

Submitted Testimony for HB 4041

Chair Fagan and committee,

I sat through the HB 4041 Hearing last Thursday, February 4th, and there are two items that need attention after I listened to other's testimony.

- 1) Ivan with Friends of Family Farmers mentioned the GMO-Corn and China. He brought up this fact that China didn't allow this in and ultimately cost American farmers millions. This is true – but it wasn't a GE issue. It was a marketing and an over-supply issue. China all of a sudden had an over-supply and enough of their own corn crop, the price tanked, and then blamed it on the GE aspect. I think we can all agree China doesn't fight fair. They play dirty, and to whatever rules they want to. I'm headed to DC this week to speak to Congress on behalf of being President of the US Forage Export Council. We have two main issues we are talking to members of Congress: 1) The GMO Alfalfa that is being shipped to China and the lack of consistency in testing between America and China; and 2) Transportation and port issues. The GMO Alfalfa is a huge problem right now – because of testing procedures not aligning, not because of the GMO. China is hard to deal with – and so is our own USDA and APHIS! I would like to point out that our own USDA and APHIS have a hard time dealing with issues such as GMO... How in the world do we expect our local city council and county people to deal with such a large issue as GE, or any ag-science issue? We know the funding or the scientific knowledge isn't there, and we know it would be based on emotion and fear. We should agree this is not the way to run any local government.
- 2) On a completely different point... I saw that this seed preemption also includes "transportation." That obviously jumped out to me because of our trucks. We have 36 trucks that service our own farm and agri-businesses, but also many farmers and businesses in Oregon. We are inundated with FMCSA (Federal Motor Carriers Safety Administration) rules, CDL requirements, road restrictions, weight restrictions, height restrictions, load securement, bridge restrictions, insurance requirements, emissions controls, port/terminal requirements, drug testing, DMV, licensing, safety standards, driver qualifications, medical standards, new FMSA (Food Modernization Safety Administration), and the list goes on – that's just the trucking specific side of things and I'm sure I didn't cover all of it... The "business" of trucking adds on a whole new list of regulations and red tape. And now I would need to check county and city requirements as to what I can drive through based on what I'm hauling? Wow. Just wow.

To the greater issue of legislation... I hope you note the irony with the amount of regulation the Oregon Legislature is passing down on businesses and farms. The general public love the family business, the local small business, and the family farm. Society hates words like "corporate" and "profit" as society obviously has no idea that it takes profits to continue from one year to the next and provide jobs for said society. I digress. The more red-tape and regulations you, the Oregon Legislature, puts on us small businesses and family farms, the harder it is to continue business. The irony in the whole situation is that these loved small businesses will sell out to the hated larger corporations because of the Oregon Legislature. I've seen it happen already. You should be helping businesses provide jobs, not handcuffing them with non-scientific, lack of common sense legislation.

Thank you for your time.

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