

**Subject:** OPPOSITION TO ELECTRIC VEHICLE MANDATE DUE BY MAY 26

**Date:** Tuesday, May 23, 2023 at 9:01:19 PM Eastern Daylight Time

**From:** Lorraine Gloede

**To:** HearingComments, DNREC (MailBox Resources)

**CC:** Lorrie Gloede

Good evening,

I am opposed to this mandate, first of all, because it's un-American. To my knowledge, neither the Governor nor a government agency has the Constitutional power to make laws. There is no emergency.

We don't have the power or the infrastructure to meet this goal. They are already having rolling blackouts in California. Is that what you want for Delaware?

The government is saying that electric vehicles help with our air pollution problem; Delaware does not have an air pollution problem. We should not be following California, which does have an air pollution problem in certain areas. Also, our public policy should not be based on data coming from models that are many times inaccurate, overstate the problem, and are programmed to run warmer statistics. For example, none of the 72 models predicted the increase in ice formation at the Poles a number of years ago.

According to what I've read, Nissan's ad for its new Ariya has a qualifier, in very faint (and very briefly-shown) type about the tailpipe being emissions-free. But the emissions generated by the high-voltage battery pack under the floor pans and the electric motor are known to be powerful enough to interfere with AM radio reception, which has caused customer complaints. To remedy (or hide) the problem, as of the date I first wrote this, April 24, Ford and Tesla were not offering AM radios in their electric vehicles. This way, no one would notice the electromagnetic fields generated by the EVs, and would feel safe. No one knows for sure if they are. ["EVs Have an Emissions Problem". *The New American*, April 14, 2023] [As of today, May 23, some of the car companies have announced that they would provide AM radios in their electric vehicles. In order to avoid customer complaints again, will they fix the electromagnetic field problem or will they merely provide a cosmetic solution?] Like the Covid shots, the EMF-emitting EVs are being forced on people who are not apprised of the risks.

Speaking of risks, what about the risk of fire from the lithium batteries? I know of someone who parked his car in front of an EV; when he returned to his car, the EV was on fire.

The IRS has said that starting April 18, it will enforce a domestic sourcing requirement for minerals and components used in the EV batteries. That means that a number of new EVs won't qualify for a "clean vehicle tax credit" of \$7500 that had been implemented under the Inflation Reduction Act. *The Epoch Times* reported March 31 that critical minerals and battery components must

meet certain requirements. To qualify under the new rules, an EV must have a battery capacity of at least 7 kilowatt hours, have a gross vehicle weight of fewer than 14,000 pounds, be made by a qualified manufacturer, and have to go through its final assembly in North America. The vehicle also has to be new. Are we able to meet all these requirements?

According to the Caesar Rodney Institute, 20% of charging is done in public spaces; most charging is done at home. How will this affect people who live in apartments? Many families live in apartments or condos where EV chargers do not exist and cannot be easily or inexpensively installed by residents.

Dr. David Legates, well-known climatologist, has said that CO<sub>2</sub> is plant food. It makes the blue crab grow faster. The planet is becoming greener except where there are cities and where forests are being deforested. Renewable energy is neither clean nor green.

An anonymous Wisconsin State Trooper told of an experience he had when called to respond to assist a motorist at the start of a snowstorm. She had a Tesla on the shoulder of the interstate with a dead battery. When he arrived, he found the right front door open. The occupants said they could not open any other doors, because the battery was dead. The driver also could not get her driver's license out of the glove compartment because the glove box opened electronically; and the battery was dead. The trooper tried to get a tow truck to come but said no one wants to tow EVs. He finally found one to do it, but the eight-mile trip to the charging station was \$1,000! A normal trip with a vehicle on a flatbed would have been \$150. Once they got to the charging station, they couldn't open the charging port because the battery was dead (the ports opened electronically). The one open car door had had to be closed to load the vehicle onto the flatbed, so they still couldn't open any doors. The owner's manual is in the on-board computer, but the battery was dead. The occupants were taken to a store to call a rental company. The trooper had to leave and wasn't sure of the outcome. His comment was that "EV's may be the way someday, but certainly not today!"

If the electric vehicles are so good, there should be no reason to bribe or mandate their purchase; the free market will take care of that.

We are told that 73% of the population is opposed to banning the sale of new cars powered by gasoline and diesel. [a February phone survey by Ragnar Research]. Our state representatives are listening to us; you should, too.

Thank you.

Lorrie Gloede

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