

ICAO EUR/NAT Environment Workshop

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UK SAF Policies and ACT- SAF Programme

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Department
for Transport

UK approach to Sustainable Aviation Fuels

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Our current approach to low carbon fuels

Stimulating demand for LCFs across the modes:



Surface transport: Longstanding Renewable Transport Fuel Obligation (RTFO) policy, requiring the use of LCFs in surface transport.



Aviation: Sustainable Aviation Fuel (SAF) Mandate in place, requiring the use of LCFs in aviation. Supported by ETS and CORSIA.



Maritime: We are pursuing fuel regulation as part of the Maritime Decarbonisation Strategy. Supported by ETS and IMO measures.

Diversifying sustainable supply to meet future needs:



Supply Development:

- Advanced Fuels Fund (AFF) helps first of a kind LCF plants reach commercial maturity.
- UK SAF Clearing House supports testing and approval of innovative SAF fuels for commercial use.
- Revenue Certainty Mechanism (RCM) will provide investor confidence for SAF plants.
- SAF Mandate supports the supply of diverse, newer SAF technology through the PtL sub-target and capping HEFA.



Robust Implementation: Strong compliance, verification and certification of schemes to ensure sustainability.

Why are we supporting SAF?



Reduce emissions and support the UK's legal net zero commitment. SAF is expected to contribute up to 6.3Mt annual CO₂ savings by 2040.



Support economic growth across regions.



Support green jobs.



Increase domestic fuel resilience

Overarching objectives

Create secure and growing demand for SAF

SAF Mandate



Kickstart a domestic SAF industry

£63m awarded to 17 projects year under the Advanced Fuels Fund

UK Clearing House

Further support to 2029/30.



Secure investment

Revenue certainty mechanism

Working with industry to remove barriers



Identifying the risks to SAF growth

To direct our policy interventions, we have **worked collaboratively with industry to identify the risks to SAF uptake and growth of a domestic SAF industry**. We also commissioned an independent report to identify the conditions required to build a domestic industry. The key risks highlighted:



Policy certainty into the future



Supply and demand uncertainty



Revenue certainty



Technology / construction risks



Feedstock availability

Ensuring that the SAF supplied is sustainable

SAF can be produced from a variety of different feedstocks and pathways with different sustainability characteristics and implications. To ensure that SAF supplied in the UK is sustainable, we have:



Strong sustainability criteria and requirements in our schemes.



Ambitious but achievable targets for SAF uptake.



Robust implementation and assurance regimes.




Prioritise and promote the use of a diverse range of SAF feedstocks.



Crop-derived SAF is not eligible.


SAF Mandate

Core programme objective: *Create secure and growing UK SAF demand*

 **Delivers meaningful carbon savings** by only supporting the most sustainable SAF. The mandate only supports waste and residue-derived biofuels (no crops), recycled carbon fuels and power-to-liquid fuels.

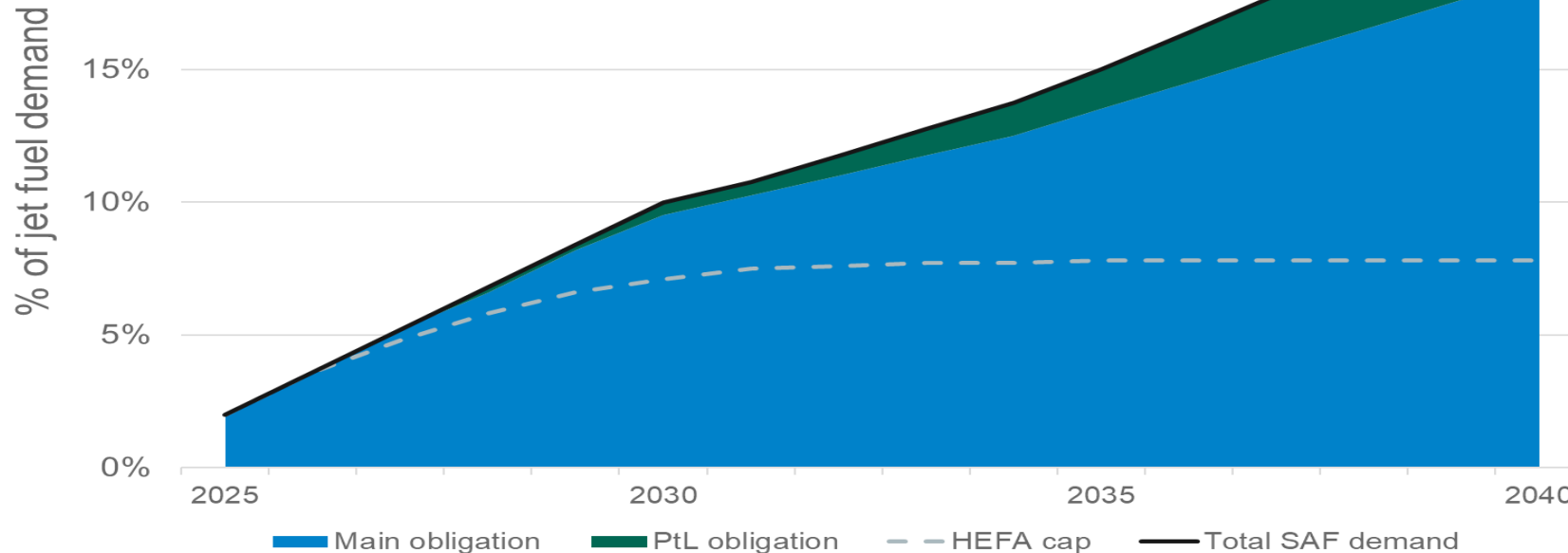
 **Provides policy certainty on the future of SAF**

