

Sustainable Aviation Fuel Bill

MARSHALLED
LIST OF AMENDMENTS
TO BE MOVED
ON REPORT

The amendments have been marshalled in accordance with the Instruction of 2nd February 2026, as follows –

Clauses 1 to 11	Clauses 12 to 20
Schedule	Title

[Amendments marked ★ are new or have been altered]

Amendment No.	Clause 1
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LORD HENDY OF RICHMOND HILL

1 Clause 1, page 1, line 8, after “of” insert “UK-produced”

Member's explanatory statement

This amendment and my other amendments to clause 1 provide that a revenue certainty contract can only relate to UK produced aviation fuel (as defined).

LORD HENDY OF RICHMOND HILL

2 Clause 1, page 1, line 12, after “of” insert “UK-produced”

Member's explanatory statement

See the explanatory statement for my first amendment to clause 1.

LORD MOYLAN

3 Clause 1, page 1, line 17, at end insert –

“(2A) A revenue certainty contract may not provide for payments in respect of power-to-liquid sustainable aviation fuel.”

Member's explanatory statement

This amendment ensures that revenue certainty contracts under the Act may not be used to subsidise power-to-liquid sustainable aviation fuels.

LORD HENDY OF RICHMOND HILL

4 Clause 1, page 1, line 25, at end insert –

““UK-produced sustainable aviation fuel”: sustainable aviation fuel is “UK-produced sustainable aviation fuel” if any part of the process for converting any feedstock into the fuel takes place in the United Kingdom.”

Member's explanatory statement

See the explanatory statement for my first amendment to clause 1.

LORD GRAYLING

5 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.

LORD MOYLAN

6 Clause 1, page 2, line 15, at end insert –

- “(9) Regulations made under this section must not permit a revenue certainty contract entered into under subsection (1) to have a term exceeding 10 years.”

After Clause 1**LORD RAVENSDALE**

7 After Clause 1, insert the following new Clause—

“Further provision about power-to-liquid fuels

- (1) The Secretary of State must direct the designated counterparty to offer to enter into one or more revenue certainty contracts with a producer of power-to-liquid fuel.
- (2) The revenue certainty contracts or contracts to which this section applies must be for the production of power-to-liquid fuel of at least the volumes set out in the second column of the table in subsection (3).
- (3) The table is as follows—

Obligation period or periods	Volume of Power-to-liquid fuel, million tonnes of oil equivalent
1st January 2028 to 31st December 2028	0.0215
1st January 2029 to 31st December 2029	0.0218
1st January 2030 to 31st December 2030	0.0556
1st January 2031 to 31st December 2031	0.0560
1st January 2032 to 31st December 2032	0.0850
1st January 2033 to 31st December 2033	0.1146
1st January 2034 to 31st December 2034	0.1449
1st January 2035 to 31st December 2035	0.1765
1st January 2036 to 31st December 2036	0.2273
1st January 2037 to 31st December 2037	0.2798
1st January 2038 to 31st December 2038	0.3342
1st January 2039 to 31st December 2039	0.3904
1st January 2040 to 31st December 2040 and subsequent obligation periods	0.4487

- (4) In this section, “power-to-liquid fuel” means sustainable aviation fuel of non-biological origin—
 - (a) the energy content of which comes from nuclear sources or renewable sources, other than biomass, and
 - (b) which is not made from—
 - (i) biofuels, or

- (ii) a carbon source that has been generated for the purpose of converting it into a fuel for use in aircraft.”

Member's explanatory statement

This amendment requires that from 2028, an increasing amount of revenue certainty contracts for power-to-liquid (PtL) fuels must be entered into. The amounts in subsection (3) are taken from article 3 of the SAF mandate order (SI 2024/1187) which sets out the proportion of SAFs that must be PtL fuels.

Clause 6

LORD GRAYLING

8 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

9 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 GRAYLING

10 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.

LORD MOYLAN

11 Clause 6, page 4, leave out lines 25 to 27 and insert “to the designated counterparty in each month a standardised levy on the aviation fuel products provided by that supplier in the preceding month that must be published on invoices expressed in pence per standard litre.”

