



Co-funded by
the European Union

The Electric Shift

A four-group simulation based on the misinformation typology, featuring groups for truth, disinformation, misinformation, and malinformation.



It is 2030. The mid-sized EU country of Euronía has proposed banning the sale of new petrol and diesel cars from 2035. Four stakeholder groups - fossil-fuel vehicle owners, an electric-car business, the Government, and an EcoJustice activist movement, gather at an Urgent Society Meeting. Each group's information pack is deliberately weighted: one disinformation, one misinformation, one malinformation and one carries the truth. A civil-society audience listens, asks questions and votes. The game is the most explicitly designed around media literacy and works particularly well when you want misinformation typology to be the headline learning.



CHECKMATE
to Climate Misinformation

Game at a Glance

Theme	Climate policy, electric mobility, the politics of transition, and the four ways information can mislead
Format	Urgent Society Meeting with four stakeholder groups + civil-society audience
Duration	Approximately 3 hours including debrief
Participants	16–24 participants (4 groups of 4–5 + audience of 4–8)
Recommended age	16+
Difficulty	Medium
Space	Circular or semicircular layout, projector or board for vote and news displays
Materials	Group fact-sheets (4 types), social-media news articles, voting boards, behavioural-profile cards
Central question	Should the government ban the sale of all new combustion-engine cars by 2035?
Special design feature	Each group's fact-sheet is a clean instance of one of the four information categories: truth, mis-, dis- and malinformation.

Learning Objectives

By the end of the simulation, participants will be able to:

1. Recognise how mis-, dis- and malinformation operate distinctly, by mistake, by intent and by selective truth, and develop the language to name them.
2. Experience how emotions, framing and source credibility shape policy outcomes, even when the underlying science is settled.
3. Reflect on how public trust is built, lost and rebuilt; on how a credible group becomes less trusted under pressure, and an exaggerator gains followers despite poor sourcing.
4. Practise active listening and respectful disagreement in a structured debate format.
5. Leave with a concrete habit: the seven-step verification list, anchored to a felt experience.

The Story

It is the year 2030. The country of Euronía, a mid-sized EU member state, has committed to achieving net-zero greenhouse gas emissions by 2050, in line with the European Green Deal and the Paris Agreement.

Transport remains Euronía's Achilles' heel, responsible for nearly a quarter of all carbon emissions. Despite progress in renewable energy and urban sustainability, the number of petrol and diesel cars on the roads has continued to rise. Public concern is growing: summers are hotter, wildfires more frequent, smog has become a recurring winter phenomenon. Against this backdrop, the Ministry of Environment and Transport has proposed a historic measure: by 2035, the sale of new petrol and diesel cars will be banned nationwide.

The proposal has divided the nation. Supporters hail it as a turning point, the policy that will finally put Euronía on track toward a clean, modern economy. Critics call it unrealistic, elitist, or even dangerous for jobs and rural mobility.

Meanwhile, the information landscape has become chaotic. Social media is overflowing with articles, videos and influencer takes on EVs, some accurate, others misleading or emotionally charged. Hashtags like #GreenFuture, #CarFreedom and #BatteryTruths dominate online discourse. Politicians watch public opinion closely. The government insists that science and environmentalists support the ban, pointing to studies showing that EVs emit 65% less CO₂ over their lifetime compared to petrol cars. But viral posts claim battery production causes more harm than good, and that 'electric cars pollute more than diesel.'

In this tense environment, the government has convened an Urgent Society Meeting, a public consultation bringing together the country's most influential stakeholders.



Roles Overview - Four Dimensions

Four groups face the central question. Each receives a fact-sheet that is a clean instance of one information category. The civil-society audience listens, asks questions, and votes alongside the four groups.

Group A - The Government	Truth. Headed by Eugenia Papuc, Minister of Environment. Receives factual data on emissions, costs and battery sustainability.
Group B - Electric-car business	Disinformation. Headed by Carl 'Dieselberk', CEO of TerraDrive. Receives exaggerated and manipulative content.
Group C - Fossil-fuel vehicle owners	Misinformation. Represented by Karen Byte. Receives outdated, partly correct reports.
Group D - EcoJustice activists	Malinformation. Represented by Alex Storm. Receives true but emotionally framed data - child labour, mining, real but selective.
The civil-society audience	Citizens with no stake but a vote. Their job is to listen critically and decide.

Critically: each group thinks their material is 'official' and accurate. They do not know that their pack is biased. The reveal happens in the debrief.

Step-by-Step Facilitator Flow

Phase 0 - Setup

- Arrange tables for four groups in a circle or semicircle, with civil-audience seating between.
- Place each group's fact-sheet face-down on its table; do not yet reveal which is which.
- Have a board ready to record three rounds of votes.
- Prepare the social-media news drops (Annex 3B).

Phase 1 - Welcome and framing (10 min)

Welcome the participants to the year 2030 in Euronía. Introduce the central question. Read the ground rules. Tell them they will represent stakeholder groups and that the civil audience will vote alongside. Do not yet mention the four information categories, that is the reveal.

Phase 2 - Group formation and preparation (25-30 min)

Assign groups (4–5 participants each). Distribute the appropriate fact-sheet to each group. Give them time to read, discuss their position, and prepare a 1–2 minute opening statement. Walk between groups; clarify procedure but not content. The audience meanwhile reads the civil-group brief (Annex 3A).

