



Department for Transport

Jet Zero Taskforce (JZT) – Expert Group Meeting

13:00pm – 15:00pm, Tuesday 21 July 2026

Innovate 2, Farnborough International, GU14 6TQ

Attendees

Chairs

- Holly Boyd-Boland, Senior Vice President for Corporate Development and Legal Affairs, Virgin Atlantic

Chairs (apologies)

- Keir Mather MP, Parliamentary Under Secretary of State, Minister for Aviation, Maritime and Security, Department for Transport

Task and Finish Group Chairs 2026

- Carrie Harris, Director of Sustainability, British Airways, Chair of GGR group
- Steven Gillard, Regional Sustainability Director, UK, Europe, Africa, Middle East and Turkey, Boeing, Chair of SAF group
- Brett Ryan, Policy Director, Hydrogen UK, Chair of Hydrogen group

Members – in person

- Tim Alderslade, Chief Executive, Airlines UK
- Mark Bentall, Head of Research and Technology, Airbus
- Jonathon Counsell, Group Head of Sustainability, IAG
- Paul Davies, Director, Coalition for Negative Emissions
- Karen Dee, Chief Executive, Airports UK
- Matt Gorman, Director of Sustainability, Heathrow Airport
- Chris Gould, Energy Transition Lead, Fuels Industry UK
- Duncan McCourt, Chief Executive Officer, Sustainable Aviation
- James McMicking, Chief Strategy Officer, ZeroAvia
- Lahiru Ranasinghe, Sustainability Director, easyJet
- Lewis Rodger, Director of Business Development, 1PointFive
- Rosanna Turnham, Manager UK Government Affairs, bp

HMG Attendees

- David BATTERY, Director, Low Carbon Fuels, Department for Transport



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- Kate Drury, Deputy Head of Aviation Decarbonisation, Department for Transport (deputising for Joe Delafied, Deputy Director, Aviation Decarbonisation and Environment, Department for Transport)
- Prof. Patricia Thornley, Chief Scientific Advisor, Department for Transport
- JZT Secretariat

Apologies

- Prof. David Lee, Professor of Atmospheric Science and Director of the Centre for Aviation, Transport and the Environment (CATE), Manchester Metropolitan University
- Fiona Smith, Sustainability Director, AGS Airport
- Sonia Krylova, Deputy Director, Net Zero Strategy, DESNZ
- Paul Griffiths, Deputy Director, DBT
- Sophie Lane, Chief Relationships Officer, Aerospace Technology Institute
- Simon Holt, Manager Emerging Europe, Phillips 66
- Tim Johnson, Director, Aviation Environment Federation
- Tim Johnson, Director for Strategy, Policy and Communications, Civil Aviation Authority

Note – Due to meeting location, no virtual option was available



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Summary of Meeting Readout

1. Chairs Welcome

In Keir Mather MP's absence, David Buttery (Director, Low Carbon Fuels, Department for Transport) opened the meeting. He noted that since the last Expert Group meeting, the Government has; introduced the Civil Aviation Bill to modernise UK airspace and support innovation, launched a consultation on the draft Heathrow Expansion National Policy Statement (HENPS) and taken forward measures to support sustainable aviation fuel (SAF) production and supply through a Call for Evidence and the creation of the Low Carbon Fuels Fund. He also flagged the recent announcement that the Government would review and update the 2022 Jet Zero Strategy (JZS).

David Buttery turned to Holly Boyd-Boland (Industry Chair) who thanked members for finding the time during their Farnborough Airshow schedules to attend.

2. Task and Finish Group (T&FG) 2026 Updates

In turn, each of the T&FG chairs provided a short update on their progress before Holly Boyd-Boland chaired a discussion.

Hydrogen

Brett Ryan (Chair, Hydrogen T&FG) opened by summarising the progress made by the group since April 2026. He noted that the group was in a unique position as it was not being chaired by the same person as the 2025 group.

Brett noted that the group's primary focus is on translating existing knowledge into practical actions which support airport infrastructure planning and investment in hydrogen for aviation. To achieve this, the group have agreed on three areas of focus and are now driving this forward over the summer (i) a standalone repository of information on infrastructure requirements, (ii) airport infrastructure investment, and (iii) minimum conditions for regulation, compliance and operating methodologies.

For output ii), Brett noted that they have outlined eight key activities to help with the investment narrative which they have grouped into four clusters to help understand the value chain.

Discussion points included:

- Members asked about the consideration of stranded assets at airports which could result from uncertain entry into service dates for zero emission flight. Brett responded that there could be a consideration of adding in more KPIs into hydrogen commercialisation timelines to try and add more certainty.
- Members enquired to whether the group was interacting with hydrogen markets outside of aviation. Brett agreed this was essential and confirmed the group's need to focus on upstream hydrogen access.
- Members highlighted the DfT zero emission flight demonstrator programme. Brett confirmed the group will be engaging with the successful projects



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- Members enquired if the group were considering markets abroad to avoid stranded assets. Brett confirmed the group have also been considering European and Asian markets.

Greenhouse Gas Removals (GGRs)

Carrie Harris (Chair, GGR T&FG) opened by summarising the progress made by the group since April 2026. She noted that the focus has been on progressing the work of the 2025 T&FG (how to scale up the GGR sector to meet the needs of the aviation sector). She explained the main areas of focus for 2026 were (i) gaining feedback from the Sustainable Aviation Advanced Market Signal (AMS), (ii) maturing several policy ideas following on from a previous whole group workshop and assessing how the group can help develop policy ideas for scaling up GGR demand, and (iii) working with Government and wider stakeholders to raise public awareness and perception of GGRs.

