

Thank you, Madam. I am a marine captain and was a co-founder of SeSequential biofuels who enthusiastically switched to RD 4 years ago, using it exclusively in my diesel workboat and in my modern clean diesel car. Per the Carbon Index of the RD we use, we have reduced our vessel's and car's CO₂ emissions each by at least 60%, particulates by at least 35%, and toxic SO_x and NO_x as well, versus what I would have emitted had I been using fossil diesel. And I also completely avoided the sickening smell of fossil diesel.

I believe that some of the testimony at last week's hearing was misleading:

(1st) On the availability of RD supply (BP in Bell-ham recently doubled their RD output to 2.6 MBPY and Parkland just over the BC border is expanding theirs to over 2 MBPY. OR's NEXTL will likely be the next big addition to supply);

(2nd) On the feedstock needed to produce that supply (sewage sludge, manure and woody biomass are recent massive additions to the feedstock supply; and PNNL just announced a new process to easily and at low temperature convert plastics [#4 and 5] into Renewable diesel), and

(3rd) On the purported lack of anti-gel additives for RD [(the popular Sta-Bil product does this just fine, and] most RD has a lower cloud point than Fossil diesel anyway, and can be adjusted to be much lower!).

RD is already used by most large westcoast ports, and by trains, trucks and buses (including Tri-Met).

For the health and well being of its anxious young people and other concerned citizens, Oregon must continue to fight the growing climate crisis. RD is a straightforward and effective means.

Thank you for your time and attention.