNLIMITED range (no plugging in, no stopping).

---

**The future is electric !**

Resistance is futile...

**America needs to lead, not follow.**

right ?

👍 · Share

↩ 2 replies

RC **Ross Cooper**

...

1 day ago

Spot on !

👍 · Share

PG **Paul Graves**

...

1 day ago

In the past I haven't bought GM cars , stocks or bonds. After the Obama bailout , the recent Union windfall and now EV lies , I never will.

*(Edited)*

👍 1 · Share

ES **Edward Smeloff**

...

1 day ago

Trump proposes taxing Chinese EVs so they set up manufacturing in the U.S. That will be a wake up for GM.

👍 · Share

cc **C Cook**

...

1 day ago

DNC will face a choice. Help consumers/Greens with cheap EVs or help the UAW by blocking Chinese.

Outcome? Just see who hires Jim and Hunter Biden as 'consultants'.

Chinese have the inside track there, having bought all that SPR oil in their dealings.

👍 · Share

ES **Edward Smeloff**

...

1 day ago

Trump says on CNBC that Chinese manufacturers are ready to build electric vehicles in Mexico. Didn't he renegotiate NAFTA?

👍 · Share

cc **C Cook**

...

1 day ago

Hard to say with Trump. On one hand, he would enjoy slapping around UAW. On the other, he wants to be champion of 'working Americans'.

👍 · Share

MC **Michael Crawford**

...

1 day ago

The final nail in the EV coffin will be when people have to start replacing the batteries. Then they will find out that the cost to replace the battery is much more than the car is worth, with the added insult that they will have to pay to have them scraped.

Who would want to buy a 10-year old EV knowing that they might have to spend \$20-30,000 in the next five years on a new battery?

*(Edited)*

---

**BN Brian N** ...  
1 day ago  
This can't be. The Biden administration must be making excellent choices with all the diversity hires!  
👍 2 · Share

---

**DM D McIlvaine** ...  
1 day ago  
When your existence depends on worshiping Ceasar Obama, you say what needs to be said.  
👍 · Share

---

**JR J Rod** ...  
1 day ago  
Ah the climate cult! No matter how many times their "predictions" are false, no matter that the "leaders"(the priests) have admitted that their religion has nothing to do with climate, no matter that the real science says CO2 follows temperature, not the other way around, the brain washed cultists still believe! It sadly comical.  
(Edited)  
👍 6 · Share

**LC Len Carlson** ...  
1 day ago  
I don't know. Ever since the FDR was closed because of the rise in sea level...oh, wait..  
👍 · Share

**JR J Rod** ...  
4 hours ago  
Proof right there of the "logic" of regressives.  
Let me try an equally inane one..  
  
Florida has had the coldest winter in decades....  
Oh wait.....  
👍 · Share

**Gregg Stephens** ...  
1 day ago  
The worst part is that even if what the Climate Cult says is true, the solution(s) they propose make the climate worse.  
👍 1 · Share

**wz Walter Zagieboylo** ...  
1 day ago  
When in human history have people been enlightened and made good decisions? It seems to be a trend.  
👍 · Share

---

JB **Joseph Blake** ...  
1 day ago  
"Despite some of the greenest electricity on Earth, a Norwegian still needs to get 45 years of use out of his imported EV battery (expected life 15 years) to offset the global CO2 cost of producing it."

How many years of use would an EV owner in the U.S. to offset the global CO2 cost of producing it??? It's always amazing to me to read all the comments from people who literally think that because they're not using gasoline in their vehicle, it means that they're 'saving the planet.'

👍 7 · Share

DG **Douglas Goodhart** ...  
1 day ago  
The dirty little secret is that the world is not ready for Electric, and it will fail, as a significant percentage of the market. For Electric to take hold, there would need to be an army of used vehicles available; people are not going to run out and buy a 40K; 50K; 70K, vehicles, not even in a ten year period. The province of all materials to produce these cars is questionable, at all levels. And California will not enforce its totally unrealistic "expectation" (it's not a real expectation) of conversion to Electric. Did I mention that there are no charging stations?

