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TO: Oregon House Committee on Climate, Energy, and Environment

FR: Mark Fitz, President, Star Oilco

DT: January 29th, 20225

RE: Support of HB 3119 a Pause on the Advanced Clean Truck Rule

My family's business has been serving Oregon in emergencies since 1936. Starting first in home heating then growing with the Oregon economy to serve a variety of new fuels including low CO2 renewable diesel today. A consistent reality of our business has been responding to storms and extreme weather. In recent years, we see backup generators needing fuel as power outages occur consistently year round. In past decades this was not the case. The need and requirement for electricity is ramping up.

This means that diesel fuel and diesel power equipment are the critical infrastructure backing up all EVs, heat pumps, servers, and household needs of our current civilization. Today the more you electrify the more you back it up with diesel. Which can only be delivered with a diesel truck.

Our diesel delivery trucks range in weight from 32,000 to 105,500 lbs. Twelve of our trucks operate at the 105,500 lbs, and are routinely double shifted. There is no EV that hauls anywhere close to 105,500 lbs to keep Oregon fueled. Even in the best of situations, EV today would require three trucks to do what one truck does now.

For our smaller trucks where it looks like existing EVs might work, it should be said that no EV exists that can work a 20 hour multi-shift day, especially in a subfreezing environment. When storms hit this is the demand to keep the power up and heat on.

To operate the current heavy duty EV's available from Frieghtliner, Peterbuilt, Volvo, Tesla, Battle Motors, Nikola and others requires a level three charger and utility service (assuming you can get the power) that costs as much as a current diesel cab and chassis above and beyond what the truck costs. This charging optimistically takes over 3 hours for a partial charge and will not work the hours and duty cycle needed for critical response.

No electric vehicle exists today that can serve Oregon's heavy duty diesel supply needs in a life threatening emergency. As time in this format is limited, if anyone wants to hear more please ask me. I can give a number of examples.