

Addenda #29 – January 2024

Re: Ch. 9 Progressive States Policies

Banning the use of natural gas hookups

Banning the installation of gas-fueled furnaces, space heaters, and water heaters

*SDG 3 – Ensure healthy lives and promote well-being for all at all ages*

*SDG 11 – Make cities and human settlements inclusive, safe, resilient and sustainable*

*Divided Ninth Circuit panel refuses rehearing on blocked Berkeley gas ban*

*Several judges dissented from the decision to deny the rehearing en banc.*

Courthouse News Service, January 2, 2024

*A Ninth Circuit panel ruled Tuesday it would not reconsider a ruling that prevents the city of Berkeley from enforcing its first-in-the-nation ban on installing natural gas appliances in new buildings.... The conservative majority panel had ruled that the [Energy Policy and Conservation Act of 1975] act's preemption provision extends to regulations that address products and building codes, so Congress ensured that localities could not prevent consumers from using covered products in their homes, kitchens and business.*

*"By completely prohibiting the installation of natural gas piping within newly constructed buildings, the city of Berkeley has waded into a domain preempted by Congress," U.S. Circuit Judge Patrick Bumatay, a Trump appointee, wrote in the ruling.*

*"The Energy Policy and Conservation Act expressly preempts state and local regulations concerning the energy use of many natural gas appliances, including those used in household and restaurant kitchens. Instead of directly banning those appliances in new buildings, Berkeley took a more circuitous route to the same result. It enacted a building code that prohibits natural gas piping in those buildings from the point of delivery at a gas meter, rendering the gas appliances useless," he added in the amended ruling.*

Note: The appeal by the city of Berkeley was heard a U.S. 9th Circuit Court of Appeal panel of judges.

Justices appointed by Republican presidents ruled against a review of the decision.

Justices appointed by Democrat Presidents Biden and Obama, who were supporters of U.N. Agenda 2030, and Clinton, who issued many Executive Orders related to climate change and environmental protection, dissented from the denial for rehearing.

If all of the justices are supposed to interpret the law based on the Constitution of the United States, I can see where some judges would interpret it differently and come to different decisions.

Now we see that justices appointed by supporters of climate change are willing to practice "judicial activism", and make rulings based not on the Constitution and legislation passed by Congress, but based on their own views of how things should be.

*"I am not here to make policy; I am here to follow it... it is your job as a legislator to change what you don't like" – Supreme Court Justice Neil Gorsuch (appointed by Republican president Trump) during his 2017 Senate confirmation hearing.*

Addenda #30 – January 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!!

*SDG 7 - Ensure access to affordable, reliable, sustainable and modern energy for all*

*Equinor, bp just scrapped their 1.2 GW Empire Wind 2 offshore wind farm*

*Electrec; January 3, 2024*

*Equinor and bp have terminated New York State's Empire Wind 2 offshore wind farm – but a do-over isn't out of the question.*

*The two companies have agreed with the New York State Energy Research and Development Authority (NYSERDA) to terminate the Offshore Wind Renewable Energy Certificate (OREC) Agreement for the 1,260 megawatt (MW) Empire Wind 2.*

*Equinor and bp said that the decision to terminate Empire Wind 2 was due to “commercial conditions driven by inflation, interest rates, and supply chain disruptions” that prevented its existing OREC agreement from being viable.*

*The state's utility regulator, the New York Public Service Commission (NYPSC), refused to renegotiate Empire Wind's contracts at higher prices despite an appeal from Equinor and bp.*

*In October, Governor Kathy Hochul (D-NY) announced a 10-point plan to help clean energy developers “overcome recent macroeconomic and inflationary challenges that have impacted the renewable energy sector.”*

*At the end of October, NYSERDA awarded three offshore wind contracts to other developers at much higher prices than the Empire Wind projects, and that's good news for bp and Equinor as they seek a reset.*

This is how Progressive Democrat politicians resolve the problems with their Green Energy renewable power projects when finally brought to light.

- \* Developers realize that they cannot complete projects bid before inflation, material and labor shortages developed in 2021 and 2022.

- \* Developers request to renegotiate contracts awarded in 2021 to account for higher costs involved.

- \* State utility regulators refuse to renegotiate contracts. After all, their stated goal is to “protect” ratepayers from higher utility prices. At the same time, Governor Hochul slams “greedy” utility companies for rate increases needed to upgrade the states electric grid and invest in more renewable power sources.

- \* Developers cancel the contracts, accepting penalty clauses and money already invested, in order to prevent much bigger losses if they had proceeded with the projects.

