

March 2, 2022

Chair Janeen Sollman  
Vice-Chair Lynn Findley  
Members of the Senate Committee on Energy and Environment

**Re: SB 803 ignores shortage of renewable diesel and potential supply chain challenges**

Dear Chair Sollman:

My name is Jeff Powers. I am a long-time employee of Joel Olson Trucking. Based in Clatskanie, we have been in business since 1962, hauling logs and building materials throughout the Pacific Northwest. During my time in the business, I've seen recessions, mill closures, spotted owl set-asides, timber shortages, and other adversities that we have always faced down. And now we are looking at having our fuel supplies curtailed through well-meaning but misguided legislation.

I urge you to oppose SB 803, which would ban nearly all diesel fuels in Oregon.

While I recognize that this bill seeks to force a shift to renewable diesel, which is not a bad thing, particularly in light of fossil fuel being a finite resource, the narrow nature of the mandate included in the bill, as well as the significant supply issues for renewable diesel, ignore the realities of implementing such a mandate.

SB 803 would ban the sale of petroleum diesel on a regional basis beginning in 2026 and encompassing the entire state by 2030 in an attempt to force the fuel industry to switch to renewable diesel as the fuel choice for all on-road diesel applications. While many Oregon carriers have been actively looking for supplies of renewable diesel, given it doesn't require expensive investment in new equipment and its use is only limited in extremely cold weather conditions, current supply does not meet that demand.

Renewable diesel supply shortages simply will not be improved in the three short years when this bill would go into effect. There's not currently enough renewable diesel available to meet Oregon's fuel demands and passage of this bill will simply not make supply magically become available. Production of renewable diesel is limited, and to date Oregon DEQ has denied permitting a facility in our state.

This bears repeating: There's not enough renewable diesel to meet Oregon's fuel demands. And what do we as truckers do when "alternative" fuel is not available? And is the state going to set a cap regarding pricing? I don't feel as though I have to remind you what happens to the economy as a whole if trucks don't / can't move.

Further, Oregon already provides incentives and regulations to drive a transition to more renewable transportation fuels. This effort has been accelerated by the Governor's Executive

Order 20-02 and recent changes to the Clean Fuels Standard. SB 803 would create a duplicative program that would only add to the cost of product for Oregon consumers.

If SB 803 were to pass, fuel shortages would have a significant impact on Oregon's trucking industry and supply chains for all Oregon consumers. I ask you and your committee to oppose this short-sighted, dangerous proposal and vote no on SB 803.

Sincerely,

Jeff Powers  
Joel Olson Trucking Inc.