# UN COP27
# Sharm El-Sheikh, Egypt
# Innovation in Transportation and Electrification

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## Governor of Indiana
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***Remarks as prepared for delivery***

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Thank you, Brian.

Thank you to the leadership of Edison International, and at the Edison Electric Institute, and GM, and to all our friends in Egypt, for the invitation, warm welcome, and for what I'm confident will continue to be an active partnership between us all.

I'm so proud to represent a state that welcomes the world each Month of May to a thrilling racing tradition that dates back more than a century.

In fact, in this room, I suspect many know Indiana as the home of the Indianapolis 500 auto race, and some know our location at the intersection of our nation's interstates that's led to our state's reputation as the Crossroads of America.

And then, add to that, Indiana's infrastructure was ranked number one in the U.S. by CNBC this year, so we're taking care of what we've got and building out the new.

Because the future of transportation couldn't be more important and top of mind for us, considering it's the key that connects it all.

We're also so proud to be home to electrifying innovators like GM, and other thriving industry leaders and academic partners, who are working in tandem to create clean energy and cleaner mobility options.

And on that front, if I may say so, Indiana has been home to automobile innovation dating back to the 1890s, around the same time when my great grandfather was a blacksmith during the last great mobility transition.

Because that's also when Elwood Haynes made the made the first successful trial run of his "horseless carriage," one of the earliest automobiles in the U.S. – in Kokomo, Indiana – and began commercially producing them in our state.

The top speed? *7 miles per hour*! Talk about buckle up!

Keep in mind that's almost two decades before Ford's Model-Ts were sold in 1908.

As we know, automobiles left horses in the dust, and in the years that followed, these early cars were produced in more than 40 Indiana cities.

Just a few decades later, when multiple auto-makers competing for customers needed a way to test new cars and showcase their power and speed, a revolutionary concept emerged, and in 1909, the Indianapolis Motor Speedway was born as a *test track*.

The average speed? 57 miles per hour!

From 7 miles per hour to *57 miles per hour*!

But let's skip a few years, and fast forward to the 106th running of the Indy 500 this past May.

While we're proud of our tradition, we've embraced a lot of change over those years.

For one thing, it's become a global race.

In fact, the last 5 winners have hailed from Sweden, Brazil, Japan, France and Australia – victors from different countries and continents.

The cars today don't look like the cars back then.

The fuels they run on are better.

The crowds at the track are larger – like 300,000 people larger!

The cars are not only faster, they're smarter.

And the newest changes at the racetrack made this year's race the most sustainable in history, with cars running on renewable rubber tires, delivered by semis powered by electricity.

And by the way, Sweden's Marcus Erriccson drove his car to victory – with a top speed of *234 miles per hour*!

Of course, it's not just the racetrack where Indiana's become known for our relentless pursuit of innovation.

We're also racing into the future of mobility more sustainably than ever before.

As technology advances at speeds like those of an IndyCar, the state of Indiana has simultaneously become the number one state per-capita in the U.S. for advanced manufacturing and steel production.

Steel-makers like Cleveland-Cliffs are producing the alloys the world needs to build electric cars, and they're doing it while meaningfully reducing carbon emissions.

Which is so important because Indiana is a top two state for automotive production, home to five major automakers who have shifted gears to accelerate into a future that's increasingly electric.

So, to ensure our power supply can dependably, affordably and sustainably support all that manufacturing – and all those EVs that will be plugging in and charging up – Indiana's building an *all the above* energy landscape that's diverse, balanced, and increasingly clean.

We're among the top four states in the U.S. for the construction of clean energy capacity, one of the fastest growing states in the U.S. for wind power, and just last week, the secretary and I were thrilled to join Doral Energy to celebrate the completion of phase one of the largest solar field under construction in the U.S. – 1.3 gigawatts.

And while our energy ecosystem stands ready to power the future renewably and reliably, we're also cultivating our top ranked business climate, investing in propelling electric vehicle technology forward, and empowering the actual mobility industry to build the next generation of transportation on Indiana soil.

It's why we launched our Electric Vehicles Commission and a Microelectronics Task Force to collaborate directly with industry and help clear the path forward, learning what *they need* to scale up.

It's why our Battery Innovation Center focuses on rapid development, testing and commercialization of energy storage systems for defense and commercial customers.

It's why I recently signed an agreement with our neighboring U.S. Midwest states to collaborate on EV infrastructure, and why we're utilizing federal funding to equip our interstates with charging stations, to the tune of $100 million in funding, to be exact!

And it's why our state transportation department has partnered with Purdue University to develop the world's FIRST wireless-charging highway segment, paving the way for innovation in emerging vehicle technology and the future of mobility itself.

We've also attracted companies like MediaTek and SkyWater to design and build semiconductors on Purdue University's campus.

Purdue's ranked number one for U.S. graduates with degrees relevant to EV and battery manufacturing, with students enrolled in a comprehensive semiconductor degree program.

And as we all know, talent is a fuel and power in and of itself.

Also propelled by the federal CHIPS and Science Act, Indiana's semiconductor supply chain will be key to the future of EV technology, full of our global talent honed by world class universities – including Indiana University, Purdue University, Notre Dame, and Rose-Hulman, as well as Ivy Tech Community College.

It will take the GED to PhD approach.

We all have to get this balance and pace right.

Nearly a quarter of a million people are employed in Indiana in industries specifically-related to EV and battery manufacturing, including automotive, electrical and electronic manufacturing.

And more than 120,000 workers across Indiana have already received next-generation energy systems training.

It's in our DNA. It's what we've been about for generations.

And looking ahead, we're excited that automakers in Indiana are poised to lead the next generation and the transportation transition.

And they're pushing the pedal to the metal to manufacture the cool electric vehicles to the meet the global demand.

World class companies like General Motors, expanding its 2.7 million square foot campus in Marion, Indiana, and adding an additional 6,000 square feet to support their plan to build one million EVs by 2025.

Stellantis is investing in its Kokomo, Indiana operations to support their goal of achieving 40 percent low-emission vehicle sales in the U.S. by 2030.

And they're partnering with Samsung SDI to invest more than $2.5 billion and employ 1,400 workers in an EV battery manufacturing plant in Indiana.

Honda just invested $30 million to build a hybrid sedan and another $4 million to make their first U.S. electric SUV in Greensburg Indiana.

Toyota has invested more last year and added two electric vehicle lines to its production facility in Princeton, Indiana.

Indiana's-own Cummins is building electric drivetrains and fuel cells that unleash the power of hydrogen to provide clean, zero-emissions transportation.

And our state has naturally partnered with Avalanche Andretti Formula E to advance battery technology, automotive manufacturing – and of course – *racing*!

So, ladies and gentlemen, as a home to innovators on the cutting-edge of transportation technology, Indiana aims to be a global hub where the welcome mat is rolled out to all who want to create a stronger, more sustainable future – a state that is ready as the market moves.

Because in Indiana – like you – we're building not only today, but with 10, 20, 50 years from now in mind.

132 years have passed since 1890, and our actions will position us for 132 years from now, 2154.

Like we have since the days of those first "horseless carriages," we're pioneering the future, pushing the envelope, pursuing it at IndyCar speeds, and partnering with *all* who will build it with us.

Thank you.

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