



# Department for Transport

## **Jet Zero Taskforce – Expert Group Meeting**

**11:15am – 12:45pm, Tuesday 24 February 2026**

**Great Minster House, 33 Horseferry Road, Westminster, SW1P 4DR**

### **Attendees**

#### Chairs

- Holly Boyd-Boland, Senior VP Corporate Development and Legal Affairs, Virgin Atlantic
- Keir Mather MP, Minister for Aviation, Maritime, and Security

#### Task and Finish Group Chairs 2025

- Solange Baena, Airbus (deputising for 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 Sustainable Aviation Fuels Task and Finish Group, Boeing
- Carrie Harris, Chair of Greenhouse Gas Removals Task and Finish Group, British Airways

#### Members – in person

- Tim Alderslade, Chief Executive, Airlines UK
- Rod Campbell, Director of Business Development, 1PointFive
- Jonathon Counsell, Group Head of Sustainability, IAG
- Paul Davies, Director, Coalition for Negative Emissions
- Karen Dee, Chief Executive, Airports UK
- Steven Gillard, Regional Sustainability Director, UK, Europe, Africa, Middle East and Turkey, Boeing (also 2025 Sustainable Aviation Fuels Task and Finish Group Chair)
- Matt Gorman, Director of Sustainability, Heathrow Airport
- Chris Gould, Energy Transition Lead, Fuels Industry UK
- Simon Holt, Manager Emerging Europe, Phillips 66
- Tim Johnson, Director, Aviation Environment Federation
- Tim Johnson, Director for Strategy, Policy and Communications, Civil Aviation Authority
- Prof. David Lee, Professor of Atmospheric Science and Director of the Centre for Aviation, Transport and the Environment (CATE), Manchester Metropolitan University



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- Duncan McCourt, Chief Executive Officer, Sustainable Aviation
- James McMicking, Chief Strategy Officer, ZeroAvia
- Lahiru Ranasinghe, Sustainability Director, easyJet
- Fiona Smith, Sustainability Director, AGS Airport
- Rosanna Turnham, Manager UK Government Affairs, bp
- Sophie Lane, Chief Relationships Officer, Aerospace Technology Institute

### HMG Officials

- Joe Delafield, Deputy Director, Aviation Decarbonisation and Environment, Department for Transport
- 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

### Apologies

- Paul Griffiths, Deputy Director, Aerospace, Department for Business and Trade

### **Actions**

- Department for Transport to consider how to take forward remaining actions from 2025 Task and Finish Groups (T&FGs)
- Jet Zero Taskforce Secretariat to recruit for chairs and members for the 2026 T&FGs

### **Summary of Meeting Readout**

#### **1. Chairs Welcome**

Keir Mather MP opened the meeting by welcoming new members and noting that the aim was to choose up to four T&FG topics for the Jet Zero Taskforce to focus on in 2026.

#### **2. Task and Finish Group 2025 Actions**

Holly Boyd-Boland (Industry Chair) opened by summarising the recommendations which had come out of the four 2025 T&FGs for new members. The four chairs from 2025 then provided short updates on their respective T&FGs work:

- Steven Gillard (SAF T&FG chair) highlighted early insights on the SAF mandate, emphasising the need for stability for fuel producers, greater competitiveness of UK SAF, better coordination with the European Union, and unlocking investment for novel and pathfinder projects.
- Carrie Harris (Greenhouse Gas Removals (GGR) T&FG chair) summarised the GGR T&FG, which identified a £1–3 million demand potential from UK aviation before 2035, developed an advanced market signal (AMS) and explored potential government policy levers to help stimulate GGR demand.



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- David Debney (Hydrogen T&FG chair) outlined the hydrogen T&FGs work to develop an overarching sector roadmap, noting infrastructure as a major barrier and stressing the urgency of progressing hydrogen now to enable scaling into the 2040s.
- Solange Baena (Deputising for Mark Bentall; Contrail Impact Mitigation chair) provided an update on the contrails T&FG, presenting gap analysis work on airline mitigation options, regulation, interdependencies, and opportunities for the UK to lead internationally.

### **3. Task and Finish Groups 2026**

Joe Delafield (Deputy Director, Aviation Decarbonisation and Environment, DfT) opened the agenda item by stating the group would discuss proposals for potential T&FGs this year. He noted that the work of the previous T&FGs on hydrogen and non-CO2 had not identified obvious issues of focus for this year but welcomed views from the group as to whether this was correct as part of the discussion.

#### **Sustainable Aviation Fuels (SAF)**

Chrissy Tichler (Deputy Director, Low Carbon Fuels, DfT) thanked the 2025 T&FG for their work. She outlined that pathfinder work and guidance is useful for both officials and industry and confirmed that better insight into offtake aggregation and project investability would be helpful. This would help projects in how to get set up and would be the most useful focus for government in 2026. She also expressed desire to keep the SAF Mandate boundaries in place for policy stability, and are keen to use other forums for industry to feed in.

Keir Mather turned to the floor and requested feedback on the appetite for a SAF T&FG:

- Members were strongly supportive of the need for a SAF T&FG.
- Some members noted the need to examine whole chain SAF supply, though not necessarily through a dedicated T&FG. There was broad agreement on this point.
- Others cautioned against considering the SAF Mandate in isolation from the wider Revenue Certainty Mechanism framework, stressing the need to balance real world pressures with developing a domestic industry. The group was reminded that its remit does not include changes to the SAF Mandate.
- Others reflected on the balance between capturing lessons learnt and focusing on actions that unlock invest-ability and scalability, given the short-term nature of the group.
- It was suggested the SAF T&FG could potentially act as a wider SAF delivery forum, noting the need for clarity on this role.
- Some proposed examining realistic supply timelines for 2G SAF, including how much demand could be met domestically versus internationally, and the implications for competitive distortion; this would not challenge the Mandate but could help narrow cost gaps to support airline operations.



