



Low Carbon Fuels Fund

Window 1 (Summer 2026)

Guidance Document

This guidance document provides information on applying to the Department for Transport (DfT)'s Low Carbon Fuels Fund. This document should be read in full in advance of preparing and submitting any application and should be referred to throughout the process. All the application documents are available on the [fund website](#).

The Low Carbon Fuels Fund was launched on 10 August 2026. The fund aims to support the UK's advanced Sustainable Aviation Fuels (SAF) sector, with the **key objective** being to:

Support the UK advanced¹ SAF sector in their development of investable commercial projects capable of significantly reducing near-term UK aviation emissions, strengthening the UK project pipeline, and broadening technology options.

To achieve this objective, the Low Carbon Fuels Fund will competitively allocate up to £93 million in grant funding to support UK advanced SAF projects until 31 March 2028. DfT will look to primarily focus funding on a small number of first-of-a-kind (FOAK) commercial scale projects that require support to reach a near-term Final Investment Decision (FID). The fund will also be open to support a larger number of projects during earlier engineering design stages as well as demonstration scale projects, albeit at a lower level of funding per project. See Section B for a full explanation of the competition scope.

Window 1 of the Low Carbon Fuels Fund is **open to applications until 21 September 2026**. There is the opportunity for a voluntary mid-window indicative eligibility check until **25 August 2026** (see Section B). Further fund dates are available in Table 1, Section C.

We currently anticipate further details regarding a potential second application window for support covering financial years 2028/29 and 2029/30 to be announced later in 2027, subject to usual business case development.

The Low Carbon Fuels Fund will be administered and managed on behalf of DfT by delivery partners WSP UK Ltd (WSP) and Environmental Resources Management Ltd (ERM). **Those**

¹ The term 'advanced SAF' denotes SAF derived from biogenic wastes & residues, fossil wastes, renewable electricity or nuclear energy sources, excluding commercially mature hydrotreating routes using segregated waste oils & fats.

interested in the Low Carbon Fuels Fund should register interest by emailing LCFF@WSP.com to keep up-to-date as the scheme progresses.

This guidance document has three sections:

- **Section A** – The fund background.
- **Section B** – Fund objectives and eligibility criteria.
- **Section C** – Guidance for applicants.

And five Annexes:

- **Annex A** – ASTM qualified pathways.
- **Annex B** – TRL definitions.
- **Annex C** – Project lifecycle stage definitions.
- **Annex D** – Eligible and ineligible project work.
- **Annex E** – Average grid mix electricity data.

Please see the [fund website](#) for supplementary information, including anonymised questions and responses that will be published on a regularly updated FAQ page. If applicants have any questions about these guidelines, they should send these to LCFF@WSP.com.

SECTION A: THE FUND BACKGROUND

This section sets out the background to, and rationale for, the Low Carbon Fuels Fund.

The UK has ambitious goals alongside legal commitments for reducing greenhouse gas (GHG) emissions. In transport, the electrification of vehicles will have a key role, but the aviation sector currently has few alternatives to using liquid fossil fuels. Sustainable aviation fuel (SAF) is therefore one of the most viable near-term solutions for reducing aviation emissions. SAF derived from biogenic wastes & residues, fossil wastes, renewable electricity or nuclear energy sources can deliver significant GHG savings compared to fossil jet fuel derived from crude oil. However, other than commercially mature hydrotreating routes using segregated waste oils & fats, these SAF conversion routes are yet to be commercialised and face high upfront capital costs and investment barriers which are challenging to overcome without government intervention.

On 1st January 2025, DfT launched the UK's ambitious SAF Mandate, under which only biofuels derived from wastes and residues will be eligible (with a cap on segregated waste oils and fats), alongside specific sub-targets for Power-to-Liquid (PtL) fuels derived from non-biogenic renewable or nuclear electricity. DfT are in the process of developing the Revenue Certainty Mechanism (RCM), to reduce pricing uncertainties and improve the investment case for advanced SAF projects. DfT have also provided previous grant funding to industry projects via the £20 million [Future Fuels for Flight and Freight Competition](#) (F4C), the £15 million [Green Fuels, Green Skies \(GFGS\) Competition](#) and the £198 million [Advanced Fuels Fund \(AFF\) Competition](#). Whilst these demand-side and supply-side policy approaches have been successful at helping build innovative demonstration projects and designing a number of commercial SAF projects, there is still an ongoing need to support the development of the emerging UK advanced SAF sector as it scales up to commercial production and projects strive to achieve financial close.

The Low Carbon Fuels Fund will provide up to £93 million of grant funding in the first window to help accelerate the development and deployment of advanced SAF plants in the UK. The fund will also aim to leverage private investment, both by supporting projects to reach an “investor ready” status and by prioritising projects that have secured match funding².

The design of the Low Carbon Fuels Fund was supported by feedback from AFF applicants and awardees, the Jet Zero Taskforce, and the DfT's Revenue Certainty Mechanism consultation. Compared to the AFF, the Low Carbon Fuels Fund will have a greater focus on supporting those projects with the highest potential to reach FID in the near-term, with a higher proportion of funding focused on a smaller number of projects.

To ensure the Low Carbon Fuels Fund achieves its stated objectives, it is necessary to clearly define the scope of the fund and provide the criteria used to assess the eligibility of proposed projects. This is discussed in Section B.

² Match funding means any funding that covers the eligible costs incurred on the project which are not funded by the Low Carbon Fuels Fund.

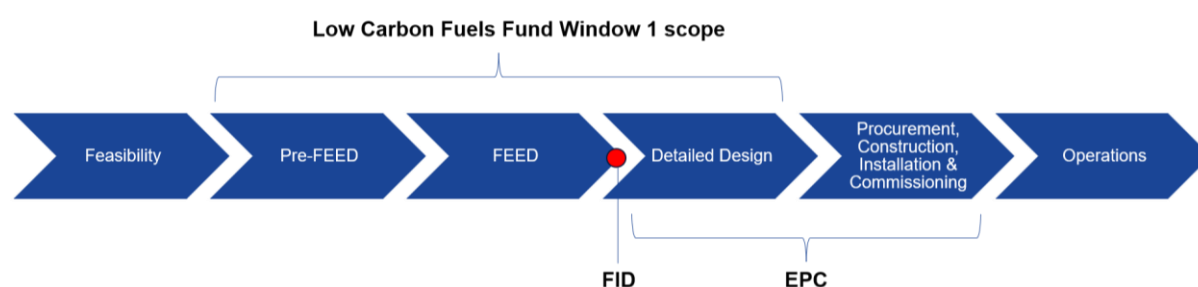
SECTION B: FUND OBJECTIVES AND ELIGIBILITY CRITERIA

This section provides an overview of the Low Carbon Fuels Fund, its objectives and eligibility criteria for the first application window.

