



Department
for Transport

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Our Ref: 415382

29 November 2022

Liz Barber

By email: YHClimate@leeds.ac.uk

Dear Liz Barber,

Thank you for your email of 31 October to the Secretary of State for Transport about the Jet Zero Strategy and a national strategy on flying. I have been asked to respond as an official in the Department for Transport's Aviation Directorate.

As you are aware, in July, the Department published the Jet Zero Strategy, setting out the government's approach to achieving net zero 2050 (or "Jet Zero") for UK aviation. The strategy focuses on the rapid development of technologies in a way that maintains the benefits of air travel, whilst maximising the opportunities that decarbonisation brings for the UK. The approach set out in the Jet Zero Strategy is aligned with the Net Zero Strategy, which sets out our economy-wide plan for achieving net zero by 2050, and for meeting our carbon budgets, including the Sixth Carbon Budget.

Among the key policies in the Jet Zero Strategy, the government is introducing an in-sector CO₂ emissions reduction trajectory, a world first, that sees UK aviation emissions peak in 2019. We have also set ambitious sub-targets for UK domestic flights to reach net zero by 2040 and for airport operations in England to be zero emission by 2040. We will monitor progress against the emissions reduction trajectory on an annual basis from 2025, with a major review of the strategy every five years.

The government are putting in place the policies, such as a sustainable aviation fuels mandate, to see the trajectory delivered, however, if the intended emissions reductions are not being achieved, further action will be considered, such as amending existing policies or developing new ones. In addition, the government will continue to consider and respond to the Climate Change Committee's (CCC) annual reports which cover aviation, and will

continue to use this reporting cycle to monitor progress towards meeting the UK's carbon budgets and overall net zero target.

Whilst the Jet Zero goal is clear, the government recognises that many of the technologies needed to achieve it are at an early stage of development or commercialisation. Government will continue to work closely with industry, the Civil Aviation Authority and International Civil Aviation Organisation to ensure that the right regulatory framework is in place to support the development and deployment of these new technologies. Aviation is an innovative sector and there are already a range of projects underway to develop new low and zero-carbon fuels and aircraft.

Our analysis set out in the Jet Zero Strategy shows that the aviation sector can achieve Jet Zero without the government needing to intervene directly to limit aviation growth, with scenarios that can achieve our net zero targets by focusing on new fuels and technology, with knock-on economic and social benefits, without limiting demand. Our 'High ambition' scenario has residual emissions of 19 MtCO₂e in 2050, compared to 23 MtCO₂e residual emissions in the CCC's Net Zero Balanced Pathway. We have been clear expansion of any airport in England must meet our climate change obligations to be able to proceed.

Thank you very much for sharing the Yorkshire and Humber Climate Commission's position paper and for taking the time to write in on this matter. I hope that this reply addresses your concerns and reaffirms the Government's commitment to achieving net zero aviation.

Yours sincerely,

Aviation Directorate
Department for Transport