*Governor Hochul announces her commitment to “expanding the renewable energy sector and protecting New Yorkers from the climate crisis.”*

Hochul's “commitment” to protecting New Yorkers is to allow developers to re-bid the same projects they've cancelled, at much higher prices.

## 2023 Offshore Wind Solicitation (Open)

NYSERDA Solicitation Announcement; November 30, 2023

*Under the New York State Public Service Commission's (PSC) Order Establishing Offshore Wind Standard and Framework [PDF] for Phase 1 Procurement, issued on July 12, 2018, Order Adopting Modifications to the Clean Energy Standard [PDF] issued on October 15, 2020 in Case No. 15-E-0302, the Order on Power Grid Study Recommendations [PDF] issued on January 20, 2022 in Case Nos. 20-E-0197, 18-E-0071, and 15-E-0302, and the Public Service Commission (Commission) Order Denying Petitions to Preserve Competitive Renewable Energy Market and Protect Consumers issued on October 12, 2023 (the October 2023 Order), NYSERDA seeks to procure Offshore Wind Renewable Energy Credits (ORECs) through a fourth solicitation. The fourth offshore wind solicitation will advance the actions set forth by Governor Hochul in the State's 10-Point Action Plan, which offers insights on how the Governor's Administration plans to overcome macroeconomic and inflationary challenges that have impacted the renewable energy sector.*

### Notes:

1. The New York State Department of Public Service “has a broad mandate to ensure access to safe, reliable utility service at just and reasonable rates.” They hold hearings on utility rate increases to determine if the increased prices are fair and needed. Often the PSC approves a reduced increase in rates, in keeping with its duty to be the watchdog for consumer protection.

In some cases, the PSC rejects the rate increases all together, which is what they did in October 2023 when Orsted, Equinor and BP requested to renegotiate their offshore wind contracts. The new pricing requested would have added as much as \$12 billion extra to New York state taxpayers to build the projects.

*Developers planning to build more than 4 gigawatts of wind-power capacity off Long Island must abide by existing contracts to deliver power, the New York Public Service Commission unanimously ruled during a meeting Thursday.*

2. Members of the PSC are appointed by the governor of New York state.

Current Chairman Rory Christian was appointed by governor Hochul. Christian was a longtime supporter and Chair of WE ACT for Environmental Justice's (WE ACT) Board of Directors, when nominated by Hochul.

David Valesky (Democrat), former Democrat member of the NYS Senate,

Diane Burman (Republican), former consul to the NYS Senate, and proponent of “diversity in the energy sector”,

James Alesi (Republican), former NY state Senator, who decided not to run for reelection in 2012 when he lost Conservative Party backing,

John Howard (Democrat), and

John Maggione (Democrat) former Cuomo advisor and ardent defender of sexual harassment charges against Cuomo, were all appointed to the PSC by former governor Andrew Cuomo.

Andrew Cuomo, the same governor who signed the *Climate Leadership and Community Protection Act (CLCPA)* into law in 2019.

So the NY state PSC consists of three former Democrat politicians or agenda supporters and two Republicans (one of which was afraid to run for reelection on the party ticket) all appointed by Democrat governors who enthusiastically support “Green Energy” legislation and mandates.

But the PSC denied the request of developers to rebid contracts, stating that rate increases “would be as high as 6.7 percent for residential customers and as high as 10.5 percent for commercial or industrial customers, depending on the utility.”

PSC Chairman Rory Christians statement after the decision: *“To the developers: We have a deal. We expect all developers, no matter how large, to abide by their commitments.”*

4. NYSERDA is governed by a 13-member board which include... Rory Christian, the chairman of the PSC!! The same Rory Christian that voted against renegotiating developer contracts at higher prices on October 12, 2023.

NYSERDA then turns around and requests all interested bidders to submit new pricing for the same offshore wind projects that had been cancelled on November 30, 2023.

To me, this seems like a very calculated and scripted way to carry on business as usual, screwing NY state rate payers in the process, to achieve the goals of the CLCPA.

Addenda #31 – January 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!!

*SDG 7 - Ensure access to affordable, reliable, sustainable and modern energy for all*

*World's first floating offshore wind farm to be taken offline for up to 4 months*

Ocean-Energyresources.com; January 16, 2024

*The 30 MW Hywind Scotland, officially entered the operations and maintenance (O&M) phase in October 2017. After a little over six years of operation, the wind farm's Siemens Gamesa wind turbines are now due for some major maintenance work.*

*"From operational data, we have identified the need for heavy maintenance on the wind farm turbines. This is the first such operation for a floating farm and the safest method to do this is to tow the turbines to shore and execute the operations in sheltered conditions,"*

Note: Hywind Scotland, located off the coast of Peterhead, Scotland, is the world's first floating offshore wind farm and the world's best-performing offshore wind farm, achieving a capacity factor of 54% over its five years of operations according to installer and operating company Equinor.