Overview

The purpose of the fund is to support the development of the emerging UK advanced SAF sector as it scales up to commercial production, with a particular focus on supporting commercial projects reach FID. To achieve this, the first window of the Low Carbon Fuels Fund will provide funding to FOAK commercial and demonstration-scale advanced SAF projects in the UK at specific development stages, covering “Pre-Front End Engineering Design (Pre-FEED)”, “Front End Engineering Design (FEED)”, and “Detailed Design” within “Engineering, Procurement & Construction (EPC)”. Feasibility studies and other EPC stages (including Procurement of Equipment and EPC licence fees) will not be supported. Lifecycle stage definitions are provided in Annex C – note the FEED stage is deemed to end at FID, but FID will occur some time after completion of a project’s FEED engineering studies.

Figure 1. Project lifecycle stages and the Low Carbon Fuels Fund scope



Objectives

The **key objectives of the Low Carbon Fuels Fund** are to:

- Support the UK advanced SAF sector in its development of commercial scale projects capable of significantly reducing near-term UK aviation emissions.
- Support those projects in later development stages to achieve a Final Investment Decision, to help unlock future investments in other UK advanced SAF projects.
- Broaden and strengthen the UK project pipeline, accelerating the progression of numerous advanced SAF projects and attracting private backing for their development.
- Support the technical advancement of a diverse range of innovative SAF pathways.

The **objectives for projects** receiving grant funding support include:

- **Investor confidence:** catalyse private investment or attract new investors into the project and reduce investment risks, allowing Final Investment Decisions to be taken.
- **Fuel production:** develop a project that can produce commercially significant volumes of eligible SAF, including for the purposes of attaining ASTM qualification.
- **Technology demonstration:** material progress in advancing the scale-up of an eligible SAF pathway, with high process reliability and performance.

- **Commercial potential:** develop a strategy for commercialising the technology and the products from the project, evidencing the potential for value-add to the UK.
- **Emissions reduction:** demonstrate the potential for the produced SAF to achieve low lifecycle GHG emissions.
- **Project execution:** bring together an expert team, credible workplan and governance structure to deliver the project according to its objectives, with a robust understanding of the full requirements to achieving investment readiness.

Eligibility Criteria

In order to be eligible to apply for the Low Carbon Fuels Fund, a project must comply with the following minimum requirements:

Category	Eligibility Criteria
Main fuel output ³	The main fuel output of the project (comprising at least 50% of the total fuels output by Lower Heating Value (LHV) energy content⁴) must show the ability or future potential to be blended with jet A-1: i. Ideally the fuel would already meet ASTM D1655/D7566 or DEF STAN 91-091 fuel specifications and could be used immediately: or ii. The pathway is currently engaged with the ASTM D4054 evaluation process; or iii. The pathway is yet to enter the ASTM evaluation process but there is evidence of the fuel's future potential to be blended with jet A-1.
TRL	The proposed plant must achieve Technology Readiness Level⁵ 6-8 (small demonstration, large demonstration or FOAK commercial scale) once operational. Note that proposed pilot plant projects (TRL 5) are not eligible and will not be supported under the Low Carbon Fuels Fund. The proposed technology must already be at least TRL 5 (operational pilot plant) today⁶, and cannot already be fully commercialised (TRL 9).
Feedstocks	Eligibility rules vary according to the original feedstock type(s) used at the start of the proposed pathway, irrespective of the form of any intermediate feedstocks/fuels within the pathway (e.g. hydrogen, alcohols). 100% of any original biomass feedstocks/feedstock components must be a sustainable biomass waste or residue meeting the requirements of the SAF

³ If the application includes a proposed facility where the main fuel output is an intermediate fuel that does not meet the LCFF "main fuel output" eligibility criteria, but this intermediate fuel will be subsequently converted at a separate facility into eligible SAF that does meet the "main fuel output" eligibility criteria, this application will only be eligible if:

- The feedstocks used in the intermediate fuel facility meet the LCFF feedstock eligibility criteria;
- The intermediate fuel facility and the SAF facility are both located in the UK;
- Project partners from the SAF facility are formally involved as project partners in the intermediate fuel facility;
- There are at least signed Heads of Terms between the facilities for at least 80% of the intermediate fuel to be consumed as feedstock in the SAF facility; and
- Both facilities are part of the same LCFF application (with clear demarcation and replicated budget tables etc as applicable).

⁴ Co-products such as electricity, heat, biochar and other solid co-products are not counted as fuel outputs. Liquid and gaseous co-products are counted as fuel outputs (e.g. naphtha, heavy fuel oil, hydrogen, methane, LPG, isobutene). Fuel outputs of the project are taken to mean outputs from the funded plant and any downstream upgrading facilities (e.g. refinery units) that form part of the pathway.

⁵ Technology Readiness Level (TRL) is a relative measure of the maturity of evolving technologies on a scale of 1 to 9. Full TRL definitions are given in Annex B. The fund will not support fully commercialised pathways (TRL 9), nor will it support pilot plant (TRL 5) activities.

⁶ For fairness, your TRL "today" will be assessed based on the information within your application. Your TRL "today" will not be updated during the assessment phase if you subsequently e.g. run pilot tests or successfully start-up operations at a larger facility.

	Mandate⁷. The feedstock must be listed as not subject to the SAF Mandate's HEFA cap. Waste biomass feedstocks must demonstrate compliance with the definition of a waste⁸ and with the waste hierarchy⁹. 100% of any original recycled carbon fuel (RCF) feedstocks/feedstock components must either be the fossil fraction of MSW¹⁰, or waste industrial fossil gases rich in carbon monoxide that are only suitable for incineration for energy recovery. These feedstocks must also demonstrate compliance with the definition of a waste, and with the sustainable waste management standard given in the RTFO & SAF Mandate Technical Guidance. At least 90%¹¹ of any feedstock electricity (and/or feedstock heat), i.e. energy inputs used in enhancing the heating value of the intermediate products or final SAF¹², must be derived from non-biogenic renewable or nuclear sources, and must meet the PTL requirements of the SAF Mandate, except for the additionality rules. For any consumption of average grid mix feedstock electricity, the forecast PTL-eligible share for the relevant year and location in Annex E should be used in calculating the total share of feedstock electricity from PTL-eligible sources. No other feedstocks are eligible, e.g. jet fuel and intermediate fuels cannot be purposely derived from non-waste fossil feedstocks¹³. If hydrogen is a process input¹⁴, non-waste fossil production/purchases cannot exceed 10% (by LHV energy content) of the jet fuel output of the project. If any electricity and/or heat consumed as a process input is derived from a specific biogenic source¹⁵ (not as part of the average grid mix), the same original biomass feedstock eligibility rules as above apply. And while not defined as a feedstock, 100% of any carbon dioxide consumed as an input that contributes carbon atoms to the jet fuel must follow the RTFO & SAF Mandate Technical Guidance on CO₂ sourcing¹⁶.
Greenhouse Gas emissions	The GHG emissions intensity methodology set out in the RTFO & SAF Mandate Technical Guidance should be followed, and evidence provided to back up any plant assumptions (including any carbon capture & utilisation or sequestration

⁷ The current status of many feedstocks can be found in DfT lists [here](#). Please note that all single counting feedstocks, used cooking oil, tallow, other segregated fats/oils and dedicated energy crops are not eligible feedstocks. Applicants that are uncertain of the eligibility of their feedstocks should direct questions to LCFF@WSP.com by 25 August 2026.

