Finnair - Climate Change 2023

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Finnair is a network airline that specializes in passenger and cargo traffic between North America, Asia, Middle East, and Europe. We also offer package tours under our Aurinkomatkat (Suntours) brand.

The COVID-19 pandemic continued to have a negative impact on Finnair's business in 2022 on the back of travel restrictions in many countries especially during the first half of the year. Further, the closure of Russian airspace and exceptionally high jet fuel price both following the breakout of the war in Ukraine had significant adverse impacts on Finnair.

Despite the double-crisis, the three major global environmental challenges; climate change, biodiversity loss, and the transition to a circular economy, are mutually reinforcing. Addressing these challenges requires our common attention. Finnair has set its own goals for all three of these challenges and urges all its stakeholders to work together to achieve these goals.

Finnair's ambitious goal of being a carbon-neutral airline in 2045 requires common actions now. Finnair follows closely and participates, whenever possible, in the development of new technologies. The company's goal is to significantly increase the use of affordable sustainable aviation fuels in its fleet in the 2020s. Supporting this goal, in the beginning of year 2022, Finnair joined the oneworld Alliance's common goal of achieving a 10 per cent level in SAF (Sustainable Aviation Fuels) uptake by 2030. Finnair closely monitors the development of both legacy and revolutionary aircraft technologies and prepares for on-time fleet investments. The company's current estimate is that revolutionary aircraft flying on green energy (either hydrogen or electricity) may enter the wider market after the mid-2030s.

In addition to the climate targets, the company shall enforce the circular economy principals and pollution prevention hierarchy in its operations. Finnair has also zero tolerance for illegal wildlife trading and is a United for Wildlife -certified airline.

The reduction of emissions is often the most visible aspect of the airlines' sustainability efforts, but social and economic responsibility also play a significant role in Finnair's operations. We have been committed to the UN Global Compact initiative since 2013. It serves as our guideline while developing our operations in accordance with the Ten Basic Principles of the Global Compact. We plan and evaluate everything we do through the lens of sustainability.

We encourage all our stakeholders to join us in building more sustainable aviation so that future generations can also explore the wonders of the diverse Earth.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
No

Select the number of past reporting years you will be providing Scope 1 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 2 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 3 emissions data for
<Not Applicable>

C0.3

(C0.3) Select the countries/areas in which you operate.
Finland

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.
EUR

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?

Aviation

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	FI4000441860

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Board Chair	The Board of Directors of Finnair Plc (BoD) is the highest corporate body of Finnair. Its members are selected annually by the company's shareholders in Finnair's Annual General Meeting. The BoD sets the company's strategic direction and monitors the implementation of the strategy, including sustainability and climate change related initiatives. The BoD and Executive Board (EB) are strongly committed to executing Finnair's Environmental and Energy Efficiency Policy and providing the necessary competent resources for its implementation. The BOD approves other significant strategic matters, business plans, significant partnerships and other decisions exceeding the limits that the BOD has set to the CEO's decision-making authority. The BOD has the overall responsibility for assessing and managing risks, including climate related risks, at Finnair. The BoD monitors the realization of corporate sustainability agenda and initiatives as a part of general group strategy.
Chief Executive Officer (CEO)	The CEO attends the BOD meetings and has the responsibility of managing the company's daily operations and ensuring that the BOD's directions are followed while implementing the strategy. The CEO chairs the company's Executive Board (EB) and acts as a link between the BOD and company's operational management. As the CEO is responsible of strategy, the CEO is also responsible of sustainable strategy and responsible of the climate related issues. The EB is ultimately accountable for the effectiveness and fundamental success of the Finnair's sustainability management system. The CEO of Finnair and the EB have the highest level of direct responsibility for sustainability-related matters. Moreover, EB ensures that sufficient human and financial resources are provided to perform the tasks required to meet the set objectives and targets, as well as to ensure the continual improvement of the Finnair's sustainability management system. EB approves and supports the high-level sustainability initiatives and the strategic roadmap.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing and guiding the development of a transition plan	<Not Applicable>	Finnair BOD monitors the realization of corporate sustainability agenda and initiatives as a part of monitoring the implementation of the Finnair strategy. The CEO of Finnair and Finnair's senior management (i.e. the Executive Board (EB)) have the highest level of direct responsibility for sustainability and environmental management related matters. Finnair BOD approves major investments, such as investments in new fleet, which also have significant impact on managing climate related risks. The BOD is regularly updated by the CEO and EB members regarding sustainability related initiatives. In March 2020 Finnair published its sustainability strategy and BOD contributed actively during the preparation phase. In 2022, Finnair re-evaluated its sustainability strategy due to the double-crisis (COVID-19 and War in Ukraine) and find it is still valid. Finnair has implemented a systematic Enterprise Risk Management process, which takes into account all potential risks and opportunities, including those related to climate change. The BOD approves the Finnair Risk Appetite which is managed within the Enterprise Risk Management Process. Risks and opportunities, including any climate change related ones, are analyzed in detail in the BOD's and EB's risk management sessions. The BOD sets performance objectives for the CEO and EB members and monitors their performance against targets. In the beginning of the year 2023, all Finnair staff was set with common environmental KPI CO2/RTK, that tells how much carbon dioxide is produced per ton flown (cargo + pax). Progress of the reporting to external stakeholders: In 2023 the BOD approved Finnair's Non-Financial Statement for the year 2022 (NFI, required by Directive 2014/95/EU).

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	The Board members' previous work experience in the field of climate change, renewable energy, and sustainability has been used as a criterion in assessing the climate competence of the members of the Finnair Board. Finnair Board of Directors has a member who works in the green transition energy sector and is a member on the Board of the Finnish Center for Natural Resources.	<Not Applicable>	<Not Applicable>

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee
Chief Executive Officer (CEO)

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Managing climate-related acquisitions, mergers, and divestitures
Setting climate-related corporate targets

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
Finnair's senior management, Executive Board (EB), is ultimately accountable for the effectiveness and fundamental success of the Finnair's sustainability management system. The CEO of Finnair and the EB have the highest level of direct responsibility for sustainability-related matters. Moreover, CEO/EB ensures that sufficient human and financial resources are provided to perform the tasks required to meet the set objectives and targets, as well as to ensure the continual improvement of the Finnair's sustainability management system. EB approves and supports the high-level sustainability initiatives and the strategic roadmap.

Position or committee
Other C-Suite Officer, please specify (Chief Commercial Officer (CCO))

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Integrating climate-related issues into the strategy
Setting climate-related corporate targets
Managing value chain engagement on climate-related issues

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
CCO is accountable of the Finnair Sustainability Management System (and thus Environmental Management System). He/She propose the roadmap and large-scale environmental programs to Finnair EB. He/She approve the initiatives within the agreed roadmap, as well as sustainability development programs (unless they require financial investments beyond his/her approval limits).

Position or committee
Chief Operating Officer (COO)

Climate-related responsibilities of this position
Implementing a climate transition plan
Monitoring progress against climate-related corporate targets
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
COO act as an Accountable Manager of Operations and has the overall accountability and corporate authority for ensuring that all operations and maintenance activities can be financed and carried out in accordance with AOC, EASA, EU regulations, IOSA, applicable local laws and standards and the internal Company policies and procedures.

Position or committee
Other, please specify (Senior Vice President (SVP), sustainability)

Climate-related responsibilities of this position
Developing a climate transition plan
Integrating climate-related issues into the strategy
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Managing public policy engagement that may impact the climate
Managing value chain engagement on climate-related issues
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
SVP, Sustainability is the sustainability management system representative reporting to CCO. He/she raises any major issues conflicting with the agreed processes or matters to the awareness of CCO. SVP, Sustainability verifies the approval of Finnair Environmental Manual. Duties and responsibilities: Head of sustainability management, Acts as a Chair of Sustainability Leadership Team meetings, Responsible for sustainability objectives are set and achieved, Prepares the sustainability roadmap, Initiates Finnair's sustainability strategy update, Reports on the performance of Finnair EMS to the EB.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Fuel costs represent about 20-30% of operational costs, hence operational efficiency and the use of resources is critical in meeting climate and financial targets. Fuel efficiency index has been part of management STI and LTI plans for several years.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive
Board/Executive board

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Reduction in emissions intensity

Incentive plan(s) this incentive is linked to
Long-Term Incentive Plan

Further details of incentive(s)
Improving annually the fuel efficiency of flying by 1% years 2021-2023. The company's internal Fuel Efficiency Index (FEI) is used here as a basis for the KPI where e.g. wind and payload impacts are normalised.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
We aim to be carbon neutral by the end of 2045 and have committed to set a SBTi target by the end of March 2024.

Entitled to incentive
Other, please specify (All Finnair employees who are eligible for LTI)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Reduction in emissions intensity

Incentive plan(s) this incentive is linked to
Long-Term Incentive Plan

Further details of incentive(s)
Improving annually the fuel efficiency of flying by 1% years 2021-2023. The company's internal Fuel Efficiency Index (FEI) is used here as a basis for the KPI where e.g. wind and payload impacts are normalised.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
We aim to be carbon neutral by the end of 2045 and have committed to set a SBTi target by by the end of March 2024.

Entitled to incentive
Other, please specify (All leaders, managers and employees eligible for STI)

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Reduction in emissions intensity

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
At the beginning of year 2023 Finnair set a new common target CO2/RTK as an emission efficiency KPI reflecting how much carbon dioxide is produced per ton flown revenue (cargo + pax).

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
We aim to be carbon neutral by the end of 2045 and have committed to set a SBTi target by by the end of March 2024.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?
Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	2	In short term we constantly evaluate those strategic risks that are significant in value and might require tactical updating.
Medium-term	2	5	Mid-term time horizon provides a longer viewpoint to strategic and financial planning.
Long-term	5	25	At the long-term strategic time horizon, we look up to year 2045 where we aim to be carbon neutral.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

Finnair has implemented a systematic Enterprise Risk Management (ERM) framework and process, which is based on the COSO ERM framework. The process considers all potential risks, including climate change -related risks and evaluates their potential substantive financial impacts. Within the ERM framework and process, Finnair is following IEnvA Program (IATA environmental assessment program) requirements according to which all potential environmental risks and opportunities associated with environmental aspects, their impacts and likelihood, are evaluated.

