

Addenda #67 – November 2024

Re: Ch. 11, Vehicle Electrification by 2050, Impossible!!

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

President Biden signaled his support for U.N. Agenda 2030 just five days after taking office in January 2021, signing an executive order that would replace the entire fleet of federal government vehicles with electric vehicles. This order affected about 380,000 federal vehicles (passenger vehicles, light, medium and heavy duty trucks, ambulances and buses) that would need to be replaced by 2035. The report issued by the Government Accountability Office (GAO) stated that federal agencies would need to acquire about 30,000 zero-emission vehicles each year to meet electrification requirements and install more than 100,000 charging stations.

Note: The 2023 GSA inventory of federal vehicles lists the total replacement cost at \$4.2 trillion.

Federal agencies “set a goal” for fiscal year 2023 to install 8,500 charging ports and acquire nearly 9,500 zero-emission vehicles.

As of September 2023, the most recent data available, the federal fleet consisted of 494,313 total vehicles. Of the entire non-military fleet, just 3,028 (0.6%) were totally electric, an increase of 2,187 from the previous year, not the 9,500 that was set as the “goal”.

The GSA has only 491,285 vehicles more to electrify in the next 12 years, that’s an average of almost 41,000 per year, not the 30,000 noted by the Government Accountability Office!

Source: Fiscal Year 2023 FFR Open Data Set, Table Table 5-3: Vehicle Inventory by Fuel Type
<https://www.gsa.gov/policy-regulations/policy/vehicle-management-policy/ffr-open-data-set-library>

Addenda #68 – November 2024

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

Re: Ch. 11, Vehicle Electrification by 2050, Impossible!!

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

On August 5, 2021, President Biden announced his target for zero-emission vehicle sales in the U.S. Executive Order 14037 mandated that by 2030, 50% of all passenger cars and light-duty truck sales must be made up of battery electric, plug-in hybrid electric and fuel cell electric vehicles. This Executive Order bypassed any debate and vote in Congress, and it bypassed any debate by the American public. At the time the president issued this Executive Order, a CBS News Poll showed that only 30% of those polled would consider buying an electric vehicle while 37% said they *would not* consider buying an electric car. Regardless of public opinion, the president issued his Executive Order.

I have added several Addenda's addressing the challenges of vehicle electrification, dealing with scarcity of rare earth materials (copper, lithium, cobalt), unreliability of EV batteries in cold weather, the lack of public charging stations and the higher purchase prices even when incentives and tax credits are factored in. None of this matters to Progressive Democrats that support the push to net-zero emissions.

On March 20, 2024, the Biden administration's Environmental Protection Agency (EPA) announced final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 and being completely "phased in" by model year 2032. By 2032, all passenger vehicles, light-duty, medium-duty and heavy-duty passenger trucks and vans would have to achieve a cut in CO₂ emissions of almost 50 percent, relative to the existing 2026 standards.

These standards would require automakers to produce enough zero-emission, fully electric vehicles, to make up as much as 30 to 56 percent of light-duty sales between 2030 and 2032, to be able to reach the required emissions levels.

While electric vehicle sales in the U.S. hit record numbers, 1.189 million in 2023, only 7.6% of all sales were fully or hybrid EVs. Even as the mandate was forcing auto makers to introduce more electric vehicles in their lineups, inventories of EVs were piling up on dealer lots across the country as the rate of sales slowed. By the end of 2023, EV inventories had increased by more than 500% from the previous year. Manufacturers responded by cutting production and scaling back plans for new models and EV and battery production facilities. Hitting those 2032 targets will be much more difficult than assumed.

[Ref: Addenda #60 – August 2024]

But that didn't stop the Biden administration from pushing even more emissions regulations.

Biden-Harris Administration Finalizes Strongest Ever Greenhouse Gas Standards for Heavy-Duty Vehicles to Protect Public Health and Address the Climate Crisis While Keeping the American Economy Moving

U.S. Environmental Protection Agency Press Release, March 29, 2024

Today, March 29, the U.S. Environmental Protection Agency announced final national greenhouse gas pollution standards for heavy-duty vehicles, such as freight trucks and buses, for model years 2027 through 2032. The standards will avoid 1 billion tons of greenhouse gas emissions and provide \$13 billion in annualized net benefits to society related to public health, the climate, and savings for truck owners and operators.

The EPA press release notes that *“Trucks and other heavy-duty vehicles are vital to the United States economy, transporting goods and freight and providing services for industry, transit, and other sectors.”*

A couple of points to make here...

First point... It is the responsibility of the Legislative branch of the federal government, Congress, to propose, draft and pass federal laws. Agencies like the EPA can issue regulations covering certain activities in our society. These actions may not exceed the agencies' statutory authority or violate the Constitution.

In 2022, the Supreme Court ruled 6-3 (along political ideology lines) that the EPA did not have the authority to regulate carbon emissions that cause climate change, specifically the ability to regulate coal-fired power plant emissions. The court said that no federal agency could adopt any rule that is “transformational” to the economy by itself. The Court stated that *Congress* must specifically authorize such a rule to address a *specific problem*, like climate change, before the EPA can adopt emissions regulation rules.

