

BOSSCO TRADING LLC

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RE: HB3119: Relating to the delay of certain motor vehicle emissions standards; declaring an emergency.

To the House Committee on Climate, Energy, and Environment:

My name is Alexis Jacobson, and I am the International Accounts Manager at BOSSCO Trading LLC. We are a grass straw and hay exporter out of the Willamette Valley, and we containerize our agricultural goods here for export to beef and dairy farms across Japan and Korea. From field to barn to compression for containerization to haulage to our West Coast Ports, train depots, marine container vessels and container yards, our product relies on heavy equipment, often fueled by diesel, to keep it moving.

Today, I urge you to **support HB3119** set to delay the adoption of any Advanced Clean Truck (ACT) rules to 2027, just as other states with similar initiatives have done.

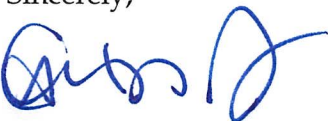
While I recognize the regulations around the ACT rules seeks to require a certain percentage of sales of new diesel vehicles in Oregon to be zero-emission vehicles (ZEV) beginning in 2025, I also recognize that this is an unattainable goal by the equipment dealers today. Currently, the technology, infrastructure, and demand for ZEV heavy duty vehicles is insufficient to the asks of the ACT rules. From our understanding, the technology for ZEV does not currently exist for the classes of heavy-duty vehicles the ACT rules target.

While BOSSCO Trading LLC is not a direct consumer of heavy equipment, we rely heavily on our farmers' access to their heavy vehicles and tractors, our baling operations' access to heavy vehicles for service trucks and tractors, our trucking companies' access to heavy-duty semi-tractors, the trains hauling our containers to port in Seattle and Tacoma to utilize diesel engines, and the yard goats and other heavy duty pickups at our ports to efficiently and safely move containers.

ZEV options for the truck tractor market currently would not be able to serve our commodity, as the truck weights are rated too low. We maximize our loads to maximize our efficiency in the transportation we use today. We fill every square inch possible with our forage for export. If we must use today's ZEV options, we would need multiple trucks and multiple containers to achieve the same result. Our state's infrastructure could not manage the added volume of trucks needed for this.

I strongly urge you to keep this in mind: there is not one agricultural commodity produced in America that cannot be produced elsewhere. Forage (hay and straw) is the number one containerized export out of the US West Coast, including our own Port of Portland. We are a high-volume commodity, but we are not a high-value commodity. Each increased cost to our industry edges us out of a global market, heightening the trade deficit between our imported goods and exported goods.

Sincerely,



Alexis Jacobson
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