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# 2030 Emissions Guidance

1 May 2025 Update

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As of 1 May 2025, Air New Zealand expects to reduce its “well-to-wake” net greenhouse gas emissions by 20 to 25 per cent by 2030, compared with a 2019 baseline. Well-to-wake emissions are the total emissions from jet fuel, including fuel production, distribution and combustion in flight. In the 2024 financial year, well-to-wake emissions from jet fuel accounted for 92 per cent of Air New Zealand’s 4.3 million tonnes of greenhouse gas emissions.

Air New Zealand’s 2030 Emissions Guidance is on a net emissions reduction basis, rather than an intensity basis, to more closely align with its 2050 net zero carbon emissions target. Air New Zealand’s Transition Plan to 2050 is available [here](#) and will be updated again in its 2025 Climate Statement in August, and annually thereafter.

The 2030 Emissions Guidance is Air New Zealand’s expectation of its emissions by 2030, built from the bottom-up. The 2030 guidance range is based on detailed scenario modelling and extensive analysis of the airline’s external environment. It relies on the following decarbonisation levers and assumptions as of 1 May 2025.

**Note:**

The 2030 Emissions Guidance is given at a point in time, based on Air New Zealand’s current expectations and understanding of the decarbonisation levers and assumptions (including its understanding of technology, policy and market conditions), which are all evolving rapidly and so carry significant uncertainty and risks for the airline. The Guidance will be re-issued and updated annually as part of Air New Zealand’s Climate Statement, and the airline does not undertake any obligation to update it outside of that process.

## Sustainable Aviation Fuel (SAF)

- The 2030 Emissions Guidance relies on Air New Zealand meeting its target to use 10 per cent SAF (as a percentage of total fuel) in 2030. This is in line with the airline’s commitment under the World Economic Forum’s Clean Skies for Tomorrow Ambition Statement.
- The Guidance assumes the ongoing global scaling of SAF supply and Air New Zealand being able to access appropriate volumes of SAF at reasonable prices. The airline’s ability to do this relies on external developments in production, technology, certification, costs and policy support.

## Fleet and network

- The 2030 Emissions Guidance relies on Air New Zealand receiving delivery of its committed aircraft orders and deploying its fleet in line with its five-year fleet and network plan.
- The Guidance assumes the airline’s suppliers deliver aircraft at planned timeframes and that the airline’s network operates within the range currently expected.
- Note: there are no anticipated decarbonisation impacts from Next Generation Aircraft in the period to 2030.

## Operational efficiency improvements

- The 2030 Emissions Guidance relies on a range of operational and fuel efficiency initiatives that aim to reduce fuel use both in the air and on the ground.
- The Guidance assumes the delivery of identified initiatives in planned timeframes, including support from airports and aviation technology suppliers.

## Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)

- The 2030 Emissions Guidance relies on the use of carbon credits from CORSIA. CORSIA is a global compliance obligation requiring offsetting international aviation emissions growth above 85 per cent of the international aviation 2019 baseline. Air New Zealand’s anticipated CORSIA obligation in 2030 (alongside a small volume of high integrity voluntary carbon removals) will be used to calculate the net component of Air New Zealand’s emissions for the purposes of issuing ongoing Emissions Guidance.
- The Guidance assumes the ongoing operation of CORSIA in the period to 2030 and Air New Zealand being able to access its required Eligible Emissions Units (EEU) volume. The volume of EEUs purchased by the airline will depend, amongst other factors, on international aviation growth in the period to 2030.

## Additional carbon removals

- In addition to CORSIA, Air New Zealand intends to use a small volume of high integrity voluntary carbon credits. These will be removal carbon credits of approximately 11,000 tonnes of carbon dioxide equivalent (CO<sub>2</sub>e), to address a portion of its residual emissions in 2030. This is intended to support the development of nature-based carbon removal solutions in New Zealand, and engineered carbon removals globally. All additional carbon credits are intended to be purchased from an internationally recognised carbon registry.
- The Guidance assumes the ongoing development of voluntary carbon markets and Air New Zealand being able to access appropriate volumes of high integrity carbon credits at reasonable prices.