In June 2024, the Supreme Court temporarily blocked a rule issued by the EPA, to reduce air pollution from power plants and other industrial facilities in 23 states, while litigation continued. The new EPA emissions rule did not refer to climate change. Instead, it came from the EPA's interpretation of a law known as the “good neighbor” provision of the Clean Air Act, which requires “upwind” states to reduce emissions that affect the air quality in states “downwind” from coal-fired power plants in Ohio, Indiana and West Virginia. The case is still in litigation and will most likely end up in the Supreme Court for a final decision.

Second point... Once again, a government agency issued a mandate that was not discussed or voted on by Congress and bypassed any debate by the American public. The EPA states on its website that the purpose of the agency is to write regulations to make environmental laws passed by Congress work. *In order to make the laws work on a day-to-day level, Congress authorizes certain government agencies - including EPA - to create regulations.*

In writing its Final Rule on emissions standards for passenger cars and light-duty trucks, the EPA claimed authority to regulate air pollutants from vehicles as a benefit for improving public health by reducing emissions related pollution. However, the argument can be made that the results required to achieve the 50% emissions reduction, will be *transformational*, resulting in nearly 70% of all new cars and trucks produced in America being fully electric by 2032. The size and scope of this transformation would surely be subject to the same litigation as the 2022 Supreme Court case.

There are many challenges involved with the electrification of light-duty vehicles, most of which I have covered in *A Clear and Present Danger*. The lack of critical earth metals, the intensive energy usage to manufacture batteries and vehicles, the lack of charging stations and infrastructure and the huge strain on the nations electric grid are the biggest challenges to achieving these “goals.” Seventy percent of all light-duty vehicles sold in 2023 would come to 10.82 million electric vehicles, all having to be plugged into the electric grid for seven to eight hours at a time, at least once a week.

The consumer has also been pretty clear that purchasing an electric vehicle is not a priority for the majority of them. The EPA ruling would harm consumers by taking away their right to decide what kind of vehicle to buy. It would disproportionately affect low-income and rural Americans in particular, through higher transportation costs and reduced mobility.

Third point... It should be obvious where the push to set the new emissions standards came from. It was not from any law that the public wanted, and Congress passed in response to the will of the people. It was from an agenda that the president of the United States was fully behind, U.N. Agenda 2030 and its Sustainable Development Goals.

SDG #13: *Take urgent action to combat climate change and its impacts.*

Today, the President will announce a set of new actions aimed at advancing these goals and increasing the impact of his proposed Build Back Better investments – positioning America to drive the electric vehicle future forward, outcompete China, and tackle the climate crisis.

In addition, and consistent with the President’s Day One Executive Order, the Environmental Protection Agency (EPA) and U.S. Department of Transportation (USDOT) will announce how they are addressing the previous administration’s harmful rollbacks of near-term fuel efficiency and emissions standards.

White House Fact Sheet, August 5, 2021

The President himself directed the EPA to carry out his Executive Order to force the public to drive electric vehicles. The President directed the EPA to roll back old emissions standards and create new ones, to force this transformation to happen.

The start date for these emissions changes in vehicles was model year 2027, which would be available for sale to the public in the fall of 2026, *30 months* later. Dramatically reducing emissions of gasoline burning cars is a design process that may take several years from inception to production. But the EPA mandate for 50% emissions reductions across *all vehicles* sold in the U.S. would be required to happen in just seven years.

The only choice for automakers to meet this mandate is to sell a lot more zero-emissions electric vehicles to bring down the average for all vehicles sold. *That*, is forcing automakers to produce and sell a certain type of vehicle, and forcing the public to buy them.

Forcing the public and the auto industry was necessary. Public reluctance to purchase EV's resulted in slowing sales and automakers reducing or cancelling new production of EV's. Government had to take regulatory action to *force* electrification to happen, which means we will lose the right to choose which type of car we want to drive within the next decade.

The EPA emissions rule for light-duty vehicles is *transformational* enough, but the ruling for medium and heavy-duty trucks has the potential to be even more harmful. More than 70% of all freight in the U.S. is moved by semi-trucks, they are the backbone of commerce and the economy. There are multiple “challenges” to fully electrifying the nations semi-truck fleet.

The first challenge to electrifying fleets is cost. How much more does it cost to buy an electric truck than a diesel truck—and how does the savings on fuel and maintenance make up the difference. A “base model” semi-truck with no frills, has a starting price of \$80,000 to \$120,000, depending on manufacturer and model. This type of truck is suited for short-haul movement of freight, within a 150-mile radius.

Mid-range model semi-trucks, including additional safety features, more fuel-efficient engines and comfort amenities, cost between \$120,000 and \$160,000. This type of truck is more suited for long-haul shipping of freight, 250 miles or more from the truck's origin.

Electric semi-trucks currently cost almost three times more to purchase than diesel semi-trucks. PepsiCo purchased a new fleet of thirty-six electric Tesla semi-trucks in April 2023 to deliver Pepsi products in Sacramento and Modesto, California. PepsiCo received a total of \$15 million in state and local grants for the vehicles and charging infrastructure in its Sacramento and Modesto locations and \$40,000 per vehicle from the federal government. Without *taxpayer subsidies*, PepsiCo would not have been able to afford the cost of the new electric semi-trucks, which cost around \$250,000 each, twice the cost of diesel trucks.

