

Sustainable Aviation Aotearoa

Terms of Reference – November 2022

Overview

An [action](#) in Aotearoa's first [Emissions Reduction Plan \(ERP\)](#) is to establish a public-private leadership body focussed on decarbonising aviation, including operational efficiencies, infrastructure improvements, and frameworks to encourage research, development and innovation in sustainable aviation.

Domestic aviation activities account for approximately 6.3 percent¹ of Aotearoa's emissions. While small when compared to other modes of transport, aviation is considered a 'hard to abate' sector, thus there is still an urgent need to in starting work early to decarbonise the aviation sector.

The Paris Agreement, agreed in 2016, requires the world to strive to limit global temperature increase to well below 2 degrees Celsius, while pursuing efforts to limit the increase to 1.5 degrees Celsius. Aotearoa is a party to this agreement.

Aotearoa in 2019 committed to a net zero emissions by 2050 goal under the Climate Change Response Act 2002 (CCRA). Aviation must play its part to contribute to achieving this goal.

Efforts to decarbonise domestic aviation may also contribute to decarbonising international aviation.

Agreement at the International Civil Aviation Organization (ICAO) on a long-term aspirational goal (LTAG) and the Carbon Offsetting Reduction Scheme for International Aviation (CORSIA) may also influence domestic action.

Purpose and Term

The Sustainable Aviation Aotearoa (SAA) Leadership Group is a public-private partnership that will provide advice and coordination to accelerate the decarbonisation of Aotearoa's aviation sector.

The purpose of this group is to provide strategic direction, but it does not substitute or override decision-making on individual projects. Decision-making and internal processes will continue according to standard accountabilities. For example, for regulatory or legislative change advice to Ministers, which may be followed by advice to Cabinet, would still be required.

This group will also take a leadership role to promote and mobilise the collective private sector's efforts to decarbonise aviation.

It also aims to identify the cross-government work on aviation to avoid duplication, create synergies and make better use of limited resources. This will be achieved in part with the SAA establishing working groups to accelerate progress on decarbonising Aotearoa's aviation sector.

The first meeting will be held on 22 November 2022 and the group will continue to meet until formally disbanded in agreement by the members and chair.

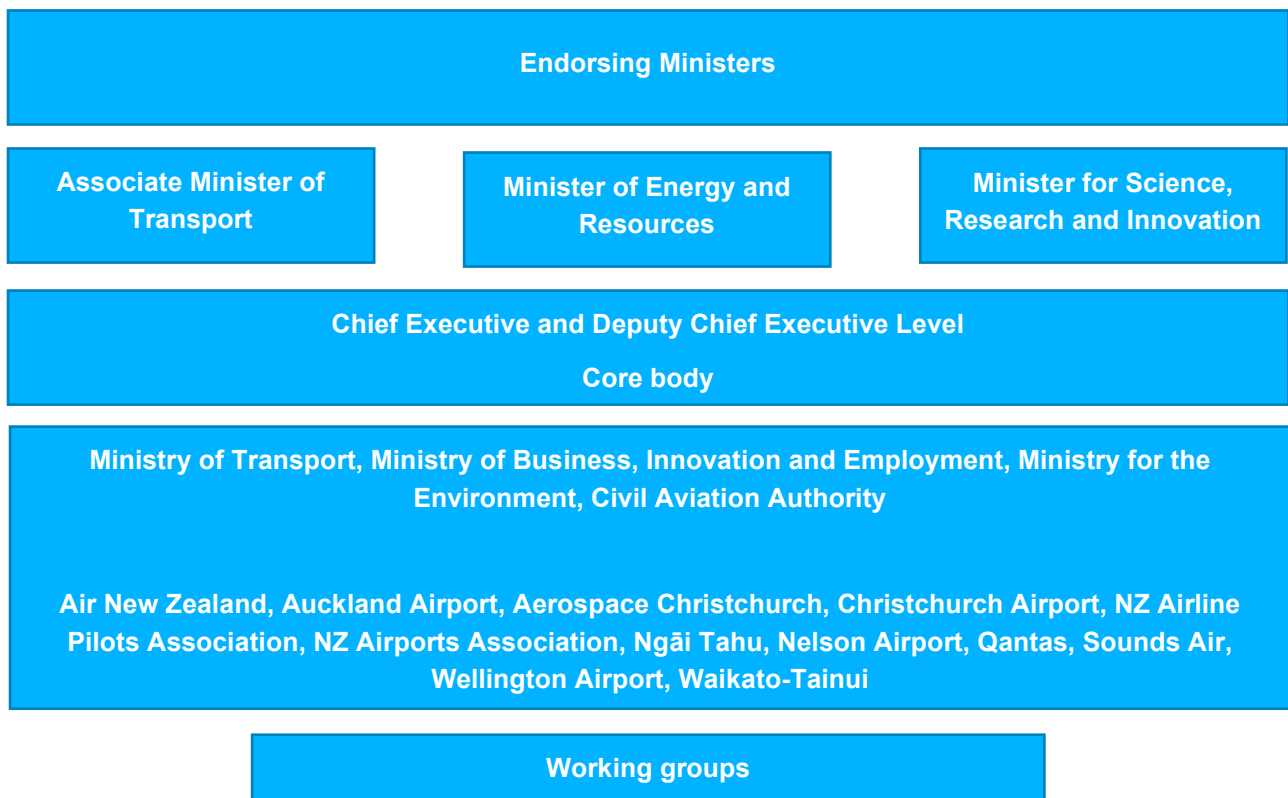
¹ Data obtained from [NZ Greenhouse Gas Inventory 1990-2019](#)

