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The existing C&I regulations and Proposed Amendments will effectively drive in-state refiners out of business while importers are completely shielded from these costs. The Proposed Amendments as written will only exacerbate the cost imbalance between California's refiners and importers.

If in-state refining becomes significantly impaired or infeasible, the catastrophe will go well beyond gasoline supply for consumers by also affecting military bases, jet fuel for California's airports, marine fuel for ports, plus crude oil production in the Central Valley, all of which would impact thousands of direct and indirect jobs throughout the state.

Despite claims the state is in mid-transition to EVs, more than 90% of registered vehicles, offroad construction and agricultural equipment, trains, boats, and planes, rely on liquid fuels.

Given this continuing demand, curtailing in-state production will jeopardize fuel availability and affordability by driving up costs for every Californian motorist, business, and government entity.