

117TH CONGRESS
1ST SESSION

S. 2263

To amend the Internal Revenue Code of 1986 to provide a tax credit for sustainable aviation fuel, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 24, 2021

Mr. BROWN (for himself, Ms. CANTWELL, Mr. WARNOCK, and Mrs. MURRAY) introduced the following bill; which was read twice and referred to the Committee on Finance

A BILL

To amend the Internal Revenue Code of 1986 to provide a tax credit for sustainable aviation fuel, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Sustainable Skies
5 Act”.

6 **SEC. 2. SUSTAINABLE AVIATION FUEL CREDIT.**

7 (a) IN GENERAL.—Subpart D of part IV of sub-
8 chapter A of chapter 1 of the Internal Revenue Code of

1 1986 is amended by inserting after section 40A the fol-
 2 lowing new section:

3 **“SEC. 40B. SUSTAINABLE AVIATION FUEL CREDIT.**

4 “(a) IN GENERAL.—

5 “(1) CREDIT AMOUNT.—For purposes of sec-
 6 tion 38, the sustainable aviation fuel credit for the
 7 taxable year is, with respect to each gallon of sus-
 8 tainable aviation fuel which is used by the taxpayer
 9 in the production of a qualified mixture—

10 “(A) a base credit amount of \$1.50, plus

11 “(B) the applicable supplementary credit
 12 amount.

13 “(2) APPLICABLE SUPPLEMENTARY CREDIT
 14 AMOUNT.—

15 “(A) IN GENERAL.—For purposes of para-
 16 graph (1), the applicable supplementary credit
 17 amount is \$0.01 for every percentage point
 18 above 50 percent for which the sustainable avia-
 19 tion fuel is certified under subsection (f) to re-
 20 duce emissions in comparison with petroleum-
 21 based jet fuel as described in subsections
 22 (d)(2)(A) or (d)(2)(B).

23 “(B) MAXIMUM SUPPLEMENTARY CREDIT
 24 AMOUNT.—For purposes of subparagraph (A),

1 the maximum applicable supplementary credit
2 amount allowable is \$0.50.

3 “(3) 40A EXCEPTION.—If the biodiesel fuels
4 credit under section 40A is not in effect for a tax-
5 able year, paragraph (1)(A) shall be applied by sub-
6 stituting ‘\$1.15’ for ‘\$1.50’.

7 “(b) QUALIFIED MIXTURE.—For purposes of this
8 section, the term ‘qualified mixture’ means a mixture of
9 sustainable aviation fuel and kerosene, which—

10 “(1) is sold by the taxpayer producing such
11 mixture for use in an aircraft that has fuel uplift in
12 the United States, or

13 “(2) is used—

14 “(A) by the taxpayer producing such mix-
15 ture, and

16 “(B) in an aircraft that has fuel uplift in
17 the United States.

18 “(c) SALE OR USE MUST BE IN TRADE OR BUSI-
19 NESS, ETC.—Sustainable aviation fuel used in the produc-
20 tion of a qualified mixture shall be taken into account—

21 “(1) only if the sale or use described in sub-
22 section (b) is in a trade or business of the taxpayer,
23 and

24 “(2) for the taxable year in which such sale or
25 use occurs.

1 “(d) SUSTAINABLE AVIATION FUEL.—For purposes
 2 of this section, the term ‘sustainable aviation fuel’ means
 3 liquid fuel—

4 “(1) that—

5 “(A) consists of synthesized hydrocarbons,

6 “(B) meets the requirements of—

7 “(i) ASTM International Standard
 8 D7566, or

9 “(ii) the Fischer Tropsch provisions of
 10 ASTM International Standard D1655,
 11 Annex A1,

12 “(C) is derived from biomass (as such term
 13 is defined in section 45K(c)(3)), waste streams,
 14 renewable energy sources, or gaseous carbon ox-
 15 ides, and

16 “(D) is not derived from palm fatty acid
 17 distillates, and

18 “(2) that achieves at least a 50 percent lifecycle
 19 greenhouse gas emissions reduction in comparison
 20 with petroleum-based jet fuel, as determined by a
 21 test that shows—

22 “(A) the fuel production pathway achieves
 23 at least a 50 percent reduction of the aggregate
 24 attributional core lifecycle emissions and the
 25 positive induced land use change values under