On output i), Carrie noted a survey has been conducted collating insights from AMS participants. The next step will be to feed these findings into workstream ii).

Carrie also noted the Government response to the Alan Whitehead Independent Review was published on 17 July 2026 and that the group will be considering this.

Discussion points included:

- Members enquired on the AMS and if buyers had sought their own customers' feedback to help inform their business cases. Carrie agreed this was a good idea.
- Members enquired as to whether the proposed policy options should be narrowed down with Government to focus on what will be the most useful.
- Members asked about the buyer representation in the group to which Carrie confirmed they were widely represented.

Sustainable Aviation Fuels (SAF)

Steven Gillard (Chair, SAF T&FG) opened by summarising the progress made by the group since April 2026. After completing a sprint on UK pathfinder projects, the group has been split into two subgroups (i) focusing on the Competitiveness Landscape and (ii) focusing on the UK SAF mandate Operation and Capability Guide. The focus of subgroup one has been on sending out survey questions and investor roundtables which will take place over the summer. The focus of subgroup two has been on drafting stakeholder interview lists and building the capability guide structure and formats.

He also drew attention to their most recent meeting where members had an open conversation about the SAF mandate and revenue certainty mechanism (RCM) allocation. Several important points included that a significant crunch point around



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balancing affordability and the HEFA cap, that the investment community is watching carefully and policy stability needs to be maintained.

Steven also noted that he will be changing roles in Boeing in September 2026 and arrangements for his replacement as SAF T&FG Chair will be shared with the Expert Group in due course.

Discussion points included:

- General industry agreement that it would be helpful for Government to explore how RCM contracts could be released in batches with more advanced projects moving on a faster timeline. DfT shared the ambition to move as fast as possible whilst asking industry to recognise that the mechanism is complex to deliver and requires further approvals and Government were currently working to a timeline which currently feels as fast as possible. Members queried if there had been any engagement with the agriculture sector to which Steven confirmed this had not yet been done.

3. Update on Carbon Emission Forecast and Aviation Decarbonisation

Kate Drury (Deputy Head of Aviation Decarbonisation, Department for Transport) took members through the recently published DfT Aviation Forecast, which set out forecasted CO₂ emissions for UK airports. She noted that these were published alongside the HENPS consultation launch and are an update on what was published in 2017 and within the 2022 JZS. Kate noted that DfT will be setting up technical deep dives over the summer to explore the forecast in further detail and noted that they will be used to inform policy making, including on airport expansion and decarbonisation.

The headline for decarbonisation is that the ‘technology development’ scenario in the updated forecasts show residual emissions in 2050 increasing from 19.3Mt (forecast in the 2022 JZS) to 28Mt being forecast today. This increase is not driven by any changes to policy or ambition, but by the DfT updating the analytical evidence base and assumptions. Kate then explained that under the new assumptions, SAF will remain the largest in sector measure to address greenhouse gas emissions in 2050. She noted that although that there is a SAF and GGR focus, there is still an important role to play for zero emission flight, but this will primarily be realised post 2050. She then referenced the DfT will also be refreshing the JZS, aiming for a publication date of early 2027.

Discussion points and queries from members included:

- Some members queried about how Government see these figures in line with Carbon Budget Delivery Plans (CBDP) and the Climate Change Committee’s advice on numbers. Kate clarified that the CBDP is economy wide and does not provide individual targets per sector (which this roadmap does for the aviation sector) but if the picture gets worse, then more pressure will be placed on aviation to abate. The CCC’s advice for the aviation sector is also



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recommendations not policy advice and usually have the same numbers just different ways of getting there.

- Members noted that several international roadmaps place SAF at between 70 and 50% in 2050, and that therefore the new forecast puts the UK behind. DfT responded that this is due to the fact we do not have a SAF mandate target beyond 2040 currently, and the SAF mandate is based on greenhouse gas (GHG) emission savings, rather than volume of SAF.
- Some members questioned whether it was worth 'squashing' the SAF wedge to bring in GGRs sooner and emphasised the importance on measuring the GHG emissions caused by GGRs.
- Some members also drew attention to GGR deployment and whether there is available GGRs to meet residual demands.

Following this, Duncan McCourt (CEO, Sustainable Aviation) took members through the new Sustainable Aviation (SA) roadmap which was released on the morning of 21 July 2026. He noted that they have updated their passenger forecasts but there are still some uncertainties. The key finding is that SAF will make the single largest contribution to net zero by 2050, accounting for roughly 31% of GHG emission reductions. They have projected residual GHG emissions of 19.5Mt in 2050, which they expect to be absorbed by GGRs, Emissions Trading Scheme (ETS) and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). He noted that it was clear that SAF will not be the only lever and a variety of measures will need to be deployed to achieve net zero. Duncan concluded by reiterating that the importance of decarbonising competitively to support the wider UK economy, noting that it is of no use to the UK economy or travellers to decarbonise in an uncompetitive manner.

Discussion points included:

- Members asked for clarification as to why CORSIA was mentioned several times on the roadmap. Duncan clarified this was because they expected ETS and CORSIA to merge into GGR compliance schemes over time.
- Members also noted that it is important the aviation sector does not work in a silo on this and should engage with other sectors e.g. gas bodies and electricity.

Members also noted the importance of GGRs in both the DfT and SA modelling.

4. Next Steps, AOB and Closing Remarks

Holly Boyd-Boland closed the meeting by thanking attendees for taking the time to attend. She also re-iterated that aviation decarbonisation was a cross-organisational challenge which would require everyone across the sector to solve.

The Expert Group will meet again in the autumn.