

Subject: Public Hearing Comments

Date: Monday, April 3, 2023 at 1:11:26 PM Eastern Daylight Time

From: DoNotReply@delaware.gov

To: HearingComments, DNREC (MailBox Resources), nickfindley@live.com

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

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Organization:

Comments:

The proposed regulations governing the sale and registration of gasoline and diesel powered vehicles are totalitarian and wholly unrealistic. Passing this legislation will eviscerate consumer choice, pose enormous and perhaps insurmountable challenges to electricity generation, infrastructure, charging and battery production, damage consumers (electric vehicles already cost \$66,000 on average), and lead directly to increased dependence on foreign countries which own or control the majority of minerals used to make EVs. Additionally, following California's totalitarian lead will create legal dilemmas. California will need to explain to the courts why the ban on gasoline-powered vehicles is acceptable under the federal Energy Conservation and Policy Act, which established the corporate average fuel economy (CAFE) program. That statute specifically precludes all states from setting their own miles-per-gallon standards. Because a car's carbon dioxide emissions are proportional to its fuel consumption, regulating carbon dioxide for cars is, in practice, the same thing as regulating fuel economy standards. Finally, California's proposed ban is also very likely contrary to the commerce clause in the Constitution. Ultimately, consumers are not 100 percent ready for electric vehicles yet. Some of us still enjoy driving as a sport and hobby, and more still are not able to afford the additional costs that come with EV's. Unfortunately, this is being turned into a highly political issue, and one that involves removing the freedom of the individual to drive what they want, and undermines the free market. I urge you to allow the market to decide when it is ready for electric vehicles, as has happened thus far, with more and more manufacturers offering a multitude of EV options. However, an outright ban is not the answer, and will create more problems than it will solve. Please consider also that this bill will not stop our Delaware citizens from buying their cars from neighboring states which have not followed this draconian legislature, which is exactly what I will do if this is forced upon us. And if that is somehow removed as an option too, I sadly won't be able to live in this great state anymore. Lastly, Mr. Krall in his Regulatory Flexibility and Impact Statement has lied, claiming time and time again that the burden of this legislature will be on the manufacturers, and therefore he needs not answer the questions asked of him. If he were being honest, Mr. Krall would understand that of course these issues affect the individuals and businesses of Delaware. We are the ones affected most by it. What is going to happen to automotive repair shops when there are no vehicles left to service? What is going to happen to dealerships when nobody wants to buy the electric cars that they were forced to sell with no alternative? There are many more questions that could be asked about who will be affected by these regulations. Mr. Krall needs to go back to the drawing board and prepare an honest assessment of the consequences of these regulations.