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Holly Boyd-Boland summarised the discussion noting that there was appetite for a group which would not focus on short-term Mandate functioning and proposed three areas of potential focus:

- Assessing the invest-ability of UK 2G SAF production, including feedstock and pathfinder interactions, with work focused on 2030.
- Reviewing the UK's SAF competitiveness, including mandates and international comparisons, noting this has been examined before and may need a clear timeframe
- Considering operational matters relating to the Mandate.

### **Greenhouse Gas Removals (GGRs)**

Joe Delafield (Deputy Director, Aviation Decarbonisation and Environment, Department for Transport) opened this agenda item by noting that GGRs are extremely important for the sector and signposted the recent AMS work. Keir Mather turned to the floor and requested feedback on the appetite for a Task and Finish Group on GGRs:

- Members were strongly supportive of a T&FG focussed on GGRs given their importance to net zero aviation.
- Several members expressed support for the T&FG to review the implementation of the AMS and wider GGR ecosystem, including procurement, verification and contracting, and noted the opportunity to capture links with CORSIA.
- There was some discussion as to whether it would be possible to review the AMS given its early stage, but it was confirmed that this work is underway with an announcement due shortly.
- Some members noted that cross-government collaboration will be particularly important given DESNZ own GGR policy, also highlighting that there may be value in looking at cross-sector work beyond aviation.
- It was noted that GGRs could reduce overall compliance costs if removal options become cheaper in the long-term.
- It was asked whether there should be wider consideration of post-2050 removals, with the view that this could be explored by the group in the context of CORSIA as the group's work develops.
- Sonia Krylova (Deputy Director, DESNZ) emphasised that DESNZ recognise the systemic, cross-sector role of Carbon Capture and Storage. She also noted that while the UK has full control over domestic schemes such as UK ETS, this does not extend to international schemes.

Holly Boyd-Boland summarised that the proposal was well received and there was a clear appetite for a GGRs T&FG, although some questions remained around:

- Whether members want the work to include AMS delivery and learnings



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- How far to focus on aviation acting as a catalyst for GGRs relative to cross-sectoral support or interventions
- If and how the SAF and GGR groups will interact

### **Efficiencies**

Joe Delafield opened this discussion by providing some context on where this proposal had arisen from. He noted that the JZT had not focussed on efficiencies last year, but that recent reports have been published and therefore it was worth asking the question on whether there would be benefits of Taskforce focus here. Keir Mather then opened to the floor and requested feedback on the appetite for an Efficiencies T&FG:

- Some members welcomed the proposal, noting that airlines and other sectors are already undertaking significant work, but structural challenges mean opportunities, such as retrofit and funding are not being fully realised.
- It was also suggested that private investment options could be incorporated into an efficiencies workstream, with key needs including mobilising finance while addressing retrofit and policy barriers.
- Some observed that efficiency gains in other sectors, such as maritime, have been substantial and include potential learning for aviation.
- However, several members highlighted potential commercial sensitivities around some aspects of efficiency work and suggested the emphasis would need to be on system level efficiencies rather than individual operator performance.
- There was also strong push back from some members about the scale of additional efficiency gains available beyond what is already underway, especially with topics such as airspace modernisation being out of scope of the Jet Zero Taskforce.

Holly Boyd-Boland summarised that there was not enough support for efficiencies to form a T&FG, but that there could be value in government having further conversations with some members.

### **Investment and skills**

Joe Delafield opened this discussion by emphasising that investment and skills were both holistic areas which could cover a wide range of topics. He stated that he wished to gain feedback from members on whether there was anything to look at in these spaces. Keir Mather then chaired a discussion:

- It was noted that there are different types of investment that a group could focus on, querying whether the priority is R&D investment or largescale project finance.
- The role of project finance, including debt financing for major projects, was discussed and links with work previously undertaken in the SAF group were referenced.



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- Some uncertainty was expressed about the groups added value, noting that its remit risked overlapping with existing work (e.g. on SAF and GGRs).

Holly Boyd-Boland summarised that neither proposal was suitable to be taken forward for a T&FG, but investment should be considered within individual T&FGs. Skills was not explicitly discussed which was taken as a signal that there was no support for this as a T&FG topic.

### **Hydrogen**

Following the discussions above, some members remarked that they believed there was scope to consider a further group on hydrogen. Minister Mather opened this up for discussion:

- It was discussed what the hydrogen workstream would cover, including whether its focus should be on supply, scale-up, or both.
- Some members noted that scale-up discussions to date have centred on short haul hydrogen demand and highlighted that a fundamental challenge continues to be airport infrastructure. Members proposed a gap analysis of airport infrastructure needs and benchmarking against international investors, competitors and/or collaborators, particularly considering the current Zero Emission Flight Demonstrator competition supported by UK government.
- Some members also suggested that it could be useful to consider efficiencies linked to early hydrogen deployment, including fuel cell APUs, ground operations applications, and other innovations that could serve as gateways to hydrogen supply at airports and support short term deployment pathways.

Joe Delafield agreed to take this proposal away and consider its merits with some Expert Group members.

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

Joe Delafield noted that the Secretariat would commence the EOI process to recruit for chairs and members the T&FGs. He confirmed that the Secretariat would follow up with members on this shortly.

Keir Mather closed the meeting by thanking members for attending and noted that the group would convene again in person at Farnborough International Airshow in July.