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**Testimony to the Senate Environment and Natural Resources
Committee
on SB 163 and SB 164
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Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative solutions to Oregon's environmental challenges for today and future generations.

The Oregon Environmental Council opposes SB 163 and SB 164. The bills are unnecessary and undermine in-state and regional production and use of safe and reliable renewable fuels.

Exemptions are unnecessary

State-wide biodiesel blends for B5 have been used in Oregon for many years. Many public and private fleets operate at even higher blends. B20 is sold at over 50 retail locations throughout Oregon.

Biodiesel is required to meet many fuel quality specifications. In fact, the ASTM (the body which sets many quality standards and protocols here in the US and around the globe) has deemed B5 equivalent to diesel (D975) for cold flow properties. Fleets around the U.S. in much colder climates operate year-round on biodiesel blends, including New York City. New York runs emergency vehicles, including fire trucks, ambulances, and police cars on B5 throughout the winter.

Biodiesel supports the local and regional economy

Biodiesel is produced right here in Oregon and throughout our region. Production supports the agricultural sector, including farmers and crushers; and recycling of waste grease turns an irritating waste produce from restaurants, hospitals, and schools into a value-add energy product. Sequential Biodiesel, based out of Salem, employs over 80 Oregonians with good-paying jobs and benefits. Similarly, Imperium Biodiesel in Washington State draws from Oregon feedstocks, helping to support our local economies.

Biodiesel use reduces harmful air and climate pollution

Biodiesel use, even at a B5 blend, reduces harmful air pollution like particulate matter, sulfates and PAHs. PAHs have recently been tied to damage to brain development in fetuses and small children who are exposed to high levels of traffic pollution.¹ It also reduces CO₂, the lead source of climate pollution in Oregon.

The Oregon Environmental Council urges a vote NO on SB 163 and 164 in order to protect air quality, health and local economic development.

¹ Prenatal airborne polycyclic aromatic hydrocarbon exposure and child IQ at age 5 years. [Pediatrics](https://doi.org/10.1542/peds.2008-3506). 2009 Aug;124(2):e195-202. doi: 10.1542/peds.2008-3506. Epub 2009 Jul 20. Available at: <http://www.ncbi.nlm.nih.gov/pubmed?term=19620194>