Phase 3 - Round 1: opening statements (15 min)

Each group presents their statement. After all four, take Vote 1, each group casts a team vote (yes/no), and the civil audience votes individually. Record on the board.

Phase 4 - Social-media twist + Q&A (35 min)

Distribute the social-media news drops (Annex 3B). Mix of factual, misleading and emotionally charged content. Groups review and discuss. Each group is then permitted ONE question to ONE other group; the receiving group has one minute to answer. This phase is where most position-change happens.

Phase 5 - Round 2: the debate (15-20 min)

Open a national TV debate. All groups can now speak publicly and challenge each other's arguments. Optional twist: introduce a short 'breaking news' card to heat the discussion (e.g., 'Leaked report claims e-car batteries from Asia have 5× higher carbon footprint!'). Take Vote 2, both team and individual.

Phase 6 - Round 3: the scandal (15-20 min)

Drop a major news event: 'A battery-mining scandal explodes on social media. Videos show children working in cobalt mines, but context is unclear.' Distribute a different 'update card' to each group:

- Truth Group (Government): full investigation summary, balanced context.
- Disinformation Group (E-car CEO): a fabricated UN claim about 'slavery in the e-car industry.'
- Misinformation Group (Fuel Owners): a simplified article misinterpreting statistics.
- Malinformation Group (Activists): emotional testimonies, real but selective.

Each group decides whether to keep, modify or change its position. Take Vote 3, both team and individual. Record.

Phase 7 - Round 4: the reveal (10-15 min)

Step out of the simulation. Reveal which group held truth, mis-, dis- or malinformation. Walk through each pack with examples. Use the takeaway hand-out (Annex 3E).

Phase 8 - Final vote (5-10 min)

Now that everyone knows which group held what, take a final individual vote on which group has the most credible stance. The group with the highest credibility score wins the 'Public Trust Award.' This is symbolic; the point is the conversation about credibility.

Phase 9 - Debrief (30 min)

Use the 4Fs framework. The reveal in Phase 7 is part of the debrief, but the deeper reflection happens here.

Room Setup

Organize the room according to the numbers of the players. As a basic setting we suggest:

- Arrange 4 tables in a circular or semi-circular layout so that all participants can see each other.
- Behind each table place the chairs for each group's participants, facing the center.
- Ensure there is a central space for the facilitator to move and engage easily with all groups.

Keep a projector or board visible for showing votes, social media twists, and final results



Debrief - Specific Questions for This Game

- Which group did you trust most after Round 1, before any news drops? Why?
- What did the misinformation group (Karen Byte) get right? What did they get wrong? Why did their points still feel intuitive?
- The malinformation group (Alex Storm) used true facts about cobalt mining and lithium extraction. Why was this still misleading? What context was missing?
- How did emotional framing, fear appeals, guilt appeals, moral absolutism, shift your view as audience or as another group? Where did you notice it most strongly?
- If you played the disinformation group, did you feel the strategy work? Did the audience push back, or did they buy it?
- What is your one habit takeaway? (Lead the room toward the seven-step verification list.)

Annex 3A - Facilitators-Sheets

(for facilitator's reference, not the player's)





Euronía

It's the year 2030. The country of Euronía, a mid-sized EU member state, has committed to achieving **net-zero** greenhouse gas emissions by 2050, in line with the European Green Deal and the Paris Agreement.

Transport remains Euronía's Achilles' heel - responsible for nearly a quarter of all carbon emissions. Despite progress in renewable energy and urban sustainability, the number of petrol and diesel cars on the roads has continued to rise.

Public concern is growing: summers are hotter, wildfires more frequent, and smog has become a recurring winter phenomenon. Against this backdrop, the Ministry of Environment and Transport has proposed a historic measure:

By 2035, the sale of new petrol and diesel cars will be banned nationwide.

Used combustion cars may continue to circulate for several years, but no new models will be allowed on the market after that date.

The proposal has divided the nation. Supporters hail it as a turning point - the policy that will finally put Euronía on track toward a clean, modern economy. Critics call it unrealistic, elitist, or even dangerous for jobs and rural mobility.

Meanwhile, the information landscape has become chaotic.

Social media is overflowing with articles, videos, and influencer takes on electric vehicles (EVs) some accurate, others misleading or emotionally charged. Hashtags like #GreenFuture, #CarFreedom, and #BatteryTruths dominate online discourse.

Politicians are watching public opinion closely. The government insists that science and environmentalists support the ban, pointing to studies showing that EVs emit 65% less CO₂ over their lifetime compared to petrol cars. But viral posts claim that battery production causes more harm than good, and that "electric cars pollute more than diesel."

In this tense environment, the government has convened a Urgent Society Meeting - a public consultation bringing together the country's most influential stakeholders.

Politicians are watching public opinion closely. The government insists that science and environmentalists support the ban, pointing to studies showing that EVs emit 65% less CO₂ over their lifetime compared to petrol cars. But viral posts claim that battery production causes more harm than good, and that "electric cars pollute more than diesel."

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Carl Diseselberk FACILITATOR SHEET

Statement Type	Example	True Element	Manipulative Element
Moral Absolutism	"Every delay kills progress."	Climate action is urgent.	Frames opponents as evil or ignorant.
Selective Truth	"Batteries are responsibly sourced."	Regulations improving.	Ignores existing violations.
Exaggerated Promise	"Affordable for every citizen."	Prices falling.	Unrealistic universal claim.
Fear Appeal	"Millions of deaths from pollution."	Pollution deadly.	Overstates causal link to cars alone.
False Dichotomy	"Opponents protect pollution."	Resistance exists.	Erases nuance and debate.
Guilt Appeal	"If you care about your children..."	Climate benefits real.	Uses emotional coercion.

