

My name is David Reeck, residing in Roseburg, Oregon, Douglas County.

My submission is related to electric vehicle (EV) spending from the State of Oregon.

I have two points, two requests that can reduce spending.

My background:

I worked in worked in several capacities for GM for 47 years, in a manufacturing plant, product engineering and sourcing/purchasing/supply chain.

My last 10 years of employment was in China, as the GM China Manager of Electrification Strategy & Charging Infrastructure.

I have been a paid consultant on EVs and charging for over 10 years.

I am a Member of the Umpqua Transportation Electrification Team.

We are holding a Ride and Drive Electric Vehicle event in Roseburg on Earth Day April 22.

**REQUEST #1:**

The charging standard adopted by the US and the EU is SAE International J-1772.

This charging standard for the US has been adopted first by the California Air Resources Board in 2001.

CHAdEMO is a Japanese charging standard.

Electric vehicle chargers work with specific vehicles, only. There is no universal charger.

CHAdEMO chargers were installed about 10 years ago, every 50 miles along Interstate 5, through Washington, Oregon, and California.

These EV chargers were installed to support the Nissan Leaf, which was the first popular EV along the US West coast, as part of the West Coast Electric Highway. The Nissan Leaf was introduced to the USA in December 2010.

In 2023, there are a total of 81 different Plug-In electric vehicle models sold in the USA. Plug-In vehicles (both Battery Electric Vehicles and Plug-In Hybrid Electric Vehicles, PHEV) use battery chargers.

Now, only the Nissan Leaf and Mitsubishi Outlander still use CHAdEMO in the USA. (only 2 of 81 models)

The new Nissan Ariya SUV will not use CHAdEMO. Toyota no longer uses CHAdEMO in the USA. German EVs sold in the USA do not use CHAdEMO. GM and Ford do not use CHAdEMO. Tesla has their own unique charging system.

ODOT is planning to replace and upgrade CHAdEMO chargers along I-5 for the West Coast Electric Highway. WHY ?

So, I propose Oregon NOT continue to spend money on a Japanese charging standard, that Nissan is abandoning in the USA.

REQUEST #2:

Currently, Oregon EV rebate of \$2,500 (plus the Charge Ahead program for lower income residents) is for EVs with a maximum MSRP of \$55,000.

The current Lithium-ion batteries have a very low energy density.

Current EVs are expensive and heavy. A Tesla Model Y battery alone weighs 1,700 pounds.

Almost one TON of battery, requiring about 200-400 tons of raw material to be mined and processed and shipped.

But 85% of all drivers in Oregon, only drive an average of 35 miles daily; which would only require a 250 pound battery, not a one ton battery.

Mainly these drivers only need a commuter car, for their everyday driving.

One of GM's partners In China is WuLing, the Wuling Mini EV has sold over 1 Million EVs.

Wuling Mini EV is a mini 4-seat electric car. There are four versions: the price range is equivalent to \$4,800 – \$14,700. Driving range is 72 - 180 miles

All Oregon taxpayers subsidize this \$2,500 rebate, mostly for EVs with prices between \$25,000 and \$55,000. This is a form of wealth distribution to subsidize more expensive EVs.

We need support lower priced Commuter EVs with much lower weight, which would have much higher sales volume, since their prices would be much lower.

We need to make a strong statement to vehicle manufacturers.

So, I propose that the maximum MSRP for an Oregon rebate be lowered from \$55,000 to \$20,000.

David Reeck

Roseburg, Oregon, USA

Mobile phone: +1-541-817-7225