

June 21, 2025

The Honorable John Thune
Majority Leader
U.S. Senate
Washington D.C. 20515

The Honorable Mike Crapo
Chairman, Committee on Finance
U.S. Senate
Washington D.C. 20515

RE: Restoring the value of the sustainable aviation fuel (SAF) credit to \$1.75/gal. under 45Z of the Clean Fuel Production Credit (CFPC).

Dear Majority Leader Thune and Chairman Crapo:

We write to you as a broad coalition of industry stakeholders who share a common vision with Congress and the Trump Administration: that we have an opportunity to unleash the power of American energy, agriculture, and innovation by enacting policies that expand the production, distribution, and consumption of sustainable aviation fuel (SAF) in the United States. Collectively, we represent the agriculture, oil and gas, biofuel, and aviation industries, including passenger and cargo carriers, fuel producers, engine and aircraft manufacturers, labor unions, airports, business and general aviation, airline passengers, and trade associations—committed to building a robust, secure, domestic SAF industry.

We urge you to restore the value of the SAF credit to \$1.75/gal under 45Z – the Clean Fuel Production Credit.

We greatly appreciate the focus you have provided on extending 45Z for all biofuels through 2031. However, the elimination of the SAF differential presents a serious threat to SAF and will effectively eliminate our nascent industry and the future agricultural market of SAF for American farmers. We are asking you to restore the SAF credit rate differential.

The elimination of the historical rate for SAF will significantly undermine the potential to maintain current production and will make it nearly impossible to increase SAF production in the United States to meet the increasing demand for domestic SAF. Instead of creating a level playing field, the removal of the SAF differential will actually and substantially increase the cost disadvantage for SAF. Retaining the SAF differential is needed to prevent making the existing cost disadvantage worse.

SAF is a relatively new fuel with greater capital needs for production scale-up and it has not benefited from years of pre-existing incentives like other clean fuels. An increased value for SAF reflects its higher cost of production and relative level of market-maturity compared to other fuels. SAF represents a new market, requiring modified and new facilities that is reflected in the cost of production. Increased production and capital investment in SAF today returns benefits in the form of economic growth and new jobs, especially in rural areas, for farmers and fuel producers.

The United States has been a leader in the early stages of SAF development and production. With abundant feedstocks and significant long-term demand from the aviation sector, SAF has significant potential for the U.S. economy and increased energy dominance. However, eliminating the differential for SAF will disincentivize the production of SAF, and the United States will fall behind Europe, Asia, and other regions that are prioritizing the energy and economic opportunities offered by SAF.

We urge you to restore the \$1.75/ gal. rate for SAF in the Clean Fuel Production Credit (45Z).

Sincerely,

Advanced Biofuels Association
Alaska/Hawaiian Airlines
American Carbon Alliance
American Express Global Business Travel
American Seed Trade Association
Avfuel Corporation
BIO
Cincinnati/Northern Kentucky International Airport
Darling Ingredients
Earth Optics
Gevo
Growth Energy
Independent Professional Seed Association
JetBlue
Montana Renewables
National Business Aviation Association
Port of Seattle
Shell
SkyNRG
Summit Agricultural Group
The SAF Coalition
Twelve
Velocys
XCF Global, Inc.

Air Lines for America (A4A)
American Airlines
American Coalition for Ethanol
Americans for Clean Aviation Fuel
Atlas Airlines
Azure
Boeing
Circularity Fuels
Delta Air Lines
General Aviation Manufacturers Association
Global Business Travel Association
Honeywell
International Airlines Group
LanzaJet
National Air Transportation Association
POET
San Francisco International Airport
SkiesFifty
Southwest Airlines
Sumitomo Corporation of Americas
Topsoe
United Airlines
World Energy