



DEPARTMENT OF
ECOLOGY
State of Washington

Clean Fuel Standard

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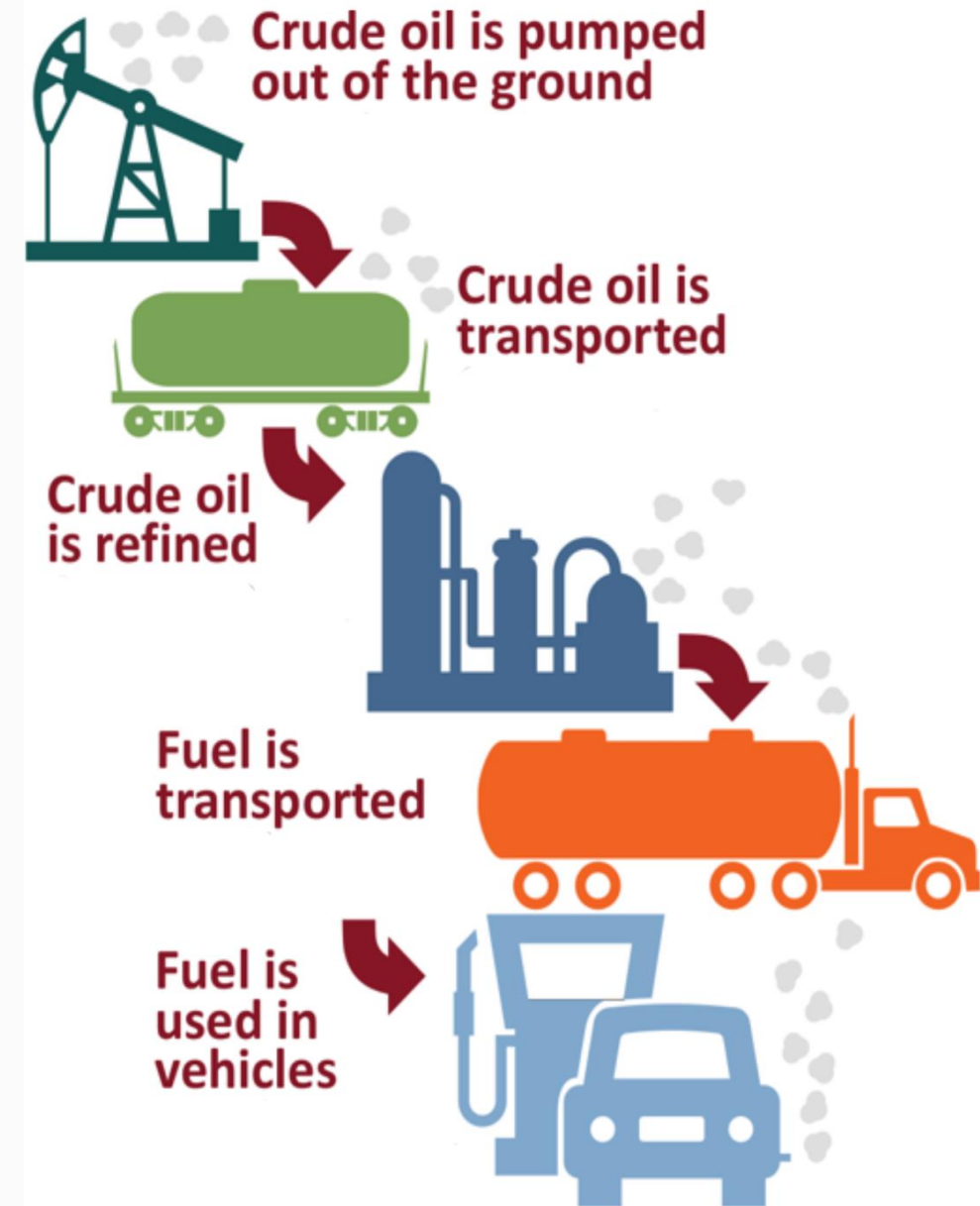
January 2025

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**.