⁸ If the feedstock is claimed to be a waste, evidence is provided that this is a material which the holder discards, intends to discard, or is required to discard, and has not been purposefully mixed with other materials in order to become a waste, nor have any existing processes been modified to generate more of the feedstock.

⁹ i.e. not taking feedstock supplies from existing more environmentally beneficial uses. This requires consideration of how the waste material could not have been prevented, re-used or recycled, and hence the only alternatives available are energy recovery or disposal.

¹⁰ Mixed biogenic/fossil non-hazardous waste which is either collected from households or is a household-like waste collected from commercial or industrial premises.

¹¹ Note that average grid mix electricity will contain multiple eligible consignments (e.g. wind, solar, hydro, geothermal, nuclear), whose percentage shares change over time. For example, if a PTL plant consumes 80% wind and 20% wholesale average GB grid mix in 2030 as its feedstock electricity sources, then based on Annex E, over 95% of this plant's jet consignments would be derived from non-biogenic renewable or nuclear sources.

¹² An enhancement in heating value is calculated by comparing the total LHV energy content (in MJ, ignoring moisture) of the solid/liquid/gaseous feedstocks input to a unit and the total LHV energy content (in MJ, ignoring moisture) of the resulting solid/liquid/gaseous (co)products. For example, electricity used in an electrolyser stack to convert water into hydrogen would count as feedstock electricity, were this hydrogen an intermediate fuel for PTL SAF production.

¹³ Jet fuel and any intermediate fuels (such as hydrogen or methanol) derived directly from natural gas, crude oil or coal feedstocks (whether with or without CCS) are not eligible. Fuels produced from feedstock electricity may use a minor share of average grid mix electricity, subject to the constraints of the LCFF feedstock electricity rules, despite the presence of a declining proportion of fossil-fuel generation within the grid mix. Any resulting non-PTL consignment is not eligible under the SAF Mandate, should be priced accordingly in Appendix E, and should not be included in Appendix H, as no applicable GHG methodology exists.

¹⁴ As distinct from a feedstock/intermediate feedstock. See Section 4.10 of the RTFO & SAF Mandate Technical Guidance. E.g. hydrogen used in final hydrotreating steps to purify jet fuel will be deemed a process input, not an intermediate feedstock.

¹⁵ For example, an onsite or private wire biomass CHP plant providing process input electricity (not feedstock electricity).

¹⁶ See Sections 2.43-2.45 and D.6-D.11 of the RTFO & SAF Mandate Technical Guidance. This CO₂ sourcing guidance is to be applied to PTL and other pathways (e.g. there may be biofuel pathways that consume CO₂).

	benefits). For any consumption of GB/NI grid electricity, whether as feedstock electricity or process input, the forecast GHG intensity for the relevant year and location in Annex E should be applied. FOAK commercial scale plants must show they will deliver SAF consignments each with lifecycle GHG emissions not above 31 gCO₂e/MJ LHV during the first full calendar year of operations. Demonstration plants must show they will deliver SAF consignments each with lifecycle GHG emissions not above 53.4 gCO₂e/MJ LHV during the first full calendar year of operations, and also must show how each consignment from a future FOAK commercial plant will meet the above FOAK commercial GHG threshold in its first full calendar year of operations.
Location	The proposed plant must be located in the UK.
Project Lead	The project lead must be a UK registered company or charity. The project lead must supply a UK company registration number.
T&Cs	Applicants must accept the Grant Funding Agreement terms and conditions in full at the application stage. Further negotiation is not possible. ¹⁷
Project lifecycle stage	Certain activities (see Annex D) proposed within Pre-FEED, FEED and Detailed Design stages are eligible. Ineligible activities include Feasibility, Procurement of Equipment, Construction, Installation, Commissioning, Start-up and Operations phases, as well as EPC licence fees. The project must not have already taken a Final Investment Decision.
Eligible costs and grant intensity	Funding cannot be used for previously funded activities or to replace private sector investment. ¹⁸ The maximum grant funding intensity is 100% of total eligible costs during Pre-FEED & FEED stages, and 50% at the 'Detailed Design' stage.
Timescales	Funding is only available for eligible project work completed during the Funding Period (to 31 March 2028). ¹⁹ Eligible project work only begins from the start date stated on a Grant Funding Agreement.

Questions and points of clarification

Questions and points of clarification about the Low Carbon Fuels Fund should be emailed to LCFF@WSP.com. Anonymised questions and responses will be published on a regularly updated FAQ page, available on the [website](#).

Eligibility queries will be responded to promptly, but the final decision as to eligibility of a project resides with the DfT Programme Board and can only be confirmed upon submission of a full application and completion of the assessment process set out in Section C below.

Note that a project being deemed eligible for the Low Carbon Fuels Fund is no guarantee of eligibility for the SAF mandate or RCM, including when facilities are operational.

¹⁷ An example Grant Funding Agreement is available via the [fund website](#).

¹⁸ Please refer to "Interaction with other funding schemes" in Section C of the guidance document for further information.

¹⁹ Please refer to "Fund scope and Funding Period" in Section C of the guidance document for further information.

Voluntary mid-window indicative eligibility check

Any potential applicant may submit a completed eligibility pre-check form to LCFF@WSP.com at the latest by 16:00 BST on **25th August 2026**. This will be checked by the delivery partners, and a short templated feedback letter will be returned to you within 5 working days, outlining from your eligibility pre-check form whether your project is likely to be eligible, or whether there are likely to be any eligibility concerns for your project to consider prior to any full application drafting or submission.

The objective of this check is to familiarise projects with the eligibility criteria, provide likely ineligible projects with an opportunity to potentially course-correct before full submission, and reassure likely eligible projects that the effort of compiling a full application is likely to lead to a full assessment and not be wasted effort. The process also will provide DfT with valuable information as to the likely numbers of full applications.

Note that this check will not involve assessment of any supporting evidence or appendices or checking of any material outside of the eligibility pre-check form questions and answers. Any application (including eligibility section 2.2) may of course change between this voluntary indicative eligibility check and the full application submission, so this eligibility check is only indicative. As above, the final decision as to eligibility of a project resides with the DfT Programme Board and can only be confirmed upon submission of a full application and completion of the assessment process set out in Section C below.

The eligibility pre-check form submitted for this mid-window indicative check will **not** be used in the full application assessment process, as it will be superseded by the finalised Section 2.2 in any full application. Any information submitted for this mid-window indicative check will **not** be anonymised and included in the FAQ page.

This indicative eligibility check is not mandatory or worth any marks, but it is recommended to potentially avoid any wasted application efforts, as well as being useful for DfT and the delivery partners to more accurately gauge potential full application numbers. It is also encouraged that this eligibility pre-check form is submitted when ready, and projects do not wait until the mid-window check deadline. Each applicant may only submit a maximum of one version of their eligibility pre-check form for this mid-window indicative check – rounds of checks on multiple versions will not be provided. Clarification questions on individual points may of course continue to be raised after any mid-window check is completed, although these questions will be anonymised and responses posted to the FAQ page.

SECTION C: GUIDANCE FOR APPLICANTS

This section sets out the processes and actions for applicants.