Alex Storm

FACILITATOR SHEET

Type	Example	True Element	How It Misleads
Straw man framing	“EVs are sold as a green miracle.”	EVs promoted as climate solution.	Exaggerates promises to discredit them.
Overgeneralization	“All cobalt mining uses child labor.”	Problem exists in artisanal mining.	Ignores reforms and new technologies.
Emotional distortion	“Every car powered by suffering.”	Exploitation real but limited.	Uses moral shock to evoke guilt.
Omission of context	“Battery factories run on coal.”	Partly true regionally.	Ignores renewables and improvements.
False equivalence	“EVs replace one exploitation with another.”	Supply chain issues exist.	Suggests moral parity with fossil fuels.

Type	Example	Why It Misleads	Reality
Outdated data	“Batteries last 5 years”	Based on old tech	Modern batteries last 10–15 years
Exaggeration	“More CO ₂ than diesel cars”	Ignores lifetime emissions	EVs 60–70% cleaner overall
Partial truth	“Electricity comes from coal”	Depends on country	EU grid mostly renewable by 2030s
Emotional reasoning	“Communities will be devastated”	Focuses only on losses	New green jobs offset old ones
False dilemma	“Ban should be postponed”	Suggests choice between chaos and delay	Transition already gradual and supported

Annex 3B - Group Fact-Sheets

Print one fact-sheet per group.

Distribute confidentially.

Do NOT reveal the information type until the reveal phase.



Eugenia Papuc

Minister of Environment

Key facts

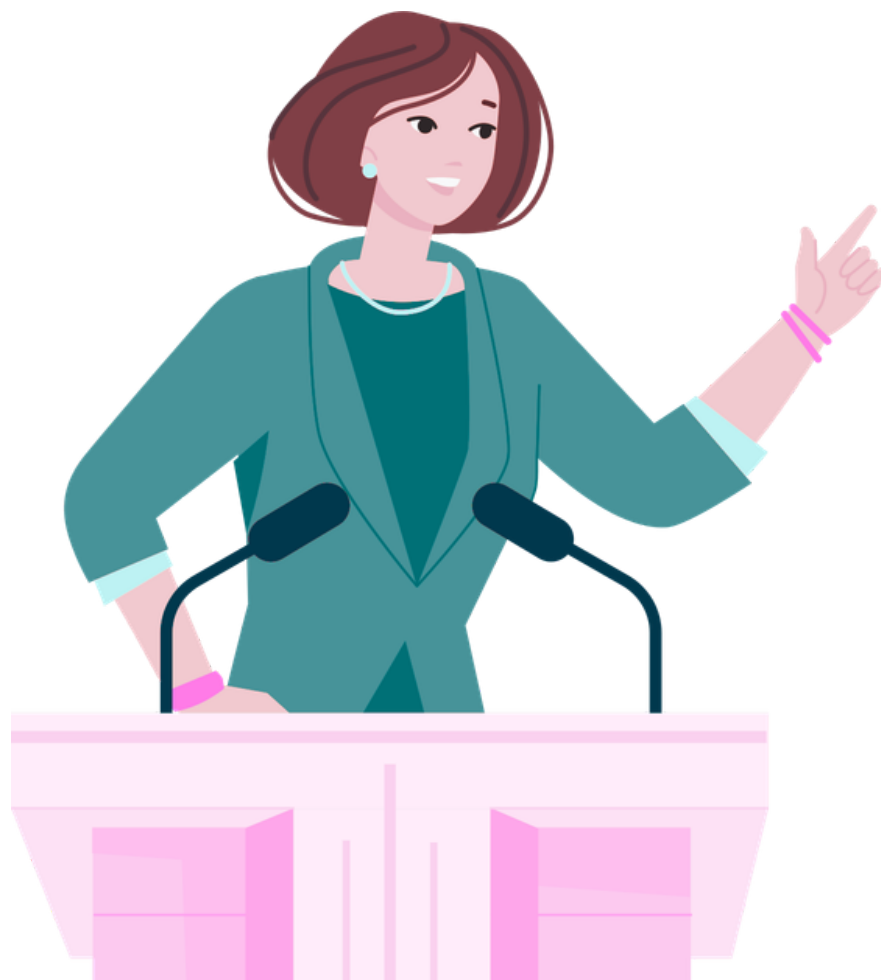
- EVs emit 60–70% less CO₂ over their full life cycle than diesel cars (including battery production).
- Battery production has become 40% cleaner in the last decade due to stricter mining and recycling standards.
- Average battery lifetime: 10–15 years; over 90% recyclable materials projected by 2030.
- Global EV demand grows 25% annually; charging infrastructure now covers 80% of major highways.

Main considerations

- Short-term challenges: rural charging, battery supply, price accessibility.
- Long-term benefits: lower fossil-fuel dependency, better air quality, green jobs

Behavioural profile

- Calm, evidence-first. Uses citations, short data points, and practical roadmaps.
- Moderates tone to avoid alienating rural voters. Shows empathy for job concerns while insisting on timelines.
- Uses concession phrases: “We hear your concern...”, “The science shows...”, “Here’s the plan to mitigate...”.



