



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

# Australian Jet Zero Council

30 April 2024

Communiqué

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*This communiqué covers matters considered by the Australian Jet Zero Council on 30 April 2024*

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The Australian Jet Zero Council (Council) held its third meeting on 30 April 2024 at the Melbourne Commonwealth Parliamentary Offices.

Council discussed recent international and domestic developments, noting that:

- In January 2024, the world's first commercial Alcohol to Jet SAF plant commenced operations in Georgia, USA. At its full capacity, the plant will produce 10 million gallons (38 million litres) of sustainable fuels from locally sourced low-carbon feedstocks;
- In February 2024, Singapore announced a Sustainable Aviation Fuels (SAF) mandate which will place a levy on all departing international flights from 2026, with a 1 per cent SAF uplift target in 2026 and plans to raise it to 3-5% by 2030;
- The United Kingdom, in April 2024, released a consultation paper seeking views on revenue certainty options to support a sustainable aviation fuels industry in the UK. The paper can be found at: [www.gov.uk/government/consultations/sustainable-aviation-fuels-revenue-certainty-mechanism-revenue-certainty-options](https://www.gov.uk/government/consultations/sustainable-aviation-fuels-revenue-certainty-mechanism-revenue-certainty-options).

The Council discussed work that Council members have been progressing in consultation with other stakeholders across the aviation sector and its supply chains under the Australian Jet Zero Council Workplan. A copy of the workplan is available online at: <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/transport-and-infrastructure-net-zero-roadmap-and-action-plan>.

Council discussed work on building SAF literacy and social licence, noting the importance of building trust and understanding across the aviation value chain and, critically, with the travelling public, to facilitate the acceptance and successful uptake and production of SAF. Members discussed the potential of a phased approach to building SAF literacy and social licence, with discussion about the importance of considering audiences and key stakeholders, and collating case studies and information sources for Australian SAF stakeholders.

Council discussed the importance of a robust SAF accounting framework, based on trusted chain of custody approaches, to support the scaling up of SAF production and utilisation. Overseas, chain of custody approaches in place include physical segregation, mass balance and book and claim. It was noted that the Department of Climate Change, Energy, the Environment and Water (DCCEEW) would be consulting and seeking feedback on proposed updates to the National Greenhouse and Energy Reporting Scheme, including a proposal to enable market-based estimates of scope 1 emissions from combustion of drop-in renewable liquid

fuels. Further information is available online at: <https://consult.dcceew.gov.au/national-greenhouse-and-energy-reporting-nger-scheme-2024-proposed-updates>.

Council discussed airport decarbonisation, including the development of an airport infrastructure decarbonisation framework to drive continued and coordinated effort across the sector. Members observed that airports across Australia have been implementing decarbonisation initiatives such as electric ground servicing equipment and renewable energy transitions and continue to develop their decarbonisation strategies.

Members discussed alternative technologies to SAF that will be relevant to decarbonising aviation. Members discussed the potential of hydrogen, particularly in respect of shorter-haul, regional flights, and that Australian start-ups are working to pioneer hydrogen-electric technology.