SENATE DOCKET, NO. 2505 FILED ON: 1/17/2025

SENATE . . . . . No. 2278

The Commonwealth of Massachusetts

PRESENTED BY:

Paul R. Feeney

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 relative to fuel standards.

PETITION OF:

NAME:	DISTRICT/ADDRESS:
Paul R. Feeney	*Bristol and Norfolk*

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SENATE . . . . . No. 2278

By Mr. Feeney, a petition (accompanied by bill, Senate, No. 2278) of Paul R. Feeney relative to clean fuel standards. Telecommunications, Utilities and Energy.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE HOUSE, NO. *3859* OF 2023-2024.]

The Commonwealth of Massachusetts

In the One Hundred and Ninety-Fourth General Court
(2025-2026)

An Act relative to fuel standards.

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

Chapter 25A of the General Laws is hereby amended by inserting after section 11F1/2 the following section:-

Section 11F 2/3. (a) As used in this section, the following words shall have the following meanings unless the context clearly requires otherwise:

"Carbon intensity", the quantity of lifecycle greenhouse gas emissions associated with a unit of specific transportation fuel expressed in grams of carbon dioxide equivalent per megajoule of transportation fuel.

"Clean fuel", transportation fuel with a carbon intensity level that is below the clean fuels carbon intensity standard in a given year.

10 “Credit”, a unit of measurement equal to 1 metric ton of carbon dioxide equivalent that
11 serves as a quantitative measure of the degree to which a fuel provider’s transportation fuel
12 volume is lower than the carbon intensity established by the clean fuel standard.

13 "Credit generator", a transportation fuel provider of a clean fuel for use in the
14 commonwealth which, if the electricity is to be used as a transportation fuel, may include, but
15 shall not be limited to including, automakers, electric charging providers, electric utilities and
16 electric vehicle fleet operators.

17 “Deficit”, a quantitative measure of the degree to which a fuel provider’s volume of
18 transportation fuel is greater than the carbon intensity than permissible according to the annual
19 clean fuel standard.

20 “Full fuels lifecycle”, the aggregate of greenhouse gas emissions, including direct
21 emissions and significant indirect emissions including, but not limited to, significant emissions
22 from land use changes as determined by Argonne National Laboratory’s Greenhouse Gases,
23 Regulated Emissions, and Energy Use in Technologies model or subsequent prevailing standard.

24 “Transportation fuel provider”, an entity that functions as an importer, blender, refiner,
25 producer or wholesale retailer of transportation fuels or as a retailer of a clean fuel.

26 (b)(1) The department shall establish a clean fuel standard that: (i) reduces the aggregate
27 carbon intensity of transportation fuels by 80 per cent from 1990 levels by 2050; (ii) establishes a
28 mechanism for the generation and trading of credits at a market-based rate to offset carbon
29 deficits; and (iii) supports clean energy and accessible transportation projects in disadvantaged
30 communities.

31 (2) The department shall establish an annual schedule to phase in implementation of the
32 clean fuel standard's carbon intensity reduction that considers the: (i) cost of compliance; (ii)
33 technologies available to fuel providers; and (iii) need to maintain fuel quality and availability;
34 provided, however, that the aggregate carbon intensity of a transportation fuel shall be measured
35 on a full fuels lifecycle basis; and provided further, that the full fuels lifecycle shall be assessed
36 annually.

37 (c)(1) The clean fuel standard shall establish a mechanism that assigns credits to
38 transportation fuel providers whose fuel or fuels' carbon intensity is below the standards adopted
39 by the department and a market for the trading of credits at a market-based rate. Credits shall be
40 quantified based on the total emissions across the lifecycle of the provider's fuel or fuels and the
41 annual maximum allowable carbon emission intensity for that year; provided, however, that such
42 credits may be applied to future obligations or be traded on a market mechanism established by
43 the department to satisfy or offset compliance obligations of transportation fuel providers
44 incurring a deficit.

45 (2) Fuel providers subject to the clean fuel standard shall comply by importing, blending,
46 refining or wholesaling transportation fuels with an average aggregate carbon intensity that is at
47 or below the standard as determined by the department or by purchasing credits to offset any
48 aggregate deficit incurred from transportation fuels exceeding the average carbon intensity
49 standard for that year.

50 (d) Public entities serving as credit generators including, but not limited to, utilities and
51 state agencies, shall invest or direct a percentage, as determined by the department, of the
52 entity's overall credit value to support clean energy and accessible transportation projects in

53 disadvantaged communities beyond existing local, federal and state incentives. The department
54 shall establish criteria for projects and goals in consultation with credit generators, communities,
55 community leaders and environmental justice advocates.

56 (e) The clean fuel standard shall not apply to fuels for aviation, railroad locomotives,
57 military vehicles or interstate waterborne vessels to the extent such standards are preempted by
58 federal laws or regulations.

59 (f) Transportation fuel providers of clean fuels for aviation, rail locomotives, military
60 vehicles, and interstate waterborne vessels shall be eligible to voluntarily generate credits.

61 (g) The department shall promulgate rules, regulations, plans, proposals, procedures and
62 administrative fees as necessary and appropriate to effectuate a clean fuel standard and credit
63 marketplace to ensure compliance with this section and offset the costs of implementation of the
64 clean fuel standard.