DEPARTMENT OF ECOLOGY
State of Washington

Clean Fuel Standard

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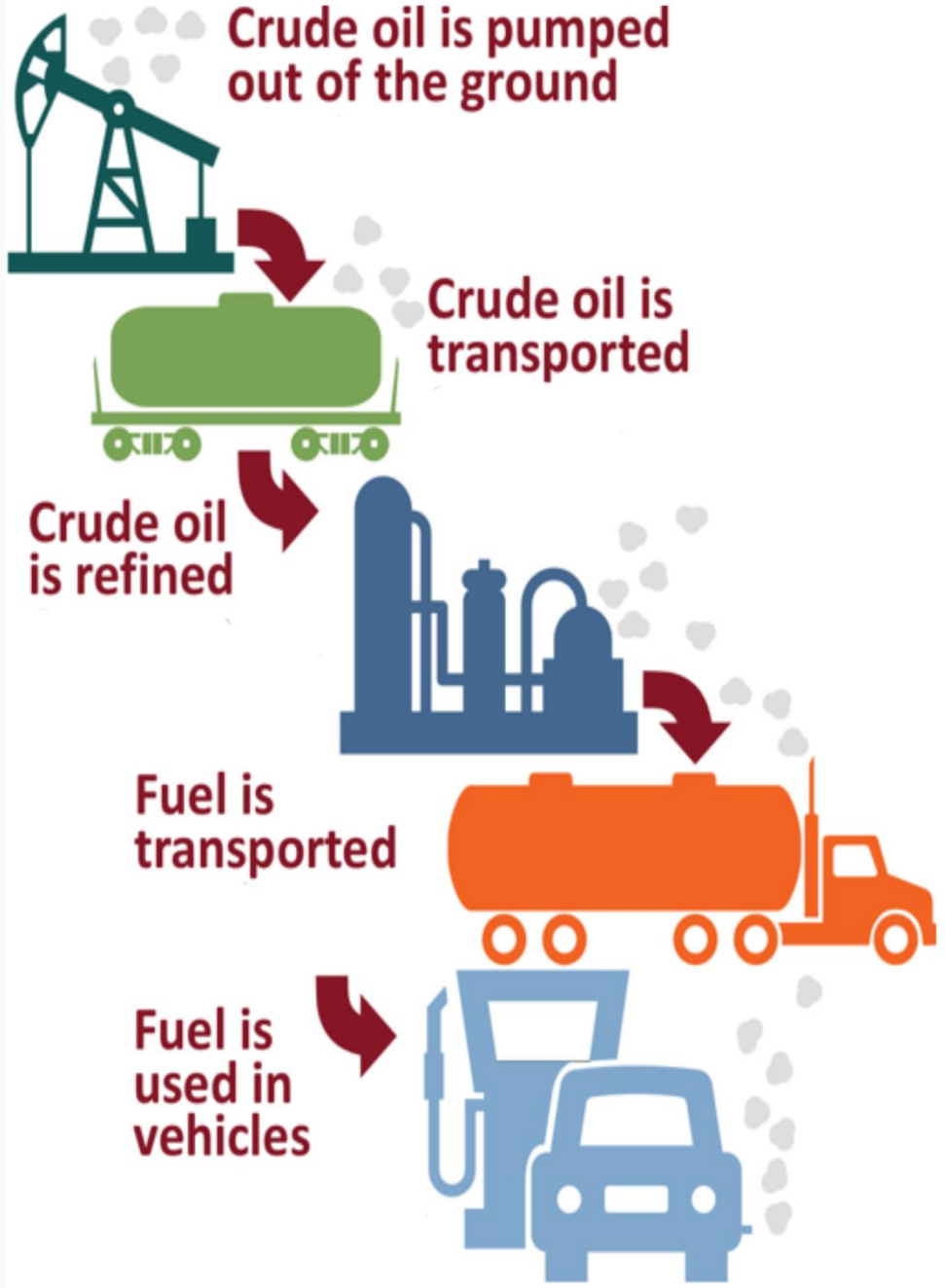
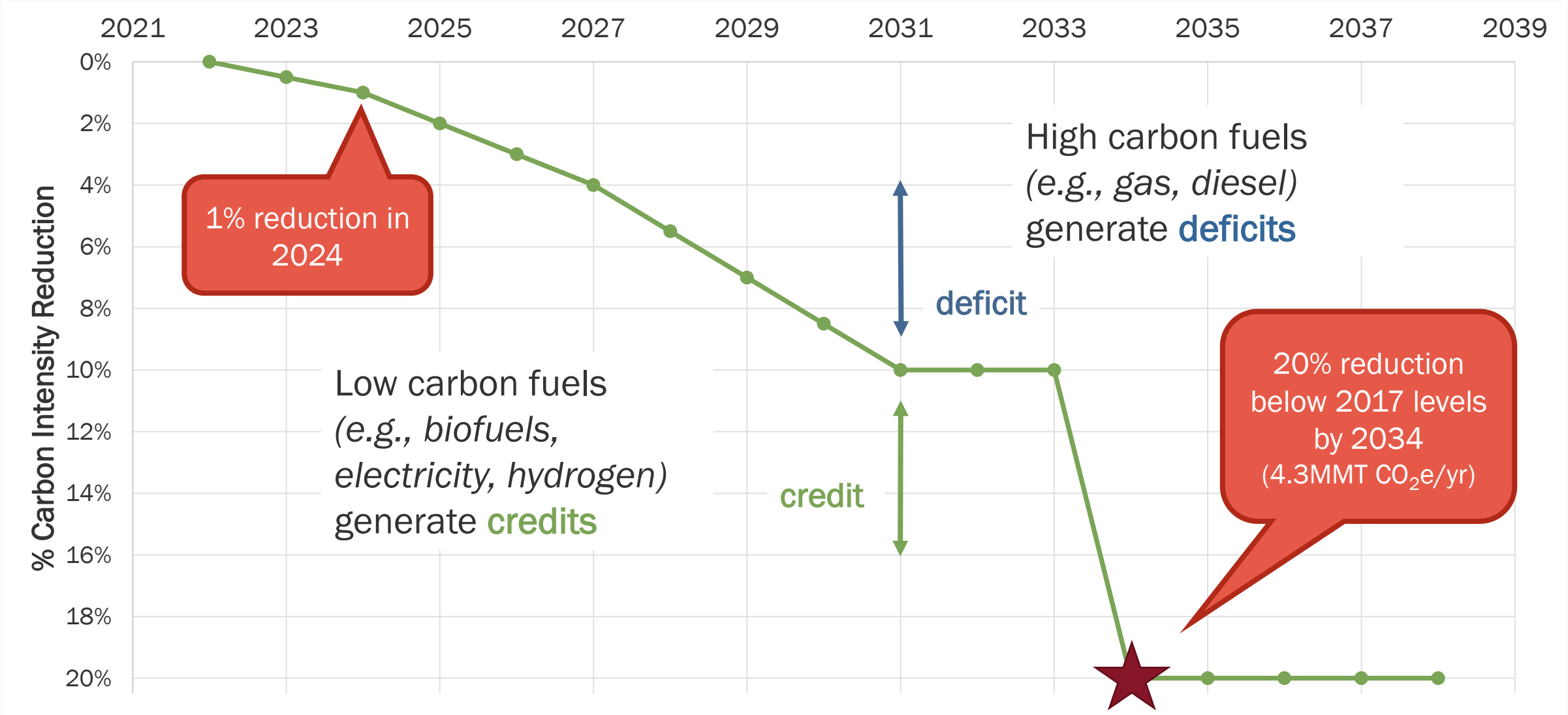
Carbon intensity

