

Subject: Sierra Club statement on ZEV regulations
From: Sherry Boschert <sherry.boschert@gmail.com>
Date: Fri, 25 May 2007 14:19:08 -0700
To: rsawyer@arb.ca.gov

Dear Dr. Sawyer:

For the record, this letter is the e-mail version of the Sierra Club statement read by Club member Linda Nicholes at the California Air Resources Board meeting on May 24, 2007 regarding the Zero Emission Vehicle regulations. A printed version on Sierra Club letterhead will be mailed or faxed to the clerk of the board soon.

Sierra Club California urges the California Air Resources Board to seize the opportunity to reopen the Zero Emission Vehicle regulations for revision.

The ZEV regulations were a success until 2003, and then weakened. Before 2003, the ZEV regulations put more than 5,000 zero-emission battery electric vehicles on the road. Since 2003, the auto companies were allowed to destroy most of those vehicles, and they have produced a mere 134 hydrogen fuel-cell vehicles, some gasoline-dependent hybrids, and no new plug-in vehicles.

Sierra Club California agrees with the CARB staff's recommendation that the ZEV regulations be revised this year. A number of innovative ideas on how they should be revised are being discussed outside of CARB. These include:

- Establishing technological neutrality, rather than the current rules that favor hydrogen fuel-cell vehicles and have led to abandonment of plug-in vehicles;
- Simplifying the regulations to avoid the alphabet soup of vehicle classes that qualify for credits;
- Adhering to a strong timeline for delivery of vehicles to market that's based on the technology that will be ready soonest, instead of pushing the deadline further out to accommodate wishful thinking about hydrogen cars. Climate experts say we have 10 years to start drastically reducing our carbon emissions to avoid the worst effects of global warming. While the ZEV regulations address only criteria pollutants, CARB also has been charged with the responsibility of regulating greenhouse gases. Here's a chance to build a timeline that will address both;
- Another idea is to make the ZEV regulations "lawsuit-proof" by removing gasoline-dependent

vehicles from the credit system. One way this might be accomplished is to rewrite the credit system based on a vehicle's kilowatt hours of potential zero-emission driving, and leaving it to the market to produce the vehicles that best meet those parameters.

The Sierra Club is not advocating for any one of these ideas over others at this point. The first step, though, is to agree that the ZEV regulations should be revised. We urge the board to ask the CARB staff to explore some of these ideas for improving the regulations and to recommend changes to the ZEV regulations.

Sincerely,

Linda Nicholes (at the May 24 meeting)
Sherry Boschert, Sierra Club San Francisco Bay Chapter Energy Committee

Empowered to send this statement by:
Ken Smokoska, chair of Sierra Club California's Climate Change Committee
Bill Magavern, senior representative of Sierra Club California
and other Club leaders

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