Note: "Capacity Factor" is the average power generated compared to the maximum generation rating.

The \$334 million Hywind Scotland wind farm has five 6-mW floating wind turbines and a total generation rating of 30-Megawatts. The project was billed as powering 35,000 U.K. homes.

The average capacity factor of 54% means the wind farm produced an actual 16.2 MW over its five years in operation. This would be enough electricity to power 18,900 U.K. homes, not 35,000, at full household loads. Or, it would be enough to power those 35,000 U.K. homes at a 46% reduction in normal electric usage.

*Equinor marks 5 years of operations at worlds first floating wind farm*

Equinor press release; December 29, 2022

*"Hywind Scotland, located off the coast of Peterhead, Scotland, is the world's first floating offshore wind farm and the world's best-performing offshore wind farm, achieving a capacity factor of 54% over its five years of operations."*

Remember, U.N. SDG 7 promised "access to reliable energy for all.

In 2022, the latest year these records are available for, the average capacity factor for offshore wind farms worldwide, was 42%. Over a twenty-three year period, the average capacity factor for all offshore wind farms worldwide was just 40.7%.

Remember this, when green energy fanatics promote their next project, projected to provide enough electricity to power X number of homes.... The reality is much, much less.

Addenda #32 – January 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!!

*SDG 7 - Ensure access to affordable, reliable, sustainable and modern energy for all*

*EVs don't always achieve their driving ranges.*

*Here are Consumer Reports' best and worst performers.*

*CBS News; December 8, 2023*

*Electric vehicles are billed as providing a more earth-friendly driving option. But not all EVs are created equal, with a new Consumer Reports study finding that about half fall short of their driving ranges as estimated by the Environmental Protection Agency.*

*That's a potential issue for EV owners on long-distance trips, who could find themselves running out of juice sooner than they expected... Finding reliable charging stations can be a challenge for EV owners when they're far from home and in unfamiliar territory...*

*Consumer Reports said it tested the vehicles during the summer in temperatures ranging from 70 to 90 degrees with clear weather, the most favorable conditions for EVs since driving in the cold can shorten an electric vehicle's range.*

*Winter Charging Myths Debunking Misconceptions About Cold Weather*

*Energy5 your way*

*Myth: Cold Weather Significantly Reduces Electric Vehicle Range*

*Fact: It's true that cold weather can impact an EV's range, but the extent of the reduction is often exaggerated. While frigid temperatures can slightly reduce battery performance, modern EVs are designed to minimize this impact.*

*Myth: You Should Warm Up Your EV Before Charging*

*Fact: Contrary to popular belief, warming up your EV before charging is unnecessary. Most EVs' charging systems are designed to operate efficiently in cold weather conditions.*

*Myth: EV Chargers Are Less Efficient in Winter*

*Find specialized help with our list of electric charging station installation contractors.*

*Fact: EV chargers, whether at home or public charging stations, maintain their efficiency even during the colder months.*

*Myth: Public Charging Stations are Inoperable in Winter*

*Fact: While harsh winter conditions can occasionally cause issues with outdoor infrastructure, most public charging stations are designed to withstand and operate in various weather conditions, including winter. The responsible authorities and operators perform regular maintenance and ensure the reliability of public charging infrastructure.*

*Chicago EV Charging Fiasco Appears to Pierce Proponents' Claims About Performance in Bitter Cold*

*The Daily Signal; January 16, 2024*

*Electric vehicle drivers in the Chicago area have recently struggled to charge their vehicles amid frigid temperatures, contradicting the assertions of some EV proponents suggesting that fears about performance in inclement conditions are overblown.*

*Dozens of EV drivers reportedly lined up at EV charging stations to juice up their vehicles in Oak Brook, Illinois, but the bitter cold that has blanketed the area made that task effectively impossible, according to Fox 32, a local media outlet.*

*Several organizations that promote EVs—a product that the Biden administration is pushing aggressively as part of its climate agenda—have previously suggested that concerns over diminished EV and battery performance in cold weather are inflated, but the experiences of drivers in Oak Brook seem to belie that notion.*

