



# Empire State Forest Products Association

*The people behind New York's healthy forests and quality wood products*

*www.esfpa.org*

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## Memorandum of Support

### S 1292

Honorable Kevin Parker

Senator

504 Capital

Albany, NY 12248

Via Email [parker@nysenate.gov](mailto:parker@nysenate.gov)

May 20, 2024

Dear Senator Parker:

The Empire State Forest Products Association (ESFPA) supports **S 1292** as it directs New York to develop a Clean Fuel Standard (CFS) to reduce greenhouse gas emissions in the transportation sector. New York's transportation sector is the leading source of greenhouse gas (GhG) emissions in the State, contributing over 35% of the State's annual emissions. A CFS also has co-benefits that protect working forest and agricultural lands and provides potential new technology and jobs in refinement and production of biofuels in New York.

Clean fuel standards are technology neutral and allow a variety of different alternative fuels (biofuels, electricity, gaseous fuels, etc.) to participate so long as they have small carbon footprints. Biofuels also have the potential to benefit New York's agricultural and forest product sectors through the use of agricultural and forest residuals and low-grade materials.

The Empire State Forest Products Association (ESFPA) represents over 350 member businesses, industries and landowners engaged in forest resource production and stewardship of New York's 19 million acres of forest. In total, \$22.8 billion dollars in annual industry production and nearly 100,000 jobs are attributable to operations of various industries within the forest related sectors. There are over 200,000 private forest landowners who also depend on sound forest and timber management and production to help them keep their forests as forests.

To achieve the recently enacted Climate Leadership and Community Protection Act's targets, New York must rapidly decarbonize its transportation sector.

This legislation would direct the Department of Environmental Conservation and the NYS Energy Research & Development Authority to promulgate regulations creating a CFS in New York and to

collaborate with surrounding states in creating a regional market for low carbon fuels. The Legislation also prioritizes implementing regulations for the heavy-duty transportation sector consisting of vehicles that presently do not have electrification alternatives. These heavy-duty sources account for as much as one-third of New York's transportation emissions. Important sources of transportation emissions such as diesel fuel, jet fuel, and marine bunker fuel are very difficult to decarbonize using batteries, making it necessary to utilize a broad assortment of low carbon fuels.

In addition to the climate benefits from the reduction of GhGs, there are significant economic benefits associated with a CFS. New York currently utilizes comparatively small amounts of low carbon fuels, and there is immense growth potential for their production and use in the state. New York's agriculture economy has struggled to use anaerobic digestion in a way that financially benefits farmers while reducing their source of emissions. Agricultural and forest residuals from crops, harvests, food, and wood process manufacturing generate biologic materials that can readily be converted and refined into biofuels that support a CFS and generate local sources of fuels for our economy.

To meet its climate protection requirements, New York State must begin to decarbonize the transportation sector and using a Clean Fuel Standard can achieve this while supporting our agricultural and forest-based economy, localizing sources of fuel within New York, and helping to use our agricultural and forest landscape as a solution to climate change. New York Forests represent 64% of our land cover and agriculture another 21% and combined are the single largest natural resource solution to climate change that New York has.

For these, and other reasons, ESFPA supports the passage of S. 1292 and will work to have this legislation enacted and signed into law in 2024 so we can immediately start substantial GhG emission reductions.

**For More Information Contact:**

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cc: Senate Environmental Conservation Committee Members