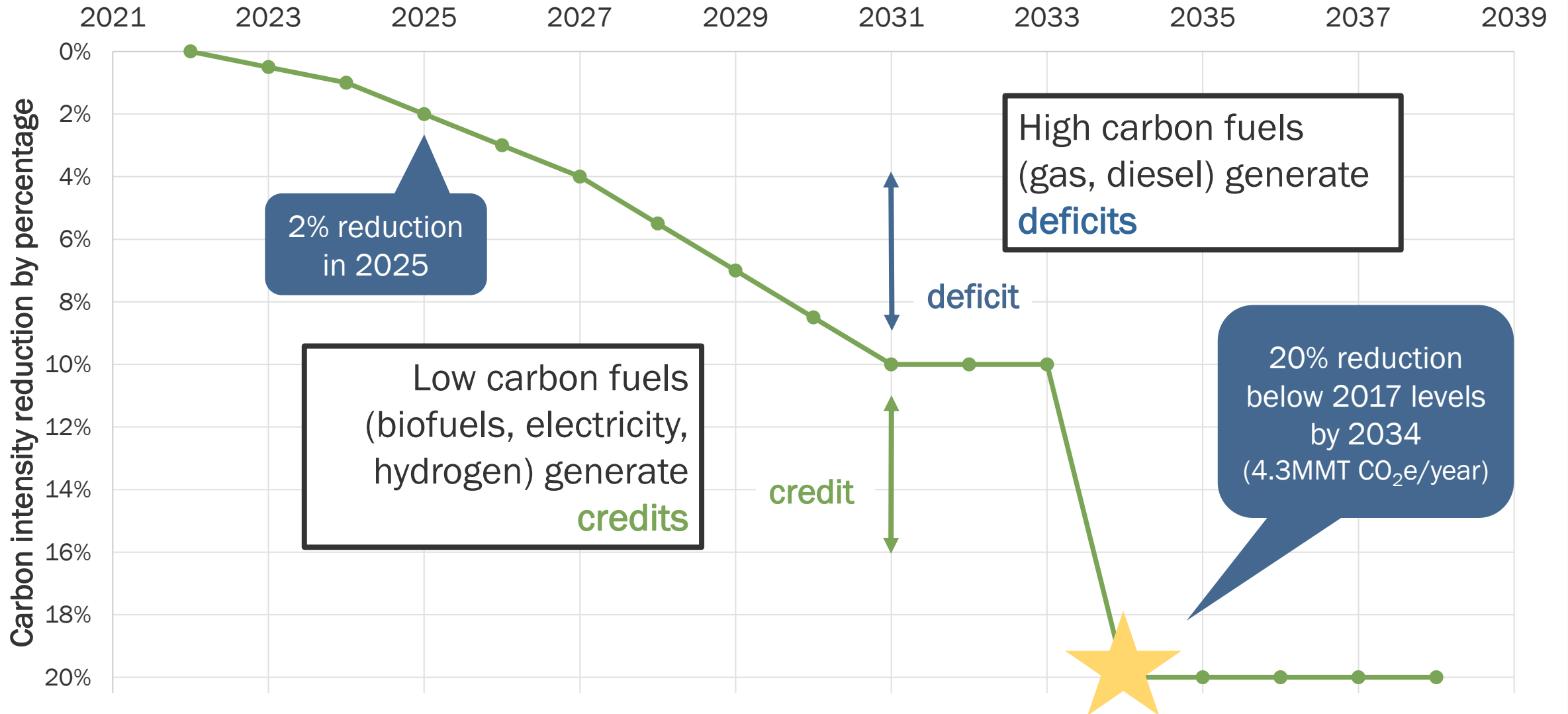
How does it work?

- Fuel producers and suppliers report quarterly to Ecology on volumes of fuel sold, along with the **carbon intensity** of that fuel.
- Based on the volume and carbon intensity score, fuels generate either **credits or deficits**.
- Annually, any registered party with deficits in their account **must purchase credits** to come into compliance.



This incentivizes the production and supply of low-carbon transportation fuels to Washington.

Clean Fuel Standard



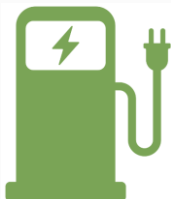
Who participates in the program?



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.

Participating in the CFS

Register an account for your organization

- Fuel suppliers register in the Washington Fuels Reporting System (WFRS) and pay a participation fee.

Register Fuel Supply Equipment (FSE) & track energy usage

- Track the fuel (e.g., kWh, gallons) per registered charger

Submit quarterly reports

- Report quarterly and annually on the amount of kWh, along with which electric utility where charging occurred

Generate credits

- WFRS issues credits or deficits based on the carbon intensity and amount of energy used

Sell credits

- Bank or sell credits in open market

Capacity credits

Applications now open!

Guaranteed return on investment for installing expensive infrastructure:

- Electric vehicle fast charging
- Hydrogen refueling

Advance credits

Public entities borrow against future credit generation to fund electric vehicle/vessel purchases.



Residential charging credits

- Ecology estimates residential electricity charging and issues credits to utilities who have opted into the program twice per year.
- Credits not claimed by utilities go to a nonprofit designated by Ecology
- Utilities can retire renewable energy certificates (RECs) to increase the credit generation
- Non-utility participants can retire RECs to generate an incremental credit for residential charging if they have **metered** data.

How to monetize credits

Public Sell Board

- Post credits for sale on the Washington Fuels Reporting System (WFRS)

Private transactions

- Existing business relationships
- Secondary markets



Version: 2.1

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Washington Fuels Reporting
System
Clean Fuel Standard

Home My Information **Sell Board** Transfers Find Information Reports Ledger Corr

REPORTING AND CREDIT BANK & TRANSFER SYSTEM

This is the Washington Fuels Reporting System. Any reported data contained within this system will be regarded by the ECY as official reporting for the CFS.

The credit price is negotiated by the buyer and seller. None of the financial transactions comes to or through Ecology. Credit transactions (number of credits, price per credit) are reported back to Ecology.

