



# Environmental Regulatory Obligations for Airlines



<b>CORSIA</b>	Concerned airlines in the region are the ones based in the UAE, Qatar, and KSA. In addition to airlines based in Oman, Iraq, Kuwait, and Bahrain (who volunteered to join CORSIA)	Offsetting all emissions exceeding 85% of 2019 levels (collectively)
<b>EU ETS</b>	For the time being, airlines operating flights within the EEA region. Starting 2027, departing flights from the EU to states that are not captured by CORSIA will be included	Currently offsetting emissions exceeding the average 2004-2006 levels. Starting 2026 offsetting of all emissions.
<b>SAF Mandates</b>	Refuel EU law: 2% by 2025, 6% by 2030, and 20% by 2035, up to a maximum of 70% by 2050. Other individual Mandates around the world.	<b>Difficulty in obtaining SAF. Prices range between 2.5 to 3 times of JET A1, if available. Airlines are paying penalties.</b>
<b>Net Zero Emissions</b>	Achieved through the contribution in emission reduction of 11 % infrastructure, 21 % technology, 55 % SAF and 13 % residuals which need to be offset	<b>A gap of around 203 Mt is expected if all components deliver those percentages (residuals that need to be offset)</b>
<b>ICAO's GFAAF</b>	Vision set by ICAO's CAAF/3 to reduce CO2 emissions in international aviation by 5% by 2030 through the use of SAF, LCAF, and other aviation cleaner energies.	Governments would resort to putting targets/mandates for SAF uplift, but without unification of SAF certifications, and implementing a global Book&Claim system, the mandates will work as taxes.

*In addition to the various taxes and charges related to environment*