Genevieve Cullen

Responses to the Questions for the Record pursuant to the Subcommittee on Environment, Manufacturing, and Critical Materials on Thursday, June 22, 2023, at the hearing entitled "Driving Affordability: Preserving People's Freedom to Buy Affordable Vehicles and Fuel."

The Honorable Diana DeGette

1.What role do government standards play in driving innovation for your industry? And why is that?

Effective government standards provide certainty for manufacturers throughout the electric drive value chain, who are making substantial investments in electrification. Standards also provide important market signals that promote innovation and investment.

EDTA supports a coherent regulatory regime that promotes investment in GHG-reducing technology and provides manufacturers with the support they need to achieve aggressive goals. We believe that informed regulators and engaged stakeholders working together to finalize standards is the way to ensure effective regulation and reward innovation in the vehicle market.

The disruption and uncertainty caused by freezing the rulemaking process and undoing previous GHG regulation would work against US market leadership and consumers' access to EV choices. Vehicle manufacturers and the complex supply chains that support them, and the EV ecosystem, have made substantial investments in reliance on the current regulatory regimes and are working to contribute to the development of new standards

2. Without these standards, consumers would be left with less efficient products that pollute more and cost more over the life of the vehicle, is that correct?

Electric mobility is essential to reducing transportation emissions. According to a recently updated Union of Concerned Scientists analysis, no matter where you are plugging in in the U.S., an EV has fewer emissions than the average internal combustion engine vehicle. They found that "In some parts of the country, driving the average new gasoline car produces 4 to 7 times the emissions of the average EV."

Electric mobility is also a less expensive option for consumers. Domestically produced grid electricity, on average, can power plug-in cars at the equivalent of $1.20 a gallon of gasoline. Owning an EV is also cheaper. Consumer Reports recently compared popular plug-in cars to their conventional counterparts and estimated that owners of full battery and plug-in hybrid cars incur only half the repair and maintenance costs of a conventional car and that those driving pure electric cars enjoy 60% savings in energy costs.

Scaling the e-mobility ecosystem requires, at minimum, public and private investment, clear market signals and regulatory certainty. EPA and NHTSA emissions and efficiency standards are part of the comprehensive policy approach needed to accelerate the transition to electrification. Policymakers and industry need to work together to effectively implement existing programs and incentives that are fueling market growth.

EDTA supports an all-of-the-above approach to e-mobility that reinforces investment throughout the value chain, including consumer incentives, investment in infrastructure, consistent regulatory requirements, and support for ongoing innovation.

3. Do you agree with the approach my colleagues across the aisle are taking by barring this proposed rule? Doesn't this approach limit the ability for stakeholders to be involved in the process?

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The Honorable John P. Sarbanes

1. In response to Republican concern about consumer choice, Mr. Goffman confirmed during the hearing that EPA's proposed vehicle emission standards do not mandate the use of a specific technology and instead grant manufacturers the flexibility to make product design and manufacturing decisions based on what consumers want.

a. As the only representative of vehicle manufacturers to testify at this hearing, can you shed some light on the contention that there are no choices available in EVs today?

There are 87 plug-in electric models available today. Consumers have choices in size, cost and capability – including SUVs, sedans, pick-ups trucks and luxury vehicles. As the industry and markets grow, these choices will increase further. The EPA website provides a useful guide to the diverse EV options available today. Hybrids, Diesels, and Alternative Fuel Cars (fueleconomy.gov)

b. How many different EV models are currently available? Do you expect this number to grow?

In the United States, the EV ecosystem is growing. Close to 4 million plug-in electric vehicles have been sold since 2010. There are 87 plug-in electric models available today – and automakers have announced an additional 58 models to be rolled out by 2027. We fully expect this number to grow, with additional announcements throughout this, and coming years.