DRAY CON TRANSPORT – COMMENTS REGARDING ELECTRIC DRAYAGE TRUCKS

- Charging stations – Where would these charges? What type of lines would we see at charging stations? Would they even be readily available? Also, every yard/terminal would need the correct setup to charge the fleet overnight.
  - What implications would this have on individual towns power grids/capacity?
  - Is there any noise from charging one truck? What about a whole fleet? This could raise problems with neighbors/various town ordnances.

- Battery Range – many factors would affect this, almost impossible to have an accurate average or baseline – too many variables (discussed below).
  - Winter Battery – An article from 2019 states: cold temperatures can sap electric car batteries, temporarily reducing their range by more than 40 percent when interior heaters are used, a new study found. The study of five electric vehicles by AAA also found that high temperatures can cut into battery range, but not nearly as much as the cold.
    - https://apnews.com/article/04029bd1e0a94cd59ff95400398c12d1#:~:text=DETROIT%2D%20AP%20%E2%80%94%20Cold%20temperatures,as%20much%20as%20the%20cold.
  - Power – We know from Hi/Lo examples that electric ran power equipment does not perform as well as diesel/propane counterparts. There are limitations to weight capacity when using only electric. Would the electric trucks have the raw power to pull 50,000LB loads?
  - Draw on Battery - Not all carriers haul the same freight. The battery life/ability to perform would vary based on the weight of the load and outside temps (running heat in cab during winter or a/c in summer). We would also see variation with respect to running refers... would the chassis have an electric genset...still use diesel... or tie into the trucks battery and draw on that?
  - Dealers / Knowledge – With any new style of equipment, comes new types of problems. I would think we can expect to see longer downtimes when trucks break because mechanics are not familiar with all the issues that will occur. There will be a learning curve across the industry. Actual trained technicians who respond to road calls would have no precedent or reference to prior working experience.