👍 5 · Share

L Holtom ...  
1 day ago  
Despite some of the greenest electricity on Earth,  
**a Norwegian still needs to get 45 years of use out of his imported EV battery (expected life 15 years) to offset the global CO2 cost of producing it.**

Someone NOT telling truth - should we not follow the science better than a previous event - what about the cost to recover the minerals to the earth and the CO2 effect ?  
( only took 3 tries to get it here )  
TH

(Edited)

👍 1 · Share

JR **Jerry Redmond** ...  
1 day ago  
Wait till the Communist Chinese flood America with EVs they are mass producing for export; and they start to vacuum up all those subsidy dollars here in this country. American taxpayers dollars for China. No government subsidies for EVs. This is an industry risk that the automobile manufacturers have to take not the taxpayers on their behalf. Governments are not equipped nor can they pick business winners. Only governments that believe they are the state and all of us work for them think that.

👍 4 · Share

MM **Marco Mazzucco** ...  
1 day ago  
GM doesn't tell the truth? Why not Tesla? Certainly the con man has been lying on a much larger scale for much longer but it seems the EB can't stop S.E.C. Hopefully they are getting paid for this service.

👍 · Share

JR **J Rod** ...  
1 day ago  
Here I'll give you a clue, Tesla ONLY makes electric vehicles.

👍 · Share

**MB Michael Barry** ...

1 day ago

Good article. Consumers, not politicians or bureaucrats, should be picking what type of vehicles they want to purchase and own. Government climate policies are wasteful and will end very badly in more ways than one.

👍 9 · Share

**JM John Matney** ...

1 day ago

Agreed. When I bought my Tesla, it was because I could charge it at home, it was fun to drive and is a practical vehicle to have in the small city where I live. I didn't buy it because I thought I was saving the planet. I'm well aware of how electricity is generated and think that the government coercing people to buy an EV is wrong. I don't put virtue signalling bumper stickers on my car either. My enemies are the people who make assumptions about me, not the people who drive gas powered vehicles.

👍 9 · Share

**RF Richard E Feiner** ...

6 hours ago

Thanks for expressing my thoughts. As a gar guy, I always get frustrated when people line up either as EV climate religious zealots or politically motivated EV/Tesla haters. EV's, PHEV's, ICE and ICE/battery hybrids all great options for different uses and with current state of technology, all have relatively minimal impact on earth's weather. Get the government out of the buying decision and watch prices go down and new choices emerge.

👍 · Share

**RP R Polon** ...

1 day ago

Just follow the money!

👍 · Share

**KS kiers so** ...

1 day ago

100% true. A colossal delusion even in science. America's colossal vast road network, and EVs? Not gonna.

👍 1 · Share

**AB Arthur Burke** ...

1 day ago

Yep. Another bailout looming for the car biz. But no bailout for the consumer, where it's really needed.

👍 · Share

**JA Jerome Abernathy** ...

1 day ago

How can the author write a column on pickup truck prices without mentioning the 25% tariff on imported light trucks that have been in place since the 1960's? That's the only reason pickup truck prices are so high.

👍 4 · Share

**FS fred smith** ...

1 day ago

govt cafe standards so 4-5000 lb vehicles must get 35+ mpg has plenty to do with it. are you sayibg US made pickups arent expensive??

👍 2 · Share

**AB Arthur Burke** ...

1 day ago

Theoretically, the country is already broke. A few more subsidies here and there might hurt, but will only prolong the agony.

60%

MM **Michael Mellinger** ...

1 day ago

The author is here to create a narrative that's simple enough for the EV haters to buy into.

"Let the market decide".

This poorly educated group doesn't realize they're hypocrites

👍 · Share

JR **J Rod** ...

1 day ago

Always hilarious to see regressives write about the "poorly educated". Regressives are the ones who "graduated" with degrees in basket weaving, black studies, art, literature, and other "studies" where they end up working at Starbucks or Walmart.

And I'm not sure your great education resulted in you knowing what hypocrisy means. A good example is literally anything Joey(well his handlers) say.

👍 · Share

FS **fred smith** ...

1 day ago

the govt is interfereing with 'the market'

👍 · Share

MM **Michael Mellinger** ...

1 day ago

They sure do. A lot of protectionism on one end and subsidies on the other.

👍 · Share

MM **Michael Mellinger** ...

1 day ago

EV's contain 1/3 the number of parts. That also means less labor costs.

Why wouldn't they be cheaper than ICE vehicles? It's just a matter of getting batteries to be cheaper.

👍 · Share

JR **J Rod** ...

1 day ago

"Maybe" educate yourself on all the real costs, especially the environmental ones.

👍 1 · Share

FT **FJB Twice** ...

1 day ago

Michael, feel free to by the EV... leave the rest of us alone!!!!

👍 3 · Share

SM **Seth M** ...