The American Trucking Association notes that in 2023, trucks transported 11.18 billion tons of freight from manufacturers to primary distribution sources. This does not include transportation to the final point of purchase by consumers, ie. retail stores.

Of the 14.33 million heavy-duty trucks in operation in 2023, only 17,500 were zero-emissions. The Biden EPA ruling means that motor carriers and independent truckers will have to begin the transition to electric trucks in three more years, eventually replacing 14.31 million heavy-duty diesel trucks with electric at a cost conservatively estimated at more than \$3.6 trillion. Those companies and independent drivers will never be able to afford this transition without government grants, which means we will explode the federal debt even more to achieve this transition.

Electric Mandates Have California Truckers Charging Overtime

They haul lighter loads and spend hours plugged in. Consumers will ultimately foot the bill.

Wall Street Journal Opinion, December 29, 2023

California is already ahead of the federal government on heavy-duty vehicle electrification, having mandated electrification in 2020, but a recent Wall Street Journal report shows that all the requirements needed for this policy to succeed are nowhere near ready. Short-haul truckers note that they can't make as many hauls for freight delivery because they constantly have to recharge the semi batteries in between. For long-haul truckers, the charging problem is more severe. As noted in the article, a diesel semi can fuel up in 15 minutes and then drive 1,000 miles—a round trip from Los Angeles to Reno, Nev.—before needing to refuel. But making the same trip in an electric semi-truck would require six recharging stops of at least 90 minutes each, and they can't carry as much freight because electric semi-trucks are much heavier vehicles. Fewer deliveries mean less income for truckers and the companies they drive for. The driver interviewed in the article drives for IMC Companies, the largest container transporter in the country. He detailed how he was only able to make *two* deliveries instead of *six* during his one day shift, affecting the trucking company, the businesses with orders being delivered and eventually the consumer.

Truck drivers are earning significantly less each month due to fewer deliveries. Trucking companies and independent owners are losing profits due to higher labor costs of making fewer deliveries in the same shift time and inefficiencies of operating an electric semi (constant charging) instead of a diesel truck. Even when lower fuel costs of electric verses diesel are included, owners and operators are losing money. To compensate for the losses, surcharges for overtime and loss of profits are being added to each delivery, increasing the eventual cost of products to consumers.

The March 2024 EPA Press Release promised that, “The standards will avoid 1 billion tons of greenhouse gas emissions and provide \$13 billion in annualized net benefits to society related to public health, the climate, and savings for truck owners and operators”, while “Keeping the American Economy Moving.” According to actual policy implementation in California, none of this proves to be true.

Addenda # 69, November 2024

Re: Ch. 9, Progressive States Climate Policies

Governor Newsom signs legislation to prevent gas price spikes and save Californians money

New measure will help prevent price spikes that cost Californians upwards of \$2 billion last year, giving the state more tools to require that petroleum refiners backfill supplies and plan ahead for maintenance.

Office of Governor Gavin Newsom Press Release, October 14, 2024

On October 14, 2024, California governor Gavin Newsom signed ABX2-1, the *Energy: transportation fuels: inventories: turnaround and maintenance* bill into law. The new law gives state regulators authority to “oversee” the amount of fuel that refineries keep in their inventory, the ability to “adjust” inventory levels and establish the conditions that allow refineries to reduce or add to their inventories. The bill also sets conditions under which refineries can shut down for scheduled maintenance. In essence, this bill enables the state to assume control over private industry and dictate how they can run their business. Like Venezuelan President Carlos Andrés Pérez did in 1975. Look how well *that* turned out for the citizens of Venezuela!

The governor’s office explained the bill was needed because, “price spikes on consumers are profit spikes for oil companies, and they’re overwhelmingly caused by refiners not backfilling supplies when they go down for maintenance.”

Assembly Speaker Robert Rivas (D) said, “The Assembly has been ready to stop skyrocketing prices at the gas pump and deliver significant relief to Californians to lower their monthly energy bills.”

Energy company Chevron sent a letter to lawmakers before the vote, describing the bill as “inaccurate and flawed.”

"The California government remains unique in its focus on marketplace interference with negative effects on consumers resulting in the highest U.S. gasoline prices," wrote Walz. "California has investigated the industry numerous times for price gouging and come up with no evidence or charges."

Chevron executive Andy Walz noted that the bill would shift maintenance safety standards to bureaucrats who lack refining experience, undermining the safety of refining operations.

A little bit of “history” is required here, to understand the relationship between oil production, refining capacity and market prices of gasoline.

After oil reservoirs are discovered underground, crude oil is extracted by drilling wells into the reservoir. The oil is then shipped to refineries to be converted into petroleum products for consumer use, including gasoline, diesel fuel, fuel (heating) oil, hydrocarbon gas liquids (propane, ethane, butane, etc.) aviation fuel, lubricants, kerosene and others. There are more than 6,000 everyday consumer products that are made with crude oil and refined petroleum, products that we cannot live without, including fertilizers and pharmaceuticals.