 **Provides certainty on SAF supply and demand**

 **Helps address feedstock risks.** Trajectories consider feedstock availability. It will also diversify production routes through a HEFA cap and directs more support to non-biogenic feedstock pathways (which are likely to become scarcer) through a PtL obligation.

We have set increasing targets from 2025-2040, balancing ambition with deliverability

Year	Main obligation	PtL obligation	HEFA cap	Total SAF demand
2025	2%	0%	2%	2%
2030	9.5%	0.5%	7.1%	10%
2035	13.5%	1.5%	7.8%	15%
2040	18.5%	3.5%	7.8%	22%



The SAF Mandate SI sets targets on an increasing annual basis from 2025 until 2040. From then, the target level remains the same.

Suppliers are subject to two obligations – a main obligation and a power-to-liquid (PtL) obligation. The main obligation starts in 2025 and the PtL obligation starts in 2028.

The amount of SAF made from segregated oils and fats (HEFA) that can be used to meet the main obligation will be capped from 2027.

The purpose of the HEFA cap and PtL obligation is to drive feedstock and technology diversity.

Advanced Fuels Fund (AFF)

Core programme objective: *Kickstart a domestic SAF industry*

The Advanced Fuels Fund supports first-of-a-kind SAF production plants through the project pipeline to reach an investment ready stage. The winners of the third window were announced on 22nd July 2025, with £63m of funding being allocated to 17 projects. Building on the success of this scheme, further funding to support SAF projects has been announced through to 2029-30. The AFF:



Addresses perceived technology and construction risks by taking first-of-a-kind SAF demonstration projects through the project pipeline, including through detailed feasibility studies, to the final construction phase.



Provides greater certainty on SAF supply by supporting a range of projects across the UK. It will further support our mandate and carbon emission reduction targets, by securing supply in the UK.



Helps address perceived feedstock risks by supporting the advancement of a diverse range of technology routes to SAF, so we are not locked into one kind of feedstock.

UK Clearing House

Core programme objective: *Kickstart a domestic SAF industry*

The UK clearing house was launched in November 2023. It is a hub to support safety testing and certification of new aviation fuels through co-ordination, advice and funding. The UK Clearing House:



Addresses perceived technology risks by expediting and reducing the cost of testing new SAF pathways, facilitating their quick access to the market.



Is a low-cost policy solution, which can still encourage investment in SAF production facilities. Two SAF projects have been awarded funding to support the costs of testing their fuel.



Is working with EU and US counterparts to **ensure global efficiencies in testing**.

Revenue Certainty Mechanism

Core programme objective: *Secure investment*

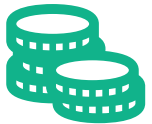
The UK has committed to delivering a revenue certainty mechanism to support the growth of a UK SAF industry. We have introduced the legislation for the Revenue Certainty Mechanism in Parliament and we expect all the legislation for the scheme to be in place by the end of 2026. The scheme will:



Provide certainty on revenues from SAF products for a defined period, through agreeing a guaranteed strike price, with the aim of driving investment in SAF production in the UK.



Provide policy certainty on the future of SAF.



Be industry funded through a levy on fuel suppliers.