1 day ago

You know the famous saying of the comedian Ron White. Michael fits it to the T.

👍 · Share

FS **fred smith** ...

1 day ago

and how long have batteries existed and evolved-and they arent 'cheaper'???

(Edited)

👍 2 · Share

MM **Michael Mellinger** ...

1 day ago

Do you ever read the articles in the wsj? There was one within the past 3 months that explained that battery prices are dropping and EV prices will soon be cheaper

👍 · Share

↩ 1 reply

GL **George Lee** ...

1 day ago

If Democrats have their way, cars will become luxury items, available only to party elites. Like police protection is today.

(Edited)

👍 10 · Share

RF **Richard E Feiner** ...

6 hours ago

Best comment yet.

👍 1 · Share

JB **Joann Bak** ...

1 day ago

That's actually the only way to achieve their climate goals is to reduce significantly private vehicle ownership.

👍 2 · Share

GL **George Lee** ...

1 day ago

Correct, except cause and effect is reversed. The extreme left running our country impose their climate cult *in order to* reduce private vehicle ownership as one of the many ways to cut individual freedom and liberties to the bone. The goal is a Socialist dictatorship; climate is the excuse.

(Edited)

👍 · Share

JB **Joann Bak** ...

1 day ago

Agree with you 100%. Thought the end game was to reduce private car ownership while living in CA with their move to pushing EV technology in the 2010s. People told me I was a conspiracy theorist.

Finally, there is more truth telling from the environmental crowd that the only way to meet the goals is to reduce the number of cars being driven. Politicians still haven't gotten to that level of honesty.

Same true for electricity pricing and the amount of \$\$ needed to expand the electrical grid. CA was classic in selling programs to the CA public that only the rich would be taxed to pay. Hasn't worked out that way because there isn't enough money to be had if only the rich taxed. Plus, who is rich tends to be a sliding scale for politicians and their policy wonks.

👍 1 · Share

↩ 1 reply

JC **JOHN CAMP** ...

1 day ago

I read the headline as "GM Doesn't Tell the Truth About Elvis." I was disappointed.

DC

**Donald Connelly**

...

1 day ago

Another needed dose of reality!  
As a proponent of the carbon tax, please inform us about how effective the Canadian carbon tax has been.

👍 · Share

SP

**Stan Pakulla**

...

2 days ago

*Ms. Barra and other CEOs have reasons for a strategic silence on the EV folly. But it comes at a cost. I doubt any president of Eisenhower's era or earlier could have pictured the misallocation of perhaps ultimately \$1 trillion on so deluded an enterprise as our government pretending to convert the nation's vehicle fleet to electricity to change the planet's weather.*

This paragraph sums up everything nicely.

👍 4 · Share

**Stanley Jones**

...

2 days ago

The most telling way for a writer to produce a forceful article — suitably manipulated in favor of at that time a striking albeit outlandish idea — is to copy paste global snippets of analysis most favorable to it. Imagine this by considering hindsight available as if foresight a the time.

👍 · Share

PL

**Peter Lenton**

...

2 days ago

EV's are a joke. Ninety percent of electricity comes from other than renewables. Wake up people!!

👍 4 · Share

MM

**Michael Mellinger**

...

2 days ago

Why does that matter?

Convince us that there's an immediate need to switch to renewables

👍 · Share

↩ 1 reply

BM

**B Myers**

...

2 days ago

When government gets hyped about anything, diving over a cliff to implement a policy, watch out for massive costs and missed goals.  
Propping up EV's with "subsidies" and "incentives", courtesy of taxpayer largesse is a prime example of this lunacy.

👍 6 · Share

RV

**Robert Vineyard**

...

2 days ago

I saw the most beautiful Tesla this morning, broken down in the middle of a busy neighborhood street near me, its hazard lights wildly blinking, front hood up, the trunk compartment too, and the driver not to be found anywhere. EV buyers would be lined up around the block to own a car like that...

👍 1 · Share

MM

**Michael Mellinger**

...

2 days ago

I've never seen a broken down ICE vehicle. If you see one let us know.

👍 · Share  
↩ 1 reply

ML **MERYL LINDER LEDWITZ** ...

2 days ago

Hydrogen?

👍 1 · Share

LC **Len Carlson** ...

1 day ago

How are you going to generate it. Don't say electrolysis.

👍 · Share

**Larry LaHue** ...

1 day ago

Boom!

