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United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

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February 4, 2022

Postmaster General Louis DeJoy
United States Postal Service
475 L'Enfant Plaza, S.W.
Washington, D.C. 20260

Dear Postmaster General DeJoy:

I believe the United States Postal Service (USPS) has a prime opportunity to lead the effort to address climate change by transitioning the USPS delivery fleet to electrified vehicles. Although I have raised the need to electrify the delivery fleet with the USPS many times over the past two years, USPS has not yet corrected course in order to seize this opportunity. The contract for the new USPS delivery fleet is also an opportunity to support good paying union jobs, and that opportunity too has been neglected. Therefore, I am writing to request that you complete a Supplemental Environmental Impact Statement relating to the purchase of next generation delivery vehicles and adopt an approach that will result in a cleaner, more cost-effective, and more sustainable postal fleet.

I am gravely concerned by recent communications from the United States Environmental Protection Agency (EPA) and the Council on Environmental Quality (CEQ) that the USPS Environmental Impact Statement (EIS) for Next Generation Delivery Vehicles (NGDV) provides a fundamentally flawed analysis that underestimates the long-term costs of operating and maintaining gasoline-fueled vehicles, and overestimates the costs of purchasing and charging electric delivery vans. Should USPS move forward on the basis of that EIS, it will be taking action that is not only unwise, but will also expose the service to significant legal jeopardy. You have the ability to change paths before any vehicles are purchased.

Purchasing NGDVs that rely upon fossil fuels will not only lock the U.S. into further dependence on polluting technology, it will also harm the competitiveness of the USPS. Vehicle manufacturers and companies like United Parcel Service, Federal Express, and Amazon—your competitors—see the opportunity presented by electrification. They are wasting no time transitioning to electric delivery vehicles.

For instance, Amazon has entered into agreement with electric vehicle maker Rivian to deliver 100,000 electric delivery trucks. FedEx has pledged to become carbon-neutral by 2040, and is preparing to buy tens of thousands of electric vans over the next eight years. According to Richard Smith, the FedEx President and CEO, “electrifying our pickup and delivery fleet is

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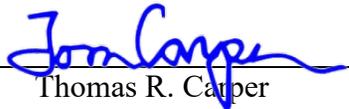
critically important and makes sense from a service and financial standpoint.”¹ UPS has announced an order of 10,000 electric vehicles from UK based manufacturer Arrival.

Vehicles manufacturers are also moving quickly into this space. Ford will bring the E-Transit, a fully-electric delivery van, to market this year, for which it has already taken 10,000 orders. Last year GM began to produce electric commercial delivery vans, and is now expanding their line of models to include smaller delivery vans as well. According to a recent report by CalSTART, the number of available zero emission truck models has increased 625% since 2019.² While there are only 1,215 medium- and heavy-duty zero-emission trucks deployed in U.S. today, there currently are 140,000 pending orders for commercial EVs, predominantly delivery vehicles.³

The U.S. Postal Service is a critical service of the United States government. It should be moving forward in a way that can deliver that service sustainably. I ask that you respond to this request by February 10, 2022 and before any orders for the next generation delivery vehicles are placed.

I appreciate your attention to this time-sensitive matter.

Sincerely,


Thomas R. Carper
Chairman

¹ Karen Weise and Neal E. Boudette “Can Anyone Satisfy Amazon’s Crazying for Electric Vans” NY Times January 18, 2022. <https://www.nytimes.com/2022/01/18/technology/amazon-electric-vans.html>

² Baha M. Al-Alawi, Owen MacDonnell, Ross McLane, and Kevin Walkowicz, Zeroing in on Zero Emission Trucks. January 2022

³ Ibid