The Clean Fuel Standard accounts for greenhouse gas emissions over the full lifecycle of fuel production.

- Each fuel acquires a certified ***fuel pathway*** specific to its unique production and supply.
  - Each fuel pathway has a ***carbon intensity score***.



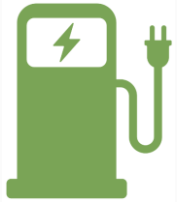
What is a Clean Fuel Standard?



Who participates in the program?

For ***liquid or gaseous fuels*** – the fuel producer or importer

For ***residential EV charging*** – the electric utility providing the electricity



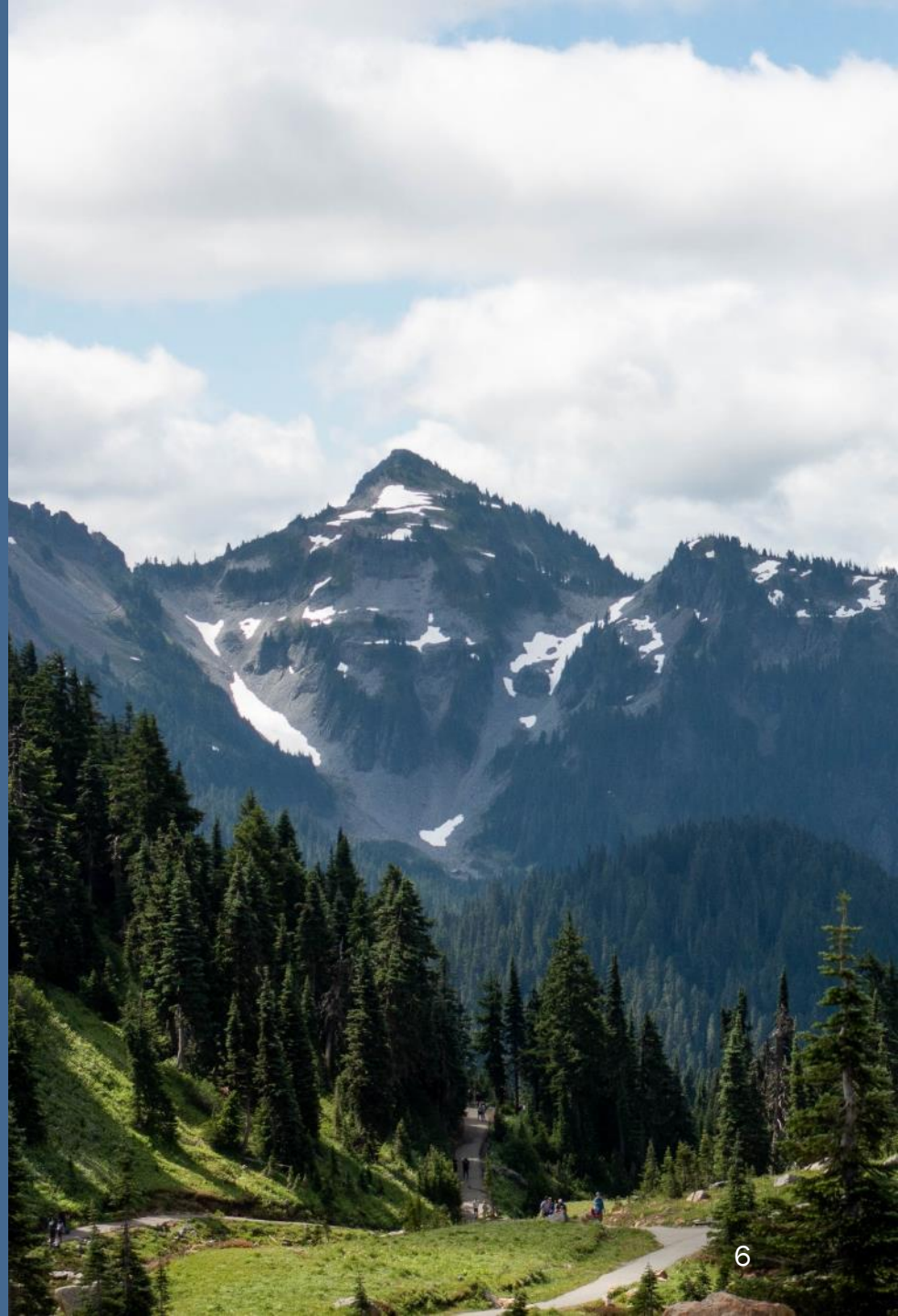
For ***public, workplace, or fleet EV charging*** – owners of EV charging stations dispensing electricity*

