

Townsend, Erle

From: Cayting, Lynne A
Sent: Friday, January 26, 2024 2:21 PM
To: Townsend, Erle
Subject: FW: Chapter 127-A Public Comment

Lynne Cayting, Chief
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From: Cordelia Lane <copalane@gmail.com>
Sent: Friday, January 26, 2024 1:12 PM
To: Cayting, Lynne A <Lynne.A.Cayting@maine.gov>
Subject: Chapter 127-A Public Comment

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Hello,

Please note my extreme opposition to this rule making: Chapter 127-A that is proposed for a vote in two weeks. Please post this as a public comment.

I am NOT opposed to EV's. In fact, I own a 2019 Chevy Bolt and am happy with it.

BUT, I am extremely unhappy with the idea that a group of unelected bureaucrats in the BEP would FORCE my fellow Mainers to start buying EV's in 2028. It is not government's job to tell Mainers what kind of vehicles they need to drive.

Your bureau seems to forget that you are public servants - not public dictators.

Does BEP understand or care that the vast majority of Mainers could not even begin to afford EV's - because they are all very expensive.

Maine is a poor, rural state. Is it your wish to strand and isolate Mainers who are poor, hardworking residents of rural Maine? There are plenty of poor, hardworking people in our urban areas who cannot afford EV's as well.

The arrogance of BEP is extreme and abominable.

EV's are definitely not the wondrous, clean renewable energy vehicle that your bureau apparently thinks they are.

Please look at the following:

This is a Tesla model Y battery. It takes up all of the space under the passenger compartment of the car.

To manufacture it you need:

- 12 tons of rock for Lithium (can also be extracted from sea water)
- 5 tons of cobalt minerals (Most cobalt is made as a byproduct of the processing of copper and nickel ores. It is the most difficult material to obtain for a battery and the most expensive.)
- 3 tons nickel ore
- 12 tons of copper ore

You must move 250 tons of soil to obtain:

- 26.5 pounds of Lithium
- 30 pounds of nickel
- 48.5 pounds of manganese
- 15 pounds of cobalt

To manufacture the battery also requires:

- 441 pounds of aluminum, steel and/or plastic
- 112 pounds of graphite

The Caterpillar 994A is used for the earthmoving to obtain the essential minerals. It consumes 264 gallons of diesel in 12 hours.

Finally you get a "zero emissions" car.

Presently, the bulk of the necessary minerals for manufacturing the batteries come from China or Africa. Much of the labor for getting the minerals in Africa is done by children! If we buy electric cars, it's China who profits most!

BTW, this 2021 Tesla Model Y OEM battery (the cheapest Tesla battery) is currently for sale on the Internet for \$4,999 not including shipping or installation. The battery weighs 1,000 pounds (you can imagine the shipping cost). The cost of Tesla batteries is:

- Model 3 -- \$14,000+ (Car MSRP \$38,990)
- Model Y -- \$5,000-\$5,500 (Car MSRP \$47,740)
- Model S -- \$13,000-\$20,000 (Car MSRP \$74,990)
- Model X -- \$13,000+ (Car MSRP \$79,990)

It takes SEVEN years for an electric car to reach net-zero CO2. The life expectancy of the batteries is 10 years (average). Only in the last three years do you begin to reduce your carbon footprint. Then the batteries have to be replaced and you lose all the gains you made in those three years.

One more thing: remember why your December meeting had to be cancelled? A massive power outage due to a very bad winter storm knocked out half the state. Does your bureau really want everybody in the state to be vehicle-dependent upon a power source that can be so effectively destroyed for days/weeks by a storm?

And another thing: Maine's climate is extremely different from that of California. California is a warm, sunny place with not much cold weather at all. Maine has a good 6-7 months of cold

weather. Does your bureau understand or care that the EV range is greatly reduced in cold weather?

PLEASE VOTE NO on such an egregious and harmful bill!

Sincerely,
Cordelia Lane
Palermo, Maine