Overview and Timetable

The following figure and table outline the Low Carbon Fuels Fund application process and prospective dates for its key stages.

Figure 2: Low Carbon Fuels Fund application process

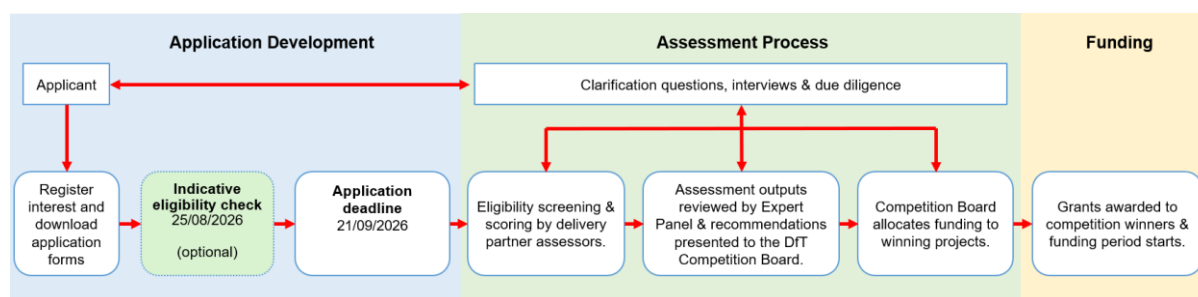


Table 1: Prospective dates for the Low Carbon Fuels Fund

Date	Stage
10 August 2026	Window open for applications.
By 25 August 2026 (16:00 BST)	Voluntary indicative eligibility check deadline (submission of Eligibility pre-check form).
21 September 2026 (16:00 BST)	Full application deadline .
January 2027	Announcement of winners and likely start of Funding Period for projects.
31 March 2028	End of Funding Period for all winning projects.

Who is managing the Low Carbon Fuels Fund?

The Low Carbon Fuels Fund will be administered and managed on behalf of DfT by delivery partners WSP and ERM. DfT retains overall responsibility for the execution, eligibility and award decisions, contract terms and payments throughout.

Who can apply for funding?

Applications are expected primarily from private sector commercial organisations; however, academic institutions and charities are also eligible to apply. A range of project partners is permissible, including SMEs²⁰. Applications can be made by a single organisation or via a consortium/partnership with a project lead organisation that receives funds and signs up to the grant conditions. The lead applicant organisation must be registered in the UK, and the project itself must be located in the UK (see eligibility criteria in Section B).

²⁰ An SME is any organisation that has fewer than 250 employees and a turnover of less than €50 million or a balance sheet total less than €43 million. <https://www.gov.uk/government/publications/fcds-small-to-medium-sized-enterprise-sme-action-plan/small-to-medium-sized-enterprise-sme-action-plan#what-is-an-sme>

Those interested in the Low Carbon Fund should register interest by emailing LCFF@WSP.com to ensure you are kept up to date as the scheme progresses. Application documents are available on the [fund website](#).

Scope and Funding Period

Project funding will be available for work completed during the “Funding Period”. This will begin following the assessment process in autumn 2026 and runs until 31 March 2028. Applications will only be accepted to support eligible project work for First-Of-A-Kind (FOAK) commercial and demonstration plants at the following project development stages (see Annex C for definitions):

- “Detailed Design” within “Engineering, Procurement and Construction (EPC)”;
- “Front End Engineering Design (FEED)”;
- “Pre-FEED”

The Funding Period for winning projects will begin after the finalisation of project specific grant conditions and all relevant grant agreement paperwork. Due to this, the Funding Period start dates may vary between winning projects. However, for the purpose of their applications, projects may assume their Funding Period begins in January 2027.

Projects should not commit themselves to any expenditure on which grant funding may be sought until after a decision has been made on your application. If a Grant Funding Agreement is sent to you, you should sign and return it before incurring costs. DfT will not give grant funding to cover incurred costs that have started before a Grant Funding Agreement has been signed.

Funding Years

The grant funding available for this first application window is only available in two Funding Years: LCFF Funding Year 1, which runs from 1 April 2026 – 31 March 2027, and LCFF Funding Year 2, which runs from 1 April 2027 – 31 March 2028.

DfT funding is only available for work that has been agreed and demonstrated to be completed by the end of Funding Year 1 and then by the end of Funding Year 2. The project work in each Funding Year that is tied to your grant requests must be feasible to deliver by each of these deadlines. Applicants must therefore demonstrate how funds requested will be appropriately used by 31 March 2027 and 31 March 2028 within their application. Only work completed by the end of each Funding Year will be eligible for reimbursement. If there are delays during Funding Year 1 that mean your project under-claims its awarded grant in Funding Year 1, you will not be able to increase your grant award in Funding Year 2.

Eligible activities and costs

Please see Annex D of this guide for a full list of eligible and ineligible costs. Contact the delivery partner using LCFF@WSP.com if you have any questions regarding the eligibility of your project or proposed expenditure. Anonymised questions and responses will be published on a regularly updated FAQ page, available on the [website](#).

What documentation is required for an application?

Applications must be completed using the application form available at [Low Carbon Fuels Fund website](#). We will not consider applications submitted in any other format.

Please ensure that you follow the guidance within the application form regarding formatting and number of words per response. When doing so, please refer to this guidance document where necessary and ensure that you have complied with all the scheme requirements.

You may also be required to complete and submit the following documentation and supplementary evidence as part or in support of your application:

- Letters from all proposed partners confirming that they have agreed to be part of the consortium/alliance/partnership that will implement this project.
- Evidence to support the choice of technology including:
 - Detailed technical specifications and project schematics for the proposed plant.
 - Identified (potential) suppliers for each key technology component.
 - Evidence of lab testing, successful operation of pilot/demonstration plants.
- A summary of the overall work plan including governance plan of any consortium.
- A detailed project budget for the grant funded activities (template provided must be used).
- Details of match funding from project financiers for the grant funded activities (where relevant).
- A projected cash-flow and financial model for the proposed plant (template provided must be used)
- An outline project risk assessment (template provided must be used).
- GHG emissions intensity estimates for each SAF consignment of the proposed demonstration and/or FOAK commercial plant (template provided must be used), with supporting evidence for assumptions used.
- Relevant documents to demonstrate the project's current development status and its potential to achieve FID. These documents may include:
 - Financial agreements: evidence of investment or intent to invest during pre-FID stages, and evidence of engagement with investors looking to provide equity or debt at FID.
 - Jet fuel off-take agreements: Evidence of progress towards a binding offtake contract(s).
 - Co-product off-take agreements: Evidence of progress towards binding offtake contract(s), including the fate of any captured CO₂.
 - Feedstock supply agreements: Evidence of progress towards a binding feedstock supply contract(s).
 - Utility supplies: Evidence of progress towards binding supply contracts, e.g. water, electricity, gas etc, and progress in securing relevant connections.
 - Engineering studies: Evidence of Feasibility, Pre-FEED and FEED studies in progress or completed, and contracts for delivery of these studies.
 - EPC contract: Evidence of an appropriate EPC contractor selection process and progress towards binding agreements.
 - Key equipment supplier agreements: Evidence of progress towards a binding key equipment supply contract(s), if relevant.
 - Intellectual property: Evidence of progress towards securing patents for core technology under development or licensing agreements with key suppliers.