When evaluating the risk impact, the primary criteria used shall be strategic impact. Financial and reputation impacts are used as assisting criteria for the impact evaluation. A substantive financial or strategic impact can be valued at an impact of 75 M€ on EBIT over a period of three years.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations
Upstream
Downstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
Finnair has implemented a systematic Enterprise Risk Management (ERM) framework and process, which is based on the COSO ERM framework. The process considers and identifies all potential risks, including climate change -related risks and evaluates their potential substantive financial impacts. The primary governance principle is adherence to the Three Lines of Defense model, with a clear division of roles and responsibilities with respect to internal control and risk management. The Three Lines of Defense governance ensures that the segregation of duties is defined and established between risk management and risk control.

The business and shared functions - in the first line of defense - are risk owners, and thus responsible for conducting day-to-day control and risk management activities. Further, they are responsible for developing and maintaining the environmental risk management and operative control framework. The first line is following company's Environmental Management System requirements (which complies with IATA's IEnvA Program) according to which all potential environmental risks and opportunities associated with environmental aspects, their impacts and likelihood, are identified, assessed and responded accordingly. The assessed risks include both the company's environmental impact on nature and the effects of climate change on the company (financial risks). The risks of climate change are assessed in the short-, medium- and long-term, including physical and transition risks. The assessed physical risks are mainly related to sudden extreme weather conditions and their occurrence. These are typically operative risks and due to nature of business implemented into every day risk mitigation actions. Transition risks, in turn, focus on the green economy; primarily to monitor changes in policies, regulations and market and their impact on the Company’s operations, reputation and finances. These risks are of financial nature and managed in strategic and financial operations. Both physical climate change and the green transition also contain opportunities that Finnair can benefit from. These are continuously evaluated and monitored in connection with the company's strategic review.

An example of an effective risk management process in 2022 was the response to EU fit for 55 legislation. The company reviewed the economic and operational impact of the amended package on its operations (both risks and opportunities), possible distortions of competition and negative effects on global carbon dioxide emissions and informed the Executive Board, Finnish ministries and relevant organizations about the findings.

In the second line of defense, Safety & Compliance Management is responsible for monitoring the compliance of the Environmental Management System. Risk & Compliance department is responsible for maintaining and developing the risk management framework in relation to strategy, objective-setting and performance.

In the third line of defense, Internal Audit performs audits and provides the Board of Directors with an independent assessment of the overall effectiveness and maturity of the internal control and risk management systems in this area. The Finnair Board of Directors holds the ultimate responsibility of monitoring and assessing the efficiency of the internal control and risk Management systems at Finnair. The Board of Directors also monitors the realization of corporate sustainability agenda and initiatives as a part of the corporate strategy.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Regulation-based environmental costs in aviation have increased in recent years thus increasing operational costs for airlines. Key regulation in this area will be EU's Fit for 55 regulation package for aviation sector proposed by the European Commission in July 2021 that includes proposal to amend aviation ETS , as well as implementation of CORSIA. The EU ETS will be considerably strengthened within the next few years. Regulatory risks are constantly reviewed and assessed by Government and Institutional Relations department. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Emerging regulation	Relevant, always included	Regulation-based environmental costs in aviation have increased in recent years thus increasing operational costs for airlines. Key regulation in this area is EU Fit for 55 regulation package for aviation sector that includes new legislative proposals such as EU-wide mandate to use SAF and proposal to introduce tax for fossil kerosene. Both will have significant financial impact on airlines operative costs and may contain competitive distortions. These risks are constantly reviewed and assessed by Government and Institutional Relations department. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Technology	Relevant, always included	Technology related risks are of rising importance. It is crucial to succeed in investing in modern technology at the right time. Where company would not be investing in new technology may this lead to even more increased climate-related costs and decreased customer satisfaction. This could also be seen as an opportunity to differentiate in a positive manner. These risks are constantly reviewed and assessed by Fleet Management and Strategy departments. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Legal	Relevant, always included	The company's communication about climate actions can cause lawsuits and accusations of greenwashing. Furthermore, if global and/or regional agreements are seen to be unlike, the risk for introduction of national requlation, taxes and charges is high. These risks are constantly reviewed and assessed by Government and Institutional Relations department. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Market	Relevant, always included	Climate change can lead to changes in consumer behavior and have an adverse effect on passenger and cargo demand in sector. i.e. flying shame. Market risks are constantly reviewed and assessed by Customer Experience and Strategy departments. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework. To sustain demand for air transport, all aviation stakeholders need to work together with global and domestic policymakers to pursue industry-wide efforts to minimize our carbon footprint. To deliver on our promises to our customers we need to invest in modern and efficient technology, utilize the best operational practices, provide customers with sustainable service and good loyalty programs, and continuously strive for reduced fuel consumption and CO2 emissions. Also, effective communication and promotion/awareness campaigns among different shareholders is an essential part in avoiding market risk and creating new opportunities.
Reputation	Relevant, always included	Climate change can lead to changes in consumer behaviour and have an adverse effect on passenger and cargo demand in sector. It can have negative impact on brand perception and can have impacts on ability to hold customers or to attract new customers. It can also influence on current and new partnerships and stakeholder relations. Reputation and market risks are constantly reviewed and assessed by Strategy department. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Acute physical	Relevant, always included	Acute physical risks arising from climate change such as increased extreme weather conditions, e.g. hard snowfall, fog events, atmospheric turbulence, typhoons in Asia, or thunderstorms in Europe. These acute physical changes in the climate could cause challenges in operational punctuality thus generating pressure for high cost index flying and increasing CO2 emissions. Climate patterns are closely followed, and changes to everyday flight planning are conducted whenever needed. Acute physical risks are constantly reviewed and assessed by OCC Development. They then evaluate and determine the most suitable means of responding to the estimated outcome and communicate the activities within ERM Framework.
Chronic physical	Relevant, always included	There are many reasons to fly. One of them is to experience our World's wonders. Chronic physical climate change-induced biodiversity loss could reduce the amount of places people want to travel to. This would affect the travel services offered by Finnair. To address on chronic physical changes and biodiversity Finnair has a systematic climate strategy in place and we target on carbon free flying on 2045.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Risk 1

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Mandates on and regulation of existing products and services

Primary potential financial impact
Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
While SAF is recognized as the most viable in-sector decarbonization approach today, its adoption faces a significant challenge. The price of SAF is approximately two to five times higher than conventional jet fuel, and its usage currently represents less than 0.1% of the total jet fuel demand. This situation creates a "chicken-and-egg" dilemma, as SAF producers and consumers are unable or unwilling to bear the additional costs associated with scaling global production. To address this challenge, Finnair together with oneworld has made an aspirational goal to refuel SAF 10% .

The EU Commission's proposed ReFuelEU Aviation in July 2021 as part of Fit for 55 legislative package. The proposal aims to ensure that all aviation fuel made available to aircraft operators at each Union airport contains a minimum share of sustainable aviation fuel (SAF). The Commission proposes that the mandate volumes would start from 1st Jan 2025 with a minimum share of 2% of SAF for all flights departing the EU and would increase to 6% in 2030. The mandated SAF volumes would then be fueled to all aircraft departing EU airports.

As the demand for SAFs increases due to the mandate and numerous voluntary initiatives, airlines may face competition for limited supplies. This could potentially lead to higher prices and increased market volatility. Finnair may need to navigate the competitive landscape to secure a stable and cost-effective supply of SAFs.

Without governmental support to increase the production and secure affordable cost of SAF, the development of SAF market would pose a risk for increased costs, short on supply and distorted competition.

Time horizon
Long-term

Likelihood
About as likely as not

Magnitude of impact
High

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
145000000

Potential financial impact figure – maximum (currency)
200000000

Explanation of financial impact figure
These cost estimates should not be used as given but are for illustrative purposes only.
The reported potential impact figures min-max above are based on the estimated additional operating costs in 2030 when Finnair would refuel 10% of its feet's estimated fuel consumption with SAF and purchased with market price without any additional subsidies.
In this scenario Finnair has assumed global SAF market prices being 2-3 times to fossil prices, resulting in premium between 1000-2000 EUR/ton. Here, the minimum potential impact has then been calculated with using the 1000 EUR/t premium price and maximum 2000 EUR/t.

Cost of response to risk
100000000

Description of response and explanation of cost calculation
The reported cost of risk 100 MEUR is the estimated cost of voluntary SAF needed to reach the 10% goal in 2030. The SAF price is taking into account Finnair's current offtake agreements and policies & subsidies developments.

To response to the potential risk outcome Finnair started to develop a SAF strategy and long-term roadmap in 2022 and it will be ready in 2023. As the first concrete steps in securing SAF supply, members of the oneworld alliance, inclusive of Finnair, signed long-term commitments with two fuel producers, Aemetis and Gevo, in 2022. Fuels will be delivered from Aemetis from 2025 and from Gevo from 2027 onwards. These offtake agreements together with EU mandates would cover almost 6% of Finnair's estimated fuel consumption 2030. Finnair has earlier partnered also with Neste in Finland to increase to use of SAF together with its customers.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Markets

Primary climate-related opportunity driver
Other, please specify (Sustainability as a megatrend, shift in consumer behavior)

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
One of the global megatrends is sustainability. Our continued commitment to Sustainability and climate change mitigation drives an increase in sales, company growth, and customer loyalty from our reputation. The impact is also reflected in the attractiveness of investors and the continued annual growth in revenue and operating profit. To sustain this development Finnair needs to demonstrate continued commitment to climate mitigation through driving carbon reduction initiatives, supporting the delivery of global climate change regulation for the international aviation sector.

Time horizon
Medium-term

Likelihood
More likely than not

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
23500000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential impact has been calculated on the basis of 2022 passenger revenue, from which 1% share could be of sustainable travelers. The figure 1% is at this point an estimation only and should not be used or referred to in any indicative calculations.

