

Townsend, Erle

From: Tim Plouff <TPLOUFF@rivah.net>
Sent: Friday, January 26, 2024 1:32 PM
To: DEP Rule Comments
Subject: FW: Automotive Industry Updates

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From: Tim Plouff [mailto:TPLOUFF@rivah.net]
Sent: Thursday, January 25, 2024 11:03 AM
To: 'Hinkel, Bill' <Bill.Hinkel@maine.gov>
Cc: 'BEP, Clerk' <Clerk.BEP@maine.gov>; 'ruth.a.burke@maine.gov' <ruth.a.burke@maine.gov>; 'slessard@bucksportmaine.gov' <slessard@bucksportmaine.gov>
Subject: Automotive Industry Updates

Mr. Hinkel,

It is important that you and the BEP panel considering implementing EV mandate rules understand the on-going changes occurring in the auto industry.

These constant changes, with automakers usually working on 3-4-year product cycles, will have significant ramifications for Maine consumers if Chapter 127-A and Chapter 128 are indeed implemented.

Just in the past week:

- Ford again announced reductions in Lightning EV pickup production as sales continue to fall and inventories build.
- Toyota CEO Akio Toyoda—a descendent of the founding family at Toyota—again reiterated his firm beliefs that EV's will not be the path forward. He predicted that EV sales will only account for 30% of total new vehicle sales, with hybrid-powertrains, Hydrogen, and ICE vehicles the remaining, and dominant, systems consumers will purchase. Toyota has sold—and continues to sell—more hybrid powertrains than any other automaker, and has contributed greater emissions reductions than any other automaker.
- The recent cold weather in the mid-West only highlighted the shortcomings of EV charging. VW's ID4, their best-selling EV, is among the worst performers in cold weather, losing 46% of its effective range. The average loss among other top-selling EV's averages 30%, almost tripling the cold weather range losses of conventional ICE vehicles.

- Nearly 5,000 US auto dealers are petitioning, again, that the White House back-off on EV mandates, as sales slow and charging infrastructure issues mount.
- North Dakota joins several other states recently to implement policy that forbids EV mandates.
- And lastly, Consumer Reports, long a champion of the EV transition, released results from their consumer studies that points out EV's have 79% more problems than ICE vehicles. "This suggests that automakers need more time to work out the kinks under the hood of EV's" the report stated, released in the Wall Street Journal. CR went on to state, "what matters most to consumers is the same; finding safe, reliable cars".
- IEA reporting indicates that China has doubled its harmful CO2 emissions while the US has reduced its emissions. China is planning to construct hundreds of new coal-fired powerplants to increase EV battery production, solar panels, and to help re-store their slowing economic growth.

The forced march to EV's is nowhere near ready for prime time, mass adoption. To facilitate forced sales of this technology onto a buying public that erases their freedom of choice in the marketplace is miss-placed thinking and poor public policy. The effort by the petition signers is neither persuasive nor correct.

The BEP should soundly reject EV mandates in all shape, manner, and form.

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