Objectives

- Provide industry leadership on efforts to deliver Aotearoa capabilities for net zero aviation, integrating best practice.
- Promote and mobilise private sector efforts to decarbonise aviation, while keeping the network safe and reliable.
- Identify and optimise the strategic, economic, and international benefits for the industry, while overcoming the barriers and constraints the industry may face in achieving this goal.
- Consider what barriers, including regulatory and investment barriers, need addressing to enable a smoother decarbonisation pathway.
- Work to accelerate and enable the commercial operation of zero emission aviation systems in Aotearoa, including SAF, zero emission aircraft, and innovation.
- Foster greater collaboration across sectors, such as between airlines, airports and enabling infrastructure, like electricity providers and generators.
- Contribute to and identify opportunities to take forward in updating Aotearoa’s State Action Plan, submitted as a voluntary ICAO report.
- Consider the Climate Change Commission’s review, under clause 5R of the CCRA, of the inclusion of emissions from international aviation in the 2050 target.
- Accelerate the design, manufacture, testing, certification, infrastructure and commercial operation of zero emission aviation in Aotearoa through sustained investment in research and development, and fostering of greater collaboration across sectors.

Structure

The SAA structure will be as follows:



Te Manatū Waka Ministry of Transport will provide Secretariat support initially.

Membership

This group consists of the following stakeholders:

Core Body – indicative, final representation is to be confirmed

Name	Title	Organisation
Bryn Gandy (Chair)	Acting Secretary for Transport	Te Manatū Waka
Andrew Crawford	Chief Executive Officer	Sounds Air
Andrew David	Chief Executive Officer	Qantas Airlines
Andrew Ridling	President	NZ Pilots Association
Ben Bateman	Chief Operating Officer	Te Rūnanga o Ngāi Tahu
Carrie Hurihanganui	Chief Executive Officer	Auckland Airport
Claire Waghorn	Sustainability Transition Leader	Christchurch Airport
Keith Manch	Chief Executive Officer	Civil Aviation Authority
Kiri Hannifin	Chief Sustainability Officer	Air New Zealand
Mark Thompson	Chief Executive Officer	Nelson Airport
Mark Rocket	Chief Executive Officer	Aerospace Christchurch
Jenna Raeburn	General Manager	Wellington Airport
Parekawhia McLean	Chair, Director	Te Whakakitenga o Waikato (Waikato-Tainui), Transpower
Steve Riden	Sector Development Manager and Decarbonisation Lead	NZ Airports Association
Vicky Robertson	Chief Executive Officer	Ministry for the Environment
TBC	TBC	MBIE
TBC	TBC	BARNZ
TBC	TBC	Airways
TBC	TBC	New Southern Skies
Government officials from: Te Manatū Waka Ministry of Transport, Ministry for Business, Innovation and Employment		

A review of the composition of the core body will be undertaken every two years, to ensure ongoing representation from across the sector.

