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On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

?In support of delaying/or halting the mandated use of EV trucks (and all vehicles) in Oregon, I would like to offer other reasons for rethinking pushing green vehicles through.

While electric trucks are generally better for the environment than traditional gas-powered trucks, a key downside to their environmental impact is the significant emissions associated with their battery production, particularly the mining of materials like lithium, which can involve harmful practices and contribute to environmental degradation if not done sustainably; additionally, the disposal of old batteries can pose an e-waste issue if recycling infrastructure is not robust enough.

?As an example, manufacturing an average gas-powered sedan creates about six metric tons of carbon dioxide emissions, but manufacturing an electric vehicle of the same size creates more than 10 metric tons of carbon dioxide emissions. As EVs become more popular, the problem is getting more attention, and even EV automakers are calling to decarbonize supply chains.

So, electric cars start "in debt" when it comes to their carbon emissions - either 10 metric tons in total, or 1.3 to 2 times more greenhouse gasses than ICE vehicles, depending how you're accounting.

Gas car - 6 to 9 metric tons CO₂

EV - 11 to 14 metric tons CO₂

?EV Trucks, long haul particularly, not only have sticker price shock beyond any other ICE vehicle, they do not generate enough power and charging the vehicles is expensive and time-consuming.

EVs are completely reliant on the grid, which should shut down, also be shut down, and worse, rely on diesel fuel for charging, even at stations. So discontinuing diesel altogether is illogical at the very best.

Rare minerals mined are toxic and often come from near slave labor in third-world countries - a humanitarian crisis for children and adults unprotected from exposure to lithium and cobalt.

?Clean diesel trucks and cars already produce 99% less emissions than those from the 1980s; EV trucks require 8000 lb batteries which expose workers and drivers to lithium hazards

Reality Check on EV Trucks <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

Exposure to lithium in mining <https://enviroliteracy.org/is-lithium-mining-dangerous-for-workers/>

PDF exposure to lithium John Hopkins

file:///C:/Users/cmaho/Downloads/Occ_Env_HealthImpactsofLithiumMiningProcessing_Final.pdf

EV Vehicles MIT [https://climate.mit.edu/explainers/electric-](https://climate.mit.edu/explainers/electric-vehicles#:~:text=Electric%20vehicles%20are%20unambiguously%20better,a%20fossil%20fuel%20power%20plant.)

vehicles#:~:text=Electric%20vehicles%20are%20unambiguously%20better,a%20fossil%20fuel%20power%20plant.

EV's Dirty Little Secret Research? <https://www.recurrentauto.com/research/just-how-dirty-is-your->

ev#:~:text=1%20%2D%20Manufacturing%20Emissions&text=As%20an%20example%20C%20manufacturing%20an,tons%20of%20carbon%20dioxide%20emissions.

Thank you

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