By the December 2015 when the Paris Climate Accord was signed and U.N. Agenda 2030 began, there were 141 operable refineries in the United States, capable of refining 18.31 million barrels of crude oil per day. By January 2020, the number of operable refineries had fallen to 135, but due to expansion at those remaining facilities, refining capacity had still increased to 18.97 million barrels of crude oil per day, the highest capacity ever reported by the Energy Information Administration (EIA).

Then the COVID-19 pandemic hit the United States. The pandemic affected all sectors of the U.S. economy in 2020, but none as much as the entertainment and recreation, and food services sectors. The closure of all “non-essential” businesses meant that people weren’t going out to restaurants and bars, to the theatre or concerts, to the movies or athletic events, to zoos, parks and museums. No trips to barber shops, hair salons, fitness centers and casinos. No trips to malls or shopping centers.

Total crude oil and petroleum product consumption in the U.S. declined by 11.5% or 2.35 million barrels per day (bpd) in 2020. Motor gasoline consumption declined by 13.5% or 1.26 million bpd. U.S. refiners suffered huge financial losses as demand for finished gasoline and petroleum products plummeted. Five refineries, with a combined capacity of 801,146 bpd permanently closed following the drop in gasoline consumption as businesses closed and consumers stayed home. Four more refineries closed in 2021 and 2022 as the economy slowly recovered.

At the same time, there was a big push by the climate alarmists to discontinue the use of fossil fuels and replace gas and diesel powered vehicles with battery and renewable fuel sources. Three of the closed refineries and one additional refinery were converted for the production of renewable diesel fuel, for a total loss of 724,800 bpd refining capacity. The financial burden of upgrading refinery infrastructure and having to meet the decarbonization goals pushed by the Biden-Harris administration also factored into closures. Today, total refining capacity in the U.S. is still 550,000 bpd below January 2020 levels, even as the demand for petroleum products continues to increase. Any closure of a major U.S. refinery affects the availability and price of all petroleum products, including gasoline.

Another factor to consider in the price of oil and gasoline is the February 2022 Russian invasion of Ukraine. The price of West Texas Intermediate crude oil had fallen below \$12 per barrel during the pandemic closures. The price climbed back up to almost \$124 per barrel as economic growth ramped back up and inflation surged, and the average price of a gallon of gasoline climbed above \$4.90 in the U.S.

To counter the increasing price of gasoline during an election year, the Biden-Harris administration released more than 288 million barrels of oil from the U.S. Strategic Petroleum Reserve by July 2023, in an effort to boost supply and bring down prices. This gimmick worked in the short-term, as the price of oil fell to \$68 by June 2023 and the nationwide average cost of gasoline fell to \$3.58. But oil soon began rising to more than \$93 per barrel by September, and with it, the price of gasoline to over \$3.80 per gallon.

Note: Although the Department of Energy has claimed to have replenished SPR reserves to pre-2022 levels, the truth is reserve levels still remain more than 40% below the level it was when the Biden-Harris administration took office. These reserves will have to be replaced in order to ensure the national security of the United States. Only now, these purchases will be at significantly higher prices, and this consumption will compete with that of the public, creating the potential for price increases in the future.

So why is the price of gasoline so high in California to begin with?

According to the Automobile Association of America (AAA), the national average cost of a gallon of gasoline is \$3.073 per gallon as of November 27, 2024. The cost is significantly lower in oil producing (Red) states like Texas (\$2.625) and Oklahoma (\$2.524), and significantly higher in anti-fossil fuel (Blue) states in the continental U.S. like Oregon (\$3.564), Washington (\$4.006) and California (\$4.434). Several factors combine to increase the price of gas in California, including environmental regulations, a shrinking number of regional petroleum refineries and higher taxes.

California has its own specific blend of fuel, to emit fewer greenhouse gases when it is burned. No other state in the country or nation in the world uses this blend of gasoline. This blend adds about \$0.10 to the cost of gasoline sold in the state. California also pays some of the highest taxes on gasoline in the country. State sales and excise taxes and fees add \$1.19 to the cost of gasoline sold in the state. But what about Governor Newsom's supposed effort to "prevent future fuel shortages and price spikes at the pump"?

There are fourteen operable refineries in the state of California today, but only eleven of them can produce gasoline that meets California's specific environmental standards. They have to run at near-full capacity all the time to meet the demand for specially blended gasoline. If one of the refineries shuts down for maintenance or unexpectedly due to weather or safety related issues, it becomes a big problem for the supply of gasoline, resulting in a temporary decrease in supply and a resulting increase in prices.

ABX2-1 will allow California regulators to require oil refiners to maintain a higher level of inventory of fuel to avoid future shortages that create higher gasoline prices for consumers. As previously noted, the California Energy Commission will have the authority to set and periodically adjust storage levels for each refiner, each fuel and each blending component. The agency will also be able to dictate the conditions under which refiners can draw down or rebuild reserves. That is total control of private business by a government agency, with no experience in the oil industry, no experience handling hazardous materials that could pose a significant risk to safety of refinery workers, the public and the environment.

Besides the obvious safety and environmental risks of "overstocking" refinery inventories, this also affects the profit margins of the refinery companies. As in any business, holding too much stock ties up the money used to purchase goods that cannot be sold to the public. This results in companies, food services, retailers, etc., paying additional costs and losing profits. Any loss of profit in *any* business or industry is always compensated for by increasing prices to consumers. In California, if the refiners start losing money because they

have to pay for larger inventory reserves, they will increase their price to gas stations that purchase the refined gasoline products, and the gasoline stations will increase the price that motorists pay at the pump. If government regulations become too restrictive for private companies, they may take other actions.