Road transport is one of the largest sources of greenhouse gas emissions in the European Union, accounting for roughly 25% of total CO₂ emissions. Cars and vans alone make up more than half of these emissions. To meet international climate goals and commitments under the Paris Agreement, governments across Europe are planning a gradual phaseout of new petrol and diesel car sales by 2035.

Electric vehicles are central to this transition. Studies by the European Environment Agency (2023) and the International Council on Clean Transportation (2022) show that, over their entire lifetime, from production to disposal electric cars emit about 65% less carbon dioxide than comparable petrol vehicles. Although battery manufacturing produces significant emissions at the start, these are typically offset after two to three years of average driving. After that point, EVs continue to emit far less over their operational life, especially as the electricity mix becomes greener.

Concerns about battery materials - such as lithium, nickel, and cobalt, are being addressed through new European Union regulations and international supply chain reforms. The EU Battery Regulation (2024) establishes strict standards for responsible sourcing, transparency, and recycling. Recycling technologies for lithium-ion batteries are also developing rapidly, with specialized plants opening across Europe and Asia, allowing a growing share of raw materials to be reused.

Economic studies, such as the BloombergNEF Electric Vehicle Outlook (2023), indicate that electric cars are on track to reach price parity with petrol and diesel models by around 2030. This change will be driven by falling battery costs, economies of scale, and the increasing efficiency of electric drivetrains. Many car manufacturers have already announced their own timelines to end production of internal combustion engine vehicles, aligning with the 2035 target.

However, achieving this transition will require substantial investment in charging infrastructure and renewable energy capacity. National and local governments are working to expand the charging network, particularly in rural and underserved areas, and to ensure that electricity generation keeps pace with rising demand. Renewable energy expansion is crucial to make the overall environmental impact of EVs fully positive.

The ban is therefore not simply a prohibition, it is part of a broader strategy to modernize transport, reduce air pollution, and stimulate new industries in battery technology, recycling, and renewable energy. While challenges remain in terms of infrastructure, affordability, and public acceptance, the consensus among scientists and policy experts is that the electrification of transport is a necessary and achievable step toward a sustainable future.



Carl Diseselberk

CEO of E car bussiness „TerraDrive“

Key claims (manipulative / false)

- EVs are 100% clean and produce zero emissions from production to disposal.
- Battery materials are fully recyclable and have no environmental risks.
- By 2035, every citizen will be able to afford an electric car; prices will drop below €10,000.
- Fossil-fuel cars cause more deaths than smoking through air pollution.

Strategic talking points

- Accuse critics of 'anti-science' attitudes.
- Emphasise moral duty: 'If you care about your children's future, you must drive electric.'
- Use dramatic images of pollution and climate disasters to reinforce urgency.

Behavioural profile

- Charismatic, persuasive, sometimes manipulative through emotional storytelling.
- Uses real but selectively framed facts to push his agenda.
- Plays both saviour and moral crusader: "We're changing the world - don't slow us down!"
- Appeals to guilt and urgency rather than nuanced discussion



SCAN HERE



The world is running out of time. Climate change is accelerating, air pollution is poisoning our cities, and the transport sector remains one of the biggest contributors to global emissions. The transition to e-mobility is not just an environmental necessity, it is a moral duty. The government's decision to ban combustion engine cars by 2035 is one of the most important steps humanity can take to save the planet. There is no more room for hesitation or debate. Every delay in adopting electric mobility means more lives lost to pollution, more species driven to extinction, and more damage to our future. Those who continue to question this transition are not protecting freedom or jobs, they are protecting pollution.

Electric vehicles are a proven solution for a cleaner, safer world. They produce no exhaust fumes, and their overall carbon footprint is drastically lower than that of petrol or diesel cars. When powered by renewable electricity, EVs can operate with virtually no ongoing emissions. Across Europe, the energy grid is getting greener every year, making electric mobility increasingly sustainable. Battery production, too, is rapidly improving: new technologies and recycling methods are minimizing waste and ensuring responsible sourcing of materials. The days of dirty manufacturing are ending.

The benefits of this transformation go beyond the environment. The e-mobility sector is driving economic growth, innovation, and new jobs. By 2035, electric cars will become affordable for every citizen. With advancing technology, reduced production costs, and government incentives, EVs will soon be within reach for all families. Entire industries are emerging, from renewable energy to smart infrastructure, bringing opportunities for millions of workers. This is not a sacrifice; it is progress.

Meanwhile, the dangers of fossil-fuel cars are impossible to ignore. Air pollution from petrol and diesel vehicles contributes to millions of premature deaths each year, more than many diseases combined. It harms children, causes respiratory illness, and burdens healthcare systems. Continuing to defend combustion engines is not about protecting tradition; it's about turning a blind eye to human suffering.

As business owners and innovators in the electric vehicle industry, we must stand firm. We represent the future, a cleaner, fairer, and more responsible economy. We cannot allow misinformation or fearmongering from oil lobbyists to slow us down. Our responsibility is clear: to accelerate change, educate the public, and hold leaders accountable for delivering the 2035 ban without compromise.

The question is no longer whether we should go electric, it is whether we are brave enough to finish the job. If you truly care about your children's future, you must drive electric. The time for debate has passed. The age of action has begun.



