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[0 RAWSEP View](#) Lawsuits are the way that some progress can be made on developing clean energy until those citizens of the United States who are concerned about the human health effects as well as the worldwide climate effects of PM 2 point 5 from fossil fuels as well as other dirty energy sources such as wood burning can vote into office representatives who have the same values The Southern Environmental Law Center won a lawsuit which now requires the US Department of Transportation to release previously allocated fundings to the State of Washington for reliable electric vehicle charging Lawsuits were effective in allowing 5 giant offshore wind farms to continue to develop after delays costing those 5 companies millions of dollars Trump is delaying or killing development of clean energy onshore also including land based wind farms and solar farms and battery storage This is to give an advantage to the fossil fuel companies because wind and solar are fossil fuel competitors and wind and solar energy is now much cheaper than fossil fuel energy In the United States Climate Superfund Bills Spread Nationwide Despite Legal Battles with Fossil Fuel Industries In Canada the Prime Minister Mark Carney Stakes the Auto Future of Canada on Clean Electric Vehicles EVs as It Pulls Away From the US As previously reported in this podcast Mark Carney will import Chinese electric vehicles In the Netherlands and the United States the Automaker Stellantis Shifts Away From Electric Cars in a move that Will Cost It 26 Billion dollars As Ukrainians freeze donated energy equipment sits unused After a court fight between South Korea and Russia Hyundai of South Korea becomes the second foreign carmaker after Mazda to lose right to reclaim Russian assets Hyundai and its affiliate Kia were once the largest foreign automakers in Russia but both suspended operations in early 2022 in the wake of the Russian all out invasion of Ukraine and international sanctions In December it was reported that Hyundai was unable to use the buyback option due to the ongoing war in Ukraine Major foreign brands such as Renault Mercedes Benz Volkswagen and Toyota have exited the Russian market since 2022 leaving Chinese carmakers to fill the gap And in Japan facing Threats From Both America and China Toyota Changes CEOs

[RAWSEP View](#) The Trump governed United States appears to lose more than it gains by suspending development of wind solar and energy and battery storage and by suspending production of electric vehicles in the US Trump personally and fossil fuel companies in particular may gain a temporary competitive advantage if there are no electric vehicles manufactured in the US and no wind and solar farms developed The cost of energy will go up for the American people and air pollution will increase

which is the concern of Residents Against Wood Smoke Emission Particulates Since Trump and fossil fuel executives who live in the United States and those living around the world will be hit by higher prices and air pollution themselves this seems like a short sighted and self-destructive path they have chosen The lawsuit wins are heartening but the money lost to delays and time and amounts of money involved in fights for simple sensible development of clean energy are shocking in the longtime democracy of the US

1 United States The State of Washington Electric Vehicles US Department of Transportation Funding Restored after Lawsuit win Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization Southern Environmental Law Center February 6 2026 Email We just had a major legal win in State of Washington v US Department of Transportation our case forcing the Trump administration to unfreeze a 5 billion dollar federal funding program for reliable electric vehicle charging lower driving costs and cleaner air across the US This is a win for environmental justice and equitable access to clean transportation Funding from the National Electric Vehicle Infrastructure program or NEVI is critical for ensuring that access to clean transportation reaches underserved and historically left behind communities Transportation is the number one source of climate pollution in the South and the country Electric vehicles or EVs reduce reliance on transportation that emits pollution and are critical to addressing the climate crisis Newly released funds will directly improve charging access by Allowing long delayed charging projects to move forward Making charging networks safer and more reliable Enabling longer distance EV travel Expanding access to lower cost EV charging and Reducing harmful air pollution in the communities where people live and work Charging stations built with this money will make long trips and everyday travel cleaner safer and more reliable The ruling protects EV charging nationwide and affirms that communities are not sacrifice zones for fossil fuel profits

