Testimony of Daniel Harman
Vice President, Vehicle Operations
Bird Rides, Inc.
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Members of the Section 301 Committee, thank you for the opportunity to testify today. I am Daniel Harman, Vice President of Vehicle Operations at Bird scooters.

Bird is a last-mile electric vehicle sharing company dedicated to bringing safe, low-cost, environmentally friendly transportation solutions to communities across the United States and around the world. Founded in 2017 and headquartered in Venice, California, Bird offers a fleet of scooters that can be accessed via smartphone. Bird allows people to take a short journey across town or cover that "last-mile" to and from the subway or bus in a way that does not add to traffic congestion and is entirely electric. We are expanding rapidly and our business is at a point where significant disruption would hurt American innovation and harm consumers.

Electric scooters, which are classifiable under 8711.60.00 of the U.S. HTS, are on the proposed Section 301 tariff list. Naturally, these products represent the core of our business. Even before the tariffs were announced, we were exploring opportunities to build scooters in other jurisdictions, particularly in the US. Nevertheless, there are simply no other producers of electric scooters that can manufacture to Bird's scale and needs within the short to medium term. Therefore, Bird has to import them, and the predominant source is China.

Bird is an American startup success story. At this time, disruption to Bird's innovative business model will threaten our ability to continue to be the market leader and provide a valuable service to our American customer base. As we understand it, the goal of the Section 301 duties is to protect cutting edge American industries. Bird is such a company in such an industry, competing against mostly Chinese competition, and tariffs on our products would have exactly the opposite impact of what the Administration hopes to achieve. These tariffs, as proposed, would hurt American innovation.

As with most young companies, Bird's growth trajectory and business is still in flux. The value of the scooters being imported is a fraction of a percent of the products contemplated for designation under this most recent notice. Scooters are a critical link in a mostly domestic service and manufacturing supply chain. Putting a sizeable tariff on scooters will do little to impact the Chinese economy but risks the stratospheric growth of an American success story without the benefit of supporting an alternative American electric scooter manufacturer. If we can have more time to build up American production capacity, without jeopardizing our current success, we will be in a position to build a much larger quantity of these devices domestically and in other jurisdictions outside of China. Since January 1 alone, we have grown from about 30 people to 300, and have created thousands of domestic employment and income opportunities for mechanics and others within our ecosystem. As we grow, we expect to employ thousands of Americans and generate income for hundreds of thousands. All these American jobs are at risk if our business model is prematurely disrupted.

Tariffs on electric scooters would also directly and negatively impact consumers, because scooters are a sustainable, flexible and affordable form of transportation. Indeed, scooters are a key link in the transportation chain for urban commuters who often use public transit. Higher prices for these products would directly impact commuters and erode our cost competitiveness with traditional modes of transportation.

301 Committee staff, Bird will supplement this testimony, as necessary, with a post-hearing submission. To summarize, electric scooters represent a *very* small slice of the current projected tariffs, but they are extremely important to a rapidly growing US-led industry that is creating hundreds, and soon thousands, of jobs. We need time to build up domestic and other supply options, and currently this action would severely hamper US business and consumers without any appreciable impact on the Chinese economy. I thank you for the opportunity to testify today and I look forward to any questions.