



The Honorable Cynthia Neeley
Chair, House Tax Policy Committee
124 North Capital Avenue
House Office Building, Room 521
Lansing, Michigan, 48933

May 13, 2024

Dear Chairwoman Neeley and Member of the House Tax Policy Committee,

On behalf of Cummins, I write in support of House Bill 4847, providing incentives for the sale and production of biodiesel. As the largest independent heavy-duty engine and powertrain manufacturer in the world, we make a wide variety of products that run on several different fuels. We are constantly developing new technologies and improving our existing products to improve performance and reduce their environmental impact.

Much of that work takes place right here in Michigan by our more than 11,170 employees in the state. We are currently on a journey toward decarbonization that we call Destination Zero. This involves internal combustion engines that run on diesel, natural gas, hydrogen and other fuels, hybrid powertrains, and zero emission technologies such as battery electric and hydrogen fuel cells. Given the challenging and diverse applications in the heavy-duty market, we provide our customers a variety of technologies so they can choose what works best for their business.

Although there is currently a lot of attention on battery electric and fuel cells, our internal combustion engines when fueled with biodiesel and renewable diesel can also provide significant reductions in overall emissions. These drop-in fuels can be used in existing diesel engines without the need for any alterations or extra equipment. Using these fuels provides the same power and performance as conventional diesel fuel but with a reduced carbon impact. We have partnered with Chevron to explore ways to encourage biodiesel and renewable diesel use throughout the country to help fleet owners and independent operators meet their decarbonization goals. Unfortunately, although biodiesel and renewable diesel is produced and refined in the Midwest, most of that fuel is shipped around the country where the demand is higher. That demand is driven by policies such as biofuels tax credits that incentivize fuel retailers to offer the fuels. Given Michigan's critical role in



vehicle manufacturing and its role as a major transportation and logistics hub, we believe that the biofuels produced in Michigan should be available for fleets, independent operators, and farmers within the State. Biofuels availability allows Cummins and the heavy-duty truck and equipment OEMs to provide our customers with a solution to reduce the environmental impact of our products and meet their decarbonization goals without investments in new technologies.

We support House Bill 4847 because it creates incentives needed to increase biodiesel and renewable diesel availability in the state and makes us competitive with our neighboring states in the Midwest.

Thank you for the opportunity to share Cummins' position on House Bill 4847. I urge your support for this commonsense policy to support our farmers, fuel producers, and heavy-duty truckers and equipment operators in the state. I am happy to be a resource to you on this or other matters related to Cummins and our products.

Sincerely,

Ember Brillhart

Ember A. Brillhart

State Relations Manager