*“Nothing. No juice. Still on zero percent,” Tyler Beard, who had been attempting to recharge his Tesla at an Oak Brook Tesla supercharging station since Sunday afternoon, told Fox 32. “And this is like three hours being out here after being out here three hours yesterday.”*

*Kevin Sumrak, another EV driver living in the Chicago area, arrived at Chicago’s O’Hare International Airport to discover that his EV had run out of charge while he was away, according to Fox 32.*

*“This is crazy. It’s a disaster. Seriously,” Tesla owner Chalis Mizelle told Fox 32. Mizelle eventually had to abandon her EV and have a friend pick her up after realizing that her car would not charge. Mizelle was not the only driver that opted to abandon their EV at a Chicago-area charging station, as abandoned EVs littered charging stations around the Chicago area...*

*Tesla owners say EV batteries won't charge as brutally cold temperatures hit Chicago*  
USA Today; January 17, 2024

*As freezing temperatures and bitter cold hit millions of Americans this week, Tesla owners in the Chicago area are struggling to charge their electric vehicles, in some cases leaving them stranded.*

*Some Tesla owners were stranded Monday in Evergreen Park, Illinois, a Chicago suburb, with dead batteries and not enough working charging stations. A Tesla owner told local station WLS in Chicago that he saw at least 10 cars get towed after running out of battery and dying.*

*In Oak Brook, another Chicago suburb, a driver told Fox32 he waited six hours over two days at a charging station and still had no charge in his Tesla. WLS reported that drivers waited hours in Oak Brook for a charge to their electric vehicles. Some cars died while waiting, and drivers had to leave their vehicles stranded at the charging stations.*

*What happened to EVs?*

*The sudden slowdown in electric car sales is a symptom of a much uglier problem.*  
Business Insider; January 3, 2024

*Electric vehicles were supposed to be inevitable. Two years ago President Joe Biden climbed behind the wheel of a beefy white electric Hummer to tout his plan to make half of all new cars sold electric by 2030. The following year Congress passed the Inflation Reduction Act, which created a bevy of incentives for drivers to buy electric and for automakers to invest in EVs. That set*



off a flurry of new projects: EV plants, battery-manufacturing facilities, and mining operations began popping up. By the end of 2022 the situation looked promising: More and more Americans were going electric, and soon everyone would be driving an EV, reducing emissions in the process.

The transition to an all-EV future seemed like a slam dunk. It would not only give the government a highly visible way to show it's fighting the climate crisis but boost the economy through new jobs and investment. But the electric-vehicle takeover has hit some serious roadblocks.

Sure, sales of EVs keep going up — a record 300,000 cars sold in the US in the third quarter of 2023 were electric — but the pace of adoption has markedly slowed, and analysts have suggested the country is no longer on track to hit the government's sales targets. The trickle-down effects of this decreased demand are everywhere. EVs accumulated at dealerships this fall, even as automakers cut prices to try to entice customers. Automakers have backtracked on their promised investments: Ford delayed \$12 billion of its planned \$50 billion investment in EV manufacturing capacity, while General Motors delayed production of key EV models and scrapped a \$5 billion partnership with Honda to make cheaper EVs. Even Tesla — once the superstar of EVs — announced it would delay a planned factory in Mexico. Auto execs who were once trumpeting the potential of electric cars are even publicly acknowledging that EVs aren't working.

Industry analysts have pointed to several reasons for the slowdown, including insufficient charging infrastructure and a lack of affordable EV options. But they're a symptom of the larger problem: America's EV plan was flawed from the start. Instead of seeing EVs as one piece of a plan for more sustainable transportation, America has focused on using EVs as a one-to-one replacement for gas guzzlers. But this one-size-fits-all solution fails to address our broader transportation problems, meaning emissions targets are likely to be missed and other transportation problems will continue to go unaddressed.

"The entire myth at the heart of this whole transition is that the battery car seamlessly fits right into the gas car's position," Edward Niedermeyer, the author of "Ludicrous: The Unvarnished Story of Tesla Motors," told me. "It doesn't, and that's the problem."

When automakers pivoted to EVs, they focused on the kinds of cars that were already popular — which meant a flood of big electrified SUVs and trucks. But massive-bodied EVs don't make much sense. Larger EVs require bigger batteries, which require more raw materials to manufacture, which requires producers to beef up their environmentally destructive mining operations. While bigger batteries allow drivers to travel farther between charges, they also make the cars heavier, more dangerous, more expensive, and worse for the planet.

