

# Sustainable Aviation Fuel Bill

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## RUNNING LIST OF ALL AMENDMENTS ON REPORT

*Tabled up to and including  
19 January 2026*

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*[Amendments marked ★ are new or have been altered]*

### Clause 1

LORD GRAYLING

- ★ Clause 1, page 2, line 15, at end insert –
- “(9) A direction given by the Secretary of State under subsection (1) may only require the designated counterparty to enter into a revenue certainty contract with a producer in respect of sustainable aviation fuel that is, or is projected to be, manufactured at a production facility located within the United Kingdom.
- (10) For the purposes of this Act, no sustainable aviation fuel producer shall be eligible for a revenue certainty contract if any certified component fuel or precursor which constitutes more than ten per cent of the final sustainable aviation fuel volume is not also manufactured at a production facility located within the United Kingdom.”

***Member's explanatory statement***

*This amendment seeks to legally ring-fence the financial support provided under the Act, preventing the levy raised from UK aviation fuel suppliers from being used to subsidise sustainable aviation fuel production facilities located outside the UK.*

### Clause 6

LORD GRAYLING

- ★ Clause 6, page 4, line 19, after “contracts” insert “in respect of sustainable aviation fuel manufactured in the United Kingdom”

***Member's explanatory statement***

*This amendment seeks to ensure that the levy is raised for the purposes of manufacturing sustainable aviation fuel in the United Kingdom. Connected with another amendment in the name of Lord*

*Grayling, it seeks to prevent the government from diverting the levy funds to other broader aviation or climate-related policies.*

LORD GRAYLING

- ★ Clause 6, page 4, line 20, leave out “other” and insert “directly related administration”

***Member's explanatory statement***

*This amendment seeks to ensure that the levy can only be raised in relation to “other costs” if they are directly related to the administration of the levy. Connected with another amendment in the name of Lord Grayling, it seeks to prevent the government from diverting the levy funds to other broader aviation or climate-related policies.*

LORD MOYLAN

Clause 6, page 4, line 21, at end insert –

- “(1A) Before making regulations under this section, the Secretary of State must specify a maximum term for contracts to be entered into by the designated counterparty.”

***Member's explanatory statement***

*This amendment requires that, before exercising the regulation-making power in Clause 6, the Secretary of State must set a maximum contract term for revenue certainty contracts.*

LORD GRAYLING

- ★ Clause 6, page 4, line 21, at end insert –

- “(1A) Levy regulations must stipulate that the levy shall be applied to conventional aviation fuel at the point where that fuel is withdrawn from a refinery, terminal, or bulk storage facility for supply to the aviation market within the United Kingdom.”

***Member's explanatory statement***

*This amendment seeks to narrow the regulation-making power conferred on the Secretary of State, ensuring that there is a specific mandatory point of application for the levy. It is intended that this will align with existing fuel duty collection methods, ensuring the levy is applied consistently at the first point of sale or movement in the domestic supply chain.*

**Clause 19**

LORD GRAYLING

- ★ Clause 19, page 8, line 32, leave out “apart from section 1” and insert “subject to subsections (2) and (3)”

***Member's explanatory statement***

*This amendment, connected with another in the name of Lord Grayling, seeks to prevent the levy from being imposed until a domestic sustainable aviation fuel producer is approaching readiness to receive payments under the Act. It seeks to minimise the period during which money is collected but not dispersed to producers.*

LORD GRAYLING

★ Clause 19, page 8, line 35, at end insert –

“(3) Section 6 does not come into force until –

- (a) the Secretary of State deems that the first sustainable aviation fuel producer in the United Kingdom will be expected to operate within six months,
- (b) the Secretary of State has published the expected date of operation in a notice laid before both Houses of Parliament, and
- (c) the producer to which paragraph (a) relates has a revenue certainty contract under this Act.”

***Member's explanatory statement***

*This amendment, connected with another in the name of Lord Grayling, seeks to prevent the levy from being imposed until a domestic sustainable aviation fuel producer is approaching readiness to receive payments under the Act. It seeks to minimise the period during which money is collected but not dispersed to producers.*

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