➤ *Cause and Effect*

Phillips 66 provides notice of its plan to cease operations at Los Angeles-area refinery

Phillips 66 News Release, October 16, 2024

Phillips 66 (NYSE: PSX) announced plans to cease operations at its Los Angeles-area refinery in the fourth quarter of 2025 and will work with the state of California to supply fuel markets and meet ongoing consumer demand.

“We understand this decision has an impact on our employees, contractors and the broader community,” said Mark Lashier, chairman and CEO of Phillips 66. “We will work to help and support them through this transition.”

“With the long-term sustainability of our Los Angeles Refinery uncertain and affected by market dynamics, we are working with leading land development firms to evaluate the future use of our unique and strategically located properties near the Port of Los Angeles,”

This notice by Phillips 66, announcing closure of its Los Angeles refinery, occurred two days after Governor Newsom signed ABX2-1 into law. This refinery has a capacity of 139,000 barrels per day, 8.6% of the total refining capacity of the entire state. Phillips 66 said it will replace the output from its Los Angeles facility from other sources outside the state, which will not be subject to the regulatory control that in-state refineries are.

There are a total of 26 operable refineries in the west coast geographical area that includes California, including those 14 in-state refineries. Phillips 66 owns only one of them in Ferndale, Washington, 1,200 miles north of Los Angeles. The Ferndale refinery is not set up to produce the blend of fuel required by California law. It would need an expansion and transition project that would cost several billion dollars and years to complete, even if Washington state would allow an expansion. The only other option Phillips 66 has to continue providing petroleum products to California is to make an agreement with another refinery in or out-of-state to expand operations to replace the 139,000 bpd from its Los Angeles facility. How do you think *this* will prevent “price spikes” and “protect Californians from surging gas prices?”

In addition to the 31.9 million California motorists who drive gasoline or diesel fueled vehicles, petroleum refineries directly employ almost 8,700 workers, more than half of them in Los Angeles County. There are also 126,000 indirect and induced jobs supported by the refinery industry throughout the state. Most refinery jobs are high quality, union jobs — with good wages and benefits. These jobs are in jeopardy due to California’s climate policies and the ABX2-1 legislation just passed by Governor Newsom.

Cause and Effect...

Update: Addenda #65 – November 2024
Re: Ch. 17, S.D.G. Enforcement by Global Organizations
Re: Addenda #46 – May 2024
SDG 10.7 – U.N. Migration Policies

ICE arrests 275 noncitizens with sex offense convictions during nation-wide law enforcement effort

WASHINGTON – U.S. Immigration and Customs Enforcement (ICE) Enforcement and Removal Operations (ERO) officers apprehended 275 unlawfully present noncitizen sex offenders during a nation-wide law enforcement effort that ran from February 5-16, 2024.

U.S. Immigration and Customs Enforcement, Press Release, February 23, 2024

Today's announcement follows a nation-wide enforcement effort in January where 275 individuals presenting a threat to public safety were arrested. By utilizing an intelligence-driven enforcement model, ERO makes efficient use of limited resources to promote public safety in communities across the United States.

Those arrested include:

- A 26-year-old citizen of El Salvador in Houston, Texas, convicted of felony aggravated sexual assault with a firearm.*
- A 44-year-old citizen of Mexico in the Bronx, New York, convicted of felony attempted sexual abuse 1st degree: person incapable of consent/physically helpless.*
- A 44-year-old citizen of Cuba in Tampa, Florida, convicted of felony traveling to meet a minor after using computer services or devices to solicit certain illegal acts and unlawful use of two-way communications device.*
- A 71-year-old citizen of Mexico in Pittsburg, California, convicted of felony continuous sexual abuse of a child.*
- A 58-year-old citizen of El Salvador in Gaithersburg, Maryland, convicted of felony sodomy first degree and felony sex abuse first degree.*
- A 25-year-old citizen of Mexico in Denver, Colorado, convicted of felony child prostitution – soliciting.*
- A 34-year-old citizen of El Salvador in Memphis, Tennessee, convicted of felony sexual exploitation of minor - exhibition of minor.*
- A 45-year-old citizen of Nigeria in Providence, Rhode Island, convicted of felony indecent solicitation of a child.*

ICE focuses on the arrest of noncitizens who have committed crimes and other individuals who have violated our nation's immigration laws.

In fiscal year (FY) 2023 ERO arrested 73,822 noncitizens with criminal histories; this group had 290,178 associated charges and convictions with an average of four per individual. These included 33,209 assaults; 4,390 sex and sexual assaults; 7,520 weapons offenses; 1,713 charges or convictions for homicide; and 1,655 kidnapping offenses.