The focus on increasing EVs' range is contributing to their relatively high prices. Unlike with gas cars, the more you pay for an EV, the more range you can expect to receive. And since Americans have been conditioned to want a lot of range, cars with big batteries and longer ranges have dominated the market, resulting in stubbornly high prices. In September, Cox Automotive pegged the average EV price at \$50,683, down 22% from the same time last year. But an analysis from CarGurus found that EV prices were still 28% higher than gas-vehicle prices on average. With prices for everything else — rent, groceries, and other goods — increasing, the average person has less cash to splurge on an expensive electric vehicle.

All of this means there's a natural limit to the number of American households willing and able to make the shift to electric. They've largely been high-income households in places like California, where charging infrastructure is more plentiful. The polling firm Strategic Vision found that EV buyers have a median household income of \$186,000. Cox estimated that 8% to 9% of new-vehicle sales in the United States in 2023 would be electric, but getting above that threshold is proving to be more difficult than expected.



*Winter weather presenting EV owners with 'frustrating challenges'*

Fox Business; January 18, 2024

*How Much Do Cold Temperatures Affect an Electric Vehicle's Driving Range?*

*Here's the cold, hard truth about winter's effect on EV batteries and charging*

Consumer Reports; January 17, 2024

*There are several reasons driving range goes down in winter weather, starting with the impact on battery chemistry when the vehicle is parked. Cold temperatures can slow down the chemical reaction inside the battery that allows it to create power. Supplying cabin heat is a major draw, and there's the impact of maintaining battery temperature.*

*In our tests, we found that the range starts to drop at 40° F. This may be a particular concern for EV drivers waiting in line for a public charger when their battery is low.*

*In our winter testing, we found that cold weather saps about 25 percent of range when cruising at 70 mph compared with driving in the same conditions during mild weather in the mid-60s, and 31 percent during warm weather in the mid-80s. In the past, we found that short trips in the cold with frequent stops and the need to reheat the cabin after a parking pause saps 50 percent of the range.*

*Hertz Drops 20,000 Rental Electric Vehicles in Favor of Gas-powered Models*

Newsweek; January 11, 2024

*Hertz has decided to sell 20,000 electric vehicles (EVs) from its rental fleet including Teslas, Chevrolets and BMWs, saying it will replace them with gas-powered vehicles, according to regulatory filing on Thursday. The company cited higher repair costs as the primary reason.*

*It could be seen as a warning in the EV market, Morgan Stanley analysts told Reuters, saying expectations for the electrification of the transportation sector need to be reset downwards. That follows news of both Ford and GM slowing their production and delivery of their respective electric vehicles.*

*Minnesota Cities Went All-In for Electric Transit, But the Buses Couldn't Handle the Cold*  
*Virtue-signaling liberalism is fighting another losing battle with reality.*

The Western Journal; December 26, 2023

*On Wednesday, the Minnesota-focused news outlet MinnPost reported that several of the state's largest cities have encountered significant obstacles in their quest to achieve planet-friendly public transit.*

*Frigid temperatures and a myriad of other problems have plagued Duluth and the Twin Cities of Minneapolis and St. Paul during their transition to zero-emission buses.*

*In subzero conditions -- a staple of Minnesota winters -- electric buses operate at only a fraction of their supposed 150-mile capacity.*

*Drew Kerr, spokesman for Twin Cities Metro Transit, explained that charged buses travel far shorter distances than manufacturers advertised.*

*"Using garage chargers alone, electric buses can remain in service for 70 to 75 miles before needing to return to the garage; with on-route chargers, electric buses were scheduled to be in service for up to 90 miles before returning to the garage," Kerr said.*

Addenda #33 – January 2024

Re: Ch. 21, Sustainable Consumption

Global Elites won't play by the same rules

*SDG 12 - Ensure sustainable consumption and production patterns*

*SDG 13 – Take urgent action to combat climate change and all its impacts*

*John Kerry Gives Fiery Response When Confronted About His Carbon Footprint*

*msn; January 16, 2024*

*John Kerry, President Biden's climate czar, faced criticism from a reporter about his carbon footprint while attending the World Economic Forum in Davos.*

*Kerry defended himself, stating he has made significant efforts to combat climate change.*

*"What's the carbon footprint of these events every single year that you come here? Do you think it's worth it — peasants paying for your crimes?" Australian reporter Avi Yemini asked.*

*"That's a stupid question," Kerry said. Nobody ever suggested that. Don't make up stupid questions."*

*Kerry "found it difficult to justify his carbon footprint in attending the World Economic Forum each year in Davos," Yemini said.*

*Since his appointment, Kerry has faced scrutiny for his extensive travel and past use of a private jet.*