Cost to realize opportunity
500000

Strategy to realize opportunity and explanation of cost calculation
Our strategic plan for the years 2020-2025 will include a long-term roadmap towards carbon neutral flying by 2045. We will work towards that goal through a number of measures.
a) The pandemic has impacted our investment capability, but as we ramp up our operations, we will build back better – emissions will not increase at pace with increasing flights.
b) Each new generation of aircraft improves fuel efficiency dramatically. The pandemic has affected the timing of our fleet renewal plans but this is still on our agenda and we aim for narrow body fleet renewal at earliest suitable opportunity. The fleet renewal will reduce CO2 emissions in Finnair's European traffic by 10-20 %.
c) We continue to invest in fuel efficiency, every day, with every single flight. This means fuel-efficient flight planning, reducing the weight of the aircraft, and operating each flight as fuel efficiently as possible. Our pilots are in a key role in this; they have a concrete impact on fuel burn and CO2 emissions during flights. Our flight planning and our ground operations also contribute to fuel efficiency.
d) We seek for all opportunities to decrease the weight of our aircraft, as it has a direct impact on fuel burn and emissions. This is a joint effort by everyone working with aircraft purchases, service design, cabin, cargo and technical services at Finnair.
e) We increasingly fuel sustainable aviation fuels (SAF). This level contain both opportunities but also risks. Finnair is developing its SAF strategy and roadmap, which will be ready in 2023.
f) We use variation of economic measures to compensate CO2 emissions until true emission reductions are sufficient to reach the set targets.
g) We are supporting and participating in research to help accelerate the development of new solutions, such as synthetic fuels and electric flying.
The strategy cost at this point is mainly consisting from human resources.

Comment
The opportunity cost is divided between numerous measures. Many operational efficiency improvements have decent indirect payback time where long-term investment to new aircrafts may vary a lot.

Identifier
Opp2

Where in the value chain does the opportunity occur?
Upstream

Opportunity type
Energy source

Primary climate-related opportunity driver
Use of lower-emission sources of energy

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
The use of Sustainable Aviation Fuel (SAF) could reduce Finnair's emissions by up to 30% if it is used in its full potential. As environmental costs may increase in the medium term, the use of SAF would reduce these costs. Increasing the use of SAF will be spread over different time horizons, the full emission reduction potential will be reached in the 2040s.

Time horizon
Long-term

Likelihood
Likely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
1500000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential impact figure here refers to a possible reduction in environmental charges in 2025 (EU ETS, carbon price 100 EUR/tonne) through the use of SAFs.

Cost to realize opportunity
26500000

Strategy to realize opportunity and explanation of cost calculation
The cost figure given is an estimate of the use of SAF on intra-EU flights, which will be 2% in 2025 in line with the EU mandate.
Finnair sees that SAF is crucial measure in reducing CO2 emissions in flying. However at the moment, the reduction in environmental charges alone does not incentivize the use of SAF, but there are other reasons behind its use. More incentives to reduce SAF's market price have to be found. This can be achieved by wide collaboration with the air transport sector stakeholders and policy makers. Finnair advocate for SAF infrastructure build-up in Helsinki-Vantaa Airport. Furthermore, we participate in R&D programs and various EU initiatives for improving SAF implementation attractiveness at aviation. Finnair is engaged in the climate policy discussions in various forums developing and promoting market driven energy and climate policy framework and legislation at the EU level instead of the national level. Finnair also encourage customers to join on the journey to net-carbon free flying.

Comment
The figures provided here are estimations only and should not be used or referred to in any indicative calculations.

Identifier
Opp3

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Shift in consumer preferences

Primary potential financial impact
Other, please specify (Increased loyalty and reputation)

Company-specific description
Encouraging customers for shared voluntary climate measures, such as investments in the use of SAF and voluntary offsetting program, can provide increased loyalty and company reputation.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
500000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential impact figure here refers to possible customers' SAF purchases in 2025 and financial benefit through emission reduction of 100 EUR/tonne (Finnair internal carbon price valuation). This share of revenue would not increase profit, but should be seen as a loyalty and brand strengthening opportunity.

Cost to realize opportunity
200000

Strategy to realize opportunity and explanation of cost calculation
Finnair is planning to encourage and engage customers for voluntary climate work.

Comment
Finnair sees that SAF is crucial measure in reducing CO2 emissions in flying. Finnair advocate for SAF infrastructure build-up in Helsinki-Vantaa Airport. Furthermore, we participate in R&D programs and various EU initiatives for improving SAF implementation attractiveness at aviation.

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan
No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

Publicly available climate transition plan
<Not Applicable>

Mechanism by which feedback is collected from shareholders on your climate transition plan
<Not Applicable>

Description of feedback mechanism
<Not Applicable>

Frequency of feedback collection
<Not Applicable>

Attach any relevant documents which detail your climate transition plan (optional)
<Not Applicable>

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future
Finnair made a commitment to set a SBTi target in March 2022. Finnair has set one of the most ambitious targets within the industry to be a net carbon-neutral airline in 2045. The company is currently re-evaluating its company-wide strategy and preparing a roadmap on how this target will be reached and at the same time will publish a target setting in accordance with SBTi.

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA NZE 2050	Company-wide	<Not Applicable>	Finnair's climate-related scenario analysis assessed the transition risks based on the IEA's World Energy Outlook (WEO) scenarios, mainly the NetZero 2050 scenario, but also taking into account the Stated Policies scenario and the Sustainable Development scenario. Transition risks were assessed for the short, medium, and long term, with a more specific focus on the late 2020's and 2030 decade. The assessment took into account aircraft energy efficiency, the shift to renewable fuels, the impact of consumer behavior change, policy implications and technological developments. The scenario analysis sought focal questions, to which this scenario analysis brought answers. The aim of the qualitative analysis was to find the factors and parameters that most affect the company caused by climate change. The qualitative analysis was refined by a quantitative analysis of the factors that materially affect the company's operations and profitability most. An example of this is the entry into force and effectiveness of a change in EU legislation (Fit for 55). The economic cost impact was calculated for different assumptions and used in national and EU-level lobbying. The key message has been the equal treatment of EU-based airlines compared to non-EU ones.
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	Finnair's climate-related scenario analysis assessed the physical risks based on the IPCC's RCP1,9 and RCP8,5. The analysis also made use of the IPCC's newest report; Climate Change 2021, in particular Chapters 4 (future global climate), 11 (weather and climate extreme events) and Atlas. The physical risks were assessed for the short (2021-2040), medium (2041-2060), and long term (2061-2100), with a more specific focus on the near term time scale (2030-2050). The assessment took into account acute and chronic risks: temperature change, precipitation, extreme weathers and ocean level rise. The scenario analysis sought to identify the focal questions that should be answered. The aim of the qualitative analysis performed was to find the factors and parameters caused by physical climate change that affect the company the most. No quantitative analysis of the effects of physical climate change was performed. RCP 8.5 was chosen to predict the change that will result from the inability to find global consensus and policy ways to curb climate change from the current trend and leads to 4,5 decree temperature change. RCP 1.9 represents a scenario in which policy decisions and commitments bring the direction of climate change in line with the objective of the Paris Agreement.
Physical climate scenarios: RCP 1.9	Company-wide	<Not Applicable>	Finnair's climate-related scenario analysis assessed the physical risks based on the IPCC's RCP1,9 and RCP8,5. The analysis also made use of the IPCC's newest report; Climate Change 2021, in particular Chapters 4 (future global climate), 11 (weather and climate extreme events) and Atlas. The physical risks were assessed for the short (2021-2040), medium (2041-2060), and long term (2061-2100), with a more specific focus on the near term time scale (2030-2050). The assessment took into account acute and chronic risks: temperature change, precipitation, extreme weathers and ocean level rise. The scenario analysis sought to identify the focal questions that should be answered. The aim of the qualitative analysis performed was to find the factors and parameters caused by physical climate change that affect the company the most. No quantitative analysis of the effects of physical climate change was performed. RCP 8.5 was chosen to predict the change that will result from the inability to find global consensus and policy ways to curb climate change from the current trend and leads to 4,5 decree temperature change. RCP 1.9 represents a scenario in which policy decisions and commitments bring the direction of climate change in line with the objective of the Paris Agreement.

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

At what point physical climate change will pose risk to Finnair on-time-performance? What regulative changes are needed to keep climate warming below 1,5 C and does these have effect on Finnair? Are there opportunities that Finnair can benefit from?

Results of the climate-related scenario analysis with respect to the focal questions

Acute physical climate risks would materialize in the punctuality of flight operations (on time performance) or in extreme weather events. Based on the analysis, Finnair's home base Helsinki-Vantaa does not suffer from the acute physical risks of climate change at the same level compared to its competitors in general. Increased heavy snowfall could pose challenges to the on time performance.

Comparing the RCP 8.5 scenario with the RCP 2.6 scenario, it can be concluded that climate change would lead to increased operational costs. These would most likely be due to an increase in extreme weather events, resulting in irregularities and flight cancellations. Part of Finnair's network might also needed to be re-evaluated. The likelihood of this latter risk is also affected by possible chronic changes in climate that could have an impact on people's travel behavior.

According to the IEA's NetZero 2050 scenario, governments should invest in ways to increase the use of low-carbon fuels. Here, global cooperation is seen as very important and a key factor for success. It would also be important to agree that measures should be targeted where rapid results can be achieved. Infrastructure projects aimed at reducing the number of Short Haul flights, mainly bullet trains, would need more funding. The NetZero 2050 scenario also highlights the importance of measures to curb the growth of long-haul air traffic.

SAFs are currently many times more expensive than fossil kerosene, so any refueling mandates on them should be carefully designed to avoid regional inequalities. The same applies to possible regulatory upward pressure on ticket prices (taxes). As stated in the IEA's NetZero 2050 scenario, international co-operation is needed to define a common direction and actions. More detailed risk analyzes for the possible regulatory changes are described in the Section C2.3a.

