Delaware low emission vehicle code

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Tue 12/13/2022 7:00 PM
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I am writing to express my concern that the code will be forced through as an appeasement of politics without regard to the economic affects and actual emission savings this will have.

First, the CO2 emitted to manufacture a vehicle compared to an EV is almost ½ (9.2 T of CO2 compared to 17.5T) but per 100 miles the CO@ generated by a conventional vehicle (including manufacture of and distribution of gasoline) is 37.74 lbs @25mpg compared to the generation of electricity (coal – and I know Delaware doesn't have a power plant and buys it from nuclear but the majority of the country does buy coal fired) is 62.1lbs per 100 miles when calculating emissions for 30 kwh per 100 miles.

Now there is the maintenance needed for these vehicles BUT to repower an EV is 50 – 60 thousand dollars in todays cost to repower a TESLA or just buy another at the higher manufactured cost compared to 10K for an engine replacement. This is Ludacris!

The only reason a Tesla or any other EV is "reasonable" to purchase is it is supplemented by the taxpayer at 6 – 10K dollars. Not to mention the federal $$ being used (in lieu of private investment – as there is no profit to be made in this scheme) is to have OUR tax money install EV charging ports. Also, the feel good cost of free charging stations is BS, someone pays nothing if free.

Now, I guess, the thinkers who came up with this figured that since ½ the population can't afford to buy a new vehicle, they should buy a used EV. That is not affordable. UNLESS the taxpayers are going to supplement their purchase too! Buying a used EV is a bad investment as they would have little of their useful life left (based on the age of vehicles on the road) and the exorbitant cost to repower them. So, the average Joe needs a bicycle and their you have your solution.

So, is this really helping? I think not.

Bernard Limpert

Sent from Mail for Windows