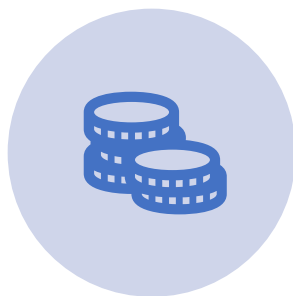


Department
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UK ACT-SAF Programme

UK Capacity Building Objectives

Long-Term Vision: To establish the UK's reputation as a leading champion of the 'no country left behind' principle among developing states. Achieve this by pioneering comprehensive initiatives that cover the most important aspects of the ICAO 'basket of measures'. This encompasses not only the dissemination of best practices and technical expertise but also the cultivation of collaborative partnerships to expedite the global adoption of decarbonisation measures.



ECONOMIC

Cultivate a sustainable aviation ecosystem that generates economic opportunities, promotes innovation, and drives demand for sustainable aviation technologies both domestically and internationally



DIPLOMATIC

Strengthen international relationships, facilitate cooperation and leverage partnerships to foster goodwill and trust in international negotiations



ENVIRONMENTAL

Foster the implementation of decarbonisation measures in partner states, aligning with international obligations and the net zero 2050 aspirational goal

UK Environmental Capacity Building

UK has provided capacity building under two ICAO programmes:

- ACT-CORSIA
- ACT-SAF

Delivery partners:



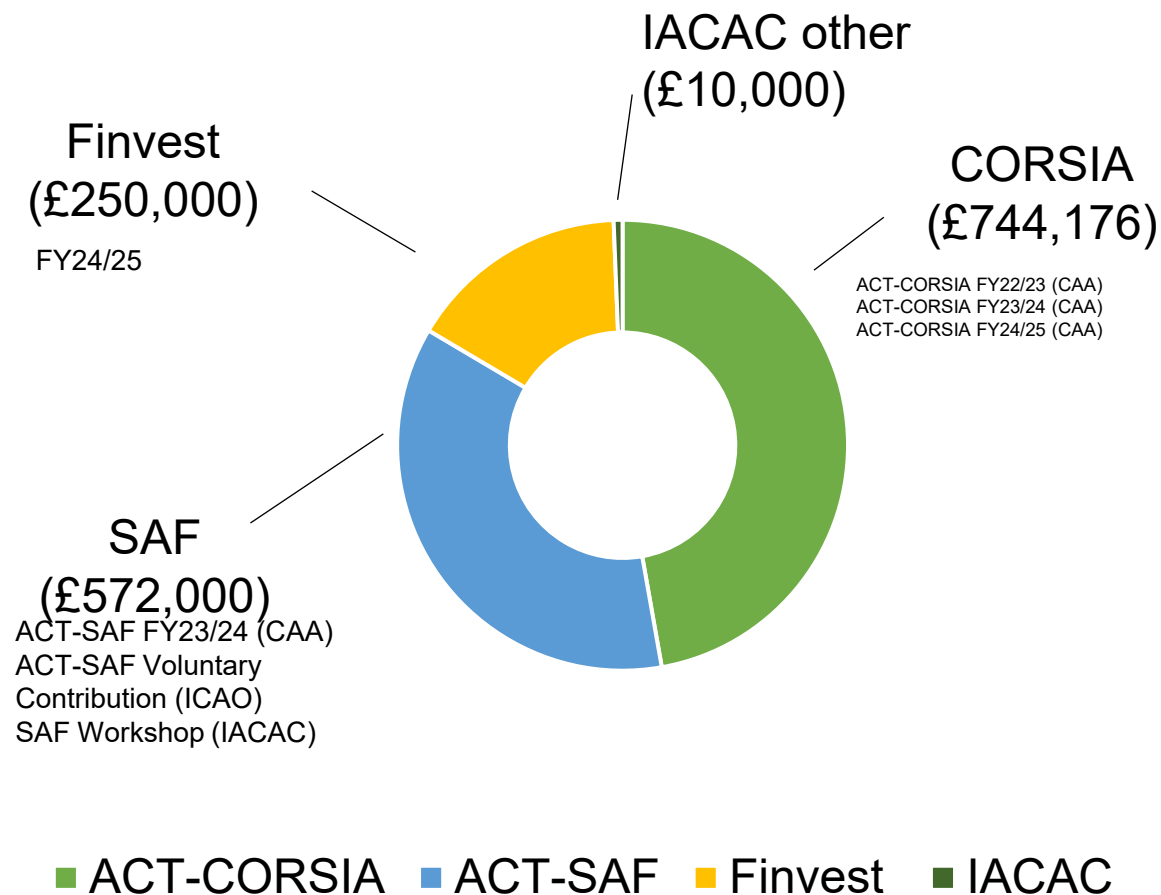
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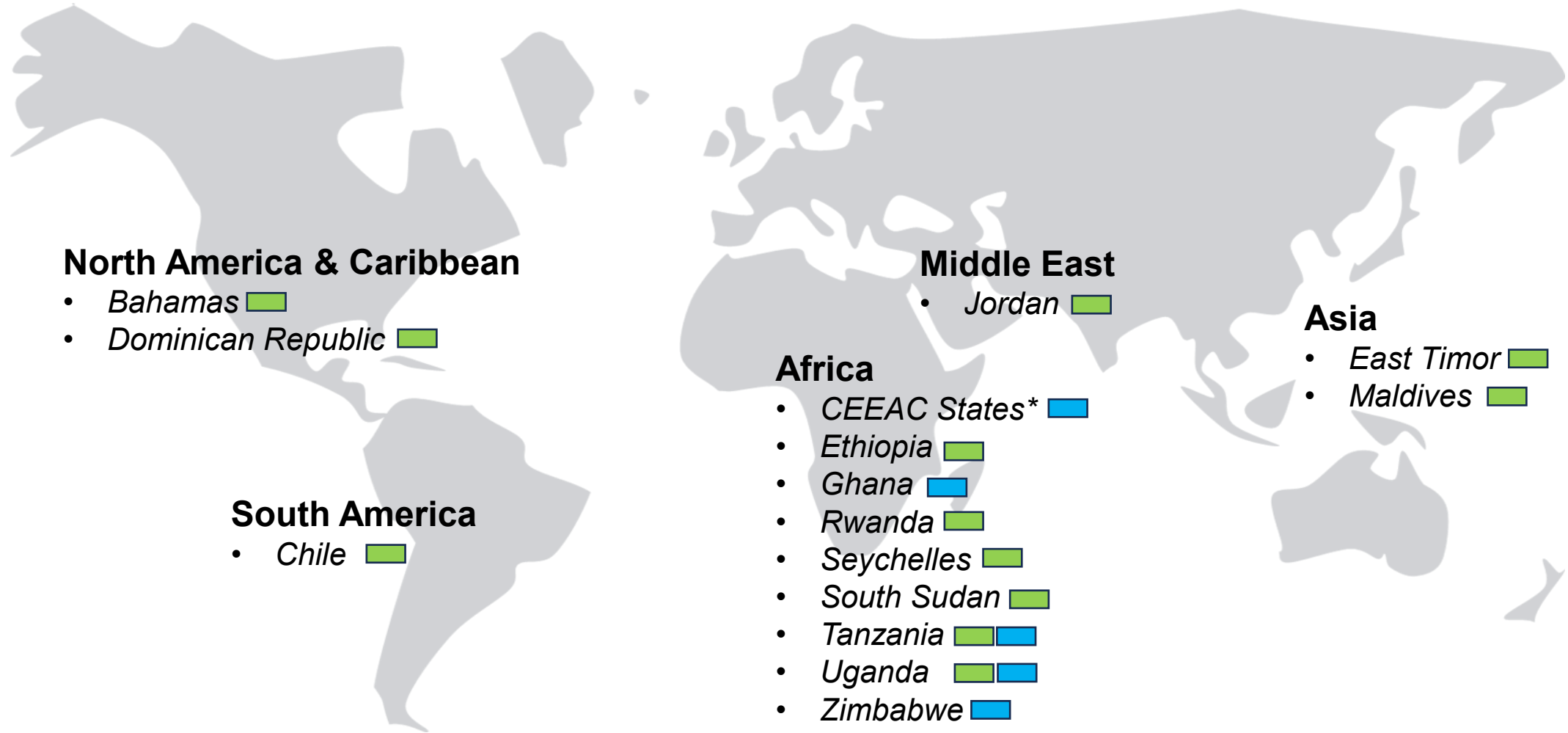
Number of states supported:

- Africa: 10
- North America and Caribbean: 2
- Asia: 2
- South America: 1
- Middle East: 1

Between FY22/23 and FY24/25 UK has spent ~£1.6m on Capacity Building



UK Capacity Building: States Supported



UK ACT-SAF Programme 2023-25

Training



- Foundational SAF Training & Policy Implementation Workshops
- Delivered by UK CAAi

Feasibility Studies



- UK voluntary contribution to fund SAF feasibility studies and business implementation studies
- Supporting: Ghana (FS), Uganda (FS), and Zimbabwe (BIR)

IACAC Workshops



- SAF knowledge sharing ahead of CAAF/3
- Implementation support and finance workshop ahead of GISS2025
- Finance at ICAO Aviation Climate Week 2025

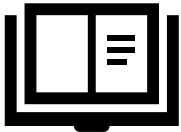
UK ACT-SAF Programme 2025-26

Allocated Funding = £430,000

At least 4 projects delivered between July 2025 and March 2026 by



Training Programme – SAF training conducted in Southern Africa in November 2025, attended by Angola, Namibia, Zambia and Zimbabwe. Further round of training planned in early 2026.



