



Department for Transport

Jet Zero Taskforce – Expert Group Meeting

4:15pm – 5:45pm, Wednesday 29 January 2025

**Department for Transport, Great Minister House, 33 Horseferry Road,
Westminster, SW1P 4DR**

Attendees

Chairs

- Holly Boyd-Boland, VP Corporate Development and Sustainability, Virgin Atlantic
- Mike Kane MP, Minister for Aviation, Maritime and Security, Department for Transport
- Sarah Jones MP, Minister for Industry, Department for Business and Trade and Department for Energy Security and Net Zero

Members – in person

- Noaman Aladhami, Head of UK Operations, Alfanar
- Tim Alderslade, Chief Executive, Airlines UK
- Roger Gardner, Network Manager, UK Aerospace Research Consortium
- Matt Gorman, Director of Sustainability, Heathrow Airport
- Neville Hargreaves, Vice President, Waste to Fuels, Velocys
- Clare Hennessey, Planning and Sustainability Director, Bristol Airport
- Tim Johnson, Director, Aviation Environment Federation
- Tim Johnson, Director for Strategy, Policy and Communications, Civil Aviation Authority
- Duncan McCourt, Chief Executive Officer, Sustainable Aviation
- Rosanna Turnham, Manager UK Government Affairs, bp
- Karen Dee, Chief Executive, Airports UK
- Alan Newby, Director of Research and Technology, Rolls-Royce

Members - virtual

- Sophie Lane, Chief Relationships Officer, Aerospace Technology Institute
- Jonathon Counsell, Group Head of Sustainability, IAG
- James McMicking, Chief Strategy Officer, ZeroAvia



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- Laura Hurley, Director of European Policy, Carbon Engineering
- Stuart Kirby, Commercial and Project Lead, ExxonMobil

Apologies

- Chris Gadsden, Director of Government Affairs, easyJet

HMG Officials

- Joe Delafield, Deputy Director, Aviation Decarbonisation, Department for Transport
- Sonia Krylova, Deputy Director, Net Zero Strategy, Department for Energy, Security and Net Zero
- Paul Griffiths, Deputy Director, Aerospace, Department for Business and Trade
- Raja Nadarajan, Deputy Director, Low Carbon Fuels, Department for Transport
- Jet Zero Taskforce Secretariat

Actions

- Jet Zero Taskforce Secretariat and Holly Boyd-Boland to appoint Chairs and members for the four task and finish groups by 1 March 2025. These will be based on the four groups agreed by the Expert Group.
- Task and Finish Group Chairs, Holly Boyd-Boland and the Jet Zero Taskforce Secretariat to agree the groups' Terms of Reference, including a vision, problem statement and outputs, which will be shared with the Expert Group by April 2025. This should be based on the steers provided during the Expert Group meeting.
- Expert Group members to get in touch with Holly Boyd-Boland April 2025 if they would like to volunteer to be part of a smaller group leading on the production of an annual report that will be presented back to the Plenary group in December.

Summary of Meeting Readout

1. Chairs Welcome

Mike Kane welcomed everyone to the meeting, commenting on recent progress for aviation decarbonisation including the SAF mandate and Revenue Certainty Mechanism work, and the Chancellor's speech on growth that morning. Sarah Jones also welcomed the Chancellor's speech and the government's focus on growth, highlighting that this means there will be an even bigger push for progress on decarbonisation.

2. Expert Group Ways of Working



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Mike Kane introduced the item, emphasising the need to build relationships across the sector.

Holly Boyd-Boland took members through Paper 2 – Members Expectations, focussing on the following key points:

- Members are to represent the sector, not the vested interests of their individual organisations.
- Their primary focus over the next 9-12 months is to hold the Task & Finish Groups (T&FGs) to account and ensure they are delivering tangible results.
- That she will act as the primary industry contact for members of the Expert Group, and they should come to her for any ad hoc issues in between meetings.
- That the group has collective responsibility for the annual report to the Plenary, and if members want to play a leading role in the production of that report they should get in touch.

There were no comments from members on these points signalling broad agreement. Tim Alderslade noted support for the revised Terms of Reference.

