

JOINT COMMITTEE ON TELECOMMUNICATIONS, UTILITIES, AND ENERGY

BILL SUMMARY

BILL NO.	H.3576
ATITLE:	An Act relative to a just transition to clean energy
SPONSOR:	Representative Chynah Tyler
COMMITTEE:	Telecommunications, Utilities, and Energy
HEARING DATE:	May 14, 2025
PRIOR HISTORY:	New bill

CURRENT LAW:

Section 25A of the General Laws pertains to the Department of Energy Resources (DOER) and Section 11 pertains to the establishment of energy programs and their respective rules, regulations, contracts, and grants.

SUMMARY:

This Act requires DOER to establish a clean fuel standard that:

- reduces the aggregate carbon intensity of transportation fuels by 80% from 1990 levels by 2050
 - The aggregate carbon intensity of a transportation fuel must be measured on a full fuels lifecycle basis, which is to be assessed annually.
- establishes a mechanism for the generation and trading of credits to offset carbon deficits
 - Credits shall be quantified based on the total emissions across the lifecycle of the provider's fuel and the annual maximum allowable carbon intensity for that year. Said credits may also be applied to future obligations or be traded on a market mechanism.
 - Fuel providers subject to this standard must import, blend, refine, or wholesale transportation fuels that is at or below the standard or by purchasing credits to offset any aggregate deficit.
- supports clean energy and accessible transportation projects in disadvantaged communities.
 - Public entities that are serving as credit generators are required to invest or direct a percentage of the entities' overall credit value to support clean energy and accessible transportation projects in disadvantaged communities.

This clean fuel standard must be applied to transportation fuel providers, with the exception of providers of fuels for aviation, railroad locomotives, military vehicles, interstate waterborne vessels, and fuels imported, blended, redlined, or wholesaled on volumes below thresholds established by DOER. Aviation fuel providers are eligible to opt-in to the clean fuel standard to earn credits for fueling aircraft with aviation fuel that has lower lifecycle GHG emissions than the per-unit carbon intensity established by the

clean fuel standard. This Act also directs DOER to establish an annual schedule to phase-in implementation of the standard.