**The party responsible for compliance may vary depending on the use. Please see WAC 173-424-200, 210, and 220.*

Clean Fuel Standard progress

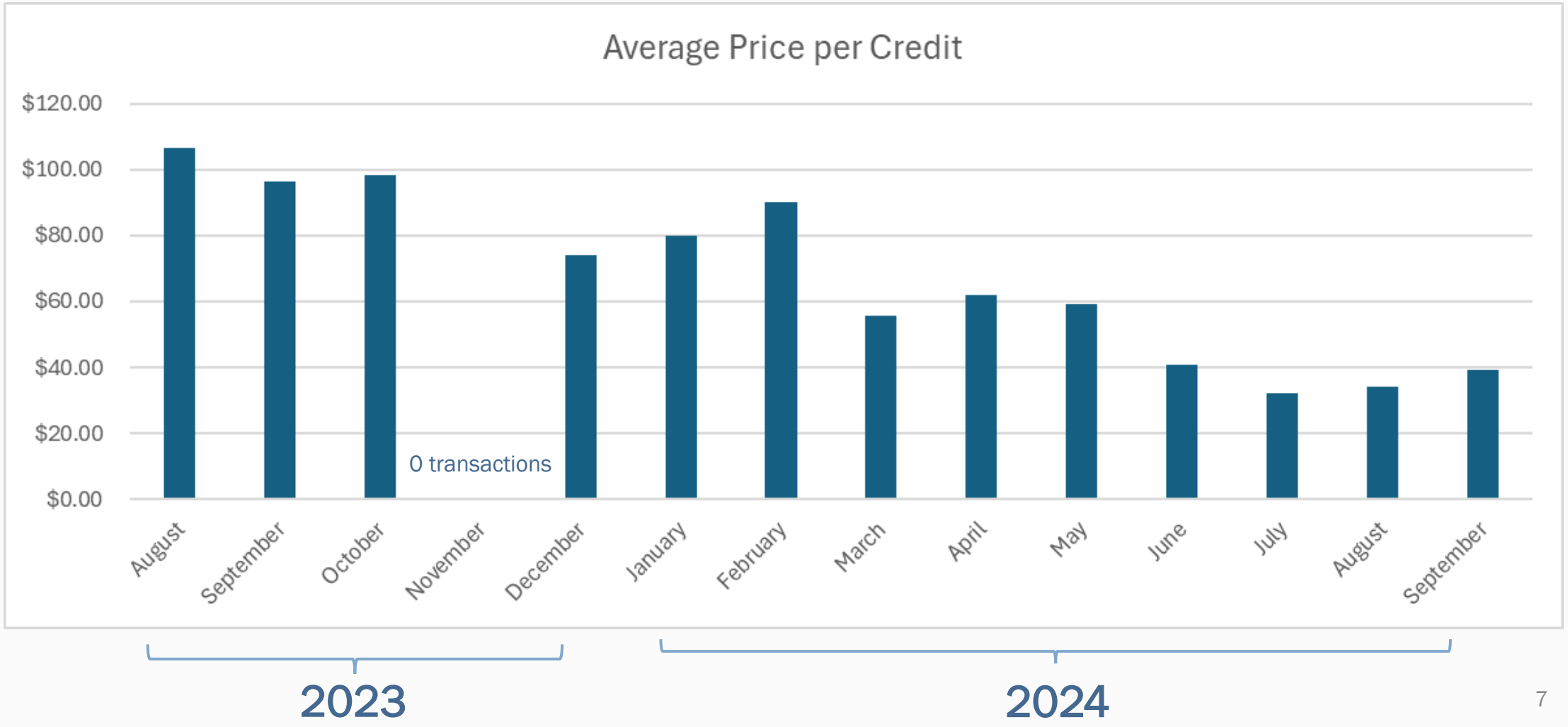
- **1.5 years of implementation** and 330+ registered parties
- **Capacity crediting** for DC Fast Chargers now open
- **2023 Sustainable Aviation Fuel (SAF) tax credit**
- **Pacific Northwest Hydrogen Hub**
  - Ecology working with the Washington Department of Commerce on issues relating to hydrogen
- Ecology began accepting **Tier 2 Fuel Pathway Applications** on Oct. 1, 2024