Member's explanatory statement

This amendment alters the basis on which the obligation to pay the levy is allocated to relevant suppliers of aviation fuel.

After Clause 14

LORD MOYLAN

12 After Clause 14, insert the following new Clause—

“Impact of this Act on the price of airline tickets

- (1) Within one year of the day on which this Act is passed, the Secretary of State must publish a report assessing the impact of the sustainable aviation fuel revenue certainty mechanism on the price of airline tickets.
- (2) The report under subsection (1) must include an assessment of whether the impact of the sustainable aviation fuel revenue certainty mechanism on ticket prices is greater than £1.50 per ticket per year.
- (3) The Secretary of State must lay the report under subsection (1) before Parliament.
- (4) The Secretary of State must publish and lay before Parliament further reports under this section at intervals of not more than one year for so long as the sustainable aviation fuel revenue certainty mechanism remains in operation.”

Member's explanatory statement

This amendment requires the Government to assess and report on the impact of the sustainable aviation fuel revenue certainty mechanism on airline ticket prices within one year of Royal Assent, and to continue to report annually thereafter.

BARONESS PIDGEON

13 After Clause 14, insert the following new Clause—

“Report on UK sustainable aviation fuel production

- (1) The Secretary of State must, in respect of each reporting period, prepare and publish a report on sustainable aviation fuel relating to the United Kingdom.
- (2) The report may include, but is not limited to—
 - (a) the total volume of sustainable aviation fuel produced, supplied to, and used in the United Kingdom during the reporting period;

- (b) the types of sustainable aviation fuel involved, including the feedstocks and production pathways used;
- (c) the volume attributable to each type identified under paragraph (b);
- (d) an assessment of the development and conversion of sites for sustainable aviation fuel production and supply within the United Kingdom;
- (e) an estimate of the reduction of greenhouse gas emissions resulting from the production and use of sustainable aviation fuel during the reporting period;
- (f) information reported by air travel providers in relation to their uptake and use of sustainable aviation fuel;
- (g) any other information the Secretary of State considers relevant to understanding the United Kingdom's sustainable aviation fuel market, capacity, and trends.

(3) The Secretary of State must lay the report before Parliament within six months of the end of each reporting period.

(4) In this section “reporting period” means a period of one year beginning with 1 January 2026 and each subsequent period of one year, beginning on the anniversary of that date.”

Clause 17

LORD RAVENSDALE
LORD MOYLAN

14 Clause 17, page 8, line 22, at end insert –

““relevant crops” means starch-rich crops, sugars, oil crops and main crops, where “starch-rich crops” include –

- (a) cereals (regardless of whether only the grains are used or the whole plant),
- (b) tubers and root crops, including potatoes, Jerusalem artichokes, sweet potatoes, cassava and yams, and
- (c) corm crops, including taro and cocoyam;”

Member's explanatory statement

This amendment, and another in the name of Lord Ravensdale, will remove food crops from the scope of the Bill, using the same definition of “relevant crops” as the Renewable Transport Fuel Obligations Order 2007 for surface transport (S.I. 2007/3072).

LORD MOYLAN

15 Clause 17, page 8, line 25, at end insert “except hydroprocessed esters and fatty acids (HEFA) sustainable aviation fuel;”

Member's explanatory statement

This amendment excludes hydroprocessed esters and fatty acids (HEFA) sustainable aviation fuel from the revenue certainty mechanism.

LORD RAVENSDALE
LORD MOYLAN

16 Clause 17, page 8, line 25, at end insert “, other than such fuel where it is derived from relevant crops;”

Member's explanatory statement

This amendment, and another in the name of Lord Ravensdale, will remove food crops from the scope of the Bill, using the same definition of “relevant crops” as the Renewable Transport Fuel Obligations Order 2007 for surface transport (S.I. 2007/3072).

Clause 19

LORD GRAYLING

17 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

18 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.

Sustainable Aviation Fuel Bill

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