

Subject: Public Hearing Comments

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From: DoNotReply@delaware.gov

To: HearingComments, DNREC (MailBox Resources), nursebabs@verizon.net

Comments on 2022-R-A-0011: Low Emission Vehicle Program

Name: Barbara Logan

Phone: 3026290597

Email Address: nursebabs@verizon.net

Organization:

Comments:

I am writing because I am opposed to the mandate regarding electric cars. The battery in an electric car (let's say a Tesla) is made of 25lbs. of lithium, 60 lbs. of nickel, 44 lbs. of manganese, 30 lbs. of cobalt, 200 lbs. of copper, and 400 lbs. of aluminum, steel and plastic, etc..... averaging about 750-to-1,000 lbs. of minerals that had to be mined and processed into the battery that merely stores electricity.... Electricity which is generated by oil, gas, coal, nuclear or water(and a tiny fraction of wind and solar). The car doesn't become electric until it's charged. Without fossil fuels, it is worthless . That's the reality. The CAT 994H that is used to move 500,000 pounds of earth in order to get the minerals needed for one single Tesla car battery burns 1,800 gallons of fuel in a 12 hour shift. Lithium is one of the key components of building the EV batteries. Mining this chemical can be harmful to the environment. The Lithium leach fields are so neurotoxic that if a bird lands on them, it dies within minutes. How is this helping to save the environment? In addition, they are very dangerous in an accident. Firefighters responded to an accident where a Tesla had crashed into a tree. They couldn't get the fire to stop . It kept reigniting. They quickly consulted Tesla's first responder guide and realized that it would take far more personnel and water than they could have imagined. Eight firefighters ultimately spent seven hours putting out the fire. They also used up 28,000 gallons of water — an amount the department normally uses in a month. That same volume of water serves an average American home for nearly two years. It also makes attempting to utilize the jaws of life a hazardous operation, where it can cause the battery to ignite. The average American is not going to be able to afford the price of these vehicles . And since the points I've made show that it's not really going to decrease the use of fossil fuels, and it's dangerous in accidents, it makes no sense to burden the population with the monetary cost or loss of lives it causes from rapid, reigniting fire. Barbara Logan Seaford, Delaware