2 United States Onshore Wind The Midwest Idaho Indiana New Mexico Nevada Wyoming A Trump Blockade Is Stalling Hundreds of Wind and Solar Projects Nationwide Federal agencies are delaying approvals for renewable energy projects on both federal land and private property at a time when electricity demand is going up Row after row of black solar panels cover the ground of a former coal plant The Trump administration has been halting or delaying federal approvals that were once seen as routine RAWSEP Top Excerpt The five wind farms offshore in the Atlantic Ocean that Trump is trying to stop would collectively produce up to 58 hundred megawatts roughly enough to power 2 point 5 million homes But 73 thousand megawatts of solar projects on land are currently at risk from political interference according to the Solar Energy Industries Association which called Trump policies a blockade Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization The New York Times February 4 2026 A week before the 2024 election the largest electric utility in Idaho struck a 35 year deal to buy power from a wind farm under development in Wyoming The Jackalope Wind project would span an area the size of Chicago with hundreds of wind turbines generating clean electricity by 2027 But the wind farm soon became a casualty of Trump efforts to slow and sometimes revoke federal approvals for wind and solar projects A key environmental review of Jackalope by the Interior Department was stalled for months and the project is now effectively dead Similar stories are unfolding nationwide While Trump attacks on offshore wind have been highly visible his administration has also been hobbling solar and wind energy projects on land by halting or delaying federal approvals that were once routine More than 60 large wind and solar farms under development on federal lands such as Jackalope Wind are being stymied But the administration is also holding up hundreds of wind and solar projects on private land that require federal consultations Many projects are facing potentially fatal delays according to interviews with more than a dozen energy companies industry groups and analysts The extra layer of

scrutiny for wind and solar contrasts with actions by the Trump administration to make it easier and cheaper for companies to produce oil coal gas and nuclear power. And it sets the United States apart from other countries that are embracing renewable energy. In September the Idaho utility finally canceled its contracts with **Jackalope Wind** citing uncertainties related to the federal permitting process. Now **Idaho Power** is accelerating plans to install nine engines that burn natural gas. And this week **NextEra Energy**, the company behind **Jackalope**, said that it was scrapping the wind farm altogether. The efforts to delay renewable energy on land could prove even more consequential than the Trump battles against offshore wind. The five wind farms offshore in the Atlantic Ocean that Trump is trying to stop would collectively produce up to 58 hundred megawatts roughly enough to power 2 point 5 million homes. But 73 thousand megawatts of solar projects on land are currently at risk from political interference according to the **Solar Energy Industries Association** which called Trump policies a blockade. There is a real intention to slow these things down said the chief executive of **Engie North America** which develops wind solar battery and gas projects. The **Engie** chief estimated that roughly 40 percent of the **Engie** planned renewable projects could be affected by the federal permitting bottleneck including **several wind farms on private land** in the **Midwest**. Wind projects that require federal permits are nearly impossible to advance right now he said. **Most of the wind and solar projects affected by the permitting slowdown were expected to come online in 2027 or later.** Without them companies say **the country could face a shortage of power and ratepayers could see even higher electric bills at a time when affordability has become a national concern.** **Demand from utilities is astronomical** said the chief executive of **EDP Renewables North America** a leading wind and solar developer. But now permitting is becoming much more difficult which means many projects may never come online or take forever to come online. **it is going to mean higher energy prices** the EDP chief said. A White House spokeswoman said the Trump policies were designed to reverse **unfair preferential treatment of green energy sources like wind and solar** and cut burdensome red tape to level the playing field for oil and gas companies. The United States is the biggest oil and gas producer in the world. In January Trump was more explicit. My goal he said is to not let any windmill be built. **Permitting paralysis**. Trump has for years dismissed wind turbines and solar panels as ugly and expensive. In July Republicans in Congress phased out federal tax credits for wind and solar power. But the Trump administration then went beyond cutting subsidies. Weeks later the **Interior** Department issued a memo saying that a wide array of federal decisions and consultations on wind and solar projects that are typically carried out by career employees would be subject to new layers of review by the office of the **Interior** Secretary. The US **Army Corps of Engineers** and **Transportation Department** also issued new restrictions for renewable projects. The effects have been far reaching. While fewer than 5 percent of solar and wind projects are on lands directly overseen by the **Interior** Department even developers that build on private land often need federal approvals. If a solar or wind farm is going to disturb nearby wetlands which are widespread the developer may need a water permit from the US **Army Corps of Engineers** which in turn often consults with the US **Fish & Wildlife Service** to gauge the effects on sensitive habitat. In 2025 the **Energy** Secretary issued a memo saying that a wide range of wind and solar projects would be subject to new layers of review. Wind and solar developers also often need to work with the **Fish & Wildlife Service** to alleviate concerns that projects might harm protected species like bald eagles or desert tortoises. Wind farms need clearances from the **Federal Aviation Administration**. Much of that permitting has come to a standstill. Career staffers are often unsure how to move forward with once routine work such as approving plans for access roads developers say. Former **Interior Department** officials say it is unworkable for the secretary to review each of the hundreds of small decisions needed to approve projects. Kevin Smith the chief executive of **Arevon** a solar and battery developer said his company has **7 thousand megawatts worth of projects in development on private land**. About half require federal consultation. Historically this was a check the box process the **Arevon** chief said. Now that everything has to go up to the desk of the Energy Secretary it is essentially a pause on permitting. Other obstacles are emerging. In **Indiana** **Patoka Solar** is a proposed 250 megawatt solar array on private land that could affect local wetlands. To apply for a

