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Net Zero, Energy and Transport Committee
The Scottish Parliament
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26 January 2026

Dear Convener,

Net Zero, Energy and Transport Committee report – UK Sustainable Aviation Fuel Bill

Thank you for sharing the Committee's report on the Legislative Consent Memorandums on the UK Sustainable Aviation Fuel (SAF) Bill.

I will provide a substantive response to all of the report's recommendations following the debate on legislative consent in the chamber scheduled for 28 January 2026, which will allow me to take due account of any relevant points raised. In the interim, however, I am providing a response to two specific points on which you asked me to comment in advance of the debate. In essence, these are points 88 and 89 of the report, and concern whether Scottish Ministers have sought to influence UK Ministers' powers to direct the counterparty to enter into revenue certainty contracts, and to make regulations on the detail of the levy.

The Committee rightly notes the significance of these powers for shaping the future UK SAF sector, and the need to ensure that the benefits of SAF production are shared across the UK, particularly to Scotland.

As you will appreciate, Ministers and officials have been focusing until now on ensuring that the Bill takes appropriate account of Scottish interests, in particular, that Scottish Ministers have an appropriate role in the regulation-making powers that affect devolved matters. I am pleased that the Committee welcomes our successful efforts to reach agreement with the UK Government on this issue.

I also agree with the Committee's observation that this is a framework Bill with much of the detail about the revenue certainty mechanism and the levy to come. Clearly, it's crucial that we get this detail right to ensure that Scotland benefits fully from the Bill's objective of encouraging greater SAF production.

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It will be some time before UK Ministers exercise the powers noted but we will, of course, seek to ensure that Scottish interests are fully considered during regular engagement with the UKG. That applies to the specific areas mentioned by the Committee and to the ongoing development of UK SAF policy as a whole. I will, of course, welcome the Committee's support for these objectives as we continue to engage with the UK Government on SAF policy.

Yours sincerely,

JIM FAIRLIE

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