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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-THIRD SESSION

H. F. No. 4322

02/26/2024 Authored by Vang
The bill was read for the first time and referred to the Committee on Agriculture Finance and Policy

1.1 A bill for an act
1.2 relating to agriculture; amending the definition of sustainable aviation fuel;
1.3 amending Minnesota Statutes 2023 Supplement, section 41A.30, subdivision 1.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. Minnesota Statutes 2023 Supplement, section 41A.30, subdivision 1, is amended
1.6 to read:

1.7 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
1.8 the meanings given.

1.9 (b) "Aircraft" has the meaning given in section 296A.01, subdivision 3.

1.10 (c) "Aviation gasoline" has the meaning given in section 296A.01, subdivision 7.

1.11 (d) "Commissioner" means the commissioner of agriculture.

1.12 (e) "Jet fuel" has the meaning given in section 296A.01, subdivision 8.

1.13 (f) "Qualifying taxpayer" means a taxpayer, as defined in section 290.01, subdivision
1.14 6, that is engaged in the business of:

1.15 (1) producing sustainable aviation fuel; or

1.16 (2) blending sustainable aviation fuel with aviation gasoline or jet fuel.

1.17 (g) "Sustainable aviation fuel" means liquid fuel that:

1.18 (1) is derived from biomass, as defined in section 41A.15, subdivision 2e; is derived
1.19 from gaseous carbon oxides derived from biomass or direct air capture; or is derived from
1.20 green electrolytic hydrogen;

2.1 (2) is not derived from palm fatty acid distillates; and

2.2 (3) achieves at least a 50 percent life cycle greenhouse gas emissions reduction in
2.3 comparison with petroleum-based aviation gasoline, aviation turbine fuel, and jet fuel as
2.4 determined by a test that shows:

2.5 (i) that the fuel production pathway achieves at least a 50 percent life cycle greenhouse
2.6 gas emissions reduction in comparison with petroleum-based aviation gasoline, aviation
2.7 turbine fuel, and jet fuel utilizing the most recent version of Argonne National Laboratory's
2.8 Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies (GREET) model
2.9 that accounts for reduced emissions throughout the fuel production process; or

2.10 (ii) that the fuel production pathway achieves at least a 50 percent reduction of the
2.11 aggregate attributional core life cycle emissions and the positive induced land use change
2.12 values under the life cycle methodology for sustainable aviation fuels adopted by the
2.13 International Civil Aviation Organization with the agreement of the United States.