The UK Government’s SAF programme

To drive carbon emissions reduction in the aviation sector by increasing the use of sustainable fuels, as part of a wider basket of measures.

To promote innovation and R&D, decrease SAF costs and build a world-leading domestic SAF industry.

10% SAF
the UK’s ambition by 2030

£15m
Green Fuels, Green Skies competition in 2021-2022

£180m
to accelerate UK advanced fuels commercialisation and testing in 22-25

The UK’s objectives

The Ten Point Plan for a Green Industrial Revolution
Jet Zero Consultation
Sustainable Aviation Fuels mandate

For further information
Giorgio Parolini, Head of Advanced Fuels
UK Department for Transport
giorgio.parolini@dft.gov.uk
Jet Zero Council

Objectives:
Brings together the UK Government and CEO-level stakeholders from industry and academia to provide ministers and government advice on

- Developing the UK’s capabilities for achieving net zero aviation
- Identifying benefits and barriers to creating the required new industries
- Identifying how to reduce production costs
- How to support grass roots innovation and challenge existing approaches and innovators

Focus areas:

**Sustainable aviation fuels**
Accelerate the commercialisation of a UK sustainable aviation fuels industry.

**Zero emission flight**
Accelerate the design, manufacturing, testing, certification, infrastructure and commercial operation for zero emission flight.
<table>
<thead>
<tr>
<th>Sub-Group</th>
<th>No. Meetings (since Nov 2020)</th>
<th>Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mandate</td>
<td>7</td>
<td>Ambition 10% by 2030</td>
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<tr>
<td></td>
<td></td>
<td>• Barriers to creating a UK SAF industry identified</td>
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<td></td>
<td></td>
<td>• SAF production technologies with near and long-term potential in the UK identified</td>
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<td></td>
<td></td>
<td>• Research on non-CO₂ impacts of SAF in use understood and research gaps understood</td>
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<tr>
<td>Technology</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Commercialisation</td>
<td>4</td>
<td>• Barriers to commercialising SAF identified</td>
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<td></td>
<td></td>
<td>• Researching potential SAF price stability mechanism</td>
</tr>
<tr>
<td>COP26</td>
<td>12</td>
<td>• A UK SAF supply chain implemented</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• SAF procured for COP26 flights</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Legacy of group – ability to procure SAF for diplomatic flights remains <a href="http://www.safdirectory.org">www.safdirectory.org</a></td>
</tr>
</tbody>
</table>

For further information
Rosie Carver, Senior Policy Advisor, UK Department for Transport
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Net zero transatlantic flight running on 100% SAF

The UK Government has launched a competition to support industry to deliver the first ever net zero transatlantic flight on a commercial aircraft using 100% SAF by the end of 2023.

**Up to £1m** funding available

**100% SAF** in both engines

**12 June** EOI deadline

**All airlines** invited to bid

An initial expression of interest (EOI) will be used to inform the programme’s timescale and delivery and preselect proposals that will progress to the full competition stage (Summer 2022) to award funding.

Objectives:

- Prove **feasibility** of running a commercial aircraft on 100% SAF for a sustained period of time and across a transatlantic route
- Gather **meaningful data** that can accelerate existing **fuel certification processes** and **scientific research** in the SAF, emissions, contrails and routes management area
- Demonstrate options available for and feasibility of **greenhouse gas removals**, while that market develops, to ensure the flight is net zero
- Prompt domestic and international **industry collaboration**
- Provide a **positive news story** about the transition to SAF to increase consumer confidence in the safety and environmental benefits of SAF

For further information
Phoebe Bendall, Senior Policy Advisor
UK Department for Transport
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UK SAF Clearing House

Progress to date

• UK SAF Clearing House Task Force set up 2019.
• Business case submitted to UK Department for Transport.
• Project by Innovate UK KTN to provide further due diligence on:
  o Operational model
  o Potential users
  o Governance

Innovate UK KTN report

• Identify UK facilities and ASTM-standard tests offered.
• Stakeholder views on virtual vs physical model and what ASTM tiers should be supported.
• Identifying fuel suppliers' needs.
• Exploring how it could best interact with US/EU Clearing Houses.

For further information
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