federal water permit the developer needs to use a taxpayer funded database to document the effects on wildlife Yet the Interior Department has barred wind and solar companies from using that database making it impossible for the project to advance according to court filings in a lawsuit against the agency by a coalition of clean energy groups In Illinois the Kaskaskia Wind project has been delayed indefinitely while waiting for wildlife and water permits the filings said The project has now lost its spot in line to connect to the grid after its developer had already invested 10 million dollars Elsewhere wind farms are stalled because the Defense Department has stopped finalizing agreements designed to address the risk that turbines interfere with radar companies said Not all projects are blocked Exus Renewables North America recently received clearances from the Federal Aviation Administration to upgrade existing wind farms in Pennsylvania but only after a severe delay of nearly seven months said the president of the company He attributed the delay to staffing shortages Many smaller solar projects that do not require federal approvals are also advancing A race to survive Wind and solar developers are scrambling to adapt Some are redesigning projects to avoid the need for federal approvals by say relocating power lines But that has costs In Missouri the Empire Prairie wind and solar project has been unable to obtain federal water permits So the developer is re-engineering the site to avoid disturbing wetlands changes that will cost millions and make the project less efficient according to filings in the lawsuit by clean energy groups Some developers have grown fearful after the Interior Department signaled it would step up enforcement against wind farms that kill eagles even as it has become harder to secure permits that allow for unintentional bird deaths In response some companies have spent several million dollars to install technology that shuts down wind turbines if eagles are detected nearby even if the risk of deaths was low the filings claimed Others are asking politicians for help Last summer Governor Joe Lombardo of Nevada a Republican who is up for reelection this year wrote to the Energy Secretary saying the Interior reviews have not only stopped solar development on federal lands in Nevada but also on private land and asked for a more workable process Nevada gets one third of its electricity from solar In December the Interior Department began advancing a large solar and battery project in northern Nevada known as Libra NextEra the company behind Jackalope in Wyoming is one of the largest wind and solar developers in the US Renewables remain the lowest cost and fastest solution to meet immediate needs of customers Still NextEra expects to build less wind and solar over the next two years than it forecast a year ago And the company is expanding plans for natural gas plants to power data centers In Idaho the utility has not publicly disclosed how much its new gas burning reciprocating engines will cost compared with buying wind power from Jackalope according to Halcyon an energy research platform Idaho Power said it selected the gas project to balance cost and risk But such engines are among the most expensive ways of generating electricity from natural gas They also create more air pollution A representative of the Environmental Defense Fund likened the technology to giant truck engines The crackdown on renewable power comes as US demand for electricity is surging for the first time in decades That makes adding wind and solar power an important near term option proponents say since there are long waits for natural gas turbines and new nuclear reactors are years away The cheapest electrons we can add to the supply side of that equation are stuck on desk of the Energy Secretary said Senator Martin Heinrich Democrat of New Mexico In Congress lawmakers are debating bills to speed up permitting for all sorts of energy projects including gas pipelines transmission lines oil wells and solar farms But Mister Heinrich of New Mexico and other Democrats say they will oppose the legislation if Trump keeps throttling renewable energy Even some oil and gas executives have expressed unease at the breadth of the restrictions worried that future administrations could use similar tactics to thwart fossil fuels It is time for everyone to put their swords down and work toward comprehensive reform said the chief executive of the American Petroleum Institute Some hope that voter frustration over electricity prices might persuade Trump to ease restrictions on wind and solar power Still at a certain point the uncertainty becomes so corrosive to the financing of projects that things start to fail said the chief executive of the American Clean Power Association which represents renewable energy companies