Based on the scenario analysis, the Company sees an opportunity to stand out as a sustainable airline among its competitors. A more attractive sustainable option and a positive service experience can lead to increased customer loyalty and / or bring new customers to Finnair. The possibilities are described in more detail in Chapters C2.4a and C3.3.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Transitional opportunity - Improved attractiveness for customers based on environmental performance. Relates to the opportunities identified on the chapter C2.4a, Opp1 and Opp3. Positive product differentiation toward competitors could lead to enhanced customer loyalty and/or bring new customers to Finnair. Currently, customers tend to buy their airline tickets based on price. However, a growing climate change awareness might change customers' behavior to prefer flying with airlines having a good track record on climate change and sustainability. This opportunity is considered in our strategy work and Finnair strives to be the best choice for a sustainable traveler. Achieving this requires number of measures of which the most important ones are: 1) Improving the variety of choices customer's can made during the purchase decision 2) Engage customers to participate in the climate actions together with us (https://www.finnair.com/fi-en/sustainable-travel/finnair-s-carbon-offset-service) 3) Implementing operative measures that improve fuel-efficiency (such as reducing the weight of the aircraft and using flight methods that improve fuel efficiency). 4) Investing in the use of sustainable aviation fuels. 5) Increasing our products' life cycle and aiming for better circular economy. 6) Investing in new aircraft that produce fewer emissions.
Supply chain and/or value chain	Yes	As most aviation emissions are due to the combustion of jet fuel, the supply chain for these fuels plays an important role in combating climate change. Sustainable aviation fuels (SAFs) are by far one of the most effective ways to reduce the impact of aviation on global warming. Finnair urges fuel producers to reduce CO2 emissions from production and transportation and to maintain SAF's high sustainability requirements. Currently, SAF production is not as profitable as the production of sustainable road transport fuels, so its production needs incentives and purchase commitments from operators. These are well influenced in Finnair strategy. From a global perspective, half of the world's greenhouse gas emissions and more than 90% of biodiversity loss and water stress come from the extraction and management of natural resources. This is one of the reasons why Finnair has included the circular economy in the cornerstones of its sustainable development strategy launched in 2020. This work has been started and requires continuous and close collaboration with partners and the supply chain.
Investment in R&D	Evaluation in progress	Transitional Opportunity – Promotion of renewable energies at transportation. Finnair do not have its own R&D function, but advocating for sustainable aviation fuel (SAF) and new aircraft technology development, also airport infrastructure build-up is crucial.
Operations	Yes	We are already at the forefront of our industry in terms of setting ambitious targets and sustainability actions; Finnair intends to be carbon neutral by end of 2045. We will reduce the CO2 emissions of our flight operations by flying fuel-efficiently, by decreasing aircraft weight, by increasing the use of sustainable aviation fuels and by investing into new aircraft technology. We work together with our customers, partners and other stakeholders to achieve this. As we emerge from the pandemic, Finnair will build back better; we will ensure our emissions do not return at the same pace that our operations return: - We have social and environmental responsibility KPIs inbuilt into our rebuild incentive program for the whole personnel. All Finnair staff play a role in achieving these KPIs. - Fuel efficiency is a factor when choosing which aircraft to operate and which to park during the restricted traffic. We have carefully matched the aircraft size to the demand. Offsetting decreases the global CO2 and provides a bridge until disruptive technology solutions and affordable alternative fuels are available. The non-flight operations under our direct operational control will be carbon neutral from 2023 forward. This means excellent energy efficiency, use of renewable energy and offsetting. We invite also our customers to make sustainable choices when they fly with us , e.g. following campaigns are to be launched: - We encourage our customers to pack light – travelers can directly reduce the CO2 emissions of their flight by packing light. - By pre-ordering meals, customers can help to reduce food waste and avoid us to carry unnecessary weight. - We encourage our passengers to address their carbon footprint through Finnair Carbon Web app: https://www.finnair.com/fi-en/sustainable-travel/finnair-s-carbon-offset-service

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Direct costs Indirect costs	Finnair has a sustainability budget where different strategic approaches, opportunities and risk mitigation scenarios have been accounted. The budget includes e.g. Regulatory costs, SAF purchases, offset purchases, marketing expenses, transformation to green electricity and district heat, sustainability investments, and other environmental costs to CO2. When business cases related to the flights' fuel efficiency are evaluated, Finnair uses the internal carbon dioxide price together with the jet fuel price. This is reflected in daily activities e.g. in the optimization of flight profiles. In addition, the internal CO2 price is taken into account when considering investments that affect fuel consumption. The CO2 price is revised quarterly to correspond to the market price of the EU Emissions Trading Scheme, which in 2022 averaged at € 85 / t. Finnair sees that sustainability is not only an expense but can create additional value and opportunities to differentiate increasing the attractiveness of our service.

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with a sustainable finance taxonomy	At both the company and activity level

C3.5a

(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.

Financial Metric
Revenue/Turnover

Type of alignment being reported for this financial metric
Alignment with a sustainable finance taxonomy

Taxonomy under which information is being reported
EU Taxonomy for Sustainable Activities

Objective under which alignment is being reported
Climate change mitigation

Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)
0

Percentage share of selected financial metric aligned in the reporting year (%)
0

Percentage share of selected financial metric planned to align in 2025 (%)
0

Percentage share of selected financial metric planned to align in 2030 (%)
0

Describe the methodology used to identify spending/revenue that is aligned
Finnair's core businesses, i.e. commercial aviation (including ancillary sales), air freight or travel services, are not covered by the EU Taxonomy's list of economic activities yet. Thus, detailed technical criteria for e.g. passenger air transportation (NACE H51.1 and N77.35) have not yet been specified. However, Finnair estimates that transition to new, low-emission aircraft and sustainable aviation fuels (SAF) are likely to be considered Taxonomy eligible activities.

Finnair has also assessed the Taxonomy-eligibility of its other economic activities by comparing their NACE coding against economic activities included in the EU Taxonomy and related criteria. The most significant identified economic activity listed in
the Taxonomy is freight transport services by road (activity number 6.6) supplied by Finnair Cargo. However, as these services have been outsourced to a third party, they are not deemed as Taxonomy eligible. As a result, almost all of Finnair's operations in the financial year 2022 were not deemed as Taxonomy-eligible economic activities.

Taxonomy-eligible and Taxonomy-aligned proportions of Finnair's revenue are 0 per cent due to the aforementioned reasons.

Taxonomy-eligible and Taxonomy-aligned proportions of Finnair's CAPEX rounded down to 0 per cent despite an installation of energy efficient LED lights (activity number 7.3) totaling c. 1 million euros, which was also deemed as Taxonomy aligned CAPEX as it substantially contributed to climate change mitigation and it did no significant harm to other environmental objectives. CAPEX deemed only as Taxonomy-eligible related to acquisition and ownership of buildings (activity number 7.7) and their refurbishment investments totaling less than half a million euros. Majority of Finnair's CAPEX related to its fleet and was,
therefore, non-eligible.

Taxonomy-eligible proportion of Finnair's taxonomy-based OPEX rounded up to 5 per cent. This OPEX totalling c. 7 million euros consisted of maintenance and short-term lease costs related to acquisition and ownership of buildings (activity number 7.7). Clear majority of non-eligible OPEX related to maintenance of Finnair fleet. In 2022, 0 per cent of taxonomy-based OPEX was deemed as Taxonomy-aligned. More detailed figures can be found in the tables on the following pages

C3.5b

(C3.5b) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.

Economic activity
Installation, maintenance and repair of energy efficiency equipment

Taxonomy under which information is being reported
EU Taxonomy for Sustainable Activities

Taxonomy Alignment
Taxonomy-aligned

Financial metric(s)
CAPEX

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year
<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)
1000000

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year
0

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year
0

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year
0

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year
<Not Applicable>

Type(s) of substantial contribution
Activity enabling mitigation

Calculation methodology and supporting information
Taxonomy-eligible and Taxonomy-aligned proportions of Finnair's CAPEX rounded down to 0 per cent despite an installation of energy efficient LED lights (activity number 7.3) totaling c. 1 million euros, which was also deemed as Taxonomy aligned CAPEX as it substantially contributed to climate change mitigation and it did no significant harm to other environmental objectives.

Technical screening criteria met
Yes

Details of technical screening criteria analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33. The report is part of

Do no significant harm requirements met
Yes

Details of do no significant harm analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33. The report is part of

Minimum safeguards compliance requirements met
Yes

Details of minimum safeguards compliance analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33.

Economic activity
Acquisition and ownership of buildings

Taxonomy under which information is being reported
EU Taxonomy for Sustainable Activities

Taxonomy Alignment
Taxonomy-eligible but not aligned

Financial metric(s)
OPEX

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year
<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year
<Not Applicable>

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year
<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year
<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year
<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)
<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year
<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)
7

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year
5

Type(s) of substantial contribution
<Not Applicable>

Calculation methodology and supporting information
Taxonomy-eligible proportion of Finnair's taxonomy-based OPEX rounded up to 5 per cent. This OPEX totaling c. 7 million euros consisted of maintenance and short-term lease costs related to acquisition and ownership of buildings (activity
number 7.7). Clear majority of non-eligible OPEX related to maintenance of Finnair fleet. In 2022, 0 per cent of taxonomy-based OPEX was deemed as Taxonomy-aligned.

Technical screening criteria met
Yes

Details of technical screening criteria analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33.

Do no significant harm requirements met
No

Details of do no significant harm analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33.

Minimum safeguards compliance requirements met
No

Details of minimum safeguards compliance analysis
The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33.

C3.5c

(C3.5c) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.

Finnair's core businesses, i.e. commercial aviation (including ancillary sales), air freight or travel services, are not covered by the EU Taxonomy's list of economic activities yet. Thus, detailed technical criteria for e.g. passenger air transportation (NACE H51.1 and N77.35) have not yet been specified. However, Finnair estimates that transition to new, low-emission aircraft and sustainable aviation fuels (SAF) are likely to be considered Taxonomy eligible activities.

The detailed reporting of EU Taxonomy can be found from Finnair's Annual report pages 29-33.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?
Absolute target
Intensity target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number
Abs 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
3567078

Base year Scope 2 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
3567078

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
<Not Applicable>

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2045

Targeted reduction from base year (%)
100

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
0

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
2479829

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
2485270

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
30.3275678300278

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Finnair's long-term target is fossil-carbon free flying by 2045 (net emissions).
Due to the COVID-19 pandemic and war in Ukraine, 2022 figures are showing unusual performance.

Plan for achieving target, and progress made to the end of the reporting year
In 2022, Finnair signed a letter of intent for a commitment to cooperate with the SBTi. SBTi-eligible emission reduction measures will include investments in new technology aircraft, use of SAF and operational efficiency improvements.
Finnair follows closely and participates, whenever possible, in the development of new technologies.