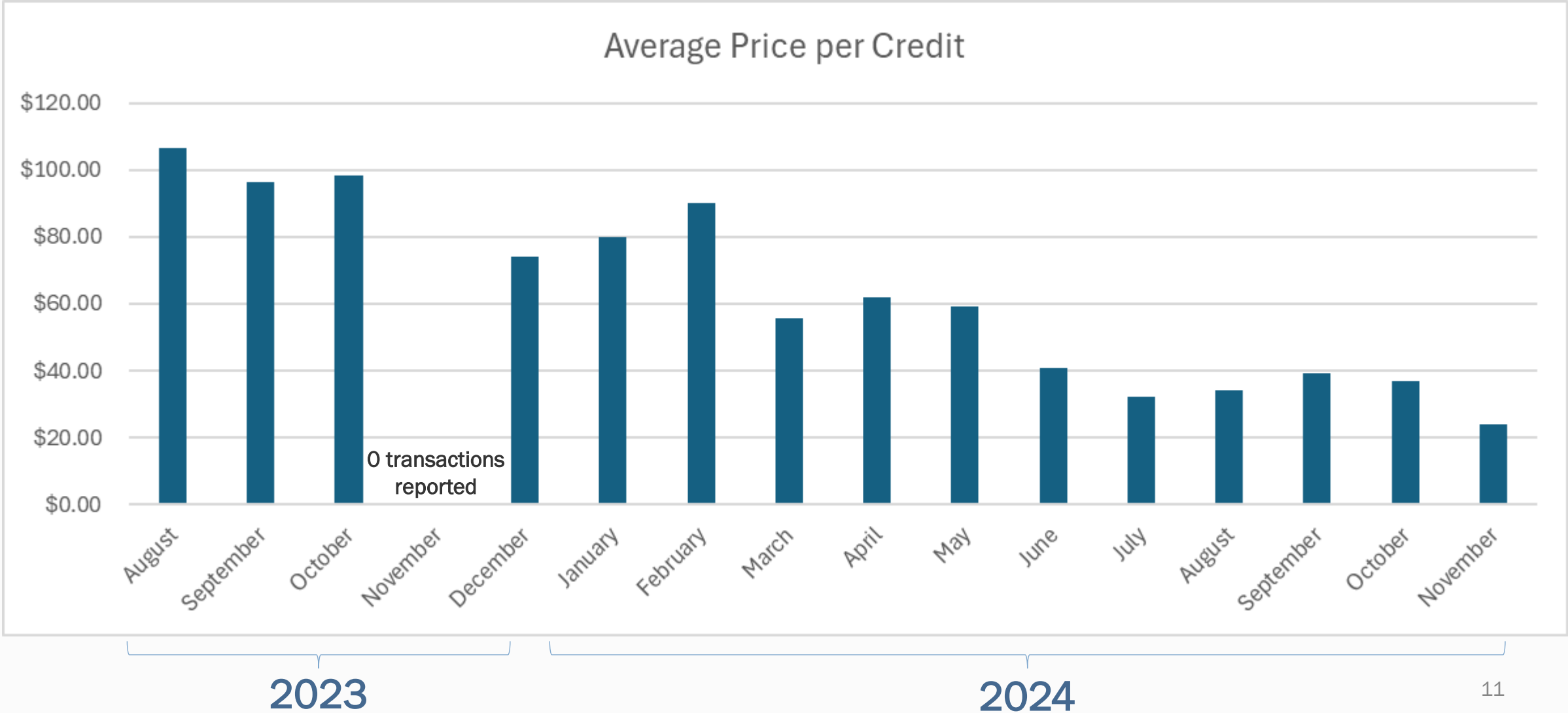
2024 participation fee

All participants pay a flat participation fee that accounts for 5% of the estimated budget. Deficit generators pay an additional, tiered fee based on the number of deficits they generate that covers 95% of the estimated cost of the program. The participation fee covers the cost of administering the program.

In 2025, Ecology will estimate its budget for the upcoming year and publish a proposed fee May 15, followed by a 30-day public comment period. The fee for each year will be finalized June 30.

In 2024, all participants paid a flat participation fee of **\$274**.

Average credit price



Fleet charging example*

	Seattle City Light CI of 2.8	Clark PUD CI of 62.69	Puget Sound Energy CI of 122.59
kWh per year <i>(average amount per charger)</i>	4,310	4,310	4,310
Credits <i>(from CFS obligation estimator)</i>	5	4	3
Credit price <i>(Avg, September 2024)</i>	\$39.14	\$39.14	\$39.14
Revenue <i>(per charger, per year)</i>	\$195.70	\$156.56	\$117.42
Annual revenue <i>(from five chargers)</i>	\$978.50	\$782.80	\$587.10

*Revenue will depend on the number of chargers, the kWh of charging taking place, the credit price negotiated between the buyer and the seller, and the carbon intensity score of the utility, which is updated annually based on their electricity generation mix.



State agency revenue

State agency revenue is subject to certain legislative requirements:

- **Fund 28F: Clean Fuels Transportation Investment Account** – State agencies funded through an appropriation in an omnibus transportation appropriations act
- **Fund 28U: Clean fuels transportation investment account** – All other state agencies

Funds may be spent only after appropriation and expenditures from the account, and they may only be used for activities and projects that decarbonize the transportation sector.



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