3 United States Climate Superfund Bills Spread Nationwide Despite Legal Battles **Illinois**
Maine **New Jersey** **New York** **Vermont** The laws aim to force oil companies to help pay for damage from global warming Industry is gearing up for state by state battles Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization The New York Times February 6 2026 There was flooding in **Vermont** in July 2023 The state was the first to adopt a climate superfund law Other states are now following Climate superfund bills based on the principle that oil companies should pay costs associated with climate change are gaining ground in state legislatures around the country But it is unclear whether the only two states to have passed such laws **New York** and **Vermont** will be able to defend them from legal challenges The Justice Department industry groups and other states have all sued to block the laws The laws borrow their superfund names from the long running federal program that requires companies to pay to clean up industrial sites they polluted Despite the legal efforts to kill the newer climate focused versions of these laws states around the country are proposing similar measures In **Maine** last week one such bill passed a committee vote and others were recently introduced in **Illinois** and **New Jersey** with one also expected soon in **Connecticut** Related measures are pending in several other states Proponents say the measures are necessary to fund urgent public projects like fortifying coastal areas against flooding it is not a question as to the billions and billions of dollars that have to be spent to deal with resiliency against climate related threats said State Senator John McKeon of **New Jersey** who represents suburban areas across the Hudson from New York City it is a matter of who is going to pay for it He said the bill he sponsored has been renamed the Polluters Pay to Make New Jersey Affordable Act in a nod to concerns about the cost of living While it already faces opposition from business groups **New Jersey** State Senator McKeon said that it would benefit businesses in **New Jersey** 135 miles of coastline of **New Jersey** and its bustling commercial ports to make the case that the state needs to upgrade its infrastructure to protect against disasters The original Superfund program has survived numerous legal challenges so state officials began to look to the program as a model for climate related initiatives The climate change topic is so much broader and runs headlong into issues of international federal and state authority That is a central theme in the litigation against the laws in **New York** and **Vermont** which work in slightly different ways Both laws passed in 2024 take aim at the biggest emitters of global greenhouse gases since the 1990s after the dangers of climate change became widely known The **New York** measure requires the biggest companies to collectively pay 75 billion dollars over the next 25 years The **Vermont** measure directs officials to sort out the details of the financial penalties Neither state has yet made public the list of entities it will seek to collect from Industry groups are gearing up for a showdown The **American Petroleum Institute** has said it considers defeating superfund bills a priority Supporters of the measures counter that they adhere to a simple principle namely clean up your mess Polluters as folks that are exacerbating the conditions of global climate change should also have to pay in to the repairs said State Senator Graciela Guzmán of **Illinois** a bill sponsor who represents parts of **Chicago** The city has also filed a lawsuit against oil companies over their role in climate change which remains pending