The company’s goal is to significantly increase the use of affordable SAF in its fleet in the 2020s. Supporting this goal, in the beginning of 2022, Finnair joined the oneworld Alliance’s common goal of achieving a 10 per cent level in SAF uptake by 2030. During reporting year Finnair also signed long-term SAF purchasing agreements with US based bio-refineries Ametis and Gevo. Finnair closely monitors the development of both legacy and revolutionary aircraft technologies and prepares for on-time fleet investments. The company’s current estimate is that revolutionary aircraft flying on green energy (either hydrogen or electricity) may enter the wider market after the mid-2030s.

The company has a cross-organizational working group focused on fuel efficiency, which with its actions implemented during 2022 saved approximately 5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons. The actions included optimizing flight planning and flight operations and reducing the weight of the aircraft. The working group has been active at Finnair for several years already, and the abovementioned figures do not take into account the group’s achievements in

previous years.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 2

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
3567078

Base year Scope 2 emissions covered by target (metric tons CO2e)
13274

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
3580352

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2025

Targeted reduction from base year (%)
50

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
1790176

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
2479829

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
5411

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
2485270

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
61.1717507105447

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Finnair aims to half net CO2 emissions by the end of 2025, compared to 2019 figures. The covered emissions in base year is net-emissions, i.e. the use of economic measures have been included.

Plan for achieving target, and progress made to the end of the reporting year
Finnair continuously work on decreasing the weight of its aircraft, as it directly impacts fuel burn and emissions. This is requires a cross-organizational effort by people working with aircraft purchases, cabin, service design, cargo, and technical services at Finnair.

The company aim to increase the use of SAF together with the oneworld alliance, which has set a common aspirational goal of achieving a 10 per cent level in SAF uptake by 2030. Our biofuel partner is Finland-based Neste, the world's largest producer of sustainable aviation fuels refined from waste. The company also is developing a SAF strategy and roadmap, which will be ready in 2023.

Finnair continue to invest in fuel efficiency, every day, with every single flight. This means fuel-efficient flight planning, reducing the operative weight of the aircraft, and operating each flight as fuel efficiently as possible. Our pilots are in a key role in this; they have a concrete impact on fuel burn and CO2 emissions during flights. Our flight planning and our ground operations also contribute to fuel efficiency in their everyday work.

We are participating in collaborations to help accelerate the development of new technological solutions, such as sustainable aviation fuels and hydrogen flying.

As technological roadmap to fossil free flying is long, we will still need offsetting as a bridge to bring the net emissions of flying to zero.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 3

Is this a science-based target?
No, and we do not anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Please select

Scope 3 category(ies)
<Not Applicable>

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
668

Base year Scope 2 emissions covered by target (metric tons CO2e)
13274

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
13942

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
0.01

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
0.01

Target year
2023

Targeted reduction from base year (%)
100

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
0

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
1156

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
5441

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
6597

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
52.6825419595467

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
At the end of 2022 (from the beginnig of year 2023), our non-flight operations will be carbon neutral. The scope includes the use of energy by facilities (Scope 2) and the ground equipment under Finnair's direct operative control (Scope 1).

Plan for achieving target, and progress made to the end of the reporting year
The carbon neutrality of ground operations is achieved through three levers.
1) By improving the energy efficiency of the company's facilities and ground equipment,
2) By reducing the use of energy of fossil origin, and
3) By compensating the fossil carbon dioxide that has been emitted into the atmosphere.
The company has a long-term investment plan that improves the energy efficiency of properties and ground equipment. The plan aims to maintain and update technical equipment to the best available technology. The company's diesel-powered ground equipment run already on biodiesel. The fossil fuel used by the rest of the ground equipment will be compensated from the beginning of 2023.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number
Int 1

Is this a science-based target?
No, but we anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Intensity metric
Other, please specify (Fuel Efficiency Index)

Base year
2019

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)
1

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)
1

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure
100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure
100

Target year
2023

Targeted reduction from base year (%)
3

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]
0.97

% change anticipated in absolute Scope 1+2 emissions
3

% change anticipated in absolute Scope 3 emissions

3

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)
0.983

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
0.983

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
56.6666666666667

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
Finnair aims for improving the fuel efficiency of flying by 1% annually.
Finnair-specific Fuel Efficiency Index (FEI) is used here as the KPI. FEI normalizes wind, payload and distance impacts.
The FEI has been set as company's LTI for the years 2020-2023.

Plan for achieving target, and progress made to the end of the reporting year
The company has a cross-organizational working group focused on fuel efficiency, which with its actions implemented during 2022 saved approximately 5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons. The actions included optimizing flight planning and flight operations and reducing the weight of the aircraft. The working group has been active at Finnair for several years already, and the abovementioned figures do not take into account the group’s achievements in previous years.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Other climate-related target(s)

C4.2b

(C4.2b) Provide details of any other climate-related targets, including methane reduction targets.

Target reference number
Oth 1

Year target was set
2021

Target coverage
Business activity

Target type: absolute or intensity
Absolute

Target type: category & Metric (target numerator if reporting an intensity target)

Waste management	Other, please specify (Percentage of food waste reduced in catering production)

Target denominator (intensity targets only)
<Not Applicable>

Base year
2020

Figure or percentage in base year
100

Target year
2022

Figure or percentage in target year
70

Figure or percentage in reporting year
71

% of target achieved relative to base year [auto-calculated]
96.6666666666667

Target status in reporting year
Achieved

Is this target part of an emissions target?
No, this target is not part of emissions targets reported in C4,1a or C4.1b.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions
Company's previous target to reduce food waste arising from Catering production by 50% until end of 2020 was well achieved showing 56% reduction at the end of 2020. In 2021 company decided to set additional 30% reduction target to reduce the food waste in catering production by the end of 2022.

Plan for achieving target, and progress made to the end of the reporting year
<Not Applicable>

List the actions which contributed most to achieving this target
The previous target of halving food waste was extended with an additional 30% reduction target. Constant monitoring and careful product selection have enabled waste reduction. 33% of food & beverage waste was donated to NGOs.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.
Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	13	0
To be implemented*	2	550
Implementation commenced*	3	2950
Implemented*	3	4100
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Transportation	Company fleet vehicle efficiency

Estimated annual CO2e savings (metric tonnes CO2e)
4100

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1
Scope 3 category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1600000

Investment required (unit currency – as specified in C0.4)
300000

Payback period
<1 year

Estimated lifetime of the initiative
11-15 years

Comment
Finnair continuously seeks for means to fly more efficiently and reduce the Operating Empty Weight (OEW) of aircraft. The less the aircraft weights the less it burns fuel. In 2022 the company introduced following initiatives:
1. Reduced the on-board print media reducing the weight of the aircraft resulting in 600 tons of CO2 savings.
2. Installed decent profile optimization tools in the aircraft resulting in 1500 tons of CO2 savings.
3. Introduced tail optimization tool for planning resulting in 2000 tons of CO2 savings.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Financial optimization calculations	Approx. 95% of filed flight plans are optimised in such a way that fuel is having a weight factor of 70% (the remaining 30% being enroute charges and flight time costs).
Compliance with regulatory requirements/standards	EU's Fit for 55 package will increase the operative costs of the airlines. Finnair has calculated the dependencies and future costs of the package on its operations. And has included these possible costs for the financial estimations.
Internal price on carbon	Whenever fuel cost related calculations are done (for example weight reduction campaigns), price of carbon is taken into consideration. The carbon price is reviewed on quarterly basis to reflect EU ETS carbon price.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?
No

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?
No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?
No

Name of organization(s) acquired, divested from, or merged with
<Not Applicable>

Details of structural change(s), including completion dates
<Not Applicable>

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
3566409

Comment
Emission factor for jet fuel used in the report has been 3,15 kg CO2/kg (Default IPCC emission factors, taken from the 2006 IPCC Inventory Guidelines). Fuel mass has been converted to volume using densities provided by fuel vendor.
If density has not been available a default value of 0.80 kg/l has been used. Ground vehicles' emissions (biodiesel, petrol, fuel oil) have been calculated using emission conversion factors for different fuel qualities originating from Defra Environmental Reporting Guidelines.

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
8274

Comment
Location-based emission factors are being received through Motiva and annual factors are used in reporting.
The factors used for year 2019 being 141 kgCO2/MWh for electricity and 154 kgCO2/MWh for heat.

Scope 2 (market-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
11048

Comment
Market-based emission factors used have been received from the energy company.
2019 factors being 249 kgCO2/MWh for electricity and 177 kgCO2/MWh for heat.

Scope 3 category 1: Purchased goods and services

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
266734

Comment
The emissions reported here include vast list of purchased of goods, insurances and services, as well as fees paid for aviation support activities. These have been calculated on spend-based method.

Scope 3 category 2: Capital goods

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
40000

Comment
Finnair incorporated two new Airbus A350 into its fleet year 2019.
The calculations are done afterwards and based on the emissions data provided by Airbus in their Non-financial information year 2020. There were no direct emission figures for specific aircraft types available, but production's emissions were calculated on the basis of provided LCA emissions.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
770476

Comment
Emission factor source: SFS-EN 16258 standard Table A.1 for Jet A-1, petrol and fuel oil. Biodiesel emission factor (transport and production emissions) has been received from the manufacturer.

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
16480

Comment
This category refers mainly to the ground services emission at hub operations. These would contain e.g. onboard service transport, passenger transport, and cargo transport. These have been calculated afterwards on spend-based method.

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 6: Business travel

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
9149

Comment
Business travel by Finnair employees is primarily made by the company’s own flights, the emissions of which are reported under Direct greenhouse gas emissions (Scope 1). Business travel made by other airline services is reported under the Other indirect (Scope 3) greenhouse gas emissions. These emissions are estimates, calculated utilizing Finnair fuel consumption data from the same or similar (distance-based) Finnair route network. The emissions associated with business travel includes also ground transportation and hotels. These are calculated afterwards with spend-based method.

Scope 3 category 7: Employee commuting

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment
Upstream Leased Assets would relate to the operation of leased aircraft or operating in the facilities as a tenant. These have fully been reported under the company's Scope 1 or Scope 2 inventories and are thus not reported as Scope 3 emissions.

Scope 3 category 9: Downstream transportation and distribution

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)
150

Comment

Scope 3 category 10: Processing of sold products

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 12: End of life treatment of sold products

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
0

Comment
In 2019 Finnair did not lease its aircraft to third parties.

