

ALEX WONG/GETTY IMAGES



NUMBER OF JOBS BY ENERGY SECTOR



FOSSIL FUELS (OIL, GAS, COAL)

⚡ **1 MILLION** ⚡



WIND ENERGY

⚡ **88,000** ⚡



OTHER RENEWABLES (MOSTLY BIOMASS)

⚡ **122,000** ⚡



SOLAR ENERGY

⚡ **300,000** ⚡



HYDROELECTRICITY

⚡ **36,000** ⚡



NUCLEAR ENERGY

⚡ **43,000** ⚡

SOURCE: U.S. DEPARTMENT OF ENERGY

renewables, not everyone is so optimistic.

A study by the New York State Energy Research and Development Authority (NYSERDA) found that about 2,300 jobs would be created in the state by solar panel installations through 2025, but “economy-wide jobs would be reduced by 750 through 2049, because of a loss of discretionary income that would have supported employment in other sectors in the economy.”

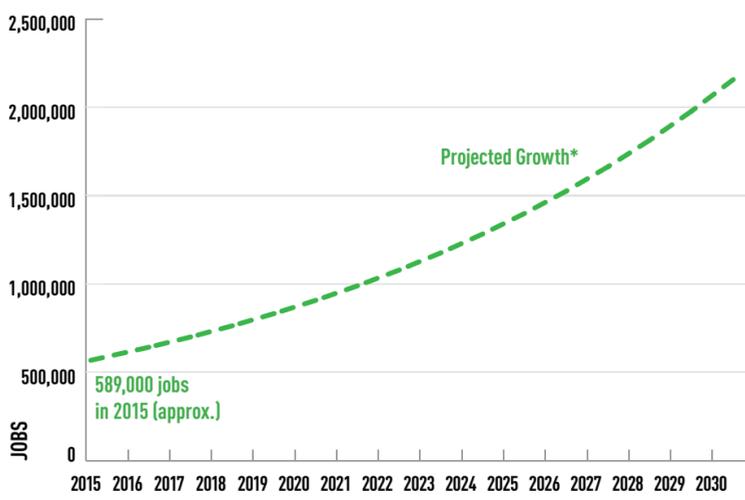
This “loss of discretionary income” comes mostly from an increase in energy costs.

Different analysts include different factors in their equations. So while one analyst says we’ll lose jobs, another may say we’ll gain jobs.

And that’s to be expected, said Larry Sherwood, president and CEO of the Interstate Renewable Energy Council (IREC).

Renewables are “a fundamentally different way of generating electricity,” he said. “It becomes more difficult to project for the future, because you can’t just put in a model of what happened in the past and figure out what’s going to happen.”

ESTIMATED NON-FOSSIL FUEL JOB GROWTH IF CURRENT TRENDS CONTINUE



*Weighted average of current projections for job growth in solar, wind, hydroelectric, nuclear, and biomass sectors

SOURCES: U.S. DEPARTMENT OF ENERGY; U.S. ENERGY INFORMATION ADMINISTRATION; U.S. BUREAU OF LABOR STATISTICS; THE SOLAR FOUNDATION; AMERICAN WIND ENERGY ASSOCIATION; INTERNATIONAL RENEWABLE ENERGY AGENCY

BENJAMIN CHASTEEN/EPOCH TIMES



A girl gives Xin Xiulu money in Flushing, Queens, New York, on Sept. 29. Xin supports jailed human rights lawyers in China with the donations.

he admires for their work in protecting the disenfranchised or wrongly accused.

“These lawyers are great because instead of working on cases that could earn them a lot of money, they litigate on behalf of those who see their houses demolished,” Xin said, referring to ordinary Chinese whose property is destroyed by land developers with regime

connections. “They don’t earn a single penny.”

“I am not as skillful as I once was,” Xin admits. “One reason is that I am getting old; the other is that my hands were injured when I was beaten in prison. I begin to feel pain in my hands after playing for a while.”

Frank Fang contributed to this report.

Include Cybersecurity in Auto Design Process, Feds Say

DETROIT—The government’s highway safety agency says automakers should make cybersecurity part of their product development process by assessing risks and designing protections.

Companies also should identify safety critical systems, such as engine control computers, and limit their exposure to attacks, according to best practice guidelines released Oct. 25 by the National Highway Traffic Safety Administration (NHTSA).

The agency also wants automakers to limit access to car owners’ personal data.

“Our intention with today’s guidance is to provide best practices to help protect against breaches and other security failures,” said Transportation Secretary Anthony Foxx, who oversees NHTSA. The guidelines are not requirements.

Many of the recommendations focus on computer software written to get engines to perform. The agency suggests that companies control who has access to firmware—the software that runs car computers—and limit the ability to modify it in order to thwart malware.

The agency also recommends the use of whole disk encryption to prevent unauthorized analysis of the software.

Automakers also should make plans to detect cyberattacks and respond rapidly to limit them.

The auto industry already is following most of the recommendations and has set up its own best practices and information-sharing methods.

Modern cars are more sophisticated than ever. But the smarter they become, the more vulnerable they are to hackers.

Tesla’s Model S, for example, is what Tesla Motor CEO Elon Musk said is basically a “sophisticated computer on wheels.” In September, a Chinese technology company demonstrated a hack that enabled remote control of the vehicle’s braking system, trunk, and sideview mirrors.

Like many software companies, Tesla runs a program to reward researchers who report cybersecurity weaknesses. It updated its software with a fix 10 days after the hack demonstration.

From The Associated Press. Emel Akan contributed to this report.

BILL PUGLIANO/GETTY IMAGES



The General Motors 2016 Chevrolet Camaro at GM’s plant in Lansing, Mich., in October 2015.

Correction

In the story “The Little County in a Swing State” printed on Oct. 20, the name of Sarah Zurawa was misspelled. Epoch Times regrets the error.