



Day One – November 25

Morning Session

08.15 – 09.30	Registration and light buffet breakfast
09.30 – 09.40	Welcome
09.40 – 10.25	<p>Session 1 (Panel): Industry leadership – Progress towards Net Zero</p> <p>Setting the scene for the conference, industry thought leaders will discuss the vital issues facing the aviation industry today, including whether the sector is on track to meet its Net Zero ambition. Looking to the development of sustainable aviation fuels, what uptake will be required by 2030 if they are to make a meaningful contribution to decarbonisation in the longer term? What other technologies are likely to break through in the coming decades? Does ICAO’s international carbon offsetting scheme CORSIA still have an important role to play when Net Zero is not its goal, and can it co-exist with national and regional schemes over the long term? What further policy support does the industry need from governments? Is progress being made on outside investment into aviation decarbonisation, particularly with regard to SAF?</p> <p><i>Jonathon Counsell, Group Head of Sustainability, International Airlines Group (IAG)</i> <i>Haldane Dodd, Executive Director, Air Transport Action Group (ATAG)</i> <i>Abdul Wahab Teffaha, Secretary General, Arab Air Carriers Organization</i> <i>Kevin Welsh, VP Environmental Affairs and Chief Sustainability Officer, Airlines for America (A4A)</i></p> <p><i>Moderator: Mark Pilling, Aviation journalist</i></p>
10.25 – 10.45	Session 2 (Presentation): Keynote Address
10.45 – 11.15	Networking and Refreshment Break
11.15 – 12.05	<p>Session 3 (Panel): Contrail avoidance: Incentives, policy & operational measures to mitigate the climate impacts of contrails</p> <p>The warming impacts from aviation non-CO2 emissions, in particular the formation of contrails, have been known for many years but the science has been uncertain. However, rapid progress has been made in the understanding, and policymakers and governments are turning their attention to this important yet complex issue. However, building a consensus on mitigation action has been difficult. How can policymakers, the aviation industry and research work together to come up with the right solutions that don’t lead to unintended consequences? This session will:</p> <ul style="list-style-type: none"> • Consider the latest science and research findings; • Address ways to build awareness of the climate impact of contrails; • Look at past, current and upcoming contrail avoidance initiatives; and • Discuss what is needed to encourage more research and adoption of contrail avoidance strategies.

	<p><i>Sian Andrews, SESAR Environmental Lead, NATS</i> <i>Steven Barrett, Regius Professor of Engineering, University of Cambridge</i> <i>Nancy Bsales, Chief Operating Officer, 4AIR</i> <i>Jo Dardenne, Aviation Director, Transport & Environment</i> <i>Christoph Todt, Head of Environmental Sustainability, TUI Airline</i></p> <p><i>Moderator: Matteo Mirolo, Head of Policy & Strategy, Contrails, Breakthrough Energy</i></p>
12.05 – 12.50	<p>Session 4 (Panel): EU and UK emissions trading systems – Policy update</p> <p>This session will explore the outcomes of recent reforms to the EU ETS and UK ETS and impacts for airlines and aircraft operators. It will also look at allowance prices as well discuss how the two systems are interacting with ICAO’s carbon offsetting scheme CORSIA.</p> <p><i>Bjørn Bojesen, Team Leader, Vertis Environmental Finance</i> <i>Marcos González Álvarez, Deputy Head of Unit, CLIMA B4. Mobility (II): Air, rail, water and intermodal policy, European Commission</i> <i>Beth Parker, Head of UK ETS Aviation, UK Department for Energy Security & Net Zero</i></p> <p><i>Moderator: Michael Evans, Group Sustainability Insights Manager, International Airlines Group</i></p>
12.50 – 14.20	Networking and Buffet Lunch

Afternoon Sessions

14.20 – 15.05	<p>Session 5 (Panel): SAF Policy – Sticks and Carrots</p> <p>Policy action to boost the supply of sustainable aviation fuels to airlines and aircraft operators at European airports has centred around the ‘stick’ approach. Blending mandates come into force 1 January 2025 in the EU and UK, with penalties for non-compliance. Other countries are now looking at introducing mandates or targets. The US, on the other hand, has adopted the ‘carrot’ approach, with tax credit incentives for SAF producers and an aspirational Grand Challenge target initiative. Along with mandates, the EU and UK are now introducing policies to boost SAF production and uptake, the former via EU ETS allowances, the latter through a Revenue Certainty Mechanism. This session will report on progress of these policies and whether they are likely to have the desired result, and discuss if more policy is needed to speed up SAF adoption.</p> <p><i>Jonathon Counsell, Group Head of Sustainability, International Airlines Group (IAG)</i> <i>Rachael Gilbert, Deputy Head of Low Carbon Fuels, SAF Commercialisation, UK Department for Transport (TBC)</i></p> <p><i>Moderator: Ulrike Ziegler, President, impact on sustainable aviation</i></p>
15.05 – 15.30	<p>Session 6 (Presentation): Navigating the rising costs of regulatory compliance: Data, technology and collaboration for effective management</p> <p>This presentation will explore the growing challenges of airlines’ regulatory compliance in the aviation industry, focusing on the escalating costs that airlines</p>