- Technology performance guarantees or risk insurance: Evidence of progress towards binding agreements, or investable risk mitigation strategy.
- Independent technology and cost evaluation: Evidence of independent 3rd parties engaged to validate technology readiness and plant costs, including any jet fuel testing and ASTM qualification or certification.
- Site: Evidence of progress towards binding land lease/purchase contract(s).
- Planning & permitting: Evidence of progress towards securing the planning permission and permits required for construction and operation of the plant.
- Process safety studies: Evidence of key process safety studies, e.g. HAZOP, in progress or completed, and contracts for delivery of these studies.
- Relevant documentation to enable the completion of due diligence on the applicant(s).

All completed application forms and required attachments must be submitted electronically to LCFF@WSP.com by 16:00 BST on **21 September 2026**.

Applications will be logged and an acknowledgement email will be issued providing a unique reference number for your application within two working days of the application date. This reference number should be used in all communications with the delivery partner about your application.

Please note that during the assessment period, you must be able to provide (within 5 working days) on request further evidence and clarifications materially connected to your application's assessment or needed to support due diligence undertaken by DfT. Please ensure that this information is readily available to avoid delays to any grant award and to enable commencement of any funded activities. The funding period will not be extended should there be delays to this process.

Assessment of applications

Applications received in time will be screened against the eligibility criteria in Section B, using the information provided in Section 2.2 of your application form. Applications that pass the eligibility criteria screening will then be passed to the full assessment and scoring process where they will be assessed by at least 2 experts from the delivery partners against the scoring criteria groupings provided below; these moderated assessments will be submitted to an independent external Expert Panel for review before being passed to the DfT Programme Board. Projects may be asked to provide clarifications and/or may be invited to an interview regarding their application during this period. Due diligence of projects may also be commenced during this period. Note that DfT will not consider changes to applications during the application process.

All eligible applications are subject to full assessment, and this will be based only on the information which is explicitly contained within your application and supporting documentation, or which is provided during any clarification rounds or interview. You must not assume that the assessment team has any prior knowledge of your project, organisation or its work.

Scoring of applications

The total score awarded to an application in the scoring process will be calculated by applying a weighting to each of the scoring criteria within the groupings given in Table 2 below – the total weightings for each scoring criteria grouping are given in brackets. These scoring criteria

will be assessed using the information you provide in your application form (primarily sections 2.3, 3, 4 & 5) and your appendices.

In order to be eligible for consideration for funding, projects that have met the eligibility criteria must score a minimum total weighted score of 65% in the scoring process. Where insufficient number of projects clear this threshold to appropriately award the total available funds, the DfT Programme Board may lower this threshold or consider not awarding the full available funding accordingly.

Projects that provide match funding will be prioritised during the assessment process, with higher marks available to projects able to offer evidence of higher proportions of secured match funding during the Funding Period. However, DfT reserves the right to fund projects at up to the maximum % of total costs for eligible work, where appropriate and where compliant with subsidy control requirements.

Table 2: Scoring criteria groupings

Category	Scoring criteria groupings
Project Relevance (5%)	1. Clarity of the project objectives and relevance to the fund objectives
Technical Approach (20%)	2. Status of the technology, clarity of the project data and justification with pilot/demo plant data
	3. Credibility of the technical approach, challenges addressed and innovations advanced by the proposed plant
	4. ASTM qualification status of the fuel pathway
	5. Level and evidence of delivered fuel GHG emissions from the proposed plant (and expected GHG emissions at commercial scale if different)
	6. Level of progression towards a Final Investment Decision for a FOAK commercial plant as a result of the funded activities
Commercial Approach (20%)	7. Potential and case for economic benefits of the proposed plant, including jobs created, as well as future UK & overseas deployment of the technology
	8. Evidence of expected viability ²¹ and bankability of the proposed plant
Project Implementation (55%)	9. Credibility of current status of the project and readiness to proceed with funded activities
	10. Confidence in skills and experience of the project team
	11. Appropriateness of project management and governance structure and partners roles
	12. Appropriateness and credibility of the project work plan
	13. Detailed understanding of the project risks and their management
	14. Credibility of detailed project costing for the funded activities
	15. Strength of case for DfT funding, including level of match funding leveraged and status of securing funding

Funding allocations and portfolio considerations

Following the scoring of applications, the Expert Panel and then the DfT Programme Board will review only those projects that have passed the minimum weighted score threshold – note that meeting this threshold does not guarantee funding. The DfT Programme Board will

²¹ It is expected that FOAK commercial plants will likely be profitable, with their bankability driven by debt service coverage ratios (amongst other financial metrics calculated in Appendix E). Demonstration plants are likely not to be profitable, so the viability of these plants will depend on evidence of credible funding to cover the capex and expected losses during planned operations. Appendix E therefore has separate tabs for FOAK commercial and demonstration plants.

consider the application scoring against similar technology pathway projects to ensure the overall fund contains and creates an appropriate balance and breadth of technology pathways and project types, and may adjust funding allocations accordingly.

In addition, this grant funding window of the Low Carbon Fuels Fund will look to allocate approximately two thirds of the £93 million available to support a small number of commercial scale projects that have the greatest capacity to reach a near-term Final Investment Decision. DfT expect (but do not require) that these particular projects:

- Are currently in or starting FEED, with a credible plan to achieve a near-term FID;
- Are fully ready to proceed with the planned activities, including match funding secured;
- Can evidence the likely robustness of the plant's profitability and bankability;
- Will be using credible set of technologies with identified risk mitigations; and
- Will be using a SAF pathway that is already ASTM qualified or that will be by FID.

To allow maximum flexibility and to ensure that funding is allocated most effectively, we are not running separate competition sub-pots or applying a second set of enhanced eligibility criteria. The above bullet list is only a guide to help applicants judge the scale of funding for which they might be best suited to apply, given the remaining funding is expected to be allocated at a smaller quantum per project across a larger number of projects earlier in their development cycle or that are demonstration scale projects. Note this approximate split of funding is indicative and entirely at DfT's discretion, and may be revised during DfT Programme Board discussions given the breadth and quality of applications received.

The Advanced Fuels Fund employed a "CO₂ use sub-pot". Across the three windows of the Advanced Fuels Fund, DfT observed increasing numbers and maturity of CO₂ use project applications, that increasingly were able to compete with other applications that did not use CO₂. For simplicity, this first window of the Low Carbon Fuels Fund will therefore not have a CO₂ use sub-pot. However, DfT will still be considering the value of Power-to-Liquids pathways during the Programme Board discussions, in recognition of their longer-term potential and the need for a diverse mix of SAF pathways that utilise a range of sustainable feedstocks.

The value of grant offers allocated to winning projects will be at the discretion of the DfT Programme Board. This may result in projects receiving grant offers at less than their original request where the DfT Programme Board view is that projects may satisfactorily achieve some or all of their objectives with a lower funding offer, and/or where a reduced funding offer would enable a wider portfolio of projects to be supported by the fund. For example, a project might request support in both "FEED" and "Detailed Design" stages but only get awarded "FEED" support.

