

Jet Zero Consultation Workshop

Wednesday: 18 August 2021 (Teams)

Holly Greig, Deputy Director, Aviation Carbonisation Division, DfT welcomed all in attendance which include representatives from across the industry and she gave an introduction to the agenda for this meeting along with a presentation.

The Jet Zero consultation was published in July of this year at the same time as the Transport Decarbonisation Plan therefore they were seen as complimentary documents. There were three key principles to the Consultation:

- **Clear goal of Jet Zero:** this was to be achieved by 2050 with domestic aviation achieved by 2040.
- **International Leadership** to achieve the target(s) set: tackling aviation emissions had to be by using international leadership and influence. Working with ICAO, CORSIA and looking towards COP26 later this year. There had to be policies to support the use of truly sustainable aviation fuels.
- **International Partnership** in helping to achieve the target(s) set: looking at who Government works alongside i.e. Jet Zero Council, ATI, AGP, ACOG and CAA.

Darryl Abelscroft, Head of Strategy and Technology, Aviation Decarbonisation Division at DfT then outlined the 5 areas derived from the 3 key principles.

1. System efficiencies: how to make our fuel systems efficient.
2. Sustainable aviation fuels (SAF)
3. Zero Emission Flights (ZEF)
4. Markets and Removal;
5. Influencing Consumers: providing the right choices and information for them.

The Group was then split up into several workshop groups to consider various questions and discuss possible solutions, form ideas, etc. Questions and comments included the following with answers mainly given by either the DfT or airlines attendees (Jet 2 and Virgin):

(a) If the UK moves over to SAFs, how would the increased costs to achieve this be covered?

There needs to be a level global playing field which takes into consideration both destinations, departures and arrivals.

(b) How would the cost of all this be covered? Also, millions of tons of SAF would be needed across the industry each year (not just aviation but haulage, etc) so where would it come from?

The Government proposed mandate is a good start, but more was needed such as additional measures. Also needs to be looked at globally – the EU was looking at their own SAF mandate but in a different way. There could be incentive reductions, but it has to be cost competitive or it could all become prohibitive especially for the poorer nations.

(c) 2040 could be too late (domestic emissions) so why wasn't 2030 considered? (This was not mentioned in the document which some felt was disappointing).

It is acknowledged that time is a critical factor, but it takes time to put policies, etc. in place. The whole issue was a very broad area with lots to consider but all agreed that decarbonisation is what everyone wants. The group felt that Government should be strongly urged to consider measures to control rises in carbon emissions to 'buy' more time and they should be more ambitious and reconsider 2030 because it was 'do-able'.

(d) It's been mentioned that kerosene is used twice as much as it needs to be. Is that correct?

Most airlines make all the efficiencies they can. All agreed that although there are some 'quick wins' Airspace Modernisation changes will help, and more emphasis should be placed on sustainable aviation fuels. There needs to be a political will to do this and there needs to be a control on demand. The Department said that when they look at scenarios, they will look at recent work by such organisations as Sustainable Aviation who provided more robust results than perhaps the Climate Change Committee. There had been more emphasis on climate change over the past few years so it would be kept under review.

(e) Government should be more ambitious in considering emissions from other elements within airport structure/aviation such as ground handling equipment. Get rid of red diesel airside for example and consider more use of electric vehicles airside.

The problem is that ground handlers, etc. have very little income and it is difficult to invest in these preferred technologies, etc. Other problems would be within airport infrastructure itself i.e. the lack of space for charging vehicles. The Department said it would consider all short-term measures it could whilst developing its long-term strategy.

(f) The Group agreed that hydrogen may be a better way forward rather than electric: is the Department considering this?

Yes, the Department definitely believes hydrogen is one of the best ways forward and this will be 'ramped up' in the next few years. A group member suggested that green hydrogen and not blue hydrogen should be used.

(g) The document does not mention the issue of Surface Access: why not?

Surface access is very important and needs the correct policies and procedures in place to achieve this, both at national and local levels. However, funding remains one of the problems in achieving this. The Department did not want to see airports 'hammered' any further but there was a need for ambitious targets. It was mentioned that airports make a good deal of income from car park revenue which added to emissions.

(h) Regarding getting information out to consumers: all agreed it was a high priority so that customers could be well-informed before making their choices, but it has to be consistent. It would not be helpful for the UK and the EU to have different ways about doing this.

Final Comments and Close: (This was given by the DfT representatives from each workshop group and reflected what their group discussed);

- 2040 for the UK was a sensible objective but too conservative;
- SAF may not be feasible for all airports especially the smaller regional ones – it could be too expensive; (PSOs and tax breaks were mentioned here)
- Need the right baseline compared to other areas such as road/rail;
- Some transport policies needed revisiting;
- Surface Access to airports was a key area to look at including different modal comparisons throughout the actual journey;
- Other areas of airport infrastructure (airside vehicles, heating, etc.) need to be taken into consideration when developing policies;
- Support was needed to make SAF a key investment area in the UK – in fact investment all round needs to be considered;
- There needs to be some level of confidence in demand;
- Information provision has to be consistent across the board and not different things to different people/countries, etc. It requires international discussion and agreement.
- SAF policies also need to be globally 'joined up';
- Carbon should not be the only consideration regarding emissions and airports need clarity on Scope 1 and Scope 2 emissions;

Holly Greig said the workshop had proved very useful. There were further (the same) workshops for additional interested parties and all comments and questions etc would be considered. She thanked all in attendance and closed the meeting.