



Department for Transport

Jet Zero Taskforce – Expert Group Meeting

11:30am – 13:00pm, Tuesday 2 September 2025

Great Minster House, 33 Horseferry Road, Westminster, SW10 4DR

Attendees

Chairs

- Holly Boyd-Boland, VP Corporate Development and Sustainability, Virgin Atlantic
- Mike Kane MP

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
- Carrie Harris, Chair of Greenhouse Gas Removals 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
- 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
- Lahiru Ranasinghe, Sustainability Director, easyJet
- Rosanna Turnham, Manager UK Government Affairs, bp
- Tim Alderslade, Chief Executive, Airlines UK
- Sophie Lane, Chief Relationships Officer, Aerospace Technology Institute
- Matt Gorman, Director of Sustainability, Heathrow Airport

Members – Virtual

- Alan Newby, Director of Research and Technology, Rolls-Royce

Apologies

- Sarah Jones MP



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- Karen Dee, Chief Executive, Airports UK
- Neville Hargreaves, Independent Consultant (previously Vice President, Waste to Fuels, Velocys)

HMG Officials

- Joe Delafield, Deputy Director, Aviation Decarbonisation and Environment, Department for Transport
- Paul Griffiths, Deputy Director, Aerospace, Department for Business and Trade
- Sonia Krylova, 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 and submit to the Jet Zero Taskforce Secretariat.
- JZT Expert Group members to hold a non-Ministerial remote meeting in late October to discuss Task and Finish group (TFG) final outputs.

Summary of Meeting Readout

1. Chairs Welcome

Mike Kane opened the meeting, recalling key achievements on aviation decarbonisation in recent months, including the awarding of projects in the third round of the Advanced Fuels Fund, the Sustainable Aviation Fuel Revenue Certainty Mechanism Bill reaching report stage, and the uplift in Government funding to the ATI. He also noted that the Carbon Budget Growth and Delivery Plan is due for publication in October. He thanked the chairs for their work and noted this would be the final Expert Group meeting ahead of the Annual Plenary.

2. Task and Finish Group (TFG) Updates

SAF Task and Finish Group

Steven Gillard (SAF TFG Chair) took members through the progress the SAF TFG have made since the previous meeting across the three key workstreams; 1) the near-term functioning of the SAF market, 2) thinking of keys to unlock First of a Kind (FOAK) investment and 3) how the UK can organise itself to deliver the above and create a deal flow.

Workstream 1 is progressing well with a draft report nearing completion. He noted that while there are differing views on the price of SAF within industry, there is recognition of a need to maintain confidence within the market and promote best practice in the purchase of SAF. He flagged some concerns within the sector on the interaction



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between the UK Emissions Trading Scheme (ETS) and the SAF mandate, and how the UK can support a SAF market.

Workstream 2 and 3 are interlinked, focussing on how to make SAF bankable and support confidence in FOAK investment. Steven noted involvement of UK Export Finance in TFG discussions, including on how they support UK SAF.

Discussion points included:

- Members noted the importance of transparency around competition law and that examples of best practice from government could be helpful here.
- Members expressed some concern around the competitiveness of UK SAF production and how to support this in future.
- Members also queried if the group could also look to unlock ways of working and mindset changes around SAF production.
- Members noted that second generation SAF will soon become a point of discussion too, while noting industry does not want to delay investment on first generation SAF.

Hydrogen Task and Finish Group

David Debney (Hydrogen TFG Chair) set out the progress of the Hydrogen TFG since the previous meeting, with particular recent focus on a market analysis study to discover viable route networks for hydrogen flight. The group have looked at Public Service Obligations (PSOs) and 7-seater aircrafts in both the UK and Europe, noting there is a plausible scenario where those routes could run on hydrogen. He noted the group have also considered scenarios for scaling up to larger aircrafts and that several routes across Europe would be suitable for up to 100 seaters.

David noted that investment decisions for airports is a challenge given decisions on infrastructure will need to be taken ahead of the launch of hydrogen aircrafts. The group do not have a solution for that now but should be able to set out a relative timescale in a roadmap. They have also looked at the demand for hydrogen in the UK considering overlaps with SAF.

