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On Behalf Of:

Committee: Joint Committee On Transportation

Measure: HB4141

This is a calculated move to destroy the economy and trade/transportation in Oregon!!

Oregon already provides incentives and regulations to drive more renewable transportation energy sources into Oregon.

Let us not forget that DIESEL IS A BI-PRODUCT OF GASOLINE!!!!!! So you had better think long and hard before putting a ban on fuel.

Unless the state of Oregon is willing to pay ALL diesel owners for their rigs including cars, pickups, Semi trucks, tractors, and everything in between, we don't have that economy. How are we supposed to fight wild fires? The majority of the fire vehicles are diesel, have you thought that far? How about the ports? Ships coming into Oregon, all ran by diesel!

- 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 .

Renewable Diesel faces significant cost competitiveness and supply challenges that have not been addressed by the bill. 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.

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.

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.

DO NOT KILL MORE OREGON COMMERCE!

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