



Department for Transport

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From the Parliamentary
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Dear Paul Kohler,

I am writing to you in response to your proposal for a new clause to be added to the Sustainable Aviation Fuel Bill. I am referring to new clause 3 “increasing greenhouse gas saving (GHG) saving potential of sustainable aviation fuel (SAF)”.

I welcome your ongoing support for this Bill and productive input into the debate. I would like to reassure you that I share your objective of increasing the GHG savings potential of SAF. It is crucial that we maximise the environmental impact of the finite feedstock available. This is why government is already making progress towards the outcome that your new clause would achieve.

The SAF Mandate is the UK’s key policy to decarbonise jet fuel. It secures demand for SAF by obligating the supply of an increasing amount of SAF in the overall UK aviation fuel mix. The SAF Mandate rewards SAF in proportion to the greenhouse gas savings it achieves. The Mandate awards more certificates per litre to SAF with higher greenhouse gas savings. This means that SAF that achieves more greenhouse gas savings is essentially more valuable in the UK. This will encourage SAF developers to continuously improve on their greenhouse gas savings.

To ensure the SAF Mandate reflects the latest technological and commercial developments, there will be continuous monitoring of trends and impacts of the Mandate. Formal reviews will be conducted and published at least every five years with the first formal review in 2030. The formal reviews will already include certain elements of the tabled amendment. Namely, the minimum greenhouse gas savings threshold and the minimum targets for supply of SAF. Following the review, we can update relevant legislation if necessary.

Regarding the research and development of SAF, government has recently announced that 17 cutting-edge UK SAF projects will share £63 million to accelerate SAF production, through the Advanced Fuels Fund. Furthermore, the Department for Transport funds UK SAF Clearing House which provides grants and support for the development, testing, certification and production to novel SAF technologies.

The tabled amendment would duplicate the outcomes of existing policy and the review process already embedded in the SAF Mandate legislation. I would therefore encourage you to withdraw this amendment for the Report Stage of the SAF Bill.

Please do reach out if you have any questions about our ongoing work or would like to discuss this issue in more detail.

I will place a copy of this letter in the libraries of both Houses.

Yours sincerely,



MIKE KANE MP

MINISTER FOR AVIATION, MARITIME AND SECURITY