Feasibility Study – To be conducted in Jamaica between December 2025 and March 2026.



Business Implementation Report – Up to 2 reports completed by March 2026



Fininvest Hub support – working with the ICAO Fininvest Hub to help develop, deliver and test the unit's processes

Thank You



Annex: More detail on the Revenue Certainty Mechanism

- The **Guaranteed Strike Price (GSP)** works by a producer entering into a private law contract with a government backed counterparty. The contract sets a price ('strike price') that the producer will receive when it sells the SAF product.
 - If a SAF producer sells a litre of SAF for below the 'guaranteed strike price', the counterparty will pay the difference to the SAF producer, shown as (2) in figure 1.
 - If the SAF producer sells a litre of SAF for above the 'guaranteed strike price', the SAF producers will pay the difference to the counterparty, shown as (1) in figure 1.

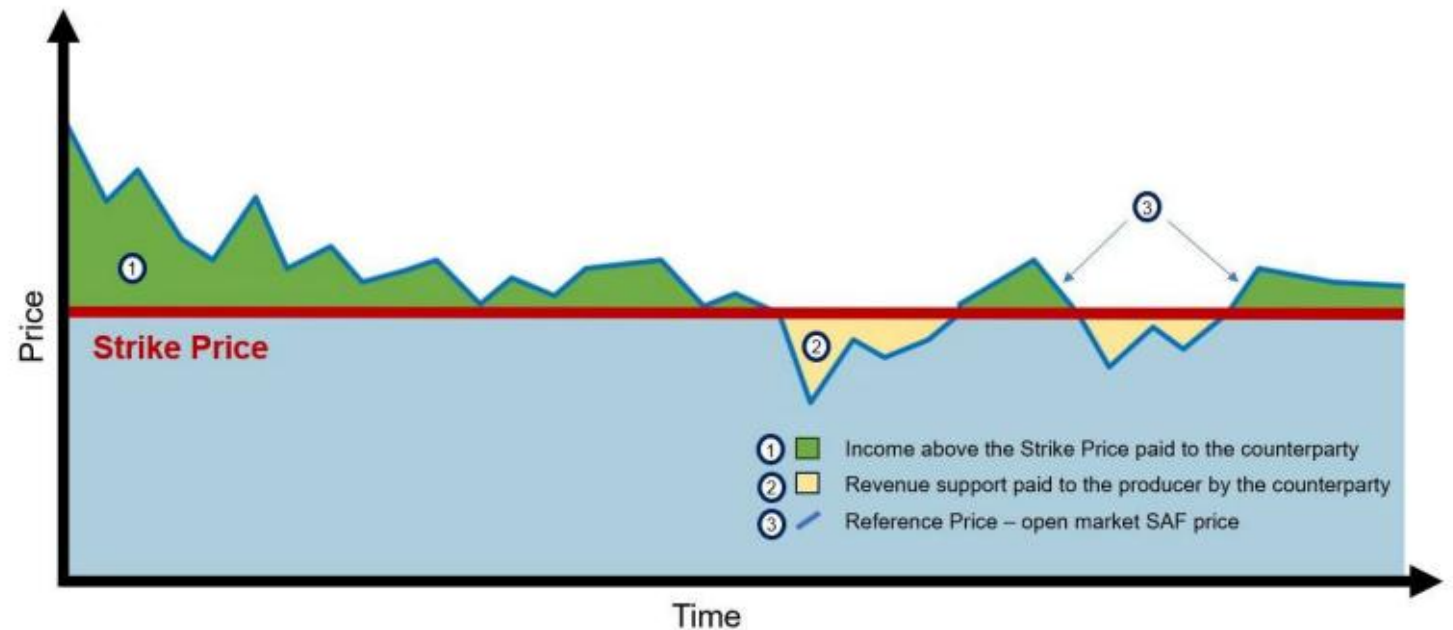


Figure 1: Illustration of GSP

UK approach to Sustainable Aviation Fuels