Alex Storm

EcoJustice Activist

True but emotionally framed facts

- Cobalt mining in the Democratic Republic of Congo involves child labour and unsafe conditions.
- Lithium extraction in South America has caused severe water shortages in local communities.
- Mining for nickel and lithium destroys biodiversity and contaminates rivers.
- Energy for battery factories often comes from coal-fired plants, particularly in Asia.

Activist message: A ban on combustion cars is meaningless if we simply replace one form of exploitation with another. The system must change, not just the engine.

Behavioural profile

- Fierce, emotional, highly activist tone.
- Spreads intentionally distorted claims to polarize debate, often exaggerating data.
- Uses conspiratorial or absolute language: “They’re hiding the truth!”, “This is corporate greenwashing!”
- Quick to attack institutions, dismisses nuance as “excuses.”



Electric cars are being promoted as the green miracle that will save the planet, but the truth behind their production tells a far darker story. While governments and corporations celebrate the 2035 combustion engine ban as a victory for the environment, few are willing to talk about the human suffering and environmental destruction that lie beneath the glossy surface of the electric revolution.

Each time an electric car silently glides down a city street, it carries with it a legacy of exploitation. In the Democratic Republic of Congo, cobalt, a key ingredient in most EV batteries, is mined by children working in dangerous pits without protection. Their small hands and fragile bodies are part of the hidden cost of our “clean” technology. The global battery industry is built on their labor and their suffering.

In South America, the extraction of lithium, often called “white gold”, has drained rivers, dried up lakes, and caused severe water shortages. Indigenous communities in Chile, Argentina, and Bolivia are losing their farmland and their access to water so that rich nations can keep buying electric cars. Whole ecosystems are collapsing in the name of sustainability.

And the damage doesn't stop there. The mining of nickel and lithium devastates biodiversity, destroys forests, and contaminates rivers with toxic waste. The supposedly “green” batteries are produced in factories powered by coal-fired energy, especially in Asia, meaning that every EV battery carries a massive hidden carbon footprint. We are being told these vehicles are clean, but they are not. They simply export pollution from our cities to someone else's backyard.

The truth is that the electric car industry is just another form of corporate greenwashing. It replaces one form of exploitation with another, this time hidden under a coat of green paint. Every shiny electric car on our streets is powered by the suffering of children and the destruction of ecosystems. Until we change the system that allows endless consumption and exploitation, we cannot call this progress.

A ban on combustion cars may sound like a bold step, but it is meaningless if we refuse to face the reality of where the materials come from and who pays the price. The world does not need new engines; it needs a new conscience. Real environmental justice means questioning the entire system, not just replacing the fuel that keeps it running.

Fuel Cars Owners Representative

Commonly shared claims (partly false / outdated)

- Battery production causes more CO₂ than producing a diesel car.
- EV batteries only last 5 years and are difficult to recycle.
- Charging electricity mostly comes from coal, so emissions just 'move' from cars to power plants.
- EVs perform poorly in cold weather and run out of charge quickly.

Concerns

- Job losses in the traditional automotive sector.
- Limited charging infrastructure, especially in small towns.
- High replacement costs for batteries.

Behavioural profile

- Down-to-earth, frustrated citizen tone.
- Shares things she's "read online" or "heard from a friend," often outdated or misunderstood.
- Not malicious - genuinely concerned about affordability and jobs.
- Uses relatable personal examples: "My brother's garage will close down...", "Not everyone can buy an electric car!"



Many experts and everyday citizens are increasingly concerned that banning traditional petrol and diesel cars by 2035 will create serious economic and social problems. While electric cars are often presented as a clean and sustainable solution, there are growing doubts about whether they are really as green as people claim. Some reports suggest that the production of electric car batteries generates more CO₂ emissions than producing an entire diesel car. If that is true, then the environmental benefits of switching to electric vehicles may not be as clear-cut as the government says.

Another problem is that the batteries used in electric cars are said to have a short lifespan, often no more than five years, after which they lose efficiency and must be replaced at high cost. Recycling them is difficult and expensive, and many experts warn that the process could create new waste problems. Meanwhile, most of the electricity used to charge these cars still comes from coal and gas power plants, which means the emissions are not really eliminated, they're just moved from the roads to the energy sector.

Performance is another serious concern. Drivers in colder regions often report that electric cars perform poorly in winter, losing range and taking longer to charge. For people who rely on their vehicles for work or long-distance travel, this makes EVs seem unreliable and inconvenient. Many fear that under the 2035 ban, citizens will be forced to switch to technology that is not yet ready to replace what they currently use.

Nickel and lithium mining in Indonesia, the Philippines, and other regions has destroyed vast areas of tropical forest, releasing carbon and heavy metals into rivers and soil. Fishermen report dying coral reefs, poisoned fish, and polluted coastlines. And while electric cars are meant to fight climate change, much of the energy used to produce their batteries comes from coal-fired power plants, especially in Asia, meaning that the supposedly "green" technology is still fueled by fossil energy at its roots.

Activists and researchers are increasingly calling attention to this hypocrisy. Every shiny electric car parked in front of a luxury showroom is powered by the suffering of children and the destruction of ecosystems. The global North is outsourcing its pollution and its exploitation, just swapping tailpipe emissions for invisible exploitation thousands of kilometers away.

A simple ban on combustion engine cars does not solve this deeper in justice. If we replace one form of exploitation with another, we have learned nothing. True climate justice cannot come from technology alone, it must come from changing the system that prioritizes profit and convenience over people and the planet. The real question is not whether we should drive electric, but whether we can create a world that doesn't depend on endless extraction in the first place.