Results for the Clean Fuel Standard



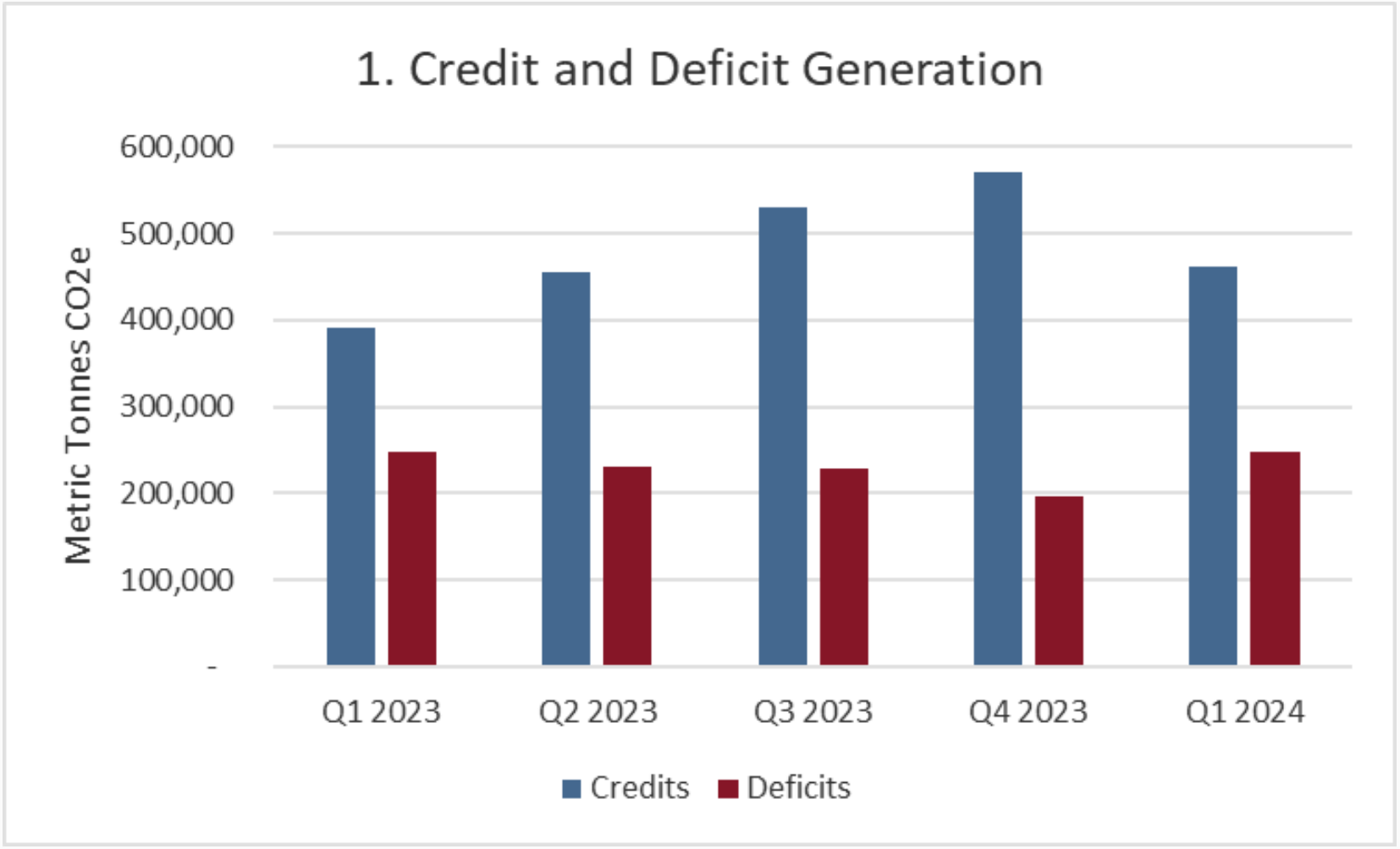
Average credit price

Participants negotiate the price between themselves based on market demand.