Update: Addenda #65 – November 2024
Re: Ch. 17, S.D.G. Enforcement by Global Organizations
Re: Addenda #46 – May 2024
SDG 10.7 – U.N. Migration Policies

Federal immigration officials arrest 3 child rape suspects in Massachusetts
Two suspects accused of illegal entry to US; One accused of overstaying visa
WCVB 5abc, Boston Massachusetts, November 21, 2024

Case #1 – On October 8, 2023, Billy Erney Buitrago-Bustos, 42, a Columbian national, was arrested by the Great Barrington Police Department. He was charged with rape of a child by force, statutory rape, and aggravated rape. Buitrago-Bustos posted bail and was released. He entered the U.S. in May 2016 and failed to leave under terms of his visa, living in the country illegally for the past seven and a half years. ICE Enforcement and Removal Operations officers rearrested him on November 15, 2024, in Pittsfield, 20 miles north of Great Barrington.

Case #2 – On February 29, 2024, Mynor Stiven De Paz-Munoz, 21, a Guatemalan national, was arrested by the Great Barrington Police Department. He was charged with rape of a child, rape of a child by force, and indecent assault and battery on a person 14 or older. Despite being notified by ICE officials that they had issued a detainer to take custody of De Paz-Munoz, he was released on bail by Great Barrington officials. ICE believes De Paz-Munoz entered the U.S. illegally on Sept. 24, 2020, and was released by the U.S. Border Patrol with a notice to appear before an Immigration Review judge at a later date. ICE Enforcement and Removal Operations officers rearrested him on November 12, 2024, in Great Barrington.

Note: Great Barrington residents voted to approve a policy that made the town a sanctuary for “undocumented (illegal) immigrants” in February 2017, two weeks after Donald Trump took office. The “Trust Policy,” ironic given the facts of this case, stated that undocumented (illegal) immigrants will be treated like “everyone else”, and local officials will not “go out of their way” to notify or cooperate with ICE.

Case #3 – On November 18, 2024, ICE arrested Alexandre Romao De Oliveira, 41, a Brazilian national. De Oliveira was convicted in Brazil of rape of a child in February 2022 but fled the country and crossing into the U.S. illegally in April. 2022. He was released from custody and given a notice to appear before an Immigration Review judge at a later date. ICE Enforcement and Removal Operations (ERO) officers arrested him on November 18, 2024, in Methuen Massachusetts.

CE makes two arrests in pair of Massachusetts sanctuary cities: 'Magnets for foreign criminals'

Boston Herald, November 22, 2024

Case #4 – On January 6, 2024, Northampton police arrested Jose Luis Castro Jovel, 24, a Salvadorian national and confirmed MS-13 gang member. Jovel was charged with assault and battery of a family or household member. Castro entered the U.S. illegally on an unknown date, at an unknown location, without being inspected, admitted or paroled by a U.S. immigration official, ICE said. A Department of Justice immigration judge ordered his removal March 22, 2023, but he remained in the country. ERO Boston issued a detainer against him with the Northampton District Court, but Jovel was released February 12 without notifying ERO Boston.

ICE Enforcement and Removal Operations officers arrested him on November 13, 2024, in Northampton.

Northampton officials have already approved continuing their support as a sanctuary city in the wake of President-elect Trump's victory. The Somerville City Council tabled a vote on its reaffirmation last week but is expected to OK it by the end of the month.

Case #5 – On November 18, 2024, Belardis Tapia Gonzalez, a Dominican national was arrested by Warwick Rhode Island police. Gonzalez was accused of second-degree child molestation-sexual assault. ERO Boston issued a detainer against him but a court in Warwick released him on bail.

ICE Enforcement and Removal Operations officers arrested Gonzalez on November 13, 2024, in Lynn, Rhode Island.

As sanctuary cities, Northampton and Somerville, among a handful of other Bay State municipalities that have enacted the status, refuse to cooperate with federal immigration enforcement.

Case #6 – On November 19, 2024, ERO Boston arrested a 38-year-old Brazilian national, in Somerville, Massachusetts. The noncitizen, whose name is being withheld by ICE in accordance with privacy restrictions, is charged with drug trafficking crimes in his home country. He entered the U.S. illegally near El Paso, Texas, June 25, 2022, without authorization from an immigration official.

pending his removal from the United States, is currently in ERO custody.

Officials and police in both migrant hot spots are barred from inquiring about or collecting information regarding citizenship or immigration status and from detaining a person solely on the belief that they may be here unlawfully.

Fact: Massachusetts Governor Maura Healey, a Democrat, said shortly after the election that she would “absolutely not” be assisting President Trump with deporting illegal immigrants, including criminal illegals. ... *every tool in the toolbox has gotta be used to protect our citizens, to protect our residents and protect our states, and certainly to hold the line on democracy and the rule of law as a basic principle...* Healey said to MSNBC host Lawrence O'Donnell after Trump's victory.

Fact: Boston Mayor Michelle Wu, Democrat, stated that she would protect migrants in “every possible way” from the president-elect’s mass deportation agenda.

... what we can do is make sure that we are doing our part to protect our residents in every possible way, that we are not cooperating with those efforts that actually threaten the safety of everyone by causing widespread fear and and having large scale economic impact.

Fact: Every sheriff’s department, in every New England state; Massachusetts, Connecticut, Maine, New Hampshire, Rhode Island and Vermont, has ended agreements with U.S. Immigration and Customs Enforcement that gave deputies the authority to enforce federal immigration laws, including cooperating with ICE Enforcement and Removal Operations officers. This fact was proudly announced by the American Civil Liberties Union Massachusetts in January 2023.

