

Roger W. Marshall

S.L.C.

AMENDMENT NO. \_\_\_\_\_ Calendar No. \_\_\_\_\_

Purpose: To establish a working group on sustainable aviation fuel.

IN THE SENATE OF THE UNITED STATES—118th Cong., 2d Sess.

**H. R. 3935**

<b>AMENDMENT N<sup>o</sup></b>	1938	authorize and
By <u>Marshall</u>		and other
To: <u>Amst No 1911</u>		and
<u>3</u>		ed
<b>Page(s)</b>		MARSHALL

to the amendment (No. 1911) proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN)

Viz:

1 At the end of subtitle A of title X, add the following:

2 **SEC. 1033. SUSTAINABLE AVIATION FUEL WORKING GROUP.**

3 (a) ESTABLISHMENT.—The Administrator shall es-  
4 tablish a Sustainable Aviation Fuel Working Group (in  
5 this section, referred to as the “Working Group”).

6 (b) MEMBERSHIP.—In establishing the Working  
7 Group, the Administrator shall appoint members rep-  
8 resenting the following:

9 (1) The Bioenergy Technologies Office of the  
10 Department of Energy.

1 (2) The Department of Agriculture.

2 (3) The commercial aviation alternative fuels  
3 initiative.

4 (4) The FAA.

5 (5) The national labs.

6 (6) At least 4 current or future sustainable  
7 aviation fuel producers representing 4 of the cur-  
8 rently approved ASTM D7566 sustainable aviation  
9 fuel production pathways.

10 (7) A biorefinery.

11 (8) An engine original equipment manufacturer.

12 (9) Agriculture research universities.

13 (c) REPORT.—

14 (1) CONGRESS.—Not later than 1 year after  
15 the date of enactment of this Act, the Working  
16 Group shall submit to the appropriate committees of  
17 Congress a report that identifies the research and  
18 development needs for each partner and cross-fer-  
19 tilization program across Federal agencies necessary  
20 for cost-competitive and equivalent safety compared  
21 to petroleum-based jet fuel, while offering improved  
22 sustainability and energy supply security for avia-  
23 tion.

24 (2) IRS.—Not later than 3 months after the  
25 date of enactment of this Act, the Working Group

1 shall submit to the Internal Revenue Service a re-  
2 port that identifies regulatory changes needed to  
3 successfully implement the Section 40B Sustainable  
4 Aviation Fuel Tax Credit and the Section 45Z Clean  
5 Fuel Production Credit and ensure agricultural de-  
6 rived biofuels are able to satisfy Sustainable Avia-  
7 tion Fuel demand.