Quarterly data

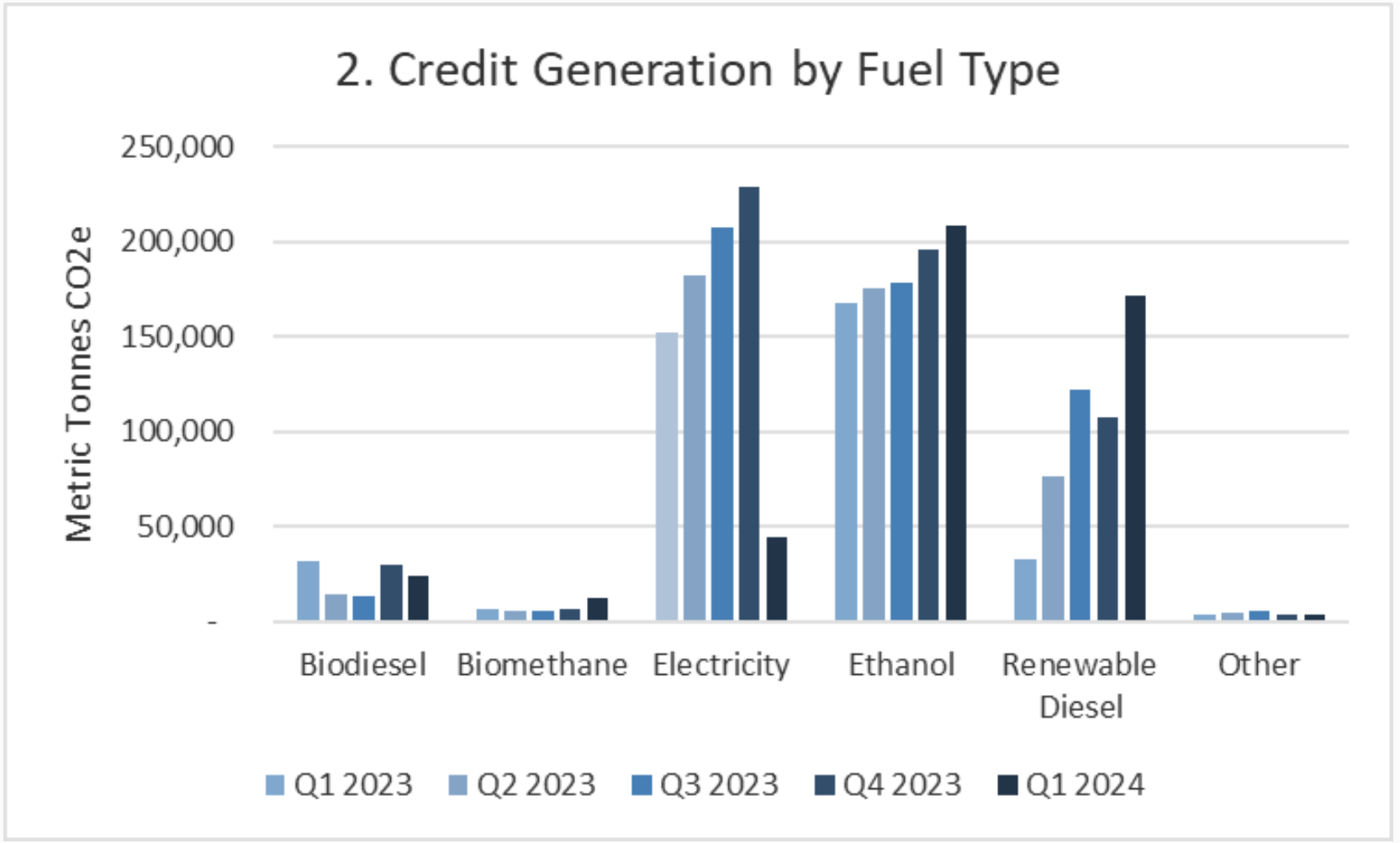
Total number of credit and deficits generated during Q1 2023 through Q1 2024 and the metric tons of CO2 they represent.