	<p>face. With increasingly complex regulations like CORSIA and ReFuelEU, the financial burden can quickly become overwhelming. It will examine how leveraging data, technology, and enhanced cross-departmental collaboration can help airlines not only stay compliant but also effectively manage and reduce these costs. It will also offer practical insights into how airlines can navigate the intricate landscape of regulatory demands without compromising their financial stability.</p> <p><i>Igor Dimnik, Vice President, Product, SITA</i></p>
15.30 – 16.00	Networking and Refreshment Break
16.00 – 16.45	<p>Session 7 (Panel): SAF Book and Claim – The importance of registries</p> <p>Book & Claim is fast becoming an accepted solution to expand the use of SAF, providing emission reductions for both airlines and their corporate customers looking to mitigate their Scope 3 travel or airfreight emissions. However, it relies on a robust, consistent and transparent approach to decoupling the sustainability attributes of the SAF from the physical fuel supply. A registry connects corporate demand for emissions reductions to SAF producers through an auditable digital ledger. However, there is more than one registry, with IATA now developing its own global version. This session will look at and compare SAF registries and the potential for interoperability.</p> <p><i>Gill Alker, Book & Claim Manager, Roundtable on Sustainable Biomaterials</i> <i>Laura Hutchinson, Manager, Climate-Aligned Industries, Aviation, RMI</i> <i>Michael Schneider, Assistant Director, Sustainability Programs, International Air Transport Association</i></p> <p><i>Moderator: TBC</i></p>
16.45 – 17.30	<p>Session 8 (Panel): Does the aviation industry still have an unlimited licence to grow in a net zero emissions world?</p> <p>Global air traffic has rebounded to pre-Covid levels and looks very likely to resume its historical growth trajectory that outpaces the aviation industry's efficiency gains. With a globally agreed goal by governments and industry to achieve net zero emissions by 2050, is it wishful thinking that continued growth is compatible with such a target? At some point in the near future, gross emissions must peak and start to fall year-on-year. Is there too high a reliance on sustainable aviation fuels being the silver bullet that helps the industry get there? And who should pay for the hugely expensive energy transition, which has to be fair and equitable: airlines, fuel producers, investors, air travellers or governments (so taxpayers)? Is a form of demand management inevitable?</p> <p><i>Tim Johnson, Director, Aviation Environment Federation</i> <i>Aoife O'Leary, CEO, Opportunity Green</i> <i>Nikhil Sachdeva, Global Lead for Aerospace & Aviation Sustainability, Roland Berger</i> <i>Paul Zissermann, Director, Sustainability, SkyTeam Airline Alliance</i></p> <p><i>Moderator: Patrick Edmond, Managing Director, Altair Advisory</i></p>