*"John Kerry is an unelected bureaucrat who's making decisions that have major impacts on the lives of Americans, the overwhelming majority of whom are going to be more worried about the cost of gas to drive their cars to work, not the cost of fuel to fly a jet to King Charles' coronation," Rep. Brian Mast said.*

*World Economic Forum to kick off in Davos, Switzerland with global elites likely to face flak for private jets*

*Fox News; January 13, 2024*

*With the World Economic Forum starting in Monday, business executives, celebrities, billionaires and government officials will likely be hit with the usual hypocrisy criticisms seen in years past.*

*The conference, which begins on Jan. 15 and concludes on Jan. 19, will take place at WEF's headquarters in Davos, Switzerland.*

*In 2023, global elitists were slammed for their "ultra-polluting" jets as they discussed the climate crisis.*

*"Europe is experiencing the warmest January days ever recorded and communities around the world are grappling with extreme weather events supercharged by the climate crisis," Klara Maria Schenk, a campaigner for environmental group Greenpeace International, said in a statement ahead of the conference.*

*"Meanwhile, the rich and powerful flock to Davos in ultra-polluting, socially inequitable private jets to discuss climate and inequality behind closed doors," she continued.*

Addenda #34 – January 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!!

*SDG 7 - Ensure access to affordable, reliable, sustainable and modern energy for all*

### *Orsted Withdraws From Original Offshore Wind Deal With Maryland*

WBOC Delmarva; January 25, 2024

*According to Orsted, financial incentives provided by Maryland for the company to pursue the project are no longer enough for Skipjack to continue off the coast.*

*Orsted says those incentives, established in the Maryland Public Service Commission Orders, are no longer commercially viable due to the market, inflation, high interest rates, supply chain constraints. Orsted says it has therefore pulled out from those orders with Maryland.*

Offshore wind projects Skipjack Wind 1 and Skipjack Wind 2 have been in the planning and permitting phase since 2009. Both wind farms were to be constructed 19 miles off the coast of the Delmarva peninsula and 26 miles off the Ocean City pier. With a combined 966-MW capacity, Skipjack Wind 1 and 2 were promoted as being capable of providing electricity to 290,000 homes when commissioned in 2026.

*“Orsted, the global leader in offshore wind energy, today announced it will build Maryland’s first emissions-free offshore wind operations and maintenance (O&M) facility in west Ocean City, Maryland.... Skipjack Wind 1 is a 120-megawatt offshore wind energy project under development in Maryland that will power 40,000 homes in the region, generate \$225 million in economic investment in Maryland, and create nearly 1,400 jobs statewide.*

*“Wind energy promises cost-effective clean energy and jobs right here at home,” said U.S. Senator Ben Cardin.”*

Orsted press release, October 6, 2021

*“Today, the Maryland Public Service Commission selected Skipjack Wind 2, an offshore wind clean energy project proposed by Orsted, for a 20-year Offshore Renewable Energy Credit (OREC). The award includes an 846-megawatt project, which will power approximately 250,000 homes in the Delmarva region with clean energy.... Skipjack Wind 2 is Orsted’s second offshore wind energy project in Maryland. It will be located adjacent to the company’s 120 MW Skipjack Wind 1. Orsted will build Skipjack Wind 1 and 2 as one project, with operations expected to begin in 2026... Skipjack Wind 2 will generate approximately \$510 million in supply chain investments in Maryland and create thousands of jobs, including in manufacturing, operations and maintenance.”*

Orsted press release, December 17, 2021

*“Orsted today announced that it will reposition Skipjack Wind, a combined 966-megawatt project in development off the coast of the Delmarva peninsula, for future offtake opportunities. Following consultation with the State of Maryland, Orsted has withdrawn from the Maryland Public Service Commission Orders approving the Skipjack 1 and 2 projects... This action follows an extensive review of the Orders. The payment amounts for ORECs set forth in the Orders are no longer commercially viable because of today’s challenging market conditions, including inflation, high interest rates and supply chain constraints.*

Orsted press release, January 15, 2024

A couple of observations...

1. This is the fifth offshore wind project Orsted has cancelled in the past four months. In October 2023, Orsted announced it was going to cease development of Ocean Wind 1 and Ocean Wind 2, citing climbing interest rates, inflation and “supply chain bottlenecks.” Orsted had taken \$5 billion in “impairments” (write-down losses) when it made the decision to cancel its agreement with New Jersey regulators.

Then in November 2023, Orsted announced it was cancelling its 880-MW Sunrise Wind project off Long Island, after New York state regulators refused to renegotiate the rate terms of its contract.