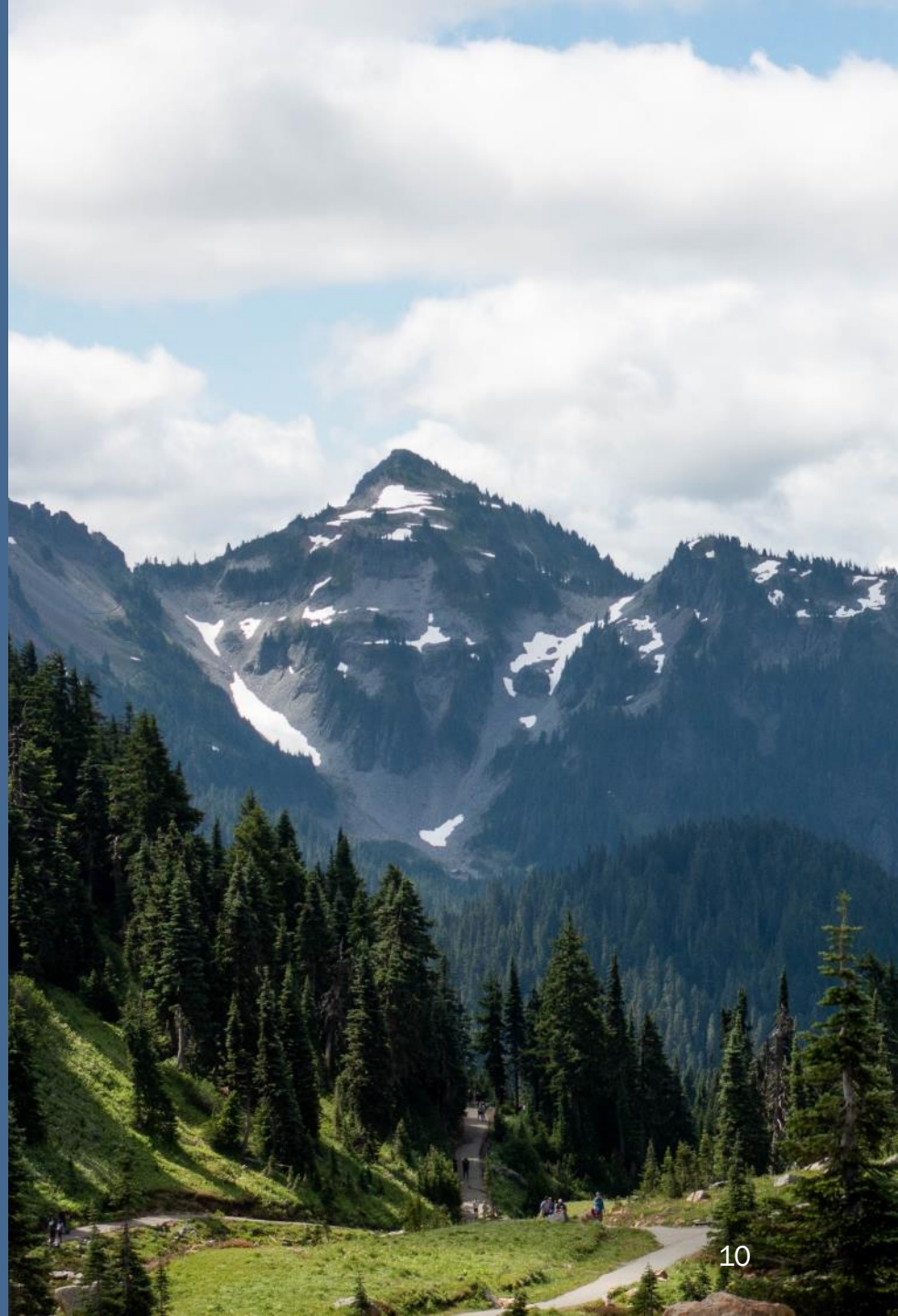
Quarterly data

Fuels reported in Q1 2023 through Q1 2024 with a carbon intensity below the 2023 standard.

Q1 2024 electricity credits **don't include credits from non-metered residential EV charging;** these are issued twice per year and will be included in a future data summary.

