



**Statement of SAFE-EC on the House of Representatives Energy and Commerce Committee Hearing on
“Charging Forward: Securing American Manufacturing and Our EV Future”**

March 8, 2022

Chairman Rush, Ranking Member Upton, and Members of the Energy Subcommittee:

We appreciate the opportunity to provide a written statement on the hearing, “Charging Forward: Securing American Manufacturing and Our EV Future.”

SAFE is a nonpartisan, nonprofit organization committed to strengthening U.S. energy, economic, and national security by advancing transformative transportation and mobility technologies, and ensuring that the United States secures key aspects of the technology supply chain to achieve and maintain our strategic advantage. SAFE is aided in its work by its Energy Security Leadership Council (ESLC), a group of senior business executives and retired 4-star Admirals and Generals, who find common purpose in the need to safeguard our electric vehicle (EV) and related supply chains as an economic and national security priority.

The Electrification Coalition (EC) is a sister organization with SAFE and is a nationally recognized non-partisan, non-profit organization that is focused on achieving the mass adoption of EVs through a combination of stakeholder engagement, technical support, direct implementation, and policy support to facilitate the deployment of EVs on a mass scale in order to combat the national security, economic, and public health impacts associated with the nation’s dependence on oil.

The EC has built and implemented an increasingly robust strategy to accelerate EV action around the country working at the local, state, and federal levels, while also growing our reach and impact in partnership with the private sector through the Electrification Coalition Business Council (ECBC). Our work at the city level has utilized deep on-the-ground expertise through our nationally recognized EV accelerator communities and has led to significant EV adoption within municipal fleets. The EC’s robust experience with cities led us to be a lead implementation partner on electrification with the U.S. Department of Transportation’s Smart City Challenge and to support 25 leading cities through the American Clean Cities Challenge (ACCC). The EC has driven dramatic change across cities, resulting in thousands of commitments to purchase fleet EVs and charging infrastructure, \$47 million in grant funding through the FTA’s Low/Zero-Emissions program, the creation of EV car share programs, the formation of dealership engagement programs and successful adoption of pro-EV policies across other cities and states.

The U.S. transportation sector’s overwhelming dependence on volatile global oil markets – and the unreliable actors who influence them – is a direct threat to the interests of the United States and our allies. While oil has facilitated the rise of the modern era, our over reliance on it creates tremendous

energy security vulnerabilities because the price of this critical commodity is subject to manipulations by OPEC+ and global events that are beyond our ability to control—such as those we are experiencing today due to the war in Europe. Such manipulations constrain U.S. foreign policymaking, affect the flexibility and activities of the military, impact consumers at the pump, and threaten economic growth.

Successfully addressing the enormous challenge that oil dependence poses to our nation requires a multi-faceted approach that emphasizes substantially decreasing the oil intensity of the U.S. economy and rapidly shifting our transportation sector to electric. The United States must prioritize a suite of policy recommendations designed to position the American transportation sector for a timely and significant shift away from petroleum fuels. This will be achieved through policies designed to accelerate adoption of EVs for all sectors, enabling a new era of American mobility, powered by domestically abundant, readily available resources.

We recognize that market-designed and market-driven approaches are the preferred method for overcoming economic challenges. But given the importance of oil to our economy and the power that foreign governments wield over oil production levels, engagement by the U.S. government is warranted. Put simply, only government action can address a problem that is the creation of foreign governments.

Simply stated, widespread adoption of EVs is the best scalable strategy to loosen oil's grip on our national security and our economic prosperity. We need bipartisan leadership to accelerate the adoption of EVs powered by electricity that is domestically powered and stably priced. We applaud the leadership of this committee for the work done in passing the Bipartisan Infrastructure Law that provides the down payment to our transportation electrification future by providing critical investment for EV charging stations and electric school buses. We also applaud this committee for the leadership in the supportive EV policies passed under this committee's jurisdiction that were included in the Build Back Better legislation, and specifically those that would bolster manufacturing supply chain resilience.

The time is now to continue to adopt the policies that will accelerate transportation electrification while also growing robust supply chain in the U.S. to support the transition. These policies should attract broad bipartisan support as they will grow manufacturing and create good jobs right here in the U.S. and should include the following:

- First, appropriations to expand domestic critical mineral and rare earth element processing, which are vital for American military systems, electrical vehicles, and the overwhelming most sophisticated industrial operations.
- Second, passage of battery disclosure legislation to ensure that materials from the mine to final product coming from overseas do not leave us beholden to any one nation and meet U.S. trade, environmental, and human rights standards.
- Third, full funding for the CHIPS Act is needed to help America rebuild its semiconductor fabrication ability and remain the world leader in the design of integrated circuits.
- Fourth, revision of U.S. trade law to account for the reality of two decades of Chinese predatory behavior in violation of its fundamental trade commitments.
- Fifth, ensure that the policies and programs passed under this committee's jurisdiction of the Build Back Better Act are enacted into law.¹

¹ These policies include the following: Section 30101, Clean Heavy-Duty Vehicles; Section 30102, Grants to Reduce Air Pollution at Ports; Section 30103, Greenhouse Gas Reduction Fund; Section 30105, Diesel Emissions Reductions; Section 30107, Air pollution at schools; Section 30202, Environmental and Climate Justice Block

We thank you for the opportunity to provide a written statement in response to the hearing today. We look forward to working with you to adopt the policies and programs needed to accelerate the adoption of EVs. If you have any questions, please contact Katherine Stainken, the EC's VP of Policy, at kstainken@electrificationcoalition.org.

Sincerely,

A handwritten signature in black ink that reads "Ben Prochazka". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ben Prochazka

Executive Director
Electrification Coalition

Grants; Section 30412, High efficiency electric home rebate program; Section 31401, Manufacturing Supply Chain Resilience; Section 30441, Funding for DOE Loan programs office; Section 30442, Advanced Technology Vehicle Manufacturing; Section 30443, Domestic Manufacturing Conversion Grants. The EC also supports the inclusion of more classes of MHD vehicles within Section 30101.