👍 1 · Share

**Stephen Russell** ...

2 days ago

Nothing more amusing than when B. Journalism grads "school" engineers like Barra as to what is possible.

She is elec eng - second only to my beloved chem eng in degree of difficulty.

Pro hint: if you can't do the math [and journalists definitely can't do the math] then maybe hold fire.

👍 3 · Share

ES **Edward Smeloff** ...

2 days ago

BMW is managing its transition to hybrids and full EVs much better than GM.

👍 4 · Share

PL **Peter Lenton** ...

2 days ago

Seventy percent of electricity comes from hydrocarbons and 20% from nuclear with only 10% coming from "renewables" and other then due to subsidies. EV's should be taken to the junkyard.

👍 2 · Share

AB **Andrew Bernier** ...

2 days ago

You are missing the point.

EVs dont help climate change. They hurt.

👍 5 · Share

↩ 2 replies

DH **David Harvey** ...

2 days ago

The great EV experiment is a failure! The alternative is to continue the path that we were previously on: Continue consuming finite fossil fuels to the bitter end! Some people say that the environment will be negatively affected, but we'll let our kids handle that situation, right?

No, I think we should explore alternatives even if they appear to be a dead- end at this time. Just by trying, science has a way of finding amazing breakthroughs.

👍 3 · Share

SB **Satinder Bal** ...

2 days ago

The politically motivated EV drive is about to come to an end, as is the Progressive politics behind it.



Right wing governments are being elected the world over, placing Progressive policies in the trash can ... where they belong  
👍 11 • Share

SR **Sharon Reiss** ...

2 days ago

I hope America is next in November.

👍 7 • Share

RW **Robert Wagner** ...

2 days ago

The realities of the EV policy are finally coming home. The facts are simple: EV lack the range and reliability of ICE vehicles. Buyers are sold a bill of goods on the 15 year lifecycle when after 8 years, they get a bill for a new battery in excess of \$30,000. Moreover, with true lifecycle CO2 emissions, it is rare for the EV to actually reduce CO2 (unless the buyer was fortunate enough to live where they purchased electricity from solar, wind, nuclear or hydro plants)! Like everything the government touches, the subsidies and incentives have created market distortions that have led to a worse outcome for buyers AND the planet!

👍 6 • Share

MS **Matthew Schmidt** ...

2 days ago

Those realities would be pretty damning, if they were true. But they aren't.

Road and Track, Aug. 18, 2023, reports that only 1-2% of all EVs on the road today have had batteries replaced. The publication's extensive article also points out that EVs offer a battery warranty of 8 years/100k miles, compared to typical ICE power train warranties of 5 years/60k miles. Tesla data from 2002 (the most extensive available due to longevity in the market) shows that vehicles with 200k miles still retain an average of 88% of original capacity, and the small sample that have driven more than 350k miles show degradation of 20% (far better than initially estimated).

BTW: Of the 1-2% of batteries that were replaced, the cost varied from \$5000 - \$20,000. I wasn't sure where you got "in excess of \$30,000," so I looked it up. The \$30,000 you quote (actually, \$26,000) was from a single instance of a discontinued Chevy Volt that required a new battery. The owner should have bought a new one (MSRP: \$32,500).

Meanwhile, the MIT Climate Portal (Oct. 19, 2022) compared lifetime emissions (including mining and manufacturing of batteries) for electric vs. internal combustion vehicles. They found that even in W. Virginia (where coal remains a primary source of electricity) the EV pencils out as lower emissions. Even when calculated with one-half the total lifetime vehicle mileage of the ICE, EVs win in the emissions comparison.

👍 2 • Share

↩ 2 replies

GR **GEORGE ROHRS** ...

2 days ago

So true, it has to be reprinted:

"Because government must always be seen doing something, nonsense ideologies, even when spoken purely for effect, end up "gamified" (made a game of) in government programs."

YES!

Like George Castanza faking work by looking frustrated and miserable.

Meanwhile, they're enjoying the high life of mansions and limos and insider trade deals.

Politicians should not gain royalty status as they did prior to the American revolution. We need another revolution to purge Washington if it's cancer. The only way that might happen, a little, is another four years of President Trump.