This is not a matter of “corporate greed” on the part of Orsted, as outraged Democrat politicians have suggested. These projects were priced back in 2021 before the “great inflation” of 2022 drastically increased material and labor costs, and interest rates for financing jumped by more than 160%.

This is what companies all over the United States have been dealing with over the past year; rising product cost, increased labor costs, higher interest rates for financing business, and “supply chain” challenges getting materials and products delivered in a timely manner.

2. Skipjack Wind 1 and 2 were promoted as having a combined capacity of 966-MW. Equinor noted recently that their Hywind Scotland wind turbine farm achieved an “average capacity factor” of 54% during its first two years of operation, the best rate of all its offshore projects. If Skipjack 1 and 2 also achieved this average capacity factor, their *actual output* would be 522-MW.

3. The 2022 Census Bureau lists the population of Maryland as 6.16 million occupying 2.559 million “housing units”. Skipjack Wind 1 and 2 were promoted as providing enough electricity to power 290,000 homes. This is just 11% of all housing units in the state, and no allowance for commercial and industrial businesses.

If the actual output of the wind farm was reduced to the 54% average capacity factor, that means either 54% of the power would be available for those households, or just 156,600 households could be powered by the project.

Either way, the end result is nothing like what politicians promised when the projects were awarded.

Addenda #35 – January 2024

Re: Ch. 8, 2050 Net-Zero Emissions; Impossible!!

*SDG 14 - Conserve and sustainably use the oceans, seas and marine resources for sustainable development*

*Top officials warned Biden admin about dangers wind energy projects pose to fishing industry, letter shows*

*Officials said they were 'very concerned about the cumulative impacts of multiple wind energy projects'*  
April 21, 2023

*In an Aug. 22 letter to former Bureau of Ocean Energy Management (BOEM) Director Amanda Lefton, the three officials — who respectively lead the New England, Mid-Atlantic and South Atlantic Fishery Management Councils — expressed concern about current processes for approving offshore wind development. They also made a series of recommendations to help the federal government mitigate impacts on fisheries.*

*"As we have stated in several past comment letters to BOEM, we are very concerned about the cumulative impacts of multiple wind energy projects on the fisheries we manage," they stated in the letter. "The multiple wind energy projects planned along the east coast will have cumulative and compounding effects on our fisheries."*

*Have an important role to play in mitigating the impact of climate change – the single greatest threat to birds and other species."*

*"The synergistic effects of multiple projects may be more than additive and this may not be sufficiently identified in project-specific documents; therefore, losses may be undercompensated by taking a project-by-project approach," they continued.*

I find it curious that all the environmental groups opposing mining on federal lands, or opposing hydropower projects on rivers, have little to say about potential environmental damage to the ocean floor, fish or sea birds.

Oh wait, the Audubon Society did have something to say on the topic of protecting sea birds...

*"There is no path to stabilizing the climate without addressing biodiversity loss and dramatically changing how we produce electricity. Audubon believes that renewable energy and natural climate solutions*

<https://www.audubon.org/our-work/climate>

*"The Vineyard Wind I project will deliver 800MW of energy to up to 800,000 homes. The project fits well with the climate solutions set forth by the new administration in its first 100 days and with Audubon's climate goals, and consequently offshore wind has a fresh and hopeful restart.*

*We say hopeful, because, contrary to what you might have heard, wind energy can be a powerful factor in protecting the birds that we love, and the places that both people and wildlife need to survive."*

<https://www.audubon.org/news/green-light-largest-offshore-wind-project-us-hopeful-restart-birds>

## Addenda #36 – January 2024

### Re: Ch. 17, S.D.G. Enforcement by Global Organizations

*SDG 17 – Strengthen the means of implementation and revitalize the global partnership for sustainable development*

#### ➤ *The United Nations:*

Note: Since 1945 there have been 18 wars, conflicts, and civil wars around the world, leading to between 7.1 million and 12.3 million combatant and civilian deaths.