Deep-Dive Breakout Sessions

14.20 – 15.30	Carbon Removals – Bridging the emissions gap to aviation's Net Zero target
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	<p><i>This session is held in association with British Airways</i></p> <p>Advances in aircraft technology and fleet replacement, operational efficiency improvements and the development and use of sustainable aviation fuels will be the bedrock of aviation’s pursuit of its Net Zero carbon emissions by 2050 target. However, these in-sector measures alone won’t be enough to get there. IATA forecasts a gap in excess of 500 million tonnes of CO₂ – so-called residual emissions – which will largely have to be bridged through the purchase of carbon dioxide removals (CDRs) by the industry. This session will look in-depth at what CDRs are, how they differ from carbon offsets, whether there is a mature market for credits, how and when airlines and aircraft operators should buy them, and whether they could become eligible units under CORSIA. It is important that airlines and aircraft operators understand and prepare a strategy now. The session will hear from carbon removal and carbon market experts, along with representatives from the aviation sector.</p> <p><i>Carrie Harris, Director of Sustainability, British Airways</i> <i>Michael Schneider, Assistant Director, Sustainability Programs, International Air Transport Association</i></p> <p><i>Moderator: Dr Gabrielle Walker, Co-Founder and Chief Scientist, CUR8</i></p>
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15.45 – 16.15	Networking and Refreshment Break
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16.15 – 17.30	<p>Analysis and implications for airlines and operators of the new EU Non-CO₂ MRV regulation</p> <p>The Non-CO₂ MRV legal draft is due to be adopted by the European Commission shortly. Starting 1 January 2025, airlines flying within the European Economic Area would be required to monitor and report their non-CO₂ emissions. This could be extended to include extra-EEA flights from 2027. The practicalities of the legislation are currently being developed based on the legal framework. Moreover, a NEATS tool is expected that will facilitate the monitoring of non-CO₂ emissions. This session, which will include airlines, organisations, verifiers and the regulator involved in the development of this controversial legislation, will provide first insights and compliance advice for airlines and business aircraft operators, and all involved stakeholders.</p> <p><i>Irène Boyer-Souchet, Sustainability Manager, Climate & Decarbonization, Air France</i> <i>Lizeth Claudio, Manager, Aviation & SAF, Normec Verifavia</i> <i>Stefano Mancini, Manager, Environment Management Information Service (EMIS), EUROCONTROL</i> <i>Jayant Mukhopadhyaya, Senior Aviation Researcher, International Council on Clean Transportation</i> <i>Dimitar Nikov, Senior Policy Officer, DG CLIMA, European Commission (via online)</i> <i>Jason Taylor, Chief Technology Officer, ETS.aero</i></p> <p><i>Moderator: Vincent de Haes, Sustainable Aviation Consultant, To70</i></p>
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17.30 – 19.30 Networking and Evening Reception

This is a provisional agenda so timings, sessions, content and speakers are subject to change at any time

Day Two – November 26

(UN's World Sustainable Travel Day)

Morning Session

08.00 – 09.00	Registration and Light Buffet Breakfast
09.00 – 09.10	Opening remarks
09.10 – 09.55	<p>Session 9 (Panel): Novel fuel technologies – E-Fuels & Hydrogen</p> <p>Third generation alternative jet fuels like e-fuels and liquid hydrogen promise the greatest savings in lifecycle greenhouse gas emissions but they come with particular risks and challenges. How likely are they to progress from the laboratory to commercial use and can they be cost-competitive with second-generation SAF, let alone fossil jet fuel? This panel will showcase projects, and discuss investor confidence and the prospects for future aviation fuels.</p> <p><i>Moderator: TBC</i></p>
09.55 – 10.15	<p>Session 10 (Presentation): Global SAF market outlook</p> <p>The past year has seen unprecedented growth in sustainable aviation fuel capacity announcements, which haven't been confined to Europe and North America. This analysis by SkyNRG incorporates SAF capacity announcements and policy developments worldwide that are driving SAF demand. SAF is increasingly becoming a globally tradeable commodity, which is giving rise to SAF trade corridors involving, for example, China, South-East Asia and South America. The analysis will look at the growing pipeline of SAF projects.</p> <p><i>Tom Berg, Team Lead EU, Policy and Sustainability, SkyNRG</i></p>
10.15 – 11.00	<p>Session 11 (Panel): Global SAF production – Opportunities and challenges</p> <p>Following on from the SkyNRG presentation, this session will look at the opportunities for SAF producers, not just in Europe and North America but around the world, as governments introduce policies to drive SAF demand. SAF is one of the major levers to achieving Net Zero and all countries at ICAO's CAAF/3 conference last year agreed an international 5% emissions intensity reduction by 2030 through the use of SAF. Yet the requirement for a trillion dollar investment, along with feedstock availability and sustainability concerns are significant challenges. How does the SAF sector see the road ahead and what are the opportunities for airlines big and small to be able to source SAF?</p> <p><i>Daniel Bloch, Director, Partnerships, LanzaJet</i> <i>Adam Klauber, VP, Sustainability and ESG, World Energy</i></p> <p><i>Moderator: TBC</i></p>
11.00 – 11.30	Networking and Refreshment Break

11.30 – 12.15	<p>Session 12 (Panel): The role of the carbon markets</p> <p>This session will consider the critical role the compliance and voluntary carbon markets play in aviation’s decarbonisation efforts, and the importance of a carbon price to drive the required transition to Net Zero. It will report on the outcome of COP29 in respect of Article 6 of the Paris Agreement, progress of which is vital in respect of the future growth in demand by airlines for CORSIA eligible emissions units. The session will look at the latest developments within the voluntary market to drive the supply of high-integrity carbon credits.</p> <p><i>Jonathan Norton, Carbon Portfolio Manager, Vitol</i> <i>Adelfio Ronci, Director, Environmental Products, ICE</i></p> <p><i>Moderator: Ellen Lourie, Aviation Director, IETA</i></p>
12.15 – 13.00	<p>Session 13: View from the top</p> <p>In a fireside chat with GreenAir’s <i>Christopher Surgenor</i>, IATA’s Senior Vice President Sustainability and Chief Economist, <i>Marie Owens Thomsen</i>, will share the latest information on the airline industry’s performance over the past year. She will discuss a range of topics and sustainability initiatives that IATA is currently involved with, its plans for the future, its position on current sustainability and Net Zero issues, and how it is offering its airline members guidance and leadership.</p>
13.00 – 14.30	Networking and Buffet Lunch