👍 10 • Share

LR **LT Reid** ...  
2 days ago  
Mr. Jenkins, your "big oil and gas" support is dripping down the side of your face (feel free to share your ownership shares in the industry).  
You also argue like someone who bemoaned the automobile over horse and buggy.  
👍 2 · Share

PD **PATRICK DARNALL** ...  
2 days ago  
Weekend Tesla toys rest alongside a fossil fueled SUV workhorse in the same garage, like weekend Harleys once did.  
👍 · Share

PH **Paul Hartzog** ...  
1 day ago  
I think it is the opposite. The Teslas make great "daily drivers." Their short range restricts them to the in-town to moderate commute roles. On the weekends and for vacation travel, pull out the gas-fueled, 7-seat SUV to get your family and baggage far enough away to forget about work.  
👍 · Share

MB **Michael Butler** ...  
2 days ago  
But the science is clear, and 97% of scientists agree, that EV's are better for the environment.  
  
Who's environment?  
  
Cobalt Red: How the Blood of the Congo Powers Our Lives  
[Siddharth Kara](#)  
  
This book explains a bit about the EV trade.  
👍 1 · Share

JA **Jerome Abernathy** ...  
1 day ago  
It's not just EV's. The minerals in the chips in the computer you used to post this come from the same sources and circumstances as those used in EVs.  
👍 · Share

JW **James Witschy** ...  
2 days ago  
*"... a reality that can't escape political notice forever."*  
  
I am increasingly losing hope that the above is true. I am coming around to the view that reality has no impact on politics, whatsoever.  
👍 4 · Share

TP **Tim Pope** ...  
2 days ago  
People like Biden making absurd claims about things that they know nothing, is one thing, but a compliant media that doesn't challenge the virtue signaling is a real problem.  
👍 3 · Share  
↩ 2 replies

**Tim Hiemstra** ...  
2 days ago

It's tough for a compromised automotive CEO who is compelled to cater to corrupt union collusion bosses, the CCP who controls EV ingredients, and the inflationary / authoritative Democrat party regime.

👍 5 · Share

LN **Luc N** ...

2 days ago

What an utter ridiculous analysis.

👍 1 · Share

*This message was deleted.*

CD **Chris D'Elia** ...

2 days ago

Creating a short-range affordable, small EV or PHEV market makes sense to the consumer, but for the auto manufacturers, the profit has always been in pickup trucks. You are right that transportation will rely on liquid fuel for the foreseeable future. Yes, the international ban on CFC's did patch up the ozone hole, but global warming due to greenhouse gases is a different and concerning issue that I can't see politicians solving. An increased focus on conservation would help.

👍 · Share

SC **SCOTT CORE** ...

2 days ago

Well, GM and others did make small commuting EVs but no one bought them, remember the EV1. Until Tesla came along and made a car people wanted to drive and was also an EV no one was interested.

👍 3 · Share

CD **Chris D'Elia** ...

2 days ago

Toyota Chairman Akio Toyoda said in late 2023 that people are "finally seeing reality" regarding EVs, and further stated that "There are many ways to climb the mountain that is achieving carbon neutrality." I think that he is spot on. Politicians, unfortunately, may secretly understand this, but they won't act accordingly.

👍 7 · Share

KS **kiers so** ...

1 day ago

There was a concerted chiding of hybrids and Priuses....in favor of Musk Melon fruit.

👍 · Share

EB **Edward Burns** ...

2 days ago

Actually, John Kerry spoke to the UN last October and told that world body that the best chance for a carbon free future was in deploying nuclear technology. He gave the same speech at COP28 in Doha, earlier this year. A case of internal cognitive dissonance as this administration remains dead-set on building out huge fields of windmills and solar, often in geographic areas that are totally inappropriate.

I do foresee the day when we realize that nuclear SMR tech is best for us as well, and that moment that immediately follows when we finally realize that because of the huge generative capacity for nuclear, none of these windmills and land-gobbling solar farms were ever even necessary.

👍 · Share

👤 1 reply

👤 Show 1 more reply

RS **Rich S** ...

2 days ago

This is all well and good. But the fulcrum here is the Democrat voter. Will they keep blindly voting for idiots like AOC Bernie Sanders Joe Biden who push these absurd policies? For Dems it doesn't matter if EV's do what they say they will, the *laws being passed* is the point. The control over your lives. Smug Dem voters get off on believing they are superior driving their EV than some Maga driving an F150. R's just need to come up with a different way for liberals to feel superior.

👍 5 · Share

LN **Luc N** ...

2 days ago

Well EV'S are clean and good for the environment. Meanwhile the average American is throwing money away driving a stupid truck who's oversized and useless for daily driving. More and more Americans understand it.

👍 · Share

↩ 3 replies

TP **Tim Pope** ...