Scope 3 category 14: Franchises

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start
January 1 2019

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019
European Union Emissions Trading System (EU ETS): The Monitoring and Reporting Regulation (MMR) – General guidance for aircraft operators
IPCC Guidelines for National Greenhouse Gas Inventories, 2006
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
Other, please specify (EN 16258)

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
2479968

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
Nearly all of Finnair Group's greenhouse gas emissions arise from flight operations. Flying primarily causes two kinds of direct greenhouse gas emissions: carbon dioxide and water vapor. Water vapor is the most important greenhouse gas in the atmosphere, but it is not generally examined directly as a human-derived greenhouse gas emission, because the water vapor in the atmosphere is mainly the result of natural evaporation. Air transport is in a special position in this respect because the water vapor generated by the engines is released high in the atmosphere, which increases the atmosphere's H2O content above the cloud layer. However, not enough is yet known about the impacts of water vapor and other GHG emissions than CO2 from aviation and while more scientific results are available company report the CO2 emissions only. The figure above consist of the emissions of total Jet Fuel burn and Ground vehicles located at Helsinki-Vantaa.

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We are reporting a Scope 2, market-based figure

Comment
The Scope 2 emissions arise from facilities energy and heat consumption.

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
5596

Scope 2, market-based (if applicable)
5441

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
Figures relating to facilities energy consumption have been received from the energy providers. From district heat 24% and electricity 10% come from renewable sources (in addition 49% is nuclear).
Since the energy company update its emissions factor after Q1/2023, the 2021 emissions factors have been used for 2022. 2021 factors being 74 kgCO2/MWh for electricity and 162.7 kgCO2/MWh for heat. Respectively, 2021 figures above have been updated compared to the previous year's reporting. Location-based emission factors have been received through Motiva, factors used for year 2022 being 89 kgCO2/MWh for electricity and 155 kgCO2/MWh for heat.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?
Yes

C6.4a

(C6.4a) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source of excluded emissions
The operations of foreign subsidiaries

Scope(s) or Scope 3 category(ies)
Scope 2 (location-based)

Relevance of Scope 1 emissions from this source
<Not Applicable>

Relevance of location-based Scope 2 emissions from this source
Emissions are not relevant

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
0

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
Finnair group does not report on the operations of foreign subsidiaries, because they are deemed not to be of key significance in terms of the group's sustainability issues as minor operators.

Explain how you estimated the percentage of emissions this excluded source represents
The largest source of emissions for Finnair's operations is jet fuel. When comparing the ratio of emissions from the energy use of the company's domestic facilities to the emissions from burnt jet fuel, the ratio is <1%. The largest source of emissions from foreign subsidiaries is the energy consumption of facilities, and with the surface area of leased properties being very small compared to the company's domestic property surface area, it can be stated that their share is insignificant.

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
236342

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
The Scope 3, Category 1 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. The emissions reported here include vast list of purchased of goods, insurances and services, as well as fees paid for aviation support activities. The used conversion factors were received from the consultant used and originated from various sources.

Capital goods

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
The Scope 3, Category 2 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. For Finnair capital goods include, but is not limited to, airplanes procured during the reporting period. In 2022 the company did not acquire any new aircraft.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
550828

Emissions calculation methodology
Supplier-specific method
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0.1

Please explain
The Scope 3, Category 3 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Extraction, production, and transportation emissions of fuels are based on company's own direct fuel consumption volumes (jet fuel and ground vehicle fuel) and average emission factors. The fuel consumption is obtained from the company's own monitoring systems and they are based on the actual annual fuel consumption. The fossil fuel emission factor source: SFS-EN 16258 standard Table A.1 for Jet A-1, petrol, and fuel oil. Renewable fuel LCA factors have been received from the fuel suppliers.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
12909

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
The Scope 3, Category 4 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. This category refers mainly to the ground services emission at hub operations. These would contain e.g. onboard service transport, passenger transport, and cargo transport. The used conversion factors were received from the consultant used and originated from various sources.

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
862

Emissions calculation methodology
Supplier-specific method
Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
The Scope 3, Category 5 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Finnair's waste-supplier is providing waste-specific emission figures.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
4953

Emissions calculation methodology
Spend-based method
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
The Scope 3, Category 6 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Business travel by Finnair employees is primarily made by the company's own flights, the emissions of which are reported under Direct greenhouse gas emissions (Scope 1). Business travel made by other airline services is reported under the Other indirect (Scope 3) greenhouse gas emissions. These emissions are estimates, calculated utilising Finnair fuel consumption data from the same or similar (distance-based) Finnair route network. Total business travel emissions (including Scope 1&3) in 2022 were 1,418 tons. The emissions associated with business travel includes also ground transportation and hotels. These are calculated with sped-based method. The used conversion factors in the spend-based calculations were received from the consultant used and originated from various sources.

Employee commuting

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 7 emissions are estimated to be relevant but figures are not at the moment available.

Upstream leased assets

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 8 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Upstream Leased Assets would relate to the operation of leased aircraft or operating in the facilities as a tenant. These have fully been reported under the company's Scope 1 or Scope 2 inventories and are thus not reported as Scope 3 emissions.

Downstream transportation and distribution

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
120

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
The Scope 3, Category 9 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Emissions provided here refer to the third party logistics services to transport passengers luggage left behind. All emissions from transporting passengers and in-flight service material at the airport to and from aircraft have been reported under category 4.

Processing of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 10 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Processing of sold products is not relevant, as Finnair is flight service provider and the scope 1 and 2 emissions are reported under company's own GHG reporting.

Use of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 11 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Finnair is a flight service provider and the scope 1 and 2 emissions are reported under company's own GHG reporting.

End of life treatment of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 12 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. End of life treatment of sold products is not relevant for Finnair. Possible end of life emissions from disposed aircraft or aircraft engines are captured in the category 2 -capital goods.

Downstream leased assets

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
238532

Emissions calculation methodology
Fuel-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
The Scope 3, Category 13 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. The fuel consumption of the aircraft leased by Finnair to other operators is obtained from the company's own monitoring systems and they are based on the actual annual fuel consumption. The emission factor applied to jet fuel in this report is 3.15 kg CO2/kg (default value according to the 2006 IPCC Inventory Guidelines). The mass of the fuel has been converted to volume based on the density values reported by the fuel suppliers. If the density value has not been available, the default value of 0.80 kg/l has been used.

Franchises

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The Scope 3, Category 14 emissions screening was made in 2023 when preparing the science-based target setting Scope 3 emission calculations. Finnair does not have any franchising business

Investments

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
As per GHG protocol guidance, this Scope 3 category is only relevant for financial service firms.

Other (upstream)

Evaluation status

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
Yes

C6.7a

(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	3950	Finnair burned 1180 tons of SAF and 62 tons of biodiesel in its operations year 2022. Emissions have been calculated by using factor of 3,18 kgCO2e/kg fuel.

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.001055

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
2485409

Metric denominator
unit total revenue

Metric denominator: Unit total
2356600000

Scope 2 figure used
Market-based

% change from previous year
23.5

Direction of change
Decreased

Reason(s) for change
Change in output
Change in revenue

Please explain
During 2022, effective and successful work to improve fuel efficiency continued. The fuel efficiency of flying was 294 g/RTK (296) (without allocation between passengers and cargo), i.e. fuel efficiency improved over 0.5 per cent (2.0) in 2022. Carbon dioxide emissions of flying have also been calculated by allocating them between passengers and cargo in accordance with IATA
recommendations (see the sustainability appendix for more details). Calculated in this way, CO2 emission efficiencies in 2022 were 85 g CO2/RPK (89) and 854 g CO2/RTKcargo (890). Allocated emission efficiencies improved by 4.1 per cent (-23.2).

The improvement in fuel efficiency was mainly due to the increase in aircraft load factors from 42.8 per cent to 67.6 per cent, on the other hand, flying efficiency was weakened by the longer routes between Helsinki and Asia. The company has a cross-organizational working group focused on fuel efficiency, which with its actions implemented during 2022 saved approximately
5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons.

The actions included optimizing flight planning and flight operations and reducing the weight of the aircraft. The working group has been active at Finnair for several years already, and the abovementioned figures do not take into account the group's achievements in previous years.

As revenue increased more than operating expenses, Finnair's comparable EBITDA and comparable operating result both improved year-on-year and comparable EBITDA turned positive.

C-TS6.15

(C-TS6.15) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

Scopes used for calculation of intensities
Report just Scope 1

Intensity figure
925.6

Metric numerator: emissions in metric tons CO2e
2478813

Metric denominator: unit
t.km

Metric denominator: unit total
26782.2

% change from previous year
-0.56

Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.
During 2022, effective and successful work to improve fuel efficiency continued. The fuel efficiency of flying improved over 0.5 per cent (2.0) in 2022.

The improvement in fuel efficiency was mainly due to the increase in aircraft load factors from 42.8 per cent to 67.6 per cent, on the other hand, flying efficiency was weakened by the longer routes between Helsinki and Asia. The company has a cross-organizational working group focused on fuel efficiency, which with its actions implemented during 2022 saved approximately
5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons.

The actions included optimizing flight planning and flight operations and reducing the weight of the aircraft. The working group has been active at Finnair for several years already, and the abovementioned figures do not take into account the group's achievements in previous years.

The denominator has been reported as millions tons of revenue, thus intensity figure is gCO2/RTK.

ALL

Scopes used for calculation of intensities
Report just Scope 1

Intensity figure
85.36

Metric numerator: emissions in metric tons CO2e
1805864

Metric denominator: unit
p.km

Metric denominator: unit total
21156.8

% change from previous year
-4.1

Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.
The intensity figure provided represents emissions allocated for passenger transport. This has been calculated by dividing the burned fuel between cargo and passenger masses. The total revenue mass of the transport activity has been calculated following the IATA emissions allocation principle; An average passenger mass with baggage is assumed as 100 kg. Allocation of fuel consumption between passenger and cargo activities derives from this relation.

The improvement in fuel efficiency was mainly due to the increase in aircraft load factors from 42.8 per cent to 67.6 per cent, on the other hand, flying efficiency was weakened by the longer routes between Helsinki and Asia. The company has a cross-organizational working group focused on fuel efficiency, which with its actions implemented during 2022 saved approximately
5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons.