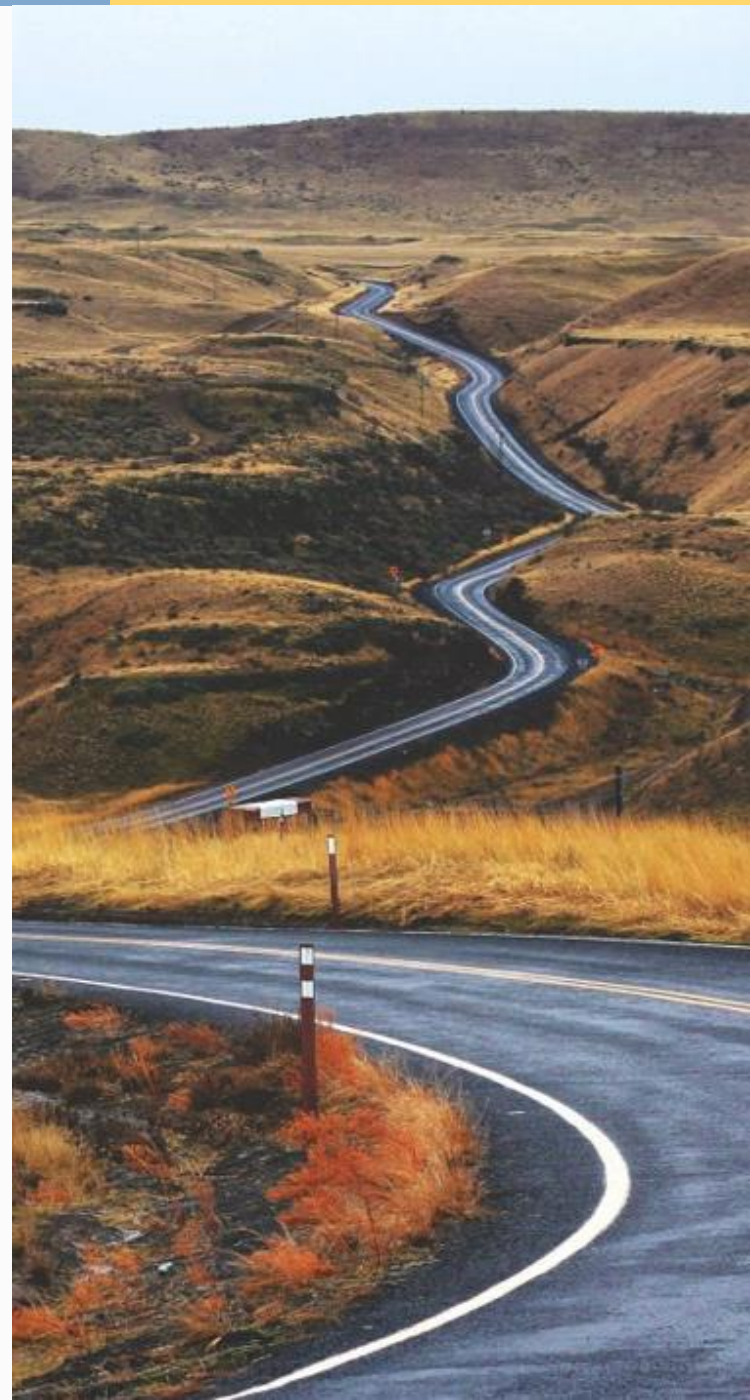


Ongoing rulemaking



CFS rulemaking draft proposals

- **Third-party verification for all fuels (including electricity)**
  - Would take effect in 2027 for 2026 reported data and 2025-2026 for fuel pathway data
  - Would take effect at 6,000 credits/deficits per year
- **Book-and-claim accounting – electricity**
  - Proposing to add **additionality** (date to be decided) and **regionality** to promote the construction of renewable energy projects without overly limiting REC resources
- **Avoided methane crediting**
  - Proposing to incentivize **new** methane capture projects while balancing need to support preexisting projects



CFS rulemaking draft proposal

- **Fast-charging infrastructure (FCI) crediting**
  - Proposing to extend credit opportunities to sites shared by multiple medium- and heavy-duty fleets that aren't otherwise publicly accessible
  - Heavy-duty would be subject to sector-specific requirements (nameplate capacity, number of charger per site, types of chargers required, etc.)
- **Credit and deficit modifications**
  - Proposing to add the ability for Ecology to modify credit or deficits in response to the generation of illegitimate credits or unclaimed deficits from erroneous reporting
  - These modifications would "scale up" with each successive error/violation.

CFS rulemaking draft proposals

- **Informal comment period closed Oct. 3. *More coming!***
  - Next draft and dates for workshops/informal comment periods to be released soon
  - CR-102 (formal rule proposal) in early 2025

Thank you

For general questions and interest in the program:
CFS@ecy.wa.gov

For questions about registration, reporting, fuel pathways, and other technical support:
WFRSAdmin@ecy.wa.gov

ecology.wa.gov @EcologyWA