

**HOUSE . . . . . No. 806**

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**The Commonwealth of Massachusetts**

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PRESENTED BY:

***Sean Garballey, (BY REQUEST)***

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*To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:*

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act establishing a commission on sustainable aviation fuel induced contrail mitigation.

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PETITION OF:

NAME:

DISTRICT/ADDRESS:

DATE ADDED:

*Elliot Elkin*

*1/19/2023*

**HOUSE . . . . . No. 806**

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By Representative Garballey of Arlington (by request), a petition (accompanied by bill, House, No. 806) of Elliot Elkin relative to establishing a special commission on sustainable aviation fuel-induced contrail mitigation. Environment and Natural Resources.

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**The Commonwealth of Massachusetts**

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**In the One Hundred and Ninety-Third General Court  
(2023-2024)**  
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An Act establishing a commission on sustainable aviation fuel induced contrail mitigation.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1           There shall be a special commission to be called the “Sustainable Aviation Fuel Logistics  
2 Advisory Council” consisting of: one (1) designee of the International Air Transport Association;  
3 one (1) designee of the Director of the Massachusetts Port Authority; three (3) representatives of  
4 Sustainable Aviation Fuel producers, as appointed by the Secretary of the executive office of  
5 energy and environmental affairs, and any other appointees that the Secretary of the Executive  
6 Office of Energy and Environmental Affairs shall see fit. The Advisory Council shall remain  
7 active for as long as the Secretary of the Executive office of Energy and Environmental Affairs  
8 shall see fit to facilitate the establishment of appropriate Sustainable Aviation Fuel logistical  
9 equipment at Logan Airport.

10           The Executive Office of Energy and Environmental Affairs shall study the feasibility of a  
11 model that will estimate the potential to create contrails of an aircraft departing any airport  
12 located in Massachusetts, and issue a report to the House Committee on Climate Change and

13 Global Warming no later than January 1, 2024. If the The Executive Office of Energy and  
14 Environmental Affairs finds that such a model would be appropriate to create or obtain they  
15 shall, in the report, make a recommendation describing a proposed model, and estimating the  
16 total cost required to make or obtain the model, or else recommend against the adoption of a  
17 model. Provided that the House Committee on Climate Change and Global Warming consents by  
18 a majority vote, the The Executive Office of Energy and Environmental Affairs shall then create  
19 an appropriate model that shall determine the Carbon Dioxide Equivalent emissions resulting  
20 from contrail creation of an aircraft that will depart from an airport located within Massachusetts,  
21 given that aircraft's flight path and time of flight. This model shall also determine the Carbon  
22 Dioxide Equivalent emissions savings resulting if that aircraft used a Qualified Fuel in its flight.  
23 If that aircraft does use a Qualified Fuel in flight, the Executive Office of Energy and  
24 Environmental Affairs shall pay the operator of the flight an appropriate sum of money relating  
25 to the amount of Carbon Dioxide Equivalent emissions saved by using the Qualified Fuel, taking  
26 into consideration additional costs incurred by the operator of the flight in choosing to use the  
27 Qualified Fuel. The Executive Office of Energy and Environmental Affairs shall apply and  
28 disburse monies and revenues as provided in this section, provided that no more than  
29 \$10,000,000 per year is dispersed in the first two years of the operation of the model. Following  
30 the initial two year period, The Executive Office of Energy and Environmental Affairs shall  
31 conduct a review of the program, and may keep the limit, lower the limit, increase the limit, or  
32 remove it altogether.

33 For the purposes of this bill, a Qualified Fuel shall be any fuel that is approved by The  
34 Executive Office of Energy and Environmental Affairs under the following criteria: The  
35 Executive Office of Energy and Environmental Affairs shall develop a Massachusetts specific

36 version of the Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation  
37 (GREET) life-cycle model developed by the Argonne National Laboratory, and make such  
38 model publicly available. For a fuel to receive certification as a Qualified Fuel, the fuel-producer  
39 shall submit calculations from the Massachusetts specific version of the GREET life-cycle model  
40 to the Executive office of Energy and Environmental Affairs for review. The Executive Office of  
41 Energy and Environmental Affairs shall review the calculations to determine, using the  
42 Massachusetts specific version of the GREET life-cycle mode, if the fuel represents at least a  
43 50% reduction in lifecycle Carbon Dioxide Equivalent reductions, in comparison to Jet-A  
44 Kerosene type fuel. The Executive Office of Energy and Environmental Affairs shall then:

- 45 A. Approve the fuel, and certify it as a Qualified Fuel OR
- 46 B. Request revisions in the calculations OR
- 47 C. Deny the request

48 The Executive Office of Energy and Environmental Affairs shall create or find a suitable  
49 definition of Carbon Dioxide Equivalent emissions for the purpose of this bill.

50 The Executive Office of Energy and Environmental Affairs shall apply and disburse  
51 monies and revenues as provided in this section, provided that no more than \$5,000,000 is  
52 dispersed following the initial two years of passage of The Bill. Following the initial two year  
53 period, the executive office of energy and environmental affairs shall conduct a review of the  
54 program, and may keep the limit, lower the limit, increase the limit, or remove it altogether.