He noted final next steps will be pulling together the roadmap and considering where infrastructure for hydrogen will need to be and its impacts on road transport.

Discussion points included:

- Members noted this was an opportunity to align with UK Export Finance on SAF, particularly regarding green hydrogen.
- Members queried if there were any plans for the roadmap to surpass 2050.
- Members queried if the UK is ready to scale up hydrogen aircraft. David replied that there are ongoing studies outside of the Jet Zero Taskforce which the group are expecting to review soon and that the UK is in a strong position.



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- Members enquired about the risk profile for hydrogen aircraft and how this is shaping the current hydrogen in aviation market. David noted that they do not have the time and resources to consider this yet but could be a future focus of a TFG.
- Members queried how demand could be stimulated to unlock infrastructure investment.

Greenhouse Gas Removals (GGR) Task and Finish Group

Carrie Harris (GGR TFG Chair) took members through the progress the GGR TFG have made since the previous meeting across two key workstreams. She reminded the group of the economic opportunity GGRs present and how crucial they will be for net zero.

She noted that the first output is figuring out the size of the prize when it comes to the GGR market for aviation. Carrie also noted due to this opportunity and its role in net zero, that the sector should mobilize regarding GGRs as soon as possible. The group have been considering how industry can stimulate a market where aviation can be a gateway sector for others to follow due to the large demand for removals from airlines. She noted the group has been working closely with Sustainable Aviation where there has been a pre-existing working group on this. The group aims to deliver an advanced market signal by the end of the year. This will be small but will establish principles predominantly around what type of removals could be eligible.

The final piece of work is around the opportunities which could be unlocked with Government help in the next 1-5 years.

Discussion points from members included:

- Members asked what could be done to help get the Advanced Market Signal output over the line ahead of the Annual Plenary. Carrie noted the situation was complex as the group itself knows what needs to be done but it is now a case of individual organisations mobilising themselves in time.
- Members expressed concern that purchasing will be minimal compared to what is needed.

Contrail Impact Mitigation (CIM) Task and Finish Group

Dr Mark Bentall (CIM TFG Chair) took members through the progress the CIM TFG have made since the previous meeting across two key workstreams. The first piece of work has been an analysis of existing trials. To this end, the group have identified 18 trials which included flight deviation according to contrails. There is no evidence of trans-Atlantic flights but the Horizon programme with Air France is currently considering this. He noted the majority have taken place over European airspace with a mix of short haul and long-haul traffic. He proposed that the way forward would be some form of permanent governance beyond the task and finish group.



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Discussion points from members included:

- Members noted NASA are currently looking at trials and are keen to link up with the UK.
- Members also flagged a programme on the effects of SAF on contrails and noted it would be good to link up here too.

3. Jet Zero Taskforce Annual Report

Sophie Lane (ATI) asked members to think ahead to 2026 of potential challenges for the sector. She noted they had spoken to TFG chairs and asked them to think where their own workstreams could progress, but members should look beyond these four topics as well. Discussion points from members included:

- Members queried if we have enough of a grasp of the risk profile associated with getting the SAF market working and right levers to address this.
- Members queried if we need to include the defence sector.
- Members raised the cost and best use of energy, and how this is prioritised between sectors.
- Members raised the potential for greater clarity on feedstock eligibility criteria.
- Several members noted SAF should remain an area of focus in 2026.
- Members noted the next ICAO Assembly will be in 2028 and whether the group should focus work on this.
- Members queried if it was right to only focus on hydrogen technology or whether other sources such as battery electric or methane could form part of future work.

4. Next Steps, AOB and Closing Remarks

Holly Boyd-Boland summarised the feedback on the Annual Report and asked members to read the draft carefully. If they felt any case studies were missing, then she encouraged them to get in touch with Duncan McCourt and Sophie Lane. She also noted there will be a non-Ministerial Expert Group in late October. Mike Kane summarised the meeting, thanked members for attending and noted the Annual Plenary will be held at the end of the year.