The actions included optimizing flight planning and flight operations and reducing the weight of the aircraft. The working group has been active at Finnair for several years already, and the abovementioned figures do not take into account the group's achievements in previous years.

The denominator has been reported as millions passenger kilometers, thus intensity figure is gCO2/RPK.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
No

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
Finland	

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division
By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Flight Operations (Jet fuel consumption)	2478813
Ground Operations (road transport fuel consumption)	1156

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Flying	2478813
Ground vehicles	1156

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	2479968	<Not Applicable>	This gross CO2 emissions figure include flying and ground vehicles emissions.

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Finland	5596	5441

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.
By facility

C7.6b

(C7.6b) Break down your total gross global Scope 2 emissions by business facility.

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Airport area facilities	4712	4591
Head Quarters, House of Travel and Transportation	34	29
Crew Center, TOKE	149	143
Cool Cargo facility	701	678

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?
No

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	5596	5441	All the disclosed Scope 2 emissions relate to the transport services.

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?
Increased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	2525	Increased	0.1	2022 Finnair refueled 799 tons of SAF more than in 2021. Also, ground equipment refueled 25 tons more biodiesel in 2022. In 2022 the use of SAF reduced 3842 tons of CO2 and use of biodiesel 228 tons. Without any LCA deductions 799 tons of biofuel emitted 2,525 tons more CO2 compared to 2021. (2525/)*100=0.1%
Other emissions reduction activities	5000	Decreased	0.5	In 2022, the company managed to reduce the operational empty weight of the aircraft and improve the operational efficiency, so that the calculated CO2 emissions were reduced by 5000 tons. (9,900/2,479,968)*100=0,4%
Divestment	0	No change	0	No divestments year 2022.
Acquisitions	0	No change	0	No acquisitions year 2022.
Mergers	0	No change	0	No business mergers year 2022.
Change in output	1331907	Increased	116	In 2022, scheduled market capacity, measured in ASKs, between origin Helsinki and Finnair's European destinations increased by 164.0 per cent (-14.1) year-on-year. Direct market capacity between Finnair's Asian and European destinations increased by 71.7 per cent (-32.9) and between Finnair's North Atlantic and European destinations by 109.6 per cent (17.2) year-on-year. Finnair's traffic measured in revenue tonne kilometres (RTK) increased by 117 per cent (1.6) compared to 2021. All this together increased the fleet fuel consumption and thus emissions, even all the increased capacity do not mean introduction of new aircraft in operations but improved load factors and better fuel efficiency. In year 2021 total fossil fuel consumption was 364,097 tons and in 2022 786,925 tons resulting in 422,828 increase in fuel use and emitting CO2 1,331,907 tons more. (1,331,907/1,146,905)*100=116%.
Change in methodology	0	No change	0	No changes in methodologies in 2022.
Change in boundary	0	No change	0	No boundary changes in 2022.
Change in physical operating conditions		<Not Applicable>		
Unidentified	0	No change	0	
Other	13998	Decreased	0.56	During 2022, effective and successful work to improve fuel efficiency continued. The emission efficiency of flying was 925,6 gCO2/RTK (year 2021: 930,8 gCO2/RTK). RTK in 2022 was 2,678.2 million. (930,8-925,6)*2678,2= 13,998.2 tons of CO2. 13,998/2,478,813=0.56%

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 30% but less than or equal to 35%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	15171	9604566	9619737
Consumption of purchased or acquired electricity	<Not Applicable>	2227	20039	22266
Consumption of purchased or acquired heat	<Not Applicable>	5596	17720	23316
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	278	<Not Applicable>	278
Total energy consumption	<Not Applicable>	23272	9642325	9665597

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value
LHV

Total fuel MWh consumed by the organization
15171

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
In 2022 the company used sustainable aviation fuel (SAF) and ground biodiesel. The producers ensure the sustainability of their entire renewable fuel production chain with certifications. Certifications that they use include the EU-compliant ISCC EU and ISCC Plus (International Sustainability and Carbon Certification), REDCert.EU and RedCERT2.

Other biomass

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
No other biomass been used in 2022.

Other renewable fuels (e.g. renewable hydrogen)

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
No other renewable fuels to sustainable biomass has been used in 2022.

Coal

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
No coal has been used in 2022.

Oil

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
No oil has been used in 2022.

Gas

Heating value
Unable to confirm heating value

Total fuel MWh consumed by the organization
0

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
No gas has been used in 2022.

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value
LHV

Total fuel MWh consumed by the organization
9604566

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Other non-renewable fuels reported here consumed by the company is kerosene (type Jet A1), ground fuel oil and ground petrol.

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
9619737

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Total fuel consumed by the Organization consist of kerosene, sustainable aviation fuel (SAF), ground biodiesel, ground fuel oil and ground petrol.

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	278	278	278	278
Heat	9619737	9619737	15171	15171
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Country/area of low-carbon energy consumption
Finland

Sourcing method
None (no active purchases of low-carbon electricity, heat, steam or cooling)

Energy carrier
<Not Applicable>

Low-carbon technology type
<Not Applicable>

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
<Not Applicable>

Tracking instrument used
<Not Applicable>

Country/area of origin (generation) of the low-carbon energy or energy attribute
<Not Applicable>

Are you able to report the commissioning or re-powering year of the energy generation facility?
<Not Applicable>

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
<Not Applicable>

Comment
Figures relating to facilities energy consumption have been received from the energy providers. From district heat 24% and electricity 10% came from renewable sources (in addition 49% was nuclear).

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area
Finland

Consumption of purchased electricity (MWh)
22266

Consumption of self-generated electricity (MWh)
278

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
23316

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
45860

C-TS8.5

(C-TS8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity
Aviation

Metric figure
0.294

Metric numerator
Other, please specify (kg)

Metric denominator
Revenue-ton.km

Metric numerator: Unit total
788104158

Metric denominator: Unit total
2678200000

% change from last year
-0.5

Please explain
kg fuel used per revenue ton km transported (distance = great circle distance), commonly used efficiency metric in the airline industry. The metric numerator is kg of fuel used and denominator revenue ton kilometers.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity
Aviation

Metric
Yearly purchase

Technology
Other, please specify (Volume of Sustainable fuel is increased constantly)

Metric figure
1286

Metric unit
Other, please specify (tonnes)

Explanation
Finnair is increasingly refueling biofuels in its flights and provide biodiesel in all ground equipment refueling.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	No	Due to travel restrictions and lack of customer demand, Finnair's revenue plummeted in 2020 and was very close to it in 2021. Therefore, the company has been forced to drastically cut all its expenses and investments, including those supporting sustainable development, to minimise the losses caused by the limited operations as well as to secure a healthy cash position.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Finnair-annual-report-2022.pdf

Page/ section reference
151-152

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach
Scope 2 market-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Finnair-annual-report-2022.pdf

Page/ section reference
151-152

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Business travel
Scope 3: Downstream leased assets

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
Finnair-annual-report-2022.pdf

Page/section reference
151-152

Relevant standard
ISO14064-3

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.
EU ETS
Switzerland ETS
UK ETS

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS
38

% of Scope 2 emissions covered by the ETS
0

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
481839

Allowances purchased
452349

Verified Scope 1 emissions in metric tons CO2e
934188

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

Switzerland ETS

% of Scope 1 emissions covered by the ETS
1

% of Scope 2 emissions covered by the ETS
0

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
18248

Allowances purchased
3533

Verified Scope 1 emissions in metric tons CO2e
21781

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

UK ETS

% of Scope 1 emissions covered by the ETS
2

% of Scope 2 emissions covered by the ETS
0

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
25394

Allowances purchased
21985

Verified Scope 1 emissions in metric tons CO2e
47379

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

Comment

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

Finnair is committed to complying with international and national legislation in its operations, as well as the ethical operating principles laid out in the Code of Conduct and policies related to sustainability.

Finnair reports emissions under EU ETS and SWISS ETS through the Finnish authority Traficom. Emissions under the UK ETS are reported directly to the UK ETS registry. The company annually verifies emissions under all ETS with an independent verifier and always starts the verification process well in advance of the due date. Finnair is actively monitoring the development of the price of emission allowances and strives to acquire the necessary market-based emission rights at best price. Finnair also aims to use sustainable aviation fuels (SAF) in growing volumes to the extent that they are available and affordable. Utilizing SAF in the emissions trading schemes reduces SAF's premium over fossil aviation fuel.
In order to reduce fuel consumption and thus the acquisition of emission rights, Finnair follows a strategy comprised of three elements: technological development, improvement of operational and operative efficiency, and development of infrastructure.

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?
Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Project type
Peatland protection and restoration

Type of mitigation activity
Carbon removal

Project description
Rimba Raya Biodiversity Reserve Project

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
1276

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
No

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Issued

Credits issued by which carbon-crediting program
VCS (Verified Carbon Standard)

Method(s) the program uses to assess additionality for this project
Barrier analysis

Approach(es) by which the selected program requires this project to address reversal risk
Other, please specify (Economic risk: Risk of rising land opportunity costs that cause reversal of sequestration and/or protection)

Potential sources of leakage the selected program requires this project to have assessed
Activity-shifting
Market leakage
Ecological leakage

Provide details of other issues the selected program requires projects to address

Comment

Project type
Reforestation

Type of mitigation activity
Carbon removal

Project description
The Delta Blue Carbon project is an Afforestation, Reforestation and Revegetation (ARR) and Restoring Wetland Ecosystems (RWE) project implemented in the Indus River Delta, in Pakistan.

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
142

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
No

Vintage of credits at cancellation
<Not Applicable>

Were these credits issued to or purchased by your organization?
Issued

Credits issued by which carbon-crediting program
VCS (Verified Carbon Standard)

Method(s) the program uses to assess additionality for this project
Positive lists
Other, please specify (Regulatory surplus)

Approach(es) by which the selected program requires this project to address reversal risk
No risk of reversal

Potential sources of leakage the selected program requires this project to have assessed
Activity-shifting
Market leakage
Ecological leakage

Provide details of other issues the selected program requires projects to address

Comment

C11.3

(C11.3) Does your organization use an internal price on carbon?
Yes

C11.3a

(C11.3a) Provide details of how your organization uses an internal price on carbon.

