

Air France'individual commitments in act4nature international

Company overview

With 98 million passengers transported in 2024, a network of 320 destinations in 90 countries, with 78 000 employees worldwide, 911 million tons of cargo and 564 aircraft with the objective of "up to 80% of new generation aircraft in the Group's fleet by 2030", the [Air-France-KLM Group](#) is a major player in the air transport sector.

As climate change is the 3rd largest factor in biodiversity erosion according to [IPBES](#), all of Air France's actions to reduce CO₂ emissions indirectly contribute to reducing pressure on biodiversity and sometimes directly limiting negative impacts.

[Air France is committed to taking action by reaffirming its objectives in terms of environmental transition](#) by 2030 and is aiming for "net zero greenhouse gas emissions" by 2050 while contributing to the preservation and restoration of biodiversity and ecosystems.

Materiality Analysis

In 2023, the Group carried out its **first ESG assessment of double materiality** following a five-step process *[see Appendix]*, which is based on 22 questions relevant to our activity and our stakeholders, among which 9 questions were considered non-material.

According to this assessment, the topic of **climate change mitigation** is the most material issue. In this field, [Sustainable Aviation Fuels \(SAF\)](#) represent both a decisive lever and a challenge in terms of preserving biodiversity.

It should be remembered that European criteria are the strictest in the world to date *(the production of SAF must not compete with the food and feed sectors – and they cannot be produced from virgin oils, let alone palm oils).*

European regulations also require SAF to reduce CO₂ emissions by at least 65% over their life cycle compared to fossil fuel.

To date, the SAFs selected by Air France have reduced CO₂ emissions by at least 75% over their entire life cycle compared to fossil fuel.

Finally, the [ReFuelEU regulation](#) that entered into force on 1 January 2024 imposes targets for the incorporation of SAF in overall fuel consumption, aiming for up to 70% by 2050 for all flights within and from Europe (note that of this 70%, 35% must be synthetic fuels – or e-SAF – and 35% biomass fuels according to the criteria defined above).

The production of SAF is still very limited *(only 0.5% of global aviation fuel production in 2024)*. In order to stimulate responsible production, Air France is committed to using them as much as possible today to reach 10% SAF by 2030.

The issue of the noise footprint of aviation activities *(cf URD page 185)*, considered material in particular for local residents and indirectly for wildlife, is being addressed by Air France, in particular through eco-piloting and the use of quieter aircraft.

Stakeholders such as companies and individuals, employees, shareholders, investors, suppliers, business partners, NGOs, government organizations, and representatives of the airline industry and the Group's peers¹⁾, will soon be invited to reassess the level of stakes of each topic in the materiality matrix.

Even if this assessment indicates at this stage a limited risk to biodiversity, Air France-KLM is continuing its projects contributing to the protection of natural ecosystems and the restoration of degraded ecosystems.

Articulation with previous act4nature international commitments

The renewal of Air France's individual commitments in act4nature international for the period 2025-2027 is in line with previous commitments on a broader scope. All Air France departments are concerned. Air France's act4nature international reports are available [here](#) for the period 2020-2022, whose commitments continued until 2024.

It should be noted that actions to protect forests and ecosystems are now in particular part of [Article 147 of the Climate and Resilience Act](#), which has established an obligation to offset greenhouse gas (GHG) emissions for domestic flights. From 2024, the operators of the aircraft concerned must offset 100% of their emissions *(Art. L. 229-57)*.

New commitments are identified by the acronym **NEW**. It should be noted that while these commitments are new within the framework of the act4nature international initiative, some of them have already been part of Air France's policy, sometimes for several years.

