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On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB4141

Joint Committee On Transportation,

I am a 5th generation farmer just northeast of Salem. We use diesel fuel in our tractors and trucks. Having a stable available fuel supply is imperative to the success of our farming operation. There is no indication that there will be an available supply of renewable diesel fuel available in the future. Based on existing data, there is almost no way to know whether those realities will change. For purposes of a reference point, in 2019, Oregonians used over 719 million gallons of diesel. By comparison, less than 17 million gallons of Renewable Diesel and 60 million gallons of biodiesel were brought into the state. Meaning, Renewable Diesel amounted to less than 3% of the fuel used in diesel engines. We simply do not have the Renewable Diesel supply and infrastructure for a fuel transition of this size and magnitude.

Cost is another key issue. Renewable diesel is not competitive in its cost. There continues to be a disconnect between the available supply and Oregon's demand. Today, not everyone can purchase Renewable Diesel due to the supply and storage constraints.

In 2015, the Oregon Legislature passed the Clean Fuels Program that, through a regulatory framework, incentivizes the sale of renewable diesel.

Pursuant to the Governor's Executive Order 20-04, the Department of Environmental Quality is already considering a rule that would more than double the clean fuels standard and make fuels like Renewable Diesel even more valuable.

Additionally, the Environmental Quality Commission adopted the Climate Protection Program that creates a preference for fuels like Renewable Diesel .

Before Oregon takes this risky step in removing critical fuels from the market, we must better understand Oregon's opportunity for new and emerging fuels and technologies that can ensure Oregon remains economically competitive.

Regards,  
John E. Zielinski