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**From:** Garvin, Shawn M. (DNREC) <Shawn.Garvin@delaware.gov>  
**Sent:** Friday, February 3, 2023 4:42 PM  
**To:** Marconi, Angela D. (DNREC)  
**Subject:** Fw: DNREC'S Zero Emmission Standards

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**From:** Tom & Marylou Svienty <mltdoodies@yahoo.com>  
**Sent:** Tuesday, January 31, 2023 11:32 AM  
**To:** Carney, John (MailBox Resources) <John.Carney@delaware.gov>; Garvin, Shawn M. (DNREC) <Shawn.Garvin@delaware.gov>  
**Cc:** Buckson, Eric (LegHall) <eric.buckson@delaware.gov>; Postles, Charles (LegHall) <Charles.Postles@delaware.gov>  
**Subject:** DNREC'S Zero Emmission Standards

I respectfully ask that the DNREC'S Democratic mandate of Zero Emission Standards not be implemented. This is a bad standard for the residents of Delaware. Delawarrians deserve the choice of whether or not to purchase an electric vehicle or a gas-powered one. They should not have the Democratic agenda **imposed** on them. Actually, I see this as an intrusion of Delawarian's rights of freedom of choice.

Implementation of this stand will have many negative effects, especially on low-income households.

Used vehicle prices will go up more than they have.

Service stations that repair cars will mostly be put out of business.

It will impact low-income households who will not be able to afford new or used vehicles.

Electric rates will go up.

Fewer fuel taxes will be collected, unless you have in mind to heavily tax electric rates.

New vehicle prices will dramatically increase, probably as much as \$10,000. to \$12,000.

There will be a limited selection of makes and models to choose from

When the batteries reach the end of their life a replacement can cost as much as \$20,000.

What do we do with all of these useless batteries?

Convenience stores and all gas stations would have to revamp their businesses to accommodate charging.

You do not now and will not have the infrastructure in place by 2035.

Residents in rural areas do not and will not have access to charging stations.

Urban residents who don't have access to charging stations will most likely need them at each parking station.

Vehicle insurance costs will go up based on the higher-priced vehicles.

Costs of repairs will also go up dramatically (batteries, brakes, and body repair).

Charging a vehicle takes much longer than a fill-up.

Typically a charge cycle takes between 30 minutes to 8 hours or more depending on the beginning charge level and charger type.

At-home charging requires additional equipment to be purchased for the home.

Superchargers are few and far between.

There's no equivalent of getting a small can of gas to get you to the next exit if you run out of charge.

The overall range of the vehicles is not great.

Range changes due to driving habits, causing range anxiety.

The inconsistent range across all makes and models.

Vehicle range is affected by heavy acceleration, weather, and unforeseen traffic conditions.

Towing RVs and trailers will also cut down on the range of the batteries.

The mining of the battery material (cobalt, lithium, and Nickel) presents significant environmental challenges

The disposal of EV battery material also presents significant environmental challenges.

90% of ICE lead-acid batteries are recycled while only 5% of EV lithium-ion batteries are.

EV batteries are very heavy and are made of exotic, expensive, toxic, and flammable materials.

The power for EVs is dependent on a mixture of diverse commodities from just a handful of third-world countries.

According to the International Energy Agency, an electric vehicle requires six times the mineral inputs of an IC engine.

What will be the impact on the roads that these heavier vehicles travel on?

These are just a few of the reasons I came up with for not implementing this DNREC Zero Emission Standards mandate. I'm sure in your consideration of this mandate you did consider all of these reasons and many more. It just wasn't hurriedly tried to be pushed thru as SB 29, was without any input from Delaware residents.

Again I ask that this DNREC Democratic Standards mandate not be implemented and that residents of Delaware are allowed to choose the type of vehicle they want and not be forced to buy a vehicle, not of their choice.

Thomas Svienty  
Felton, DE 19943