Deep-Dive Breakout Session

11.30 – 13.00	<p>Regulatory Compliance</p> <p>This deep-dive will provide airlines and business aircraft operators with important updates and guidance on the regulations covering the EU and UK ETS, CORSIA and ReFuelEU.</p> <p><i>Moderator: Andrew Pozniak</i></p>
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Afternoon Sessions

14.30 – 15.15	<p>Session 14 (Panel): Has sustainability-linked aircraft finance finally come of age?</p> <p>Many airfinance banks and aircraft lessors have signed up to sustainability-linked finance and leasing initiatives. Legislation in Europe, including the EU Taxonomy and Corporate Sustainability Reporting Directive (CSRD), are requiring aircraft financiers and lessors to review new transactions through an ESG lens. Aviation finance and economic specialists will discuss what is trending in sustainable aircraft finance and leasing and why it matters to airlines. This session will also cover:</p> <ul style="list-style-type: none"> • A snapshot of 2024 transactions – are they all really green? • Why are banks setting self-imposed aviation carbon intensity metrics and why does it matter? • Can we expect banks and aircraft lessors to adopt industry methodologies, including the EU Aviation Taxonomy, Impact Milestones and RMI Pegasus Guidelines? <p><i>Francois Collet, Head of Trading & Asset Management, Airbus</i> <i>Michael Halaby, Managing Director - Head of Aviation Advisory, MUFG Bank</i> <i>Ana Magdalena, Vice President, FPG Amentum</i></p>
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	<i>Eduardo Mariz Cortiñas, Senior Analyst and Sustainability Lead, Ishka Marie Owens Thomsen, SVP Sustainability and Chief Economist, IATA</i> <i>Moderator: Barry Moss, Managing Director, Avocet Risk Management</i>
15.15 – 15.45	Session 15 (Presentation – To be confirmed):

Deep-Dive Breakout Session

14.30 – 15.45	<p>Carbon Markets</p> <p><i>This session is held in association with the International Emissions Trading Association (IETA)</i></p> <p>Updates on the latest developments at both ICAO and UNFCCC, with a particular focus on CORSIA, including market forecasts, carbon credits availability, compliance issues and general guidance and information for airlines and all stakeholders.</p> <p><i>Audrey Goldstein, Director, Carbon Markets Development, Standard Chartered Bank Faris Pleho, Lead Analyst for Aviation and CORSIA, MSCI Carbon Markets María de la Rica, Senior Consultant – Aviation, Vertis Environmental Finance Adelfio Ronci, Director, Environmental Products, ICE</i></p> <p><i>Moderator: Ellen Lourie, Aviation Director, IETA</i></p>
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15.45 – 16.05	Networking and Refreshment Break
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16.05 – 16.35	<p>Session 16 (Presentation): SAF pricing dynamics and outlook</p> <p>This presentation will look at the many variables and dynamics around SAF pricing, the role of liquidity and how the market works. What are the current prices of SAF and how do they compare with the jet fuel market now as well as with the feedstocks to produce it? How is the introduction of SAF mandates and their buy-out prices for non-compliance going to affect pricing? Will feedstock shortages drive up pricing in the longer term and is demand for SAF outstripping supply beyond 2030? What is the outlook for pricing and supply/demand? Is SAF produced in developing parts of the world, say in Asia, likely to be cheaper than that, for example, produced in Europe and North America?</p> <p><i>Alfonso Berrocal, VP Middle Distillates & Sustainable Aviation Fuels, Argus</i></p>
16.35 – 17.20	<p>Session 17 (Panel): Sustainable aviation technology investment and finance</p> <p>How does the finance and investment community view the current aviation decarbonisation landscape. Some novel technologies, whether they are fuels or aerospace, will progress more successfully than others. How do investors identify potential winners and assess the risks involved?</p> <p><i>Moderator: Ulrike Ziegler, President, impact on sustainable aviation</i></p>
17.20 – 17.30	Conference wrap-up

17.30 – End of conference

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