Individual commitments

Universal Registration Document (URD) Air France-KLM : 2024 - URD vEN

| Link Common Commitments | | Commitment | Scope | Indicator | Measurable objective SMART | Deadline |
|-------------------------------|--|---|--|--|---|--|
| 1 3 10 | Reporting | 1- NEW Analyse the biodiversity impacts and dependencies of our value chain ²⁾ | All Air France activities | Evaluation support and publication in the annual report | Deliverable | End 2025 |
| 8 | Continue training and awareness-raising on biodiversity issues | 2- Raise awareness among individual and corporate customers about the company's initiatives in favor of the protection of biodiversity via: - NEW the AirFranceAct Program on board and on the website - NEW EnVols ³⁾ , the Air France media outlet for travel & tourism | All Air France customers | Specific chapter on biodiversity Number of EnVols articles, in the context of Sustainable Tourism | Provision of content 1 article per year | End d 2026 |
| | | 3- Inform and involve as many employees as possible 3.1 NEW Continue the "myclimate school" training, mandatory since January 2024; 2 of the 6 chapters focus on biodiversity. 100% of managers trained by the end of 2024 3.2 NEW Creation of a Biodiversity section on the training platform accessible to all Air France employees 3.3 Continuation of the biodiversity awareness of employees on the Komeet platform ⁴⁾ . | All staff All staff All staff on personal time | % of employees trained <i>(excluding managers)</i> Number of annual views Number of daily visits | 100% 4 000 3 500 at least | End 2025 End 2027 End 2027 |
| 2 3 7 9 10 | Carry out biodiversity protection initiatives | 4- NEW In addition to the new regulatory obligations related to Article 147 , engage Air France, with its partner Oklima , to give priority to projects with biodiversity and natural ecosystems co-benefits ⁵⁾ URD page 250 | Domestic flights | Number of projects with biodiversity bonus | 50 | End 2027 |
| 4 5 10 | | 5- NEW Strengthen the responsible purchasing policy through the signing of the EcoVadis Code of Conduct and environmental assessments Since 2023, biodiversity has been one of the 9 themes evaluated by Ecovadis ⁶⁾ The meaning of Ecovadis medals and badges by following this link URD pages 372 and following | All suppliers under valid contract | % of suppliers who have signed the Code of Conduct Number of suppliers assessed by EcoVadis <i>(59% in 2024)</i> % of suppliers with an EcoVadis Gold or Platinum medal | 85% +20% compared to 2024 50% | End 2027 End 2027 End 2027 |
| 1 9 | | 6- Extend the scope of the fight against wildlife trafficking in the 4 commitments 6.1 to 6.4 while adapting actions to local specificities 6.1 NEW Continue AF's commitment against the trafficking of protected wildlife Intensify customer communication throughout their journey <i>(AF website, posters at the airport, check-in process, films on board)</i> 6.2 NEW Provide the non-compulsory 30-minute training on wildlife trafficking, co-created by WWF and Air France, with an associated quiz, for staff in contact with customers and/or their luggage 6.3 Continue joint work on awareness-raising materials with the various interministerial, inter-professional, NGO and internal groups ⁷⁾ 6.4 Collect data on the commitment of wildlife specific customers, at check-in from Africa. 70% of customers surveyed by the end of 2024 ⁸⁾ | All countries served on the 5 milestones ⁹⁾ during customer journey Staff in contact with customers and/or their luggage All members of a working group 7 African citizens | Geographical deployment of communication <i>(Africa in 2024)</i> Number of employees trained <i>(about 200 trained in Africa in 2024, i.e. 100% of the staff concerned)</i> Number of meetings of the interprofessional working group % of customers surveyed | Asia Oceania Americas + 200 per year 2 per year 100% | End 2025 End 2026 End 2027 End 2027 Mid 2025 |
| 4 5 7 8 9 10 | Sustainable operations | 7 NEW Pursue long-term incorporation and supply of SAF URD pages 232 and following 7.1 Apply the EU criteria for SAF in all countries where the group operates, including outside the EU 7.2 Go beyond the European obligation of 6% incorporation of SAF from the European Union by aiming for at least 10% by 2030 on all our flights 7.3 Ensure regular monitoring of best practices in SAF, including those that go beyond regulatory requirements via - multi-year supply agreements <i>(providing support to suppliers)</i> - long-term SAF agreements - support for research for 15 years - support for numerous projects for the production of e-fuels for aviation as well as the search for solutions for the financeability of e-SAF in Europe - the organization of events bringing together the main players of the SAF community - in 2024, a working group dedicated to SAF was launched within the CSF NSE <i>(Strategic Committee for the New Energy Systems Sector)</i> . Chaired by Air France, it aims to make the decarbonization of the aviation sector an opportunity for the reindustrialization of France while increasing production and developing a French production sector | All SAF purchases All flights from Europe All Air France flights | Traceability via RSB or ISCC certification requirements % of SAF incorporation Monitoring reports on agreements and research projects to best anticipate the risks, limits and opportunities of biofuels and e-fuels | 100% SAF purchases 10% Evolution of the SAF strategy | End 2027 2030 End 2027 |
| 4 5 6 10 | | 8- Reduce the environmental impact of in-flight services 8.1 NEW Making progress in catering on all return flights to Paris: local, seasonal produce, as well as food from organic farming for babies and children 8.2 NEW Continue to reduce the 10% of single-use plastics (SUPs) still present on board equipment and reduce SUPs in food and beverage packaging ¹⁰⁾ <i>(Please note that the AGEC law of 2020 does not aim to end SUPs before 2040)</i> 8.3 NEW Offer pre-flight pre-selection of hot dishes in the "La Première" cabin in 2025 <i>(already carried out in the long-haul Business cabin since 2022)</i> Better managing the quantities put on board leads to less food waste | All return flights to Paris <i>(already operated on flights departing from Paris)</i> All consumables on board All hot dishes in the "La Première" cabin | % of tenders expiring Continuous monitoring of innovations, taking into account the product life cycle % of flights covered by pre-selection | 100% 1 report per product 100% | End 2027 Every year until 2027 End 2027 |

