

I OPPOSE [SB 803].

<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/SB803/Introduced>

Good afternoon most Honorable Members of the Senate Committee on Energy and Environment!

I hope you had a good lunch and are ready for your afternoon nap.

[SB 803] is separated into its' component edicts taken from the "Summary" to assist the reader.

- #1. [SB 803] states, "Establishes standard for carbon intensity and other characteristics of diesel fuel used in on-road motor vehicles."
- #2. [SB 803] states, "Establishes timeline for Oregon fuel standard to apply to regions of state."
- #3. [SB 803] states, "Directs State Department of Agriculture to suspend requirement that fuels meet standard if supply is insufficient to meet anticipated demand."
- #4. [SB 803] states, "Directs department to suspend requirement that fuels meet standard if price of fuels that meet standard exceeds price of petroleum diesel."

Where does Oregon get its' gasoline and diesel?

<https://energyinfo.oregon.gov/blog/2021/5/13/road-trip-where-oregon-gets-its-transportation-fuels>

**However, why does not Oregon have at least one (1) Oil Refinery to reformulate Diesel locally instead of relying on out-of-state refineries?

** Oregonians pay for the reformulation production runs and pollute the environment to transport the cleaner diesel for use in Oregon.

Salvation is heading our way. <https://nextrenewables.com/#about-next-biofuels>

However, maybe not:

<https://www.wweek.com/news/2022/12/14/just-as-portland-limits-diesel-sales-a-finnish-oil-company-swoops-in-and-grabs-alternative-fuel/>

It is always good to plan to save the planet but to "cut off your nose to spite your face" is never good public policy.

[SB 803] has a very high Carbon Intensity thus, materially flawed, rightly deserving no further comment and or consideration.

David S. Wall

Mr. Oregon Concur and asks, "I wonder what the Carbon Intensity is of political bullsh*t?"

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