Meeting frequency

The SAA core body will convene quarterly. Frequency of the working groups meeting will be established once decisions are made on a forward work programme and key deliverables.

Roles and responsibilities

The CE and DCE level group is responsible for:

- Promoting and mobilising private sector efforts to decarbonise aviation.
- Providing direction and guidance to support the progress of the programme, including prioritising work and considering any resource constraints.
- Considering and endorsing items before submission to officials.
 - 'Endorsement' of items does not constitute formal decision-making process. Where there are differences of views, the Secretariat will notify decision-makers as part of its advice.
- Members of the group agree to:
 - prioritise attendance at these meetings or, if necessary, nominate a proxy
 - treat all discussions or materials circulated to the group as confidential and notify the Chair where there may be either potential conflicts of interest or issues with maintaining the confidentiality of information provided to representatives.
- Notify the Chair of this group, as soon as practical, if any matter arises which may be deemed to affect the progression of the SAA work programme.
- Members of the group will expect:
 - to be provided with complete, accurate and meaningful information in a timely manner
 - to be given reasonable time to make informed contributions
 - to be alerted to potential risks and issues that could impact the work being progressed by the SAA, as they arise.

Agreed parties should be representatives who bring specific role qualifications from within their organisation that focuses on aviation sustainability, or are closely aligned to the decarbonisation work of their organisation.

Relevant working groups and scope

The working groups relevant to this group will be agreed by the members and confirmed by the Chair, considering any existing resource constraints for Government participation. This may include any current or future workstream related to decarbonising aviation, led by the Ministry of Transport, the Minister of Energy and Resources, and the Minister for Research, Science, and Innovation.

Initial working groups for the SAA will include the below. These groups will be sequenced, considering resource.

- SAF, with a particular focus on the SAF mandate, cost, importation, and domestic production
- Zero-Emissions Aviation, including hydrogen and electric aircraft and its enabling infrastructure
- Strategic policy, which will consider the ERP action to establish domestic emissions reductions targets, update the New Zealand State Action Plan for aviation, and assist the CCC with their consideration of including international aviation emissions within our domestic targets.

Working groups will comprise of membership from across government and private industry, as relevant to the work area. Each workstream will confirm its scope, including deliverables and timeframes for delivering the work. Some deliverables may not generate a full workstream and be more aligned to being standalone tasks.

Resources/Secretariat

Te Manatū Waka, Ministry of Transport, will provide secretariat support.

Working Groups, and participants in collaboration with Te Manatū Waka, will be responsible for preparing papers for SAA meetings.

Te Manatū Waka and the Ministry for Business, Innovation and Employment will be responsible for preparing papers to Ministers and will consult with other agencies as needed in preparing these papers.

Confidentiality

The Chatham House Rule applies to this group. Participants are free to use the information received, but neither the identity nor the affiliation of the speaker(s), nor that of any other participant, may be revealed. Participants in working groups will be required to sign and adhere to non-disclosure agreements.

All papers, resources and discussions should be treated as in-confidence and not to be shared with members outside of the SAA unless explicitly deemed otherwise, in writing.

Enquiries regarding the SAA, its activities and work programme are to be referred to Te Manatū Waka Ministry of Transport.

Reference material

Aotearoa's first [Emissions Reduction Plan](#) was released on 16 May 2022. -

The ERP includes the following aviation initiatives:

Action 10.3.3: Work to decarbonise aviation

Air travel has a role in moving both people and freight to domestic and international destinations. In many cases, air travel is a core mode for inter-city and interregional travel. This means improving its sustainability is critical, alongside improving alternatives to interregional air travel in some places.

Key initiatives

- Develop and set specific targets for decarbonising domestic aviation in line with our 2050 targets.
- Establish a public-private leadership body focused on decarbonising aviation, including operational efficiencies, infrastructure improvements and frameworks to encourage research, development and innovation in sustainable aviation.
- Implement a sustainable aviation fuel mandate.