

Minister for Agriculture and Connectivity
Ministear an Àiteachais agus Ceangal
Jim Fairlie MSP
Jim Fairlie BPA

T: 0300 244 4000
E: scottish.ministers@gov.scot

Edward Mountain MSP
Convener
Net Zero, Energy and Transport Committee
The Scottish Parliament
Edinburgh
EH99 1SP

By email: netzero.committee@parliament.scot

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Dear Convener,

UK Sustainable Aviation Fuel Bill: UK Government Amendments

I am writing to advise that the UK Government tabled three further amendments to the UK Sustainable Aviation Fuel Bill for report stage on 10 February 2026 at the House of Lords. These amendments were all accepted, with no other amendments being accepted – the Hansard report is available here: [Sustainable Aviation Fuel Bill - Hansard - UK Parliament](#).

The amendments relate to clause 1 – Revenue Certainty Contracts and are designed to make clear that a revenue certainty contract between the designated counterparty and fuel producers can only relate to aviation fuel that is produced in the UK. ‘UK-produced sustainable aviation fuel’ is considered to be such if “any part of the process for converting any feedstock into the fuel takes place in the United Kingdom”.

The amendments to clause 1 were in the name of Lord Hendy, the Minister of State at the Department for Transport, and can be found here: [HL Bill 155—Running List 3 February](#). They make provision for a devolved purpose and are within the legislative competence of the Scottish Parliament. I have therefore considered whether the amendments create a need for a further supplementary LCM (sLCM) to be lodged with the Scottish Parliament. Having done so, I highlight the UK Government’s view that the amendments are solely designed to reflect its existing policy position on the face of the Bill. For example, in discussing similar, non-Government amendments (which were later withdrawn) in the House of Lords on 10 December 2025, Lord Hendy clarified that “the revenue certainty mechanism is intended to support only eligible SAF plants in the UK, and this will be ensured through the allocation process.” (The Explanatory Notes which accompany the Bill set out the policy intention of the Bill under ‘Overview of the Bill’: [Sustainable Aviation Fuel](#).)

Previous LCMs lodged by the Scottish Government (on 24 July, 27 October and 17 December 2025) noted that the Bill is intended to reduce revenue risk in relation to the production of SAF and to support SAF production in the UK, leading to a reduction in

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aviation emissions. The relevant paragraph from the LCM and supplementary LCMs is as follows:

“The Bill enables the Secretary of State (SoS) for Transport to fund financial assistance, by way of a levy imposed on suppliers of aviation fuel, to a designated counterparty (a company limited by shares, with shares held by a Minister of the Crown) so that the counterparty may, at the direction of the SoS, enter into revenue certainty contracts with sustainable aviation fuel (“SAF”) producers. This is intended to reduce revenue risk in relation to the production of SAF and support SAF production in the UK, leading to a reduction in aviation emissions”.

While this is not as explicit or detailed as the wording of the amendments noted above, it seems reasonable to conclude that the NZET Committee and the Scottish Parliament are aware of the UK Government’s overall policy intention on this matter. I therefore agree with the UK Government that a further sLCM is not required to be lodged in relation to these amendments because, as set out in rule 9B.3 of the Parliament’s Standing Orders, the amendments do not go beyond the limits of the consent previously given by the Parliament, when it passed the Motion on Legislative Consent on 28 January 2026.

Finally, I understand that the UK Government does not expect there to be any further amendments to the Bill.

Yours sincerely,



JIM FAIRLIE