



Department for Transport

Jet Zero Taskforce – Expert Group Meeting

10:30am – 12:00pm, Thursday 15 May 2025

Pioneer 1, Sustainable Skies World Summit, Farnborough Airport

Attendees

Chairs

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

Task and Finish Group Chairs

- Dr Mark Bentall, Chair of Contrail Impact Mitigation Task and Finish Group, Airbus
- David Debney, Chair of Hydrogen Task and Finish Group, Aerospace Technology Institute
- Steven Gillard, Chair of SAF Task & Finish Group, Boeing
- Matt Prescott, Member of Greenhouse Gas Removals Group, Heathrow Airport (Deputising for Carrie Harris, Chair of Greenhouse Gas Removals Task and Finish Group, British Airways)

Members – in person

- Noaman Aladhami, Head of UK Operations, Alfanar
- Rod Campbell, Director of Business Development, 1PointFive
- Jonathon Counsell, Group Head of Sustainability, IAG
- Roger Gardner, Network Manager, UK Aerospace Research Consortium
- Neville Hargreaves, Vice President, Waste to Fuels, Velocys
- Clare Hennessey, Planning and Sustainability Director, Bristol Airport
- Stuart Kirby, Commercial and Project Lead, ExxonMobil
- Tim Johnson, Director, Aviation Environment Federation
- Tim Johnson, Director for Strategy, Policy and Communications, Civil Aviation Authority
- Duncan McCourt, Chief Executive Officer, Sustainable Aviation
- James McMicking, Chief Strategy Officer, ZeroAvia
- Alan Newby, Director of Research and Technology, Rolls-Royce
- Lahiru Ranasinghe, Sustainability Director, easyJet
- Rosanna Turnham, Manager UK Government Affairs, bp



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Members - virtual

- Tim Alderslade, Chief Executive, Airlines UK
- Matt Gorman, Director of Sustainability, Heathrow Airport

Apologies

- Karen Dee, Chief Executive, Airports UK
- Carrie Harris, Director of Sustainability, British Airways, Chair of Greenhouse Gas Removals Task and Finish Group
- Sophie Lane, Chief Relationships Officer, Aerospace Technology Institute

HMG Officials

- Joe Delafield, Deputy Director, Aviation Decarbonisation, Department for Transport
- Paul Griffiths, Deputy Director, Aerospace, Department for Business and Trade
- James Screen, Deputy Director, Department for Energy Security and Net Zero
- Chrissy Tichler, Deputy Director, Low Carbon Fuels, Department for Transport
- Jet Zero Taskforce Secretariat

Actions

- Members to consider any relevant case studies for the Annual Report.

Summary of Meeting Readout

1. Chairs Welcome

Sarah Jones MP (Minister for Industry) opened the meeting welcoming members and thanking them for attending. She noted that the sustainable aviation fuel bill had been laid in parliament the day before. She highlighted the importance of the areas covered by the Task and Finish Groups (T&FGs) and therefore that she was looking forward to discussing their progress during the meeting.

2. Task and Finish Group Updates

Holly Boyd-Boland opened the first agenda item by updating members on the progress that had taken place since the previous Expert Group meeting in January, including that the agreed T&FGs have been set up with chairs and members recruited, and Terms of Reference (ToRs) drafted.

Sustainable Aviation Fuels (SAF) Task and Finish Group

Steven Gillard took members through the vision and outputs for the SAF T&FG. He explained that there are two key questions they wish to address; how to tackle the cost challenge associated with SAF and how to scale the industry as soon as possible. He



Department for Transport

noted that the group will not cover the revenue certainty mechanism (RCM) nor the design of the mandate. He explained there are three groups looking at the following:

- Identifying risks to securing economically viable volumes of required SAF.
- Highlighting remaining policy and industry actions to secure project finance.
- Considering how the UK can best organise itself to deliver on these aims.

He concluded by noting that a sprint paper has been produced and that the three workstreams are pulling together engagement plans and delivery timelines.

Discussion points included:

- Members recognised why the RCM was out of scope for this group but wanted to understand how the T&FG will interact with RCM policy development. Chrissy Tichler (Deputy Director, DfT) assured members that the Department for Transport will work with members and wider industry as RCM policies are developed and there will be other forums to engage on this.
- Members agreed that clarity on the timeline to make SAF projects bankable is important and noted the urgency since some projects have recently closed.

Hydrogen Task and Finish Group

David Debney took members through the vision and outputs for the Hydrogen T&FG. He first noted that this was about building upon pre-existing work, focusing on opportunities that are available in the UK. This includes how hydrogen aircraft can be introduced in a way that is commercially sustainable. The group will focus on smaller, domestic aircraft as these will be available to enter service first. It will then consider how these initial operations would support scaling up operations to larger aircraft in the future. The key outputs will be:

- A report assessing UK domestic aviation networks and outlining required aircraft capability.
- A roadmap showing the timelines of the critical enablers required for hydrogen commercial operations.
- A report projecting UK aviation hydrogen demand and interaction with other sectors.

