

Submitter: Elizabeth Graser-Lindsey

On Behalf Of:

Committee: Senate Committee On Energy and Environment

Measure: SB803

OPPOSITION TO SB 803

1. Electric medium- and heavy-duty truck became available in 2022 from Daimler (in Portland, OR) and Tesla and maybe others. The transition to electric should be our focus, not a transition to a new type of diesel that we will have to get around to weaning ourselves off of later (with opposition by the benefiting farmers and refineries). How are we promoting electric trucks? Does this bill have an off ramp to electric?
2. Renewable diesel's Energy Return on Energy Invested (EROEI) near 1 makes it more like a battery than a fuel. That is, it takes nearly as much energy to make it as you get back out of it.
3. The carbon intensity (CI) is only less than fossil-fuel diesel, because its burning is not counted (since it is in a current carbon cycle, that is, the crop takes up CO₂ that is released by burning). If its burning were counted, it would have a higher CI than fossil fuel diesel.
4. Renewable diesel is very expensive to produce and is only economical due to very heavy subsidies. It benefits Midwest soybean growers more than anything else.
5. Renewable fuels are directly competing with food use of crops. Competition from fuel uses raises the price of food (oil in the case of biodiesel). This is especially felt in poor countries.
6. The potential feedstocks other than crop oils (like soy oil) are unlikely to pan out. Recycled oils already are claimed for other uses. Juniper is very labor intensive to harvest and is unlikely to be an economic oil source.