3. Task and Finish Groups (T&FG)

Joe Delafield (Deputy Director, Department for Transport) opened by giving members a brief overview of the T&FG proposals outlined in Paper 3. He noted that these proposals were a starting point, with that the aim of the meeting being to hear the views of members and agree four T&FGs.

Holly Boyd-Boland clarified that this is a prioritisation exercise rather than rejecting proposals, and there would be opportunities to revisit ideas for future work.

Key points of the discussions around each of the five proposals can be found below.

1. Ensuring effective delivery of aviation decarbonisation through Government's sustainable aviation fuel policies

The consensus was that a T&FG on sustainable aviation fuel (SAF) was necessary and of high priority. Members felt the objectives should focus upon addressing key enablers, including feedstocks, rather than the revenue certainty mechanism (RCM) given discussions are moving to a different stage. Members raised the following points:

- Would expect there to be different views across stakeholders on how to implement an RCM, and therefore a T&FG may struggle to make progress.
- That access and availability to enablers – such as renewable energy and feedstocks – is a priority.
- The strong link between carbon capture and SAF and the advantage of this for UK SAF production pathways. There was also support for an output focused on gaps



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in verification and compliance, and better understanding the international SAF landscape.

- The need for a visionary statement for the group reflecting the UK's leadership position and industrial opportunity of domestic production.

2. Unlocking barriers to the commercial operation of hydrogen aircraft

The consensus was that this was a high priority and that a T&FG should focus on addressing specific barriers to unlock progress on hydrogen aircraft, including in support of the goal for a demonstrator flight this decade. Members raised the following points:

- There is a lot of work already ongoing, with the main benefit of this group being to bring together different perspectives on barriers and enablers, including their respective prioritisation.
- A demonstrator is a good overall vision for the group, while recognising that this may be challenging to deliver in nine months.
- Airline certification, international collaboration, hydrogen availability and energy requirements are important considerations. Links to SAF enablers were also noted.
- The urgency of understanding infrastructure needs due to the long lead-in times.

3. Aviation's demand for greenhouse gas removals (GGRs)

The consensus was that this was a high priority and should be taken forward as GGRs will be crucial to achieving net zero in the sector. Members raised the following points:

- There are strong links between GGRs and feedstocks for SAF, but members agreed there is a need for two separate T&FGs.
- The need for GGRs to be included in the UK ETS and CORSIA. It was noted that these workstreams are already underway and therefore separate to the T&FG.

4. The pathway to implementing contrail avoidance – reducing climate impacts, uncertainty, and understanding trade offs

The consensus was that this was a high priority and should be taken forward, with the potential for a “moonshot” trial. Other discussion points included:



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- A trial could be delivered within a reasonably short timeframe, and a T&FG could help address several uncertainties such as where costs will fall, and how a trial could be turned into routine activity.
- The UK has the potential to show leadership in this area, and that there was significant momentum around contrails in 2024 that should be continued.

5. Unlocking barriers to further operational efficiency improvements through improved collaboration across the sector

The consensus was that although this is important, it was not as high priority as the previous four proposals and therefore should not be taken forward at this time. It was however noted that DfT has commissioned research in this area that could be shared with this group in due course.

Holly Boyd-Boland and Joe Delafield concluded the discussion noting that a call for expressions of interest would be launched shortly and that members should share this with their networks. The vision, problem statement, and specific outputs for each group will be agreed with T&FG chairs once appointed, and Holly is happy to discuss these with Expert Group members outside of the formal meetings.

4. **Next Steps, AOB and Closing Remarks**

Mike Kane thanked attendees for their contributions and Holly Boyd-Boland for chairing the discussions. He noted the four workstreams that had been agreed (SAF, zero-carbon hydrogen flight, GGRs and non-CO2/contrails) and highlighted the importance of having measurable outputs agreed for each. Mike Kane also noted that the next meeting will take place at the Sustainable Skies World Summit in May 2025, and he is looking forward to welcoming the chairs of the T&FGs to the table and hearing about the progress they will have made by that point.