Applicants should note that nothing in this guidance document commits DfT to award any applicant a grant offer either at all or of any particular amount or on any particular terms. DfT reserves the right not to award any grant offers, in particular if DfT is not satisfied by the quality of proposals received or if the funding assigned to the scheme is reallocated to other purposes. DfT will not, under any circumstances, make any contribution to the costs of preparing proposals and applicants accept the risk that they may not be awarded any funding, or the amount of funding requested.

The DfT Programme Board will provide a letter with brief reasons for its decisions to any applicant that it decides not to fund or to provide only part of the funds sought. All decisions made by DfT are final.

Maximum funding intensity

DfT has set the maximum grant funding intensity at 100% of total eligible costs during Pre-FEED and FEED stages, and a maximum grant funding intensity of 50%²² of total eligible costs at the 'Detailed Design' stage within EPC. Eligible costs are set out in detail in Annex D. Proposals that include match funding will be scored preferentially, with increased match funding applicants able to score higher marks. The DfT Programme Board may rely on funding intensity to decide funding allocations in marginal cases.

Maximum and minimum awards

While there is no maximum award limit per project, the total grant funding available for the Low Carbon Fuels Fund in Funding Years 1 & 2 is £93 million. There is also no guarantee that the total amount available for the application window will be awarded by DfT. There is no minimum award threshold per project.

Interaction with other funding schemes

Grant schemes: It is possible to apply or to have applied for other grant scheme funding so long as Subsidy Control rules are not breached. This may mean a single eligible project applies for grants from two or more schemes up to the maximum subsidy control intensity, or that grants are applied to different elements of a project (e.g. electrolysis, CO₂ capture), so long as the base eligible costs do not overlap. In particular, projects previously supported under the Advanced Fuels Fund (AFF), the Green Fuels Green Skies (GFGS), Future Fuels for Flight and Freight Fund (F4C) or the Advanced Biofuels Demonstration Fund (ABDC) are required to demonstrate how funding through this fund will directly support different work even if for the same plant development project.

Loan schemes: Applicants that have received loans from other schemes remain eligible for the Low Carbon Fuels Fund as long as the loans received were provided on a commercial basis (i.e. including an appropriate rate of interest).

Types of support to consider for potential subsidy cumulation purposes include the following:

- all UK subsidies under the Subsidy Control Act;
- all State aid;
- grants;
- loans provided on a non-commercial basis;
- guarantees;
- equity investments;
- repayable advances;
- venture debt with concessional elements from Public Financial Institutions
- Innovate UK funding;
- local authority funding;
- devolved administration funding; and
- any other public support relating to the same investment project.

²² This limit on Detailed Design grant intensity is likely to be more relevant for demonstration projects – it is expected that DfT grants will provide significantly less than 50% of the funding required for FOAK commercial plants at the Detailed Design stage.

Please contact the existing delivery partner if you have any questions regarding the eligibility of your project and interactions with other schemes: LCFF@WSP.com. Anonymised questions and responses will be published on a regularly updated FAQ page, available on the [website](#).

Due Diligence

For all valid applications, the applicants and each partner in any consortium may be subject to due diligence and must provide all information required in the fund application form to facilitate this process, plus any additional information requested during the assessment period. Due diligence may also be carried out on sources of match funding (where appropriate). Applications from any organisation failing these tests (including failure to provide requested information within the time frame requested) or involving a consortium that includes any organisation failing these tests, may be ruled ineligible.

Approval of applications

If your application for funding is successful, you will receive a provisional offer letter. You will be assigned a Monitoring Officer and Technical Monitoring Supervisor who will discuss your provisional offer with you and agree your milestone plan, stage gate(s) and other special conditions to be met along with the evidence requirements for these, as these items will form Annex 2 (milestone plan) and Annex 7 (special conditions) of your Grant Funding Agreement. The Grant Funding Agreement, including the terms & conditions of grant and Annexes, will form the full agreement between your organisation and DfT. Once your Annex 2 & 7 are finalised, the Grant Funding Agreement should be signed and returned to establish the agreement within 1 month of final issue, as DfT reserve the right to withdraw the offer after this time.

Applicants should review the example Grant Funding Agreement, as this will set out the terms and conditions that DfT will require successful applicants to sign up to. Renegotiation of these terms and conditions, outside of Annex 2 & 7, is not possible. Successful applicants will be required to enter into a Grant Funding Agreement before any grant payments can be made.

Grant payments

The final Grant Funding Agreement will set out all terms of the funding and the duties and responsibilities of both parties. DfT will only release milestone-based funds after signing of the final Grant Funding Agreement. Grantees must follow the conditions in their agreements on release and use of funds. Applicants must also satisfy the due diligence, financial and organisational checks required prior to receiving public funds.

DfT recognises the importance of remaining flexible and pragmatic throughout project implementation, and the Low Carbon Fuels Fund includes a change control process to allow consideration of reasonable project change requests, to ensure the most effective use of funds during the funding period. DfT should be requested to approve any changes to the overall objectives and impact of projects, and any significant changes in project outputs. Requesting a significant change may necessitate a re-examination of project purpose, eligibility or implementation. DfT must also approve any changes that require the movement of more than 10% of the total budget between budget lines. An updated work plan and budget may also be needed when requesting changes.

No extensions to the project timescales are expected given that funding is tied to delivery within each of the two Funding Years. Where circumstances outside the control of grantees occur that

impact on delivery of the expected outputs in the funding year, grantees must inform their delivery partner Monitoring Officer as soon as possible.

Funds must be claimed in arrears against evidence of expenditure, which will usually take the form of a receipted invoice accompanied by evidence or copies of work undertaken towards the relevant payment milestone. A claim form will be issued with your Grant Funding Agreement. After each stage of work is completed, you will be expected to complete and submit a claim form. Claim forms and all supporting documents must be submitted within two months of the milestone claim date listed within your signed Grant Funding Agreement. You will also need to provide a reasonable assurance report of the project expenditure from an independent accountant, as per the Grant Funding Agreement. Claims are submitted to the Fund delivery partner for processing. Claims will be processed within 21 working days of any claim being received by the Fund delivery partner. Finance is released against work carried out rather than a lump sum on approval.

Reporting

Each winning project will be provided a Monitoring Officer and Technical Monitoring Supervisor from the delivery partner team. The grantee must maintain regular communication with their nominated Monitoring Officer. Repeated failures to respond to your Monitoring Officer within 10 working days may result in suspension of DfT funding.

The winning projects will be required to provide updates on the project progress including:

- A monthly report (due by the 10th of the following month). This is expected to take the form of a written update and a call with the Monitoring Officer.
- Additional information requested for stage gate approval (e.g., moving from Pre-FEED to FEED)
- A monthly spend forecast.
- Additional information at each milestone date as set out in the Grant Funding Agreement.
- Additional details throughout the project regarding any risks or issues arising.
- A final financial and narrative report within 15 days of the end of the project.

DfT's delivery partner will review all reports and will address any issues in these and contact grantees accordingly. They will be the first point of contact between grantees for any project reporting.