“Across the country, 287(g) agreements turn local police and sheriffs into de facto ICE agents. The result is that even the most minor interactions with local law enforcement can lead to detention, deportation, and family separation. Barnstable County Sheriff Buckley’s swift move to end Massachusetts’ last county contract shows that local sheriffs can and should work every day to make communities safer and more just for all.”

The ACLU promotes itself as “the nation’s premier defender of the rights enshrined in the U.S. Constitution” and “vigorously defending individual freedoms.” Yet it is the ACLU that has pushed to block ICE agents from apprehending illegal immigrant criminals that murder, assault, rape, traffic drugs and weapons in the United States, affecting the lives of legal U.S. citizens.

How about protecting your legal, natural born citizens, from illegal immigrant criminals, Governor Healey?

And how about protecting your legal, natural born citizens, from illegal immigrant criminals, Mayor Wu?

And how about protecting legal, natural born citizens, from illegal immigrant criminals, ACLU? Releasing illegal immigrant criminals back into the same communities they have just committed new crimes in, is not “making communities safer.”

It’s not ICE that threatens the safety of your constituents. It’s illegal immigrant criminals like Billy Erney Buitrago-Bustos, Mynor Stiven De Paz-Munoz, Alexandre Romao De Oliveira and Belardis Tapia Gonzalez that commit acts of rape against minor children in your jurisdictions, not ICE agents. It’s illegal immigrant criminal gang members like Jose Luis Castro Jovel that commit acts of violent assault against residents in this country.

A Clear and Present Danger – “A risk or threat to safety or other public interests that is serious and imminent” Merriam-Webster Dictionary

Final Thoughts:

These are just a few recent cases of illegal immigrants, who have entered and/or remained in the United States illegally and have gone on to assault citizens in this country, including raping minor children. In researching this addenda, I came across hundreds more cases just like these on the U.S. Immigration and Customs Enforcement News Releases and Statements webpage: <https://www.ice.gov/newsroom>



The "Filters" can be set for various actions taken, like Enforcement and Removal, by state and date.

ICE enforcement and removal statistics for Q2, Q3 of FY 2024 reflect nearly 70% increase over Q3 of FY 2023

WASHINGTON — U.S. Immigration and Customs Enforcement today updated its Enforcement and Removal Operations statistics page with data from the second and third quarters of fiscal year 2024. In the third quarter, ICE removed nearly 68,000 individual noncitizens — almost 1,000 more than in the second quarter. This reflects a 69% increase over removals during the third quarter in fiscal year 2023, and is more than 140% of ICE removals for all fiscal year 2023.

The border is, and has been open, for the past forty-six months, since January 20, 2021.

* President Biden, Vice President Harris and Secretary of Homeland Security Alejandro Mayorkas have lied to the American people, deliberately putting them in danger.

* Massachusetts Governor Maura Healey and Boston Mayor Michelle Wu have lied to their constituents, deliberately putting them in danger.

* The American Civil Liberties Union has lied to the American people, deliberately putting them in danger.

WHY?

To undermine our *national homogeneity*, our national pride.

To change our society and gain total control of our country, which is the biggest threat to the success of Agenda 2030

we are five days away from fundamentally transforming the United States of America.

Presidential candidate Barack Obama, October 30, 2008

Update: Addenda #65 – November 2024

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

Re: Addenda #46 – May 2024

SDG 10.7 – U.N. Migration Policies

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

In September 2024, Patrick Lechleitner, Deputy Director of Immigration and Customs Enforcement, provided some startling statistics to the House Homeland Security Committee.

* There are more than 7.5 million illegal immigrants in the United States, waiting for future immigration hearings to decide if they will be allowed to stay in this country. Since 2004, ICE has released these illegals into the U.S. to wait for their court date instead of expelling them or keeping them in detention.

* Of those 7.5 million illegal immigrants, 662,566 have criminal histories and are living among us in the United States. 14,944 of those illegal immigrants with criminal histories, have current or pending convictions on murder charges.

* There are thousands of illegal immigrants with known affiliations to violent gangs throughout Central and South America, also living among us in the United States.

I noted a dozen cases in which illegal immigrants, living here among us in the United States, have murdered or attempted to murder U.S. citizens or foreign nationals. One case was the murder of 22-year-old Laken Riley, a nursing student at Augusta University in Georgia, who was brutally beaten to death by Jose Ibarra, a 26-year-old illegal immigrant from Venezuela, on February 22, 2024.

On November 20, 2024, Athens-Clarke County Superior Court Judge H. Patrick Haggard found Jose Antonio Ibarra guilty of all charges, which include murder, aggravated assault with attempt to rape, kidnapping and tampering with evidence, in the murder trial of University of Georgia nursing student Laiken Riley. Judge Haggard sentenced Ibarra to life imprisonment without parole at the conclusion of the trial. Details about Ibarra and the death of Laken Riley came out during three days of testimony.

* Jose Antonio Ibarra entered the United States illegally through El Paso, Texas in September 2022, and asked for asylum to stay in the country. Immigration officials could not confirm Ibarra's identity, health history or criminal history, but they allowed him to remain in the U.S. pending an immigration court hearing at a much later date.