*Leaders such as Azzam Pasha of the Arab League threatened a "war of extermination" in the event that a Jewish state was established. Prior to the 1967 Six Day War, there was a nearly unanimous consensus among Arab nations aimed at the obliteration of Israel.*

*Egyptian president Gamal Abdel Nasser reiterated calls for the annulment of Israel's existence in the lead-up to the war. Contemporary discourse from political figures in Iran, including leaders like Ali Khamenei and Mahmoud Ahmadinejad, continues to advocate for Israel's destruction, accompanied by antisemitic rhetoric and Holocaust denial. Islamist Palestinian organizations like Hamas and the Palestinian Islamic Jihad consistently promote the goal of Israel's elimination, as evidenced by their charters, statements, and actions, such as the 2023 Hamas attack on Israel*

*The political slogan "From the river to the sea" has been linked to demands for a Palestinian state and the removal of a majority of its Jewish population, with ongoing debates about its implications and potential classification as antisemitic or hate speech.*

*Hamas, a Palestinian Islamist political and military organization currently in control of the Gaza Strip, has consistently advocated for the destruction of Israel and the establishment of an Islamic state across the entire territory of Palestine.*

*Calls for the destruction of Israel; Wikipedia*

Note: The Islamic Republic of Iran is an original and current member of the U.N. General Council. China and/or Russia have always blocked sanctions against Iran and Syria and I'd guess they'd block sanctions against Palestine and the PLO as well.

Even before its establishment in 1948, Israel has been a target of hatred and calls for elimination by Arab states in the Middle East. The United Nations was founded in 1945 on the principals of maintaining peace and security in the world. Its founding followed the surrender of Nazi Germany to end the war in Europe, a war in which Germany began "The Final Solution", which resulted in the murder of 6 million Jewish men, women and children.

In November 1974, the U.N. adopted Resolution 3236 and 3237, recognizing the right of Palestinian people to exist as a nation, and inviting the Palestine Liberation Organization to engage in international diplomacy. This is the same PLO whos stated goal at its creation was "the liberation of Palestine and destroying the existence of Zionism in the Middle East.

Note: "Zionism" means the national movement for the return of the Jewish people to their homeland, the continued development of the state of Israel.



Factions of the PLO have regularly carried out or accepted responsibility for acts of terror in the Middle East. Israel has retaliated regularly against the PLO, and the U.N. response has always been to demand Israel cease operations on “humanitarian grounds.”

The U.N. has never passed any resolution condemning attacks by the PLO (or Hamas), but they *did* adopt resolution 3379 in November 1975, determining that “Zionism is a form of racism and racial discrimination.” And in December 2016, the U.N. Security Council adopted resolution 2334, determining the illegality of Israeli settlements in all territories disputed by the Palestinians, including the “Old City” of Jerusalem.

Note: United States Ambassador Samantha Power under President Obama, abstained from voting on the resolution, thereby ensuring that it would pass. The Obama administration was anti-Israel, and undermined peace prospects between Israel and its Arab neighbors.

Despite its “charter mission” of ensuring peace and acceptance, the U.N. has done nothing to deter attacks on the state of Israel or to try to bring peace to the Middle East. Rather than preventing such atrocities, the U.N. has enabled them.

*The Palestinian militant group Hamas launched a highly-coordinated surprise attack on Israel Saturday from Gaza. Israel launched a counterattack on Gaza. Hundreds have been killed on both sides.*

CBS News; October 7, 2023.

While U.N. Secretary-General Antonio Guterres said “Nothing can justify” the Hamas attacks, he also said that “they did not happen in a vacuum.” U.N. Human Rights Council Special Rapporteur on Palestine, Francesca Albanese wrote: “Today’s violence must be put in context”, blaming it on “almost six decades of hostile [Israeli] military rule...”

Some U.N. officials condemned the October 7<sup>th</sup> attack which killed 1,139 Israeli citizens, foreigners and IDF soldiers, but none described the attackers as a terrorist group or even mentioned Hamas by name. The U.N. doesn’t recognize Hamas as a terrorist organization: that means U.N. resources can be, and are provided to members of that terrorist group.

*U.N. workers played a direct role in Oct. 7 Hamas attack, Israeli intelligence says*

NBC News; January 29, 2024

*At least 12 employees of the U.N. agency for Palestinian refugees participated in or aided the Oct. 7 terrorist attack on Israel, according to Israeli intelligence dossiers obtained by NBC News, which accuse the workers of actions ranging from kidnapping Israelis to supplying logistical support.*

*The 12 include seven teachers, two school administrators and a social worker employed by the United Nations Relief and Works Agency, or UNRWA, which provides education, food and health care to a large percentage of the roughly 2 million people living in Gaza.*

*A counselor at an UNRWA school is alleged to have taken part in the kidnapping of a female hostage on Oct. 7. An elementary school teacher is accused of having participated in the attack on Re'im, where dozens of Israelis were killed and hostages were taken. Another teacher is alleged to have equipped himself with anti-tank weapons the night before the attack.*

U.N. scorecard on achieving its charter mission –