Reporting beyond project completion

It is expected that projects awarded a grant may be subject to future independent evaluation of their project as part of a wider Low Carbon Fuels Fund evaluation. This may be carried out by a third party on behalf of DfT and the grantees will be required to participate.

Intellectual property rights

IP developed within the project remains the property of the applicant/consortium. Any information provided to DfT, or via the delivery partners, may be subject to the Freedom of Information Act 2000, the Environmental Information Regulations 2004 or other legislation. DfT will work with applicants to ensure that no commercially sensitive information is disclosed as far as possible under the law. If an FOI/EIR is received, DfT will assess thoroughly what information may be captured under the request, and engage with projects on their reasoning

for not releasing the information / releasing the information, in accordance with internal guidance. It should also be noted that DfT have a confidentiality agreement in place with the delivery partners which covers all information provided to and handled by them as part of the LCFF scheme.

Annex A: Current qualified ASTM SAF pathways, and those in the qualification process

Note that not all these pathways will be eligible for the Low Carbon Fuels Fund – feedstock, GHG emissions and other eligibility requirements apply. Additional pathways could also be considered.

ASTM Abbreviation	ASTM Description	Qualification Status
FT-SPK	Fischer-Tropsch Synthetic Paraffinic Kerosene	Qualified (Annex A1)
HEFA-SPK	Hydroprocessed Esters & Fatty Acids Synthetic Paraffinic kerosene	Qualified (Annex A2)
HFS-SIP	Hydroprocessing of Fermented Sugars Synthetic Iso-Paraffinic fuels	Qualified (Annex A3)
FT-SPK/A	Fischer-Tropsch Synthetic Paraffinic Kerosene with Aromatics	Qualified (Annex A4)
ATJ-SPK	Alcohol-to-Jet Synthetic Paraffinic Kerosene	Qualified (Annex A5*)
CHJ	Catalytic Hydrothermolysis Synthesized Kerosene	Qualified (Annex A6)
HC-HEFA-SPK	HydroCarbon-Hydroprocessed Esters and Fatty Acids Synthetic Paraffinic Kerosene	Qualified (Annex A7)
ATJ-SKA	Alcohol-to-Jet Synthetic Kerosene with Aromatics	Qualified (Annex A8)
	Co-processing of up to 5 vol% Fischer-Tropsch waxes in a refinery	Qualified (D1655 Annex A1)
	Co-processing of up to 5 vol% mono-/di-/tri-glycerides, free fatty acids & fatty acid esters in a refinery**	Qualified (D1655 Annex A1)
	Co-processing of up to 10 vol% HEFA in a refinery	Qualified (D1655 Annex A1)
HDO-SAK	Hydro-deoxygenation Synthetic Aromatic Kerosene	Assessment
CPK-0	Cycloparaffinic Kerosene via integrated hydropyrolysis and hydroconversion	Assessment
ItJ-SCP	Isoprene-to-Jet Synthesized Cycloparaffins	Assessment
HEFA-SKA	HEFA Synthesised Kerosene with Aromatics	Assessment
PtJ-SKA	Plastics to Jet Synthesised Kerosene with Aromatics	Assessment
MTJ-CKA	Methanol to Jet Cycloparaffinic Kerosene with Aromatics	Assessment
	Co-processing of used tyre pyrolysis oil in a refinery	Assessment
TOtJ	Tall Oil to Jet	Assessment
SBtJ	Sewage Biosolids to Jet	Assessment
LP-HEFA-SKC	Low Pressure HEFA Synthetic Paraffinic Kerosene Containing Cycloparaffins	Assessment
KtJ-SPK	Ketones-to-Jet Synthetic Paraffinic Kerosene	Assessment

Source: <https://www.caafi.org/fuel-qualifications>

*Methanol-to-Jet (MtJ) has progressed significantly through the ASTM qualification process and industry sources report ASTM qualification has been recently achieved. This is understood to have occurred via amendment of ASTM D7566 Annex A5 (which allows blending up to 50 vol%) to include methanol as another eligible alcohol feedstock, rather than via a new standalone annex.

**UK DEF-SATN 91-091 allows up to 30 vol%. ASTM is currently evaluating an increase in the allowable co-processing level from 5 vol% to 30 vol%.

Annex B: TRL definitions and Pilot vs. Demo vs Commercial scale definitions

TRL	Type of plant	Description
1	-	Basic principle observed
2	-	Technology concept formulated
3	Lab	Experimental proof of concept
4	Lab	Technology validated in lab
5	Pilot	Technology validated in relevant environment (industrially relevant environment in the case of key enabling technologies)
6	(Small) Demonstration	Technology demonstrated in relevant environment (industrially relevant environment in the case of key enabling technologies)
7	(Large) Demonstration	System prototype demonstration in operational environment
8	First-Of-A-Kind (FOAK) Commercial	System complete and qualified
9	Nth-Of-A-Kind (NOAK) Commercial	Actual system proven in operational environment (competitive manufacturing in the case of key enabling technologies)

Source: Innovate UK <https://catapult.org.uk/wp-content/uploads/2020/12/EU-Catapult-Report-2015.pdf>

Annex C: Project lifecycle stage definitions

Note that the below table is intended to help a project clearly identify which stage of the project lifecycle they are at. It is not intended to give a complete breakdown of all outputs and outcomes expected at each stage – for example, outputs relating to planning permission, financing activities, supply and offtake agreements would also be expected in addition to the engineering outputs defined below, developed to a degree commensurate with the project's lifecycle stage.

Lifecycle stage	Typical engineering outputs at this stage	Typical outcomes at this stage
Feasibility (Also known as FEL-1) – NOT eligible for the Low Carbon Fuels Fund	- Options appraisal - Heat & Mass Balance - Project charter - Order of magnitude CAPEX and OPEX assessment (between -20 to -50% and +30 to +100%)	Determine the design options available and the feasibility of each design option. Several possible locations for the plant will have been evaluated at high level. Feasibility studies should enable the development of an AACE (Association for the Advancement of Cost Engineering) Class 5 Cost Estimate.
Pre-FEED (Also known as FEL-2)	- Preliminary equipment design - License cost estimates (if needed) - Preliminary layout - Preliminary project schedule - Preliminary CAPEX/OPEX estimates (between -15 to -30% and +20 to +50%)	Identifying, defining and selecting the optimum business design/solution for a project's development. A specific location for the plant will likely have been identified. Pre-FEED usually contains sufficient elements to perform a Class 4 or advanced 4 AACE cost estimate.
FEED (Also known as FEL-3)	- Purchase-ready major equipment specifications - Definitive CAPEX and OPEX estimate (between -5 to -20% and +5 to +30%) - Project execution plan - Preliminary 3-D model and advanced layout - Process Flow Diagram (PFD) and Piping & Instrument Diagram (P&ID) - Lists (i.e. electrical, civil, mechanical, instrumentation, piping) - Preliminary Hazard Assessment on design (i.e. HAZOP) - Process philosophies - Safety assessment	The outcome of this stage is used to take a Final Investment Decision (FID). A specific location for the plant will have been confirmed. FEED allows a Class 3 or Class 2 AACE cost estimate.
Final Investment Decision (FID)	Issue of full notice to proceed to the EPC contractor	Project has been shown to be technically deliverable, commercially bankable and fully financed, evidenced by a suite of key agreements that have been signed or settled in final executable form. Taking FID authorises the release of construction capital, and starts the EPC phase.
Detailed Design stage only (as part of EPC)	- Definitive CAPEX and OPEX estimate (between -3 to -15% and +3 to +20%) - Project execution plan	Detailed Design allows a Class 2 or Class 1 AACE cost estimate. The detailed design forms the basis for the construction stage to be able to