Type of internal carbon price
Internal fee

How the price is determined
Alignment with the price of allowances under an Emissions Trading Scheme

Objective(s) for implementing this internal carbon price
Drive energy efficiency

Scope(s) covered
Scope 1

Pricing approach used – spatial variance
Uniform

Pricing approach used – temporal variance
Static

Indicate how you expect the price to change over time
<Not Applicable>

Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)
85

Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)
85

Business decision-making processes this internal carbon price is applied to
Operations
Risk management

Mandatory enforcement of this internal carbon price within these business decision-making processes
Yes, for some decision-making processes, please specify

Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan
Whenever fuel cost related calculations are done (for example weight reduction campaigns), price of carbon is taken into consideration. The carbon price is reviewed on quarterly basis to reflect EU ETS carbon price.

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, our suppliers
Yes, our customers/clients

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement
Innovation & collaboration (changing markets)

Details of engagement
Collaborate with suppliers on innovative business models to source renewable energy

% of suppliers by number
0.1

% total procurement spend (direct and indirect)
0

% of supplier-related Scope 3 emissions as reported in C6.5
2

Rationale for the coverage of your engagement
In order to source renewable energy, the company is actively collaborating with its suppliers. One of the key initiatives is the adoption of sustainable aviation fuel (SAF), which significantly reduces carbon emissions compared to traditional jet fuel. SAF plays a crucial role in the aviation sector's decarbonization journey, especially for longer-haul flights. However, the availability of SAF at a large scale is still limited, emphasizing the importance of the industry's commitment to generating demand and allocating resources. This commitment is further bolstered by support from various stakeholders, including government regulations and targeted investments, which facilitate the growth and maturity of SAF production.

Impact of engagement, including measures of success
To contribute to this effort, Finnair, in partnership with the oneworld Alliance, has set an ambitious goal of achieving a 10% uptake of SAF by 2030, surpassing the EU's mandated target of 5%. As a significant step towards this goal, Finnair has established long-term agreements with renewable fuel companies Aemetis and Gevo in the United States. Starting from 2025 in California, Finnair will begin refueling with SAF from these suppliers. Additionally, Finnair has previously collaborated with Neste in Finland to increase SAF usage. Currently, the company is actively developing SAF and compensation roadmaps, which are set to be implemented during 2023.

Comment
The offtake agreements with Aemetis and Gevo together cover about 2% of the total estimated fuel consumption in 2027.

Type of engagement
Engagement & incentivization (changing supplier behavior)

Details of engagement
Facilitate adoption of a unified climate transition approach with suppliers

% of suppliers by number
0.02

% total procurement spend (direct and indirect)
0.03

% of supplier-related Scope 3 emissions as reported in C6.5
11

Rationale for the coverage of your engagement
Nordic Regional Airlines (Norra) operates a fleet of 24 aircraft for Finnair on a contract flying basis. All the aircraft operated by Norra are leased from Finnair Aircraft Finance Oy. Norra operations consumed about 11 percent of Finnair’s total fuel consumption in 2022.

Impact of engagement, including measures of success
Finnair has a cross-organizational working group focused on fuel efficiency. Year 2022 Finnair requested Norra to join the group to find measures to improve Norra operated flights fuel efficiency. The actions include optimization of flight planning and flight operations , and reducing the weight of the aircraft.
With the actions implemented by the WG during 2022 (both Finnair and Norra fleet) saved approximately 5,000 tons of fuel and thus reduced carbon dioxide emissions by approximately 15,750 tons.

Comment
The supplier-related scope 3 emissions have been calculated on category 3; Norra operations consumed about 11 percent of Finnair’s total fuel consumption in 2022.

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement & Details of engagement

Education/information sharing	Run an engagement campaign to educate customers about the climate change impacts of (using) your products, goods, and/or services

% of customers by number
100

% of customer - related Scope 3 emissions as reported in C6.5
80

Please explain the rationale for selecting this group of customers and scope of engagement
As an airline, it is important to provide customers with the opportunity to calculate the carbon footprint of their flight and a way to address these carbon emissions easily and completely. Finnair offers its customers the opportunity to address their flight emissions through a calculator that combines two key tools for reducing and offsetting CO2 emissions: sustainable aviation fuel (SAF) and certified climate projects.

Impact of engagement, including measures of success
At the beginning of the year, Finnair started cooperation with a climate company Chooose to offer a compensation service where everyone can participate in reducing global CO2 emissions by supporting renewable fuel and climate projects. During 2022, approximately 10 per cent of our customers' compensation money went to SAF and 90 per cent to climate projects. In total, Finnair customers offset about 3,400 tons of carbon dioxide, which corresponds to 0.15 per cent of the company's total flying emissions, or about 520 Helsinki–Oulu flights. We are also grateful to our business customers who participated in the air industry's common long-term goal of making flying carbon neutral. In 2022, business travelers compensated for their travel by buying 629 tons of renewable aviation fuel for Finnair's planes. With this cooperation, 1,809 tons of CO2 emissions from flying were reduced.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?
Yes, climate-related requirements are included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.

Climate-related requirement
Complying with regulatory requirements

Description of this climate related requirement
Finnair Supplier Code of Conduct stipulates that Supplier shall act in full compliance with applicable local, national and international laws and regulations in all locations where the Supplier conducts its business. In addition to complying with applicable laws and regulations, the Supplier is expected to act in accordance with high standards of business ethics and Finnair Supplier Code of Conduct.

Supplier Code demands suppliers to collect, assess and report information about the environmental, social and financial impact of the services they provide. They also need to commit to be aware of and responsive to corporate sustainability risks and opportunities for their business.

% suppliers by procurement spend that have to comply with this climate-related requirement
60

% suppliers by procurement spend in compliance with this climate-related requirement
95

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment
First-party verification
Second-party verification
Grievance mechanism/Whistleblowing hotline

Response to supplier non-compliance with this climate-related requirement
Other, please specify (Legal non-compliance is always managed case-by-case with attention due to the severity.)

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
Yes, we engage directly with policy makers
Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?
No, and we do not plan to have one in the next two years

Attach commitment or position statement(s)
<Not Applicable>

Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan
Finnair has committed to set a SBTi target until March 2024. To reach such target the company need to engage all governmental, institutional and industry stakeholders to aim for the goals set in the Paris Agreement.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
<Not Applicable>

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?

Specify the policy, law, or regulation on which your organization is engaging with policy makers
The EU emissions trading scheme (ETS) for aviation.

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Emissions trading schemes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
Europe

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Finnair has been in active dialogue with national ministry of transport and parliament as well as the EU institutions (Council, Commission and European Parliament)

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
Finnair supports strengthening of aviation ETS. However, Finnair has been advocating for less ambitious phase-out of free emissions allowances. It would be important to give more time for the sector to recover for losses of covid-19 crises and for alternative green transition solutions (affordable SAF, technology) to emerge.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
Energy Taxation Directive: kerosene tax

Category of policy, law, or regulation that may impact the climate
Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate
Carbon taxes

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
Europe

Your organization's position on the policy, law, or regulation
Oppose

Description of engagement with policy makers
Finnair has been in active dialogue with national ministries (transport, finance, economics) and parliament as well as the EU institutions (Council, Commission and European Parliament) on the Commission proposal on tax to fossil kerosene as part of Fit for 55 legislative package published in July 2021.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
Aviation is global business and so should be the solutions towards green transition. Otherwise the result is likely to introduce uneven playing field and carbon leakage. Taxation on aviation fuels should be decided at international level at the ICAO.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

Specify the policy, law, or regulation on which your organization is engaging with policy makers
ReFuelEU aviation: SAF mandate

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Renewable energy generation

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
Europe

Your organization's position on the policy, law, or regulation
Support with minor exceptions

Description of engagement with policy makers
Finnair has been in active dialogue with national ministry of transport and parliament as well as the EU institutions (Council, Commission and European Parliament).

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation
Finnair support the level of ambition in the Commission proposal relating to the mandate levels. On the other hand, Finnair has advocated for wider feedstock base with a view to ensuring SAF supply with reasonable price level while not compromising on sustainability.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
International Air Transport Association

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
IATA advocates global, proportionate and coherent environmental policies in support of aviation sectors sustainability and cost-efficient environmental improvements. IATA is committed to achieve net zero carbon emissions by 2050 ("Fly net zero"). Target is aligned with Paris Agreement goal to keep global warming under 1.5 °C and aims at keeping the benefit of global connectivity for future generations.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

Trade association
Other, please specify (Airlines for Europe, A4E)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
A4E advocates actively for wide range of measures for green transition of aviation. A4E is one of the key organizations behind the green transition roadmap Destination 2050 adopted 2021. A4E members are committed to reach carbon neutrality by 2050. While calling for wide stakeholder engagement in making transition possible, the A4E has called for preserving the competitiveness of and level playing field for European carriers. Finnair participates actively on A4Es position making.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In mainstream reports

Status
Complete

Attach the document
Finnair-annual-report-2022.pdf

Page/Section reference
Strategy implementation: Pages 19-21; Non-Financial targets and performance; Pages 23-34; Risk Management: Pages 39-43; Emission figures: pages 135-136

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Global Reporting Initiative (GRI) Community Member Task Force on Climate-related Financial Disclosures (TCFD) UN Global Compact	Finnair has signed the United Nation's Global Compact initiative and as required by the Global Compact's ten principles, the company aims to reduce its environmental impacts, prevent any violations of human rights and the use of forced or child labour both within its own operations and its supply chain. Finnair is supporter of the TCFD and reports on the work done for emissions and energy efficiency and risk management according to TCFD. For many years already, Finnair has reported in accordance with the GRI standards. Year 2022 Finnair reported with reference to the GRI standards.

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, executive management-level responsibility	Finnair's Executive Board monitors the planning and implementation of the SAF strategy. Part of SAF's sourcing strategy is to ensure that the fuel is produced in a sustainable manner and meets the minimum requirements of the Sustainability Criteria defined by ICAO and the Company. Finnair has signed the United for Wildlife (UFW) Buckingham Palace declaration of the Duke of Cambridge to prevent the illegal wildlife trade. As a signatory, the company has undertaken to promote the awareness of different stakeholders about this topic. Executive Board has appointed a sponsor for the program.	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments and publicly endorsed initiatives