

Public Hearing Comments

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

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Comments:

I support evolving into usage of transportation that is less damaging to the environment than the current petroleum based vehicle one. However for reasons that include the following I do not believe a 100% system in the time frame being proposed is workable without serious unintended consequences. In the event of extended traffic bottlenecks such as the day long winter jam in Virginia a couple of years ago, how would an all-electric situation be handled? How would vehicles be able to maintain sufficient passenger heat in freezing conditions and how would the many vehicles than fully drain their batteries before the roads were reopened be recharged on the road? How long and at what expense before we could install an adequate system of high speed chargers compatible with all electric vehicles? What infrastructure at what cost would be necessary to install chargers in remote locations since electricity needs to be delivered via wires? Given charging times that currently at best are significantly longer than refilling a tank, how many more chargers are needed than the current number of gas pumps and how much more space would be needed to install and operate them? How long at at what expense before the excess of current gasoline fueling facilities can be removed and environmentally cleaned? Can the electric grid be expanded enough and quickly enough to supply and distribute power everywhere it is needed, providing the power from environmentally acceptable sources? Can a sufficient and cost effective battery supply and recycling industry be developed and put into place that is safe from adverse foreign influence? The only conclusion I can reasonably reach is that for a period much longer than anticipated in the proposed legislation the state, country, and world need to live with a hybrid system. Some users in some locations can safely use electric vehicles while others need vehicles that can be refueled and economically be used only with systems that are not tied entirely to a fixed grid of electric power. Having the flexibility to mix and match electric, gasoline, diesel, hydrogen, and perhaps other fuels is necessary to avoid taking untenable risks. For at least the next few decades