



September 30, 2026

The Honorable Gretchen Whitmer
Governor of the State of Michigan
P.O. Box 30013
Lansing, Michigan 48909

RE: Request for State of Energy Emergency Declaration and Temporary Dyed Diesel Relief for Michigan's Forest Products Industry

CC: Michigan Farm Bureau, Michigan Agri-Business Association

Dear Governor Whitmer:

On behalf of the Michigan Association of Timberman (MAT) and the Great Lakes Timber Professionals Association (GLTPA), we respectfully request that you declare a State of Energy Emergency under Public Act 191 of 1982 (MCL 10.83) and issue an Executive Order providing 90 days of temporary relief from state restrictions and penalties on the use of dyed diesel fuel in eligible highway-licensed agricultural and forestry vehicles.

Michigan's logging and forest products industry is facing significant financial pressure. We also understand that Michigan's farmers and other agribusinesses are facing terrible hardship as well. Skyrocketing diesel prices, combined with increasing equipment, transportation and operating expenses, are placing additional strain on logging contractors, trucking companies and wood-processing facilities. These challenges come at a particularly difficult time, as our industry continues to contend with mill closures, uncertain timber markets and shrinking profit margins.

Fuel is one of the largest operating expenses for logging and timber transportation businesses. Harvesting equipment, log trucks and support vehicles consume substantial quantities of diesel every day. Unlike many other industries, logging contractors have no realistic option to pass sudden increases in fuel costs along to their customers. For many small, family-owned operations, these additional expenses threaten their ability to remain profitable. Our associations are seeing more and more of our members shut their doors.

The impacts extend well beyond individual logging businesses. Michigan's forest products supply chain depends on the consistent movement of timber from the woods to sawmills, pulp mills and other manufacturing facilities. When transportation costs increase, the entire industry feels the effects, including the rural communities and manufacturing jobs that depend on a reliable supply of wood fiber.

The economic impact here in Michigan is substantial. The Michigan DNR's most recent economic analysis, completed in 2023, demonstrated that our state's forest products industries supported over 90,000 jobs and over \$27 billion in total output. These numbers are now rapidly degrading as we look toward 2027.

The federal government has already recognized the challenges facing fuel supply and transportation. On September 16, 2026, the Federal Motor Carrier Safety Administration issued a temporary waiver of certain hours-of-service

requirements for drivers transporting gasoline and diesel fuel, effective through December 16, 2026. This action acknowledges the need for additional flexibility in response to fuel supply disruptions and anticipated increases in demand.

Michigan also has precedent for providing temporary dyed diesel relief. In September 2005, following Hurricane Katrina, Governor Jennifer Granholm issued Executive Order 2005-20, temporarily suspending state restrictions on the use of dyed diesel fuel. That relief was subsequently extended through October 5, 2005, under Executive Order 2005-25.

Many Michigan logging contractors maintain on-site supplies of dyed diesel to operate their harvesting equipment. Temporarily allowing eligible highway-licensed forestry vehicles to use this existing fuel supply would provide additional operational flexibility during a period of extraordinary financial pressure.

MAT and GLTPA respectfully request that your administration take the following actions:

1. Declare a State of Energy Emergency under MCL 10.83, upon a finding that the statutory conditions are met.
2. Provide 90 days of temporary relief from state restrictions and penalties on the use of dyed diesel fuel in eligible highway-licensed agricultural and forestry vehicles.
3. Extend this relief to the transportation of logs, timber, wood fiber and other forest products, as well as agricultural commodities.
4. Direct the appropriate state agencies to coordinate with federal authorities to seek corresponding federal penalty relief and clarify any applicable fuel-tax obligations.

We recognize that temporary state relief alone cannot resolve the broader challenges facing Michigan's forest products industry. However, providing additional flexibility in fuel use would offer meaningful assistance to businesses struggling with horrific increases to their operating costs.

We respectfully request your immediate consideration of this temporary relief and welcome the opportunity to work with your administration to identify additional solutions to the challenges facing our industry.

Thank you for your consideration and your continued support of Michigan's forest products industry.

With urgency,



Robert Bazuin, President
Michigan Association of Timbermen



Michael Elenz, President
Great Lakes Timber Professionals Association