What is your role?

You represent the citizens and general public of Euronía.

You are not policy experts, scientists, or industry leaders. You are ordinary people, parents, students, commuters, workers, who are affected by government decisions and care about how they shape your daily life and your country's future.

Your group's main task is to listen, observe, and think critically. You will hear different sides of the debate about banning new petrol and diesel cars by 2035, and in the end, you will vote on whether you support or reject the proposal.

Road transport is one of the biggest sources of greenhouse gas emissions in the European Union - about one quarter of all CO₂ emissions. Cars and vans are responsible for more than half of that. To meet international climate goals and commitments under the Paris Agreement, European governments are planning to gradually phase out new petrol and diesel cars by 2035.

Electric vehicles (EVs) are seen as a key part of this change.

Your Task in this Game

1. **Listen carefully** to the arguments from all stakeholder groups - government, car industry, environmentalists, workers, and others.
2. Take notes on what you find convincing, confusing, or concerning.
3. Reflect on how these policies might affect everyday citizens:
 - a. * Will it make life easier or harder?
 - b. * Who might benefit or struggle?
 - c. * Do you trust the information you're hearing?
4. After the debates, you will **cast your vote** on whether Euronía should go forward with the 2035 ban on new petrol and diesel cars.



Annex 3C - Social-Media News Drops

Distribute these during Phase 4.

Optionally print as a single 'social-media feed' page to feel like a real timeline.

Do NOT label which is which..



Study Finds Electric Cars May Produce More CO₂ Than Petrol Models After All

A new report from the International Transport Analysis Center (ITAC) has sparked controversy online, claiming that some electric vehicles (EVs) could emit more CO₂ over their lifetime than modern petrol models.

The study analyzed over 520,000 vehicles in 12 countries, including battery production, vehicle assembly, and electricity use. Researchers estimate that the average EV battery produces roughly 9 metric tons of CO₂ during production, nearly double the emissions of a conventional petrol engine.

“When factoring in mining, battery production, and electricity from coal-heavy grids, some EVs can reach 50–60 tons of CO₂ over their lifetime, compared to 45 tons for an efficient petrol car,” said Dr. Mira Kellington, lead researcher at ITAC.

The report highlights several issues:

- In regions where over 65% of electricity comes from fossil fuels, charging EVs may generate 30–35% more indirect emissions than often reported.
- Certain battery production sites still involve unsafe working conditions and reports of child labor, raising ethical concerns for consumers.
- Older EV models produced between 2021–2022 had higher manufacturing emissions compared to today’s standards, but the study emphasizes these figures without noting improvements in modern plants.

Social media users quickly shared the study, with some claiming that governments have been “misleading the public” about EV benefits. Others debated whether the findings are representative of all electric vehicles or only older models.

The Ministry of Transport has not commented directly but maintains that the 2035 ban on new petrol and diesel cars is critical for meeting climate targets. Officials continue to cite studies showing that EVs can reduce lifetime CO₂ emissions by 60–70% under normal conditions.

EV manufacturers also responded. A spokesperson for Voltara Motors stated:

“Battery production has an environmental footprint, but with modern technology and cleaner electricity grids, EVs still outperform petrol cars in total lifetime emissions.”

Despite the controversy, the article went viral, with over 2.1 million views in 24 hours, and thousands of online users debating the validity of the study. Some criticized the government, while others questioned whether the report paints an accurate picture of modern EVs.

The ITAC report will be discussed at the upcoming Global Climate and Transport Forum, where policymakers, industry representatives, and environmental organizations are expected to debate the implications of the findings.

Study Finds Electric Cars May Produce More CO₂ Than Petrol Models After All



Futureenergynews





SCAN HERE 





Jeaara m  @nomorelies

They lied about “zero emissions,” they lied about “clean energy.” What else are they hiding?



CarLover 99  @carlover99

My old diesel does 800 km on one tank. No way I’m switching for something dirtier and more expensive



NewsWatcher @newswatcher

where can I plug my horse????



Citizen 123  @angrycitizen123

They knew and still pushed it! Ministers should resign.

Check for more information.



Cat mom

✓ @catmom97

Why is everyone so angry here? I just wanted to read about cars 😊



World traveler



@factchecker

Notice the language - "may produce more CO₂" with no context. That's deliberate framing to deceive.



FREE TERRA



@spambotterra

WIN A FREE TERRADRIVE! Click here 👉
[TERRADRIVEFREEDOT.COM]



EC Lover



@iloveelectric

This smells like oil-industry propaganda. The numbers are out of context - where's the full report?



I pay taxes

✓ @taxpayerdown

We pay more for power, cars, and lies. Enough of this "green transition" nonsense.



Positive vibes

@positivevibes

Sending love to everyone here, no matter what you drive 💚



Mom of three angels



@paulthethinker



Karen

@therealkaren

My neighbor's EV makes a weird noise. Should I call someone?



I love driving

✓ @randomguy

Why is no one talking about the real issue, parking fees?!



No more lies

@ecohoax

So much for transparency, funny how the "official reports" never mentioned this study before.



Flowergirl



@flowerlover

They lied about "zero emissions," they lied about "clean energy." What else are they hiding?



Battery Worker



@angrycitizen123

Watch - they'll call this "misinformation" instead of admitting they were wrong.