- The term "peers" refers to benchmarks compared to other airlines as well as airline industry guidelines.
- As biodiversity is not material for Air France, an impact and dependency study is not required.
- The articles in EnVols are specifically geared to biodiversity in the context of responsible tourism.
- [Komeet](#) is a platform for participatory engagement: it offers missions on personal time as well as fun courses to raise awareness of the environment in general and biodiversity in particular.
- The choice of projects is regulated by [Article 147](#). The decree explains the methodology for the calculation of the data, the validation process by the competent authorities, but also the eligibility criteria for offset projects *(geographical location, benefits for biodiversity, timing)*. The minimum percentage of emissions reduced or sequestered by projects located in the European Union is set at 50% since 2024. The [decree of 4 June 2023](#) establishes the criteria for compensation projects that promote the preservation and restoration of natural ecosystems and their functionalities to benefit from the biodiversity bonus.
- Ecovadis presents itself as a mission-driven company and a leader in the evaluation of companies' sustainability performance. It fully includes biodiversity in its sustainability rating methodology and affirms its commitment to "helping companies and their suppliers make progress in terms of biodiversity, a crucial issue for the protection of the planet". Ecovadis, for example, supported the COP16 Business Biodiversity Declaration in early 2025.
- It is a question of sharing information between all stakeholders and coordinating to avoid loopholes used by traffickers, each stakeholder can only act within its scope of responsibility. The number of seizures gives very imprecise indications and varies from one year to the next with no proven cause and effect link with the actions carried out. On the other hand, there are many communication tools that we have created and that we share: videos, posters, intranet sites, training, written materials, etc. In [Appendix 2](#), the collective intention of the interprofessional working group.
- The aim is to collect data on the commitment of each customer at check-in from the 7 stations: "Please confirm that you are not transporting any perishable products (such as meat or dairy products) or protected plant or animal species, hunting trophies whose entry and transport in the European Union are strictly prohibited. In case of non-confirmation, we will not be able to issue your boarding pass".
- The "5 milestones" of the customer journey according to Air France are: Information/Booking, Customer message 7 days before flight, Check-in, Boarding, Flight.
- The remaining 10% of SUPs are the most difficult to replace, either because alternatives do not exist, or because the CO₂ and biodiversity impacts are not better, especially if we consider the determining weight factor in an aircraft and the life cycle. Permanent monitoring makes it possible to identify possible replacement products.

Appendices

Appendix 1: Materiality Analysis

The 5 steps of the double materiality analysis conducted in 2023 were as follows:

- Review of relevant topics and peer benchmarks
- Internal pre-assessment of financial impact and materiality
- 53 interviews with internal and external stakeholders
- Internal expert workshops and external customer panels
- Review of the assessment by the Board of Directors and validation of the double materiality by the Group's Executive Committee

Double materiality analysis

[2023 - URD vEN page 231](#)



Appendix 2: Collective intention page 1/2

Considering that:

- Trafficking in specimens of protected species of fauna and flora is the 4th most lucrative organized criminal activity after trafficking in drugs, counterfeit goods and human beings;
- Paris-Charles de Gaulle airport is a major point of entry, transit and exit in France for the trafficking of species of fauna and flora;
- In 2018, nearly 30% of seizures of protected fauna and flora on French territory were made at Paris-Charles de Gaulle airport.

Air France, Air France Cargo, the Paris-Aéroports Customs Department and Groupe ADP, took the initiative to set up an interprofessional cooperation group at the end of 2017 to contribute to the fight against the trafficking of specimens of protected fauna and flora.

Plan d'action de l'Union européenne contre le trafic d'espèces sauvages (COM (2016) 87 final)

Appendix 2: Collective intention page 2/2

In order to make Paris-Charles de Gaulle an exemplary platform in the fight against the trafficking of specimens of protected species of fauna and flora, the initiative aims to be inclusive and relies on a diversity of actors. **WWF France, Chronopost and Groupe Europe Handling** are currently involved.

The initiative also remains open in the long term to other stakeholders who express interest.

Scope: air transport of passengers, cargo, parcels and mail, departing, at final destination or in transit at Paris-Charles de Gaulle airport. The approach could be extended to Paris Orly and then to other French airports. It can also be integrated into intersectoral dynamics.

The aim is to gradually make Paris-Charles de Gaulle, initially, and then other French airports, a point of no passage for the trafficking of specimens of protected species of fauna and flora, and thus make its contribution to the current international dynamic.

Main levers for action:

- raise awareness among staff of the divisions participating in the platform, and provide them with means of action in the event of suspicion or detection of illegal trafficking of protected wildlife, deliberate or unintentional
- actively contribute to raising awareness among the general public to avoid unintentional participation in trafficking in protected species
- strengthen cooperation between the different actors in order to bring about joint decisions aimed at improving the processes related to this cause, in particular those allowing detection and seizure by customs
- share experiences and disseminate good practices among the actors of this cooperation group
- promote the air transport industry's adherence to the Buckingham Palace Declaration and the implementation of the commitments contained therein

Please note, only the French version has been signed by the partners.