

Subject: Regulation 1140 - Why the Zero-Emission Vehicle Sales Mandate is the Wrong Choice for Delaware
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OPINION:

Why the Zero-Emission Vehicle Sales Mandate is the Wrong Choice for Delaware

By State Rep. Rich Collins

The Department of Natural Resources and Environmental Control (DNREC) has published California's Advanced Clean Car II regulations -- a milestone in adopting the controversial zero-emissions vehicle sales mandate in Delaware.

The proposal seeks to impose an escalating minimum requirement for new zero-emission vehicle sales (predominantly battery-electric vehicles) while making fewer gasoline and diesel vehicles available to consumers. The restrictions would begin two years from this fall and eventually result in banning the sale and registration of all new fuel-powered cars, trucks, and SUVs by late 2034.

As a member of the House Natural Resources & Energy Committee, I offer the following thoughts on why the mandate is bad public policy:

- While electric vehicles (EVs) do not have tailpipes, they use electricity from plants producing emissions and hazardous waste. The vast majority of EVs are charged from the power grid. According to the U.S. Energy Information Administration, [more than 60% of the nation's electricity is produced using fossil fuels](#). Another 18% is generated by nuclear reactors producing highly radioactive waste for which the nation has no long-term storage solutions.
- Gov. John Carney, who started the EV sales mandate regulation process, concedes that most of the state's air pollution is not produced by Delawareans. Writing in a [June 2018 opinion column](#), the governor stated that "90% of Delaware's air pollution comes from other states." The piece lamented that out-of-state power plants were not using pollution control equipment to reduce their emissions.
- DNREC maintains it must force the adoption of EVs because of the impact of Delaware's pollution on the downwind Philadelphia Metro Area. But according to [Philadelphia's Air Quality Report 2021](#), the city's annual air quality index has steadily and dramatically improved over the last four decades, without EVs making any significant contribution. In 1981, 159 "unhealthy" days (the fourth worst of six categories) were recorded. That number dropped to just 6 days in 2019 (pre-pandemic). Furthermore, the state of Pennsylvania has announced no plan to mandate ZEV vehicles on it's residents.
- According to [federal data](#), there were 1.31 billion light-duty vehicles (LDVs) in the world

in 2020. Delaware's 967,400 cars, trucks, and SUVs (2021) constitute less than eight one-hundreds of one percent of all light-duty vehicles on the planet. Even if Delaware were to entirely ban the operation of all Delaware cars, trucks, and SUVs tomorrow, there would be no appreciable difference in any pollutant linked to global warming or climate change. The Carney administration's EV policy amounts to a pointless grand gesture that will impose significant hardships on Delaware families.

- While Delawareans are being asked to surrender their freedom of choice and make huge personal and public investments to embrace EVs and reduce global carbon emissions, China is doubling down on the use of carbon-rich coal. From YaleEnvironment360: "In 2019, 58 percent of the country's total energy consumption came from coal,...and China continues to build coal-fired power plants at a rate that outpaces the rest of the world combined."
- In Delaware and most of the nation, less than 1% of the nation's vehicles are EVs. As of the end of 2021, there were 967,400 vehicles registered in Delaware, of which 3,010 were EVs (0.31%).
- EV sales mandate proponents claim that used fuel-powered vehicles will still be available for sale, there is reason to question this. California's Advanced Clean Car II regulations are a major part of the broader "2022 Scoping Plan for Achieving Carbon Neutrality" that was released last November. The plan envisions reducing demand for liquid petroleum by 94% by 2045 (relative to 2022). The only way to achieve this goal is to eliminate fuel-powered vehicles aggressively.
- The supply of affordable used fuel-powered vehicles is likely to be constricted because of higher emissions standards placed on these vehicles under the Advanced Clean Car II regulations. Additionally, the EV sales mandates will drive up the cost of pre-owned internal combustion engine vehicles as their availability dwindles.
- According to an analysis published by MIT Science Policy Review, the lack of home charging options for EV owners living in urban areas, apartments, and condos presents a troubling inequity. The questions of how home charging can function in a city environment with on-street parking, and what level of government involvement and spending will be required to deal with this issue, are unquantified and unresolved.

These points highlight just some of the flawed suppositions and challenges connected to Delaware's head-long rush into a poorly considered policy. I urge DNREC to reject this flawed regulatory effort.

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