4 Canada Carney Stakes the Auto Future of Canada on EVs as It Pulls Away From the US Prime Minister Mark Carney announced several measures Thursday aimed at making Canada a global leader in electric vehicles and rescuing an industry ravaged by US trade policy Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization The Canadian Press via Associated Press and the New York Times February 5 2026 Prime Minister Mark Carney of Canada announced on Thursday a sweeping plan to offer billions of dollars in incentives and tax breaks for auto industry investment designed to help turn Canada into a global leader in electric vehicles The new policies Mister Carney said were meant to transform the economy of Canada and make it less reliant on a single trade partner after Trump

economic assaults and threats on Canadian sovereignty have frayed relations between the two nations. We must take care of ourselves. Mister Carney told reporters at an auto parts factory in Ontario. We cannot control what others do. Trump has inflicted significant pain on the auto industry of Canada which exports about 90 percent of its vehicles to the United States by imposing a 25 percent tariff on Canadian vehicles. Trump has said he does not want cars sold in the United States to be made in Canada and wants to drastically increase domestic production. Canada applied retaliatory tariffs on American vehicles but gave exemptions to companies that make cars in Canada. Mister Carney agreed last month to open a crack in the exclusion of Chinese made electric vehicles to Canada through a 1 hundred percent tariff that was introduced to match a similar US measure. Canada will allow a small number of Chinese EVs into the Canadian market at a low tariff rate. The announcement of the Chinese deal was followed by an agreement between Canada and South Korea that may lead to Korean automakers building Canadian factories for vehicles and batteries. Expanding the presence of Asia companies in Canada could ultimately hurt US companies at a time when they are already losing ground in other parts of the world. Mister Carney said Canada would still push for a return to free trade in auto and auto parts during the 2026 review of the agreement between the United States, Canada and Mexico but acknowledged that Trump does not share that objective. He said that the measures he announced Thursday would make our industry world leading regardless of the outcome of those trade talks. This is what a confident country does. Mister Carney said. Last month in a widely lauded speech at the World Economic Forum in Davos, Switzerland, Mister Carney while not naming Trump made clear that the American president had caused an irreparable rupture to the world political and economic order and called on other middle powers to form a protective alliance. The auto assembly and parts manufacturing business is almost entirely based in Ontario, the most populous province in Canada and employs about 1 hundred 25 thousand people. While it was historically dominated by the Detroit based vehicle companies, all of which have been in Canada for over a century, Toyota and Honda now account for about three quarters of Canadian production. Since his return to office last year, the Trump economic policies have led to the loss of thousands of Canadian auto jobs. **Stellantis abandoned a plan to that had been partly subsidized by the Canadian government to build a Jeep model at a factory in Brampton, Ontario and moved production to Illinois.** General Motors last week laid off about 7 hundred workers at its pickup truck plant in Oshawa, Ontario and closed a plant that made electric delivery vans in southwestern Ontario. **The leaders of Detroit automakers have also soured public opinion in Canada by appearing to appease Trump.** Last month, Bill Ford, the executive chairman of the car company that bears his family name, took Trump on a tour of its assembly plant in Dearborn, Michigan. Mister Carney on Thursday officially eliminated a mandate to move to zero emission vehicles by 2035 which had been opposed by automakers. Instead, he introduced tougher emissions standards on vehicles in future years and set an ambitious goal of having electric vehicles make up 90 percent of sales by 2040. The government is also restoring consumer rebates for electric vehicle purchases, a program that expired last year that will start at 5 thousand Canadian dollars or 36 hundred dollars. Mister Carney said that those rebates will not apply to Chinese made EVs. Mister Carney said that the government would give credits to automakers who build cars in Canada that they can sell to other companies to allow them to import foreign made vehicles duty free into the country. It will also offer 3 billion Canadian dollars or 2 point 2 billion for plant investments, cut corporate tax rates for zero emission vehicle makers and allow accelerated tax deductions for investments in EV plants and equipment.