1 the lifecycle methodology for sustainable avia-
2 tion fuels adopted by the International Civil
3 Aviation Organization with the agreement of
4 the United States, or

5 “(B) the fuel production pathway achieves
6 at least a 50 percent reduction of the aggregate
7 attributional core lifecycle greenhouse gas emis-
8 sions values and the positive induced land use
9 change values under another methodology that
10 the Secretary, in consultation with the Adminis-
11 trator of the Environmental Protection Agency
12 and the Secretary of Energy working jointly,
13 determines is—

14 “(i) reflective of the latest scientific
15 understanding of lifecycle greenhouse gas
16 emissions, and

17 “(ii) as stringent as the requirement
18 under subparagraph (A).

19 “(e) TIME LIMIT FOR ADOPTION OF NEW SUSTAIN-
20 ABLE AVIATION FUEL EMISSIONS REDUCTION TEST.—

21 For purposes of subparagraph (B) of subsection (d)(2),
22 the Secretary, in consultation with the Administrator of
23 the Environmental Protection Agency and the Secretary
24 of Energy working jointly, shall, within 24 months after
25 the date of the enactment of this section, adopt at least

1 one methodology for testing lifecycle greenhouse gas emis-
 2 sions that meets the requirements of such subparagraph.

3 “(f) CERTIFICATION REQUIREMENTS.—

4 “(1) IN GENERAL.—No credit shall be allowed
 5 under subsection (a) unless the taxpayer meets cer-
 6 tification requirements demonstrating the sustain-
 7 able aviation fuel conforms with one of the lifecycle
 8 greenhouse gas emissions reduction tests under sub-
 9 section (d)(2).

10 “(2) CERTIFICATION REQUIREMENT FOR TEST
 11 IN (D)(2)(A).—For purposes of paragraph (1), with
 12 respect to certifications based on the test under sub-
 13 paragraph (A) of subsection (d)(2), the taxpayer
 14 shall obtain from the fuel producer a certification
 15 from a sustainability certification scheme approved
 16 by the International Civil Aviation Organization
 17 demonstrating that the fuel conforms with the Car-
 18 bon Offsetting and Reduction Scheme for Inter-
 19 national Aviation’s sustainability criteria and the
 20 traceability and information transmission require-
 21 ments approved by the International Civil Aviation
 22 Organization with the agreement of the United
 23 States.

24 “(3) CERTIFICATION REQUIREMENTS FOR TEST
 25 IN (D)(2)(B).—For purposes of paragraph (1), with

1 respect to certifications based on the test under sub-
2 paragraph (B) of subsection (d)(2)—

3 “(A) the taxpayer shall obtain from the
4 fuel producer a certification that the fuel has
5 been determined by the Environmental Protec-
6 tion Agency to qualify under the requirements
7 of such subparagraph, and

8 “(B) the taxpayer shall obtain from the
9 fuel producer an additional certification that
10 the fuel conforms with the sustainability criteria
11 and the traceability and information trans-
12 mission requirements that the Secretary, in
13 consultation with the Administrator of the En-
14 vironmental Protection Agency and the Sec-
15 retary of Energy working jointly, determines
16 are equivalent with those necessary to claim
17 emissions reductions from sustainable aviation
18 fuel use under the Carbon Offsetting and Re-
19 duction Scheme for International Aviation
20 adopted by the International Civil Aviation Or-
21 ganization with the agreement of the United
22 States.

23 “(g) TERMINATION.—This section shall not apply to
24 any sale or use after December 31, 2031.”.

1 (b) CREDIT MADE PART OF GENERAL BUSINESS

2 CREDIT.—Section 38(b) of the Internal Revenue Code of
3 1986 is amended by striking “plus” at the end of para-
4 graph (32), by striking the period at the end of paragraph
5 (33) and inserting “, plus”, and by inserting after para-
6 graph (33) the following new paragraph:

7 “(34) the sustainable aviation fuel credit deter-
8 mined under section 40B.”.

9 (c) CONFORMING AMENDMENT.—Section 40A(f) of
10 such Code is amended by striking paragraph (4).

11 (d) EFFECTIVE DATE.—The amendments made by
12 this section shall apply to taxable years ending after the
13 date of the enactment of this Act.

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