	• 30% Plant Model Review • Process flow diagrams (PFDs) • Piping & Instrument Diagram (P&ID) • Hazard Assessment on final design (i.e. HAZOP, SIL) • Process, Control and Electrical philosophies. • Fluid data list • Logic and interlock diagrams. • Pressure relief devices • Functional safety philosophy. • Drawings (i.e. electrical, civil, mechanical, instrumentation, piping, layout elevation) • Safety Assessments (e.g. hazardous area classification, quantitative risk assessments, fire analysis, explosion analysis, fire detection studies, fire protection studies etc.) • Material Take Off (MTO) • Manual for Operations, Pre-Commissioning, Commissioning, Start Up and troubleshooting	begin and major equipment items to be ordered.
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Annex D: Eligible and Ineligible Project Work

DfT can fund up to 100% of eligible project costs within the Pre-FEED and FEED project lifecycle stages, although there is prioritised scoring for projects that can evidence higher level of secured match funding. DfT will not fund more than 50% of eligible project costs during Detailed Design during the EPC stage. DfT will not fund equipment procurement, construction, installation, commissioning, start-up or operational stages, and will not cover Feasibility stage costs or EPC stage licence fees.

Eligible activities and costs

- Strategy work and technology configuration appraisals
- Plant site identification and review
- Permitting and planning application work
- Feedstock availability assessments
- Economic assessments (including detailed revenue and cost modelling)
- Process Flow Diagram (PFD) and Process and Instrumentation Diagrams (P&IDs) development up to Approved for Construction revision.
- Hazard and Operability (HAZOP) and Hazard Identification (HAZID) Workshop
- Process and Mechanical specifications and data sheets
- Safety, Mechanical, Civil, Structural, Architecture, Electrical, Instrument's lists, drawings and studies
- Plant layout design and plant modelling work
- Material Take Off (MTO)
- Developing detailed GHG emissions projections for plants
- Developing detailed project execution plans, risk assessments, and detailed budgets
- Tendering, bidding, visiting vendor and subcontractor's site
- Own labour costs, including agreed overheads and project management cost, but not profit. These costs should be directly linked to the design of the project and auditable as such. In this context "own costs" include applicant's own costs and eligible costs incurred by consortium members and eligible costs incurred by companies connected to any of these
- Hosting meetings with potential consortia members
- Formalising a consortium or partnership arrangement
- Hosting meetings between applicant consortia and others necessary to further the development of the project
- Securing private sector funding
- Addressing legal issues

Ineligible activities and costs

- Any costs incurred before the start date given on the Grant Funding Agreement that has been signed with DfT
- Any costs incurred after the end of the Funding Period (31 March 2028)
- Any cost incurred for construction or installation of the plant. This includes own or subcontractor labour, overhead and operating costs
- Any cost incurred for procurement of equipment for the plant
- Any cost incurred for delivery of the procured equipment

- Any bulk material costs including pipework
- Any costs incurred in the Feasibility stage
- Any technology licence fees during the EPC stage
- Any cost incurred in commissioning, start up, operations and maintenance
- Any costs relating to the design or procurement of a pilot plant facility (TRL 5)
- Any building works
- Purchase or lease cost of any land on which the project is built
- VAT (except where it cannot be reclaimed by grantees)
- Interest charges, bad debts
- Hire purchase interest and any associated service charges
- Loan repayments
- Mark up and profits
- Significant salary increases applied to own labour costs, without justification, during the Funding Period
- Profit earned by a subsidiary or by an associate undertaking work sub-contracted under the project
- Notional costs (e.g. opportunity costs)
- Audit fee for certification of claims by an independent accountant
- Grants that contribute directly to a company's distributed profits
- Endowments
- Funds to build up a reserve or surplus
- Contingency
- Retrospective funding
- Any costs that are already being funded by another grant source, or are to be funded by another grant source in the future
- Any costs associated with preparing an application or bid for other grant funding or the SAF Revenue Certainty Mechanism
- Lenders legal advice costs (unless a project partner named in the application)
- Attending conferences
- Advertising, marketing, sales activities, entertaining

Annex E: Average grid mix electricity data

Average grid mix electricity GHG intensity figures

The following table contains a forecast GHG emissions trajectory for delivered GB grid electricity, derived from NESO's FES 2024 Holistic Scenario. The delivered NI grid electricity emissions trajectory is derived from SONI's TES 2023 Self-Sustaining Scenario.

These respective GB/NI grid intensities are to be used in your Appendix H workbook(s) for any consumption of GB/NI grid electricity by your plant or components of your supply chain, as well as for any RCF feedstocks where GB/NI grid electricity is the displaced energy in the RCF counterfactual. Note that these intensity values include upstream fuel supply GHG emissions, generation station GHG emissions and losses in transmission & distribution. If your plant is due to start operations in e.g. August 2030, your first full calendar year of operations will be 2031, so read off the 2031 value.

First full year of operations	GB grid electricity intensity (gCO₂e/MJ_e)	NI grid electricity intensity (gCO₂e/MJ_e)
2027	36.7	49.8
2028	29.8	45.8
2029	24.3	42.0
2030	15.0	38.3
2031	9.4	34.7
2032	5.4	31.2
2033	0.8	27.8
2034	0.0	24.3
2035	0.0	20.8
2036	0.0	17.3
2037	0.0	14.0
2038	0.0	10.6

PTL eligible share of average grid mix electricity

Using the above NESO and SONI scenarios, the PTL-eligible shares of the average GB/NI grid mix has been derived in the table below. Electricity generation from wind, solar, hydroelectric, geothermal, tidal, wave and nuclear sources are included in the calculation of the PTL-eligible share. The shares of gross imports and storage discharge has been deemed non-eligible in these calculations for simplicity, and as full evidence requirements are not yet established.

These values are to be used for the Part B feedstock eligibility calculations if your project plans to consume a proportion of average grid mix electricity as feedstock electricity in producing SAF. If your plant is due to start operations in e.g. August 2030, your first full calendar year of operations will be 2031, so read off the 2031 value for the GB/NI grid electricity sourced.

Note these indicative values are only for use in the Low Carbon Fuels Fund, and these values should not be used to determine eligibility for the SAF mandate or RCM, in either the first year of plant operations or any other given year.

First full year of operations	PTL-eligible share of the average GB grid mix (%)	PTL-eligible share of the average NI grid mix (%)
2027	65%	42%
2028	70%	45%
2029	72%	48%
2030	76%	50%
2031	77%	52%
2032	77%	54%
2033	80%	56%
2034	81%	57%
2035	82%	59%
2036	82%	60%
2037	83%	61%
2038	82%	62%