2 days ago

It's all virtue signaling because they know (with a few exceptions) that it's all a farce.

👍 6 · Share

---

BS **BOB SCHAFER** ...

2 days ago

When will GM fully repay the U.S. taxpayer for Obama's welfare payment?

👍 · Share

JR **J Rod** ...

1 day ago

GM didn't need that money, they definitely would not have gone out of business. They may of had to file bankruptcy, but there is a zero chance they wouldn't exist afterwards.

And they did pay the money back with interest, early.

👍 · Share

LN **Luc N** ...

2 days ago

Thank God Obama saved GM. When will the GOP repay the American people for the trillions given to billionaires.

👍 · Share

↩ 2 replies

---

RS **Richard Smith** ...

2 days ago

I agree, a gas tax is the way to go. Human-caused climate change is real and a serious threat to future generations. Subsidizing sales of huge pickup trucks is counter productive. Implement a gas tax and use the proceeds to pay down the federal deficits that result from the tax/spend stalemate of a do-nothing Congress.

👍 1 · Share

LN **Luc N** ...

2 days ago

And make the multi millionaires and billionaires pay for it all.

👍 · Share

↩ 1 reply

---

NS **Nick Sorokin** ...

2 days ago

Your Norway example is incredibly weak. Why did you even bother to include it? Any half-decent analysis would have compared the GHG emissions of EVs driven

in Norway compared to GHG emissions of ICE vehicles driven in Norway. You failed to make any such comparison. The “45 year” number you cited doesn’t do that either. The consultants you refence made some weird offset calculations of country-wide avoided petroleum use, which extends beyond the personal automobile sector, and they also assume that all car manufacturing is done in China (though they also don’t account for shipping emissions which would have boosted their number even more, but let’s leave that aside). Even with their weird methodology, or lack thereof, let’s keep it as is and extend your argument to its logical limit. Assume the world decarbonizes the electricity sector to near what Norway has now (as unrealistic as that may seem today and as much as you would complain about it), which is around 10gCO2e/kWh. That 45 year payback you cited at an assumed 600gCo2e/kWh turns into less than a year. And your overall article becomes a giant nothing burger. Focus on the finances, junior. Plenty of room to argue there. But if decarbonization happens, you’ll lose your emissions argument every single time.

As a final point: what sort of bad faith mumbo jumbo is it to imply, as you do, that the % of Norway’s new EV car sales are proxy for the total # of cars on the road and the amount of vehicle miles driven? Plz fix thx

👍 2 · Share

LN **Luc N**

2 days ago

Norway is an advanced society who’s understood that going electric is the future. The Norwegians have not allowed a few billionaires to buy the election process like the GOP have.

👍 · Share

PT **Patrick Tyrrell**

2 days ago

Sources plz. Thx.

👍 1 · Share

↩ 1 reply

↩ Show 1 more reply

**Elizabeth Smoots**

2 days ago

I suggest reading “Unsettled” by Stephen Koonin.

BACK TO TOP ↗

👍 · Share

THE WALL STREET JOURNAL.

English Edition ▾

a Dow Jones company

Show More Comments

WSJ Membership

Buy Side Exclusives Web

Subscription Options

Why Subscribe?

Corporate Subscriptions

WSJ Higher Education Program

WSJ High School Program

Public Library Program

WSJ Live

Commercial Partnerships

Customer Service

Customer Center

Contact Us

Cancel My Subscription

Tools & Features

Newsletters & Alerts Privacy | Feedback

Guides

Topics

My News

RSS Feeds

Video Center

Watchlist

Podcasts

Visual Stories

Advertise

Commercial Real Estate Ads

Place a Classified Ad

Sell Your Business

Sell Your Home

Recruitment & Career Ads

Coupons

Digital Self Service

More

About Us

Content Partnerships

Corrections

Jobs at WSJ

News Archive

Register for Free

Reprints & Licensing

Buy Issues

WSJ Shop

Dow Jones Press Room



Dow Jones Products

Barron’s

BigCharts

Dow Jones Newswires

Factiva

Financial News

Mansion Global

MarketWatch

Risk & Compliance

Buy Side from WSJ

WSJ Pro

WSJ Video

WSJ Wine

Privacy Notice

Cookie Notice

Copyright Policy

Data Policy

Subscriber Agreement & Terms of Use

Your Ad Choices

Accessibility

Copyright ©2024 Dow Jones & Company, Inc. All Rights Reserved.