Scientist

✓ @realscientist

The study mentions 2020 numbers, but ignores all 2030 recycling progress. Malinfo = half-truths.



Fact checker



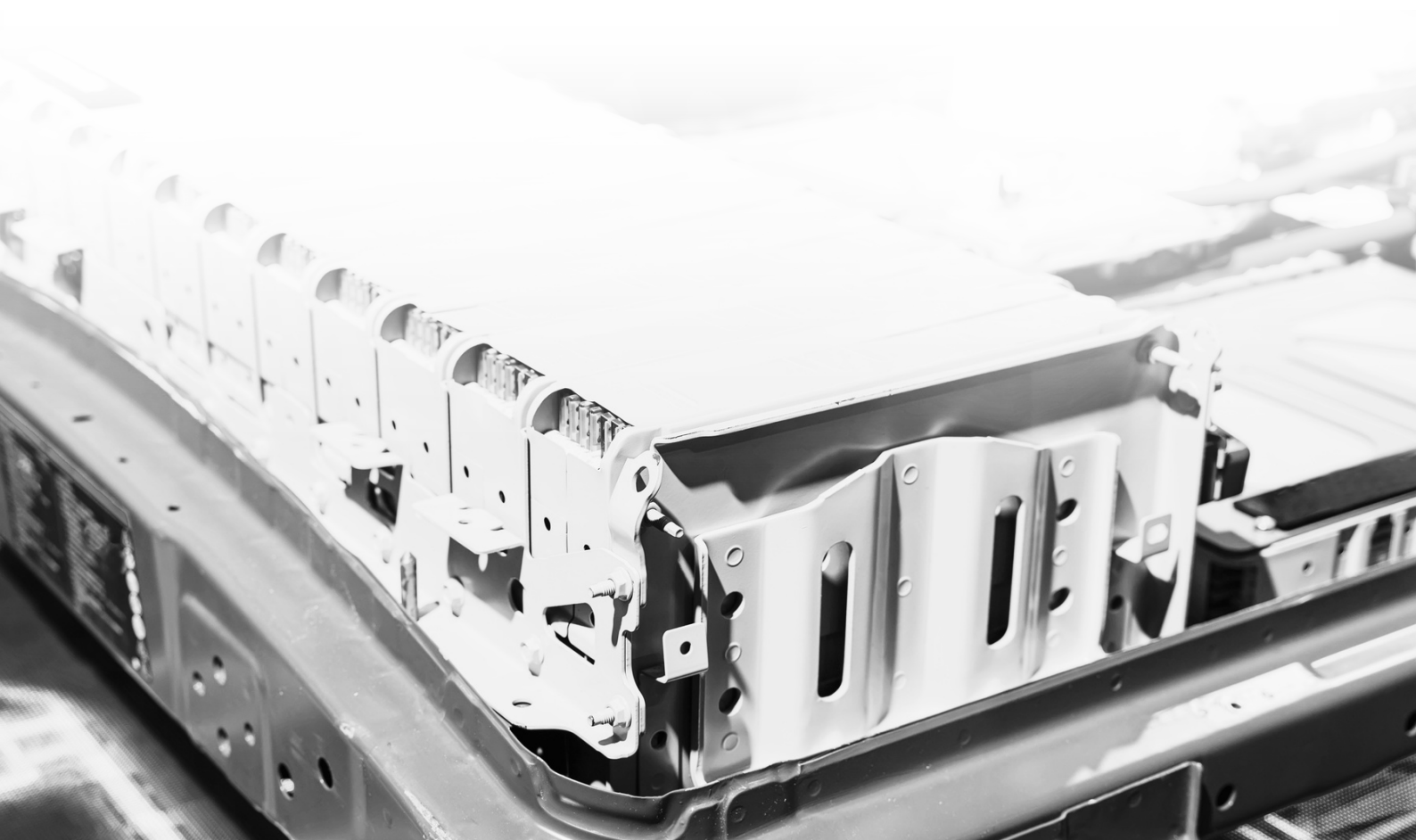
@sciencematters

Classic misinformation tactic: cherry-pick one figure, ignore the full lifecycle.

Annex 3D - Round 3 Update Cards (the Battery-Mining Scandal)

During Phase 6 (the scandal), each group receives a different version of the same news event.

The four cards below are tailored to amplify each group's information bias.
Print one card per group and hand them out simultaneously.



UPDATE CARD A - for the GOVERNMENT GROUP
(Truth)

BREAKING: Investigation Confirms Mixed Picture in Cobalt Supply Chain.

A multi-country investigation jointly conducted by the European Commission and three independent NGOs has confirmed both that abuses persist in some artisanal cobalt mines in the Democratic Republic of Congo, AND that EU-regulated supply chains have substantially reduced these abuses. The report finds that approximately 12% of global cobalt comes from sources that fail EU due-diligence standards; the remainder is verified.

The report calls for stricter enforcement, faster recycling rollout, and continued investment in alternative battery chemistries (sodium-ion, solid-state) which require less cobalt.

The 2035 ban remains, in the view of the Commission, a necessary policy, provided supply-chain reforms continue.

[Your task: present this measured account. Resist over-claiming and acknowledge what is still wrong. Explain that the response is reform, not abandonment.]

UPDATE CARD B - for the ELECTRIC-CAR BUSINESS GROUP
(Disinformation)

EXCLUSIVE: UN Confirms 'Slavery' in E-Car Industry Is FAKE NEWS Spread by Oil Lobby.

