

Electrifying the Last Mile



Major businesses have committed to deploying electric vehicles for delivering goods to customers as part of their broader efforts to cut greenhouse gas emissions. Today, the Chamber gathered experts to examine the challenges and opportunities for electric delivery vehicles.

Key takeaways:

- “We see both battery-electric vehicles and fuel-cell-electric vehicles as having a role to play in the energy transition. We view them as complementary,” said Amy Adams, Vice President of Fuel Cell & Hydrogen Technologies at Cummins.
- “[Electric vehicles] have to be more than science projects,” explained Duane Hughes, CEO of Workhorse Group. “They have to help the business compete more effectively, grow their market share, grow their revenues, and reduce their costs.”
- “To get broader adoption the federal government is going to have to lead,” said Thomas Jensen, Senior Government Relations Executive with UPS. “It’s going to have to lead when it comes to incentives and grants to encourage people to [move to more electric vehicles].”
- “It has to be a holistic solution. You have to look at private investment as well as federal, state, and county investment,” noted John Linsley, Head of Electric Vehicle Sales for

Schneider Electric North America. “There’s a lot of private money out there interested in helping to develop these infrastructure models.”

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