Discussion points included:

- Members noted that it is important to understand commercialisation barriers and how we bridge the economic gap for the transition to hydrogen aircraft.
- That there was a key question around timing and when further commitments to support zero emission flight can be made.
- Members identified some overlap between the hydrogen and SAF groups, and the need to working together on these elements.
- Members also noted that there are several groups working on hydrogen across the UK and flagged it will be crucial to coordinate to avoid duplication.



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Greenhouse Gas Removals (GGR) Task and Finish Group

Matt Prescott (deputising for Carrie Harris) took members through the vision and outputs for the Greenhouse Gas Removal (GGR) T&FG. He noted that members are encouraged by the fact that carbon removals are moving up the agenda as a key lever for achieving net zero. He shared that the group is taking lessons from the SAF policy journey on topics such as market development and first of its kind investment. He also noted that there is strong alignment with Sustainable Aviation's work on GGRs. The key outputs will be to:

- Quantify and communicate the 'size of the prize' including potential aviation demand, and economic benefits.
- Establish industry motivations and barriers and describe the steps required to help scale supply and demand.
- Develop recommendations for further government interventions to facilitate scale up.

Discussion points included:

- Members noted that there is a good opportunity for GGRs within the UK but that it is also a global market.
- A request that the T&FG consider if they can share any early recommendations to feed into ICAO Assembly.
- The role of the academic community to bring forward knowledge and ideas.
- Members asked the group to ensure alignment with the SAF group.
- The need for join up with related work being carried out in the Department for Energy Security and Net Zero (DESNZ), including Alan Whitehead's independent review on GGRs.
- Queries around what the barriers to supply are and what the industry can do to increase demand for GGRs.
- The fact that GGRs are not only an issue for aviation and the group should consider looking at market signals from other areas to see if there are economic benefits and opportunities for the UK anywhere else in the value chain.

Contrail Impact Mitigation Task and Finish Group

Dr Mark Bentall took members through the vision and outputs for the Contrail Impact Mitigation T&FG. He explained that the group is building upon the Jet Zero Council non-CO₂ group's work as well as work that has taken place elsewhere in industry, with a view to understanding the optimal role that the UK can play in this space. The key outputs will be:

- Develop a comprehensive summary of international contrail avoidance trials, identifying gaps and outlining a potential UK trial roadmap.



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- Develop a report outlining the phased implementation of Contrail Mitigation measures, addressing barriers, challenges, and CO2 emissions trade-offs.
- Support the implementation of a potential UK-led contrail avoidance roadmap trial, if approved.

Discussion points included:

- Members noted that the Jet Zero Council non-CO2 T&FG are hoping to publish their reports shortly, which will propose the architecture for a trial to potentially take place in the UK in 2026.
- Enquiries as to whether the group would look at the non-CO2 impacts of using SAF, which was relayed as being out of scope as there are already several trials on this.

Holly Boyd-Boland concluded discussions noting the following themes:

- The balance of focus between UK and global action, with the conclusion that the current emphasis around UK activity feels right considering there are industrial opportunities for the UK, but that awareness of global markets is also important.
- Interdependencies between different groups which are well mapped and understood.
- Understanding the short timeframes for delivery of outputs and therefore the need to ensure groups have the support needed to deliver.
- The risk of duplication of existing work and that chairs are taking action to mitigate this risk.

Joe Delafield (Deputy Director, Department for Transport) then thanked chairs and members for their work in the T&FGs, with a recognition that the timelines are at a sprint pace, but that is needed to report back to the Plenary in late November/ early December.

3. Jet Zero Taskforce Annual Report

Joe Delafield took members through the proposed plans for the Taskforce's Annual Report which will be presented at the annual Plenary before being published. It was suggested that this should not just include the T&FG outputs but wider aviation decarbonisation progress across the sector. It should also set out emerging challenges and next steps.

Duncan McCourt (Chief Executive, Sustainable Aviation) noted that he and Sophie Lane (Chief Relationship Officer, ATI) will be leading on the delivery of the report and proposed a timeline. He noted that he and Sophie will be coming to members over the summer to seek input for the report, including case studies.

4. Next Steps, AOB and Closing Remarks

Sarah Jones thanked members for their contributions to an interesting discussion. She also reminded members that the government would carry on progressing work on



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aviation decarbonisation alongside the T&FGs, highlighting DESNZ's plans for a hydrogen strategy.