* New York City police confirmed Ibarra was living in New York at the Roosevelt Hotel, a temporary shelter for asylum seekers in downtown Manhattan. The city government reopened the iconic 1,000-room former hotel in 2023, housing asylum seekers at a cost of more than \$352 per night, which was funded by city and state taxpayers.

* The NYPD arrested Ibarra in August 2023 for driving an unregistered, uninsured car with a five-year-old inside, possibly his own child. He was charged with reckless endangerment of a child and acting in a manner injurious to a child and released on bond.

* Ibarra never went to trial on the charges, instead he flew to Atlanta, Georgia in September. The cost to fly Ibarra first from El Paso, Texas to New York City and then from New York City to Atlanta, was paid for by U.S. taxpayer dollars under the Biden administrations "Humanitarian Parole Program."

* Ibarra moved in with his brothers Argenis Jose Ibarra and Diego Ibarra, who had also crossed into Texas illegally in 2023. According to U.S. Department of Homeland Security sources, the brothers are all members of the Venezuelan transnational criminal gang Tren de Aragua, which now operates in at least sixteen states across the U.S.

* At 9:03 am on February 22, 2024, Laken Riley went out for a morning run on the campus of the University of Georgia, wearing a smartwatch that tracked her speed and heart rate.

* At 9:10 am, Riley came to a complete stop on the trail when Ibarra confronted her.

* At 9:11 am, Riley dialed 911 through the SOS app on her iPhone. The dispatcher was not able to speak with Riley, but her fight with Ibarra was recorded, until he ended the call.

* At 9:28 am the Garmin smartwatch Riley wore showed her heart rate stopped.

During those seventeen minutes, Riley fought with Ibarra as he first attempted to rape her. Riley had sustained significant blunt force trauma to her head, including eight injuries to the left side of her skull and an injury just above her right temple, that "could be consistent with a rock," the medical examiner said during his testimony. Her cause of death was determined to be the "combined effects of blunt force head trauma and asphyxia."

* Evidence from the cell phones of both Ibarra and Riley, place them in the same place on the jogging trail at the same time. Video surveillance footage showed Ibarra "lingering" in the area nearby an hour earlier, Riley running on the path, and Ibarra discarding the bloody jacket he had been wearing into a dumpster, at 9:44 am.

* Ibarra's jacket had DNA from both Ibarra and Riley on it, and Ibarra's DNA was found under Riley's fingernails. Ibarra had numerous scratches on his arms, neck and back.

Democrat Presidential candidate Kamala Harris had called for abolishing Immigration and Customs Enforcement in a 2018 interview with MSNBC. "I think there's no question that we've got to critically re-examine ICE and its role and the way that it is being administered and the work it is doing... And we need to probably think about starting from scratch."

In 2015, while serving as California's Attorney General, Harris told *KCBS-TV* in Los Angeles, "I know what a criminal looks like who's committing a crime. An undocumented immigrant is not a criminal,"

During a 2019 interview with *NPR*, Harris spoke about her views on immigration, saying, "I disagree with any policy that would turn America's back on people who are fleeing harm.

In interviews Harris gave during her 2024 campaign, she consistently refused to answer questions about deportation of illegal immigrants, even if they'd been charged with crimes.

Every person who voted for the Biden-Harris ticket in 2020, or couldn't bring themselves to vote for Donald Trump, shares the blame for the murder of Laiken Riley. Biden told voters exactly what he was going to do about illegal immigration *before* he was elected.



Laken Hope Riley

January 10, 2002 — February 22, 2024
Woodstock

Laken Hope Riley passed away on Thursday, February 22, 2024 at the age of 22 years old. She was born in Marietta, GA to Allyson Phillips, of Woodstock, and William Jason Riley, of Buford, on January 10, 2002.

Laken loved nursing and caring for others, this passion led her to attend the University of Georgia and then later begin a nursing program at the Augusta Medical College's campus in Athens. She was a member of the AXO Sorority at the University of Georgia and loved all of her Sisters and friends. Laken was an active part of AXO and was a kindhearted addition to the Sorority. Laken's adoration for caring went beyond her goal of becoming a nurse and allowed her to be an extraordinary nanny for two young children. Her smile was extremely infectious, and she spread joy to others everywhere she went.

She was devoted to serving the Lord. She was always involved with church, Woodstock City Church and Watkinsville First Baptist Church. Her love for spreading God's word led her to attend mission trips through the church. Her love for the Lord was exemplified in every aspect of her life.

Laken was an amazing daughter, sister, friend and an overall extraordinary person. She will be missed every day, but we promise to honor her life moving forward in a very big way.

Laken is preceded in death by her grandfather, Bill Riley, and her aunt, Jennifer.

She is survived by her Mother Allyson Phillips; Father John Phillips; Father, Jason Riley; sisters, Lauren Phillips and Kaley Riley; brother, Jackson Riley; maternal grandparents, Gale and Brooks Blair; paternal grandmother, Brenda Riley, as well as Terry and Mary Phillips.



Mother and stepfather of Laken Riley



Classmates and friends of Laken Riley

People will never push for change, until it becomes personal to them.

On November 5th, 2024, people showed how personal it had become to them!