



June 24, 2015

Senate Special Committee on Sustainable Transportation

Re: House Bill 2281 and 2282 and the Clean Fuels Program

Dear Chair Edwards and members of the Senate Special Committee on Sustainable Transportation,

On behalf of DuPont, I am writing to urge you to oppose HB 2281 and 2282 that would repeal and/or significantly weaken the Oregon Clean Fuels Program. DuPont has significant investments in advanced biofuels that will make transformative contributions to energy security, reduce greenhouse gas emissions and strengthen rural economies. Under the Clean Fuels Program, we look forward to doing business in Oregon and are encouraged that state level programs can drive additional investment in cellulosic ethanol and other advanced biofuels. However, if the Clean Fuels Program is repealed or weakened, all of the good potential for new fuel technologies will be abandoned. For this reason, DuPont opposes HB 2281 and 2282 and we urge you to do the same.

DuPont began its research into cellulosic technology a decade ago. What started as a lab scouting project grew into a full scale commercialization effort. In 2009, DuPont opened a demonstration facility in eastern Tennessee producing cellulosic ethanol from both corn stover and switchgrass. For the past four years, we have brought together growers, academia, public institutions like the USDA and custom equipment makers to conduct harvest trials on corn stover. All this work culminated in the groundbreaking of a 30 million gallon per year facility in December of 2012 in Nevada, Iowa, located approximately 40 miles north of Des Moines. I am happy to report that we are in the very final stages of construction, commissioning has been initiated and we will be open for business later this year.

In addition to cellulosic ethanol, DuPont is pursuing another advanced renewable fuel with our partner BP in a 50/50 joint venture called Butamax™. The joint venture has developed and extensively tested bio-butanol, a higher alcohol fuel produced by fermenting biomass. Biobutanol has excellent fuel properties, with higher energy density than ethanol and the ability to be distributed via the existing gasoline infrastructure, including pipelines. It also reduces volatility, allowing butanol gasoline blends to be used in the summer in regions that currently require waivers from air quality regulation for the use of ethanol-gasoline blends. Because butanol has less affinity for water and is a weaker solvent than ethanol, it will be more compatible with existing equipment, including small engines.

These fuels and other being developed by our industry partner hold great promise

in improving the sustainability and reducing the carbon footprint of our transportation fuel supply. These fuels and technologies can only come to market in Oregon and other states with stable and supportive federal and state biofuels policies. The Oregon Clean Fuels Program is a long-term policy that provides the requisite certainty to support the commercial development of these new fuels. I urge you to oppose HB 2281 and 2282 and resist calls for a short-term transportation fix that jeopardizes long term progress that the Clean Fuels Program can deliver on.

The Oregon Clean Fuels Program is a critically important program for DuPont's biofuels business. Please contact me at [Jan.Koninckx@dupont.com](mailto:Jan.Koninckx@dupont.com) if you have any questions about the comments provided.

Sincerely,

Jan Koninckx, Global Business Director for Biorefineries DuPont Industrial Biosciences

A handwritten signature in black ink that reads "Jan Koninckx". The signature is written in a cursive, flowing style with a large initial 'J' and 'K'.