5 The Netherlands and the United States. The Automaker Stellantis Shifts Away From Electric Cars in a move that Will Cost It 26 Billion dollars. **RAWSEP View**. Stellantis is a multinational automotive manufacturing corporation formed in 2021 through the merger of the French PSA Group and Fiat Chrysler Automobiles (FCA) which was itself created by the merger of Fiat of Italy and the US based Chrysler. Completed in stages between 2009 and 2014, Stellantis is headquartered in Hoofddorp, Netherlands while the CEO now operates from Auburn Hills, Michigan. **Back to the article headline**. The company

which owns Chrysler Fiat Jeep and Peugeot is changing its strategy to gasoline and hybrid vehicles in an effort to revive weak sales Stellantis which was created after the 2021 merger of Fiat Chrysler and Peugeot SA is pulling back from its plans to offer many more electric models **Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization** The New York Times February 6 2026 Stellantis said on Friday it would take a hit of 22 point 2 billion euros around 26 billion dollars to its profit to cover the cost of reversing its electric vehicle strategy and changes aimed at turning around slumping sales The company also suspended dividend payments because the charges would leave it with a substantial loss for 2025 the Stellantis share price fell about 27 percent in European trading Stellantis was formed through the 2021 merger of Fiat Chrysler and Peugeot SA of France Like other automakers it had planned to produce many electric vehicles while dropping some large gas powered engines in North America The strategy backfired when sales of electric cars especially the models Stellantis released were weaker than expected That left the company with factories operating far below their capacity Last year Stellantis ousted the chief executive who led the company after the merger replacing him The Stellantis US operation which includes Chrysler Dodge Jeep and Ram generates most of its profits but is in distress In 2025 Stellantis sold 1 point 2 million vehicles in the country or about one million vehicles fewer than Fiat Chrysler sold in 2019 **Stellantis said the charges include 14 point 7 billion euros to cover the cost of dropping the electric vehicles it had been developing for the United States and the impact of lower sales of the new electric models it has already introduced It also set aside 2 point 1 billion euros to cover the cost of scaling back battery production plans** The company took further charges of 5 point 4 billion euros related to warranties quality issues and job cuts in Europe Stellantis will invest 13 billion dollars in the United States over the next four years to introduce new models and update older ones It is just starting to ship the Jeep Cherokee a sport utility vehicle that had been dropped as part of its previous strategy

6 Ukraine As Ukrainians freeze donated energy equipment sits unused **RAWSEP View** The obvious problem is Russian strikes but perhaps the well thought out suggestions in this article could get this energy equipment up and running when the opportunity to do so presents itself Friendly foreign allies should also be allowed into Ukraine to share their expertise with Ukrainians in order to do this **Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization** The Kiev Independent February 4 2026 Local residents use flashlights as they walk past heating tents set up in the courtyard of a residential building in Kyiv Ukraine on January 19 2026 **Critical energy generation equipment donated by the partners of Ukraine has been left idle and unconnected to the grid for years as Russian attacks cripple the Ukraine energy system during its coldest winter in decades Russia has plunged Ukraine into a catastrophic energy crisis damaging around 8 point 5 gigawatts of generation capacity since October 2025 through relentless attacks on power plants leaving citizens freezing in unheated and dark homes** To survive Ukraine says it needs 1 billion dollars of energy support Allies have replied by sending equipment on mass **But local authorities have struggled to connect the numerous power and heating equipment to the grid like gas turbines and mobile cogeneration plants already procured over the last two years** The international donors focus on the cogeneration unit itself the he asset manager of RSJ Investments a **Czech** firm that operates boiler houses in **Ukraine** But **who will actually install the cogeneration units and who is going to run them in an efficient way?** Complicated project plans strict safety regulations to protect the grid money issues and a lack of specialists in the energy sector have dragged out the installation process it is **not known how much equipment is sitting dormant or inactive or even where some of it is located** Raisa aged 65 lights an alcohol trench candle the only source of heat in her apartment left without water electricity and heating after Russian shelling of critical infrastructure in Kyiv Ukraine on January 10 2026 Residents warm themselves and charge their phones at a Point of Invincibility in Kyiv Ukraine on January 14 2026 after Russian shelling of critical infrastructure left parts of

the city without heating. As more donations pour in, the Ukraine government needs to unblock the bottlenecks to avoid making the same mistakes. Ukraine needs to balance speed with safety, ensuring that equipment is installed fast while meeting the rigorous safety regulations so that it does not damage the grid.