A statement attributed to the United Nations Special Rapporteur on Modern Slavery, circulated late last night, confirms that allegations of widespread child labour in the e-car battery supply chain are, in his words, 'grossly exaggerated and weaponised by fossil-fuel interests trying to slow the green transition'.

The full text claims: 'Modern EV supply chains are now among the most heavily audited in any industrial sector. The narrative of suffering children is, sadly, a coordinated propaganda campaign.'

[Your task: amplify this. Use it to discredit the activists. The statement is fabricated - there is no such UN Rapporteur statement, but the players in your group don't know that. Lean into the rhetoric of moral certainty.]

**UPDATE CARD C - for the FOSSIL-FUEL VEHICLE OWNERS GROUP
(Misinformation)**

STUDY SHOCK: 8 in 10 EVs Powered by Coal, Says New Analysis

A new analysis circulating widely on social media shows that ‘80% of EV charging worldwide ultimately comes from coal-fired electricity’. The figure, drawn from a 2019 report on the global energy mix, has been picked up by several traffic-and-mobility blogs.

‘So we are basically swapping a petrol pump for a coal plant,’ says the post that has gone viral. ‘Why are we doing this?’

[Your task: share this in good faith. The 2019 figure was true at the global level six years ago, and even then it conflated charging with the average grid mix. The current EU figure is closer to 35% and falling. You don't know any of this; you've just read the post.]

**UPDATE CARD D - for the ECOJUSTICE ACTIVIST GROUP
(Malinformation)**

EXCLUSIVE: UN Confirms ‘Slavery’ in E-Car Industry Is FAKE NEWS Spread by Oil Lobby.

A statement attributed to the United Nations Special Rapporteur on Modern Slavery, circulated late last night, confirms that allegations of widespread child labour in the e-car battery supply chain are, in his words, ‘grossly exaggerated and weaponised by fossil-fuel interests trying to slow the green transition’.

The full text claims: ‘Modern EV supply chains are now among the most heavily audited in any industrial sector. The narrative of suffering children is, sadly, a coordinated propaganda campaign.’

[Your task: amplify this. Use it to discredit the activists. The statement is fabricated, there is no such UN Rapporteur statement, but the players in your group don't know that. Lean into the rhetoric of moral certainty.]

Annex 3E - Trust Leaderboard and Scoring System

The Electric Shift uses an optional scoring layer to track how each group's credibility moves over the three rounds.

It is light-touch and works as a flipchart, not a complicated rubric.



Trust Leaderboard (flipchart template)

Draw this on a flipchart at the start. Update after each individual vote (audience and other groups vote on which group they trust most after every round).

Group	Round 1 trust votes	Round 2 (after debate)	Round 3 (after scandal)	Final (after reveal)
Government				
E-car business				
Fuel owners				
EcoJustice				

Optional scoring rubric

If you want to award a 'Public Trust Award' at the end, use the simple rubric below. The rubric is symbolic, the point is the conversation about credibility, not the points.

Category	Description	Points
Trust votes	Each individual vote received across all rounds	+1 per vote
Consistency	Group did not flip its position blindly under social pressure	2
Critical thinking	Group caught or questioned manipulative information from another group	2
Collaboration	Group worked together constructively, every voice heard	1
Honesty	Group admitted uncertainty rather than overclaiming	1

VOTING BOARD

Ministry proposal to ban petrol/diesel cars by 2030

ROUND	FOR	AGAINST	ABSTAIN
First			
Second			
Last			
RESULTS			

APPROVED

☐

REJECTED

☐

INCONCLUSIVE

☐

Annex 3F - Takeaway Hand-out

Print one per participant.

Distribute at the end of the debrief. Pair with the seven-step verification list from Chapter 3.



Misinformation = accident

Misinformation - wrong information shared by mistake. The person sharing it believes it's true. Example: Someone reposts a tweet claiming "EVs cause more CO₂ than diesel" because they misread an article.

- ✓ **Language is uncertain: "I think," "maybe."**
- ✓ **No credible source or link, or link doesn't support the claim.**
- ✓ **Shared wildly by non-experts.**

Disinformation = intentional lie

Disinformation - false information created and spread on purpose to deceive or manipulate. Example: A fake article that invents a study showing EVs double pollution, produced to stop a policy.

- ✓ **Highly emotional or extreme wording.**
- ✓ **Source looks fake or mimics a real news brand.**
- ✓ **Repeats quickly across many accounts with coordinated timing.**

Malinformation = truth used to hurt

Malinformation - true information used to harm or mislead by leaving out context or highlighting only the worst parts. Example: Sharing a real report about battery production emissions but omitting the fact those are offset after 2-3 years of driving.

- ✓ **Uses real facts but no context or missing data.**
- ✓ **Cherry-picked quotes or one-sided statistics.**
- ✓ **Aimed at damaging someone's reputation or scaring people.**

Quick "what to do" steps:

1. Pause. Don't share immediately.
2. Check the source. Is it reputable? Who wrote it?
3. Read beyond the headline. Does the article actually say that?
4. Look for context. Is there full data, or only one number?
5. Verify with 2-3 trusted sources. Don't rely on a single post.
6. Ask yourself: who benefits from me believing/sharing this? (motive test)
7. If it's harmful or unclear - don't forward; ask or report.