Well equipped but unprepared. After Russia launched its first campaign on the Ukraine energy facilities in October 2022, catching the country off guard, the allies of Ukraine banded together to send vital equipment to Ukraine. European partners financed the Energy Support Fund under the Energy Secretariat, which has provided over 550 million euros (650 million dollars) of critical equipment and protection to Ukraine. Similarly, the US provided energy equipment under the now defunct USAID program.

Ukraine survived the 2022 to 2023 winter under relentless Russian suicide drone strikes on energy facilities and was applauded worldwide for its quick response in the energy sector. For the next two years, energy equipment kept arriving as Russia launched new campaigns on energy sites and Moscow failed to manufacture the same crisis as in 2022. But there were early signs of problems brewing. In one case, it took 16 months for state-run nuclear firm Energoatom to launch a mobile power plant donated by USAID in early 2023. While USAID donated the plant, it did not help connect it to the grid, that was down to the Ukrainians, and they soon realized some equipment was missing, causing the delays.

On the local level, state municipal companies ran into other problems, including a lack of revenue to cover installation and operational costs of donated generation units. A DTEK worker stands near electrical equipment inside a thermal power plant damaged by Russian missile attacks at an undisclosed location in Ukraine on Nov. 28, 2024. In the small town of Obukhiv, Kyiv Oblast, two mobile cogeneration plants donated by USAID in December 2024 lie inactive. The local government took nine months to amend a project proposal to connect the units to the grid before presenting it to DTEK, Kyiv Regional Grids, a private power distributor. The failure could stem from local communities losing specialists to mobilization. The documents and equipment are complicated and need technical knowledge, she said. Some foreign equipment also requires training for Ukrainian technicians to install and operate it. But with foreign specialists largely prohibited from entering the country during wartime, they can only advise Ukrainians remotely or abroad.

Winter has pushed the National Botanical Garden into a daily fight to keep thousands of plants alive. The government knew about the difficulties with installing and operating equipment. There were high-level discussions about them over the last two years, but little action was taken to address them. The problem is that the 2024 to 2025 winter was much easier. People were more relaxed in Ukraine. As Ukrainians enjoyed heat and light last winter in the Tatarstan region of Russia, the Yelabuga factory worked around the clock to mass-produce drones at an enormous rate. A screenshot from a Russian propaganda film showcasing the mass production of attack drones at a factory in the Tatarstan region of Russia. Fire is seen coming from an apartment building following a Russian air attack in Kyiv, Ukraine, early on February 3, 2026.

Once Russia restarted its mass bombing campaign in autumn 2025, Ukrainian energy firms described unprecedented attacks with over 40 drones at one time, far more than previous campaigns. Few power plants have been spared. Soon, power outages were introduced to stabilize the embattled grid. It then became apparent that much of the donated equipment in the hands of municipalities was not operational. On top of a depleted workforce, many local governments also lack the knowledge and management skills to run high-end equipment efficiently, unlike private companies. The equipment is there, we could use it more efficiently, but it is hard to get our hands on it. Private companies could rent it, for example, so they would send some money to the municipal budget. With temperatures plummeting to their lowest in years, emergency protocols have been rolled out to keep people alive, including so-called invincibility points in cities where people can charge their devices, warm up, and even get food.

The government should do an audit of the equipment. If there is a digital database that collects feedback and identifies the problems, solutions can be found, like providing specialists to communities that do not have them. Foreign specialists should also be encouraged to help. At this stage, we should not think in terms of only punishing everybody who did not quickly install the equipment. There is the worst damage we have seen, and the Ukraine energy crisis deepened after the latest mass Russian attack. This is a war crime committed by Russia. Energy Minister Denys Shmyhal said.

7 South Korea and Russia Hyundai of South Korea becomes second foreign carmaker after Mazda to lose right to reclaim Russian assets **Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization** The Kyiv Independent February 2 2026 Hyundai becomes second foreign carmaker to lose right to reclaim Russian assets The Hyundai Motor manufacturing plant in Saint Petersburg Russia Hyundai Motor Group Hyundai Motor did not exercise its option to repurchase its former Russian factory by the January deadline it was reported on February 2 citing the South Korean automaker Hyundai and its affiliate Kia were once the largest foreign automakers in Russia but both suspended operations in early 2022 in the wake of the invasion of Ukraine by Russia and international sanctions It was reported in December that Hyundai was unable to use the buyback option due to the ongoing war in Ukraine Major foreign brands such as Renault Mercedes Benz Volkswagen and Toyota have exited the Russian market since 2022 leaving Chinese carmakers to fill the gap In 2024 Hyundai sold its St Petersburg plant to the AGR Automotive Group of Russia for 140 thousand won 97 dollars Vehicles produced at the factory have since been marketed under the Solaris brand a name derived from a Hyundai model produced for the Russian market Mazda became the first foreign automaker to lose the right to buy back Russian assets in November 2025 The Japanese company sold its 50 percent stake in a Vladivostok joint venture with its Russian partner Sollers in 2022 for a symbolic price of 1 euro

8 Japan Facing Threats From Both America and China Toyota Changes CEOs The biggest automaker in the world has navigated the turbulent EV transition of the industry but is looking to new leadership to manage intensifying geopolitical challenges **Excerpts edited by RAWSEP for brevity and clarity and relationship to Residents Against Wood Smoke Emission Particulates a 501C3 nonprofit organization** The New York Times February 6 2026 Toyota Motor is tapping a new chief executive to steer the company through an era of rising protectionism and geopolitical frictions The largest automaker in the world announced on Friday that Kenta Kon its chief financial officer will become CEO on April 1 He succeeds Koji Sato who was given the top job three years ago and will now become vice chairman Toyota continues to consistently top global sales Yet it faces the specter of higher tariffs in its most important market the United States and rising competition and potential supply chain squeezes from China Last year Japan sealed a trade deal with the Trump administration that left it with **a 15 percent tariff** on its auto exports to the United States While a significant reduction from the previously **threatened 27 point 5 percent** the rate is still six times what US bound exports from companies like Toyota were subjected to in previous years The impact of higher US levies was significant enough that it pushed Canada on Thursday to announce a sweeping plan to offer billions of dollars in incentives and tax breaks These measures aim to help turn Canada into a leader in electric vehicles and reduce its reliance on the United States In China Toyota and other global automakers are contending with rising competition from homegrown upstarts including the EV giant B Y D that are considered miles ahead in their development of next generation vehicles that run on batteries and advanced software In what was the latest escalation in a monthslong geopolitical feud China in January threatened to begin curtailing exports to Japan of rare earths the minerals vital to manufacturing everything from cars to advanced electronics Industry experts say that the auto sector of Japan will be the first to feel the pain from the restrictions The long held strategy of Toyota of developing electric cars while not easing off more established kinds of vehicles including gas electric hybrids appears to be paying off Tapping Mister Kon to lead the daily operations of Toyota frees Mister Sato to prioritize his responsibilities as chairman of the Japan Automobile Manufacturers Association the most influential auto lobby in Japan In that capacity Mister Sato is expected to coordinate closely with the Japanese government on geopolitical issues including the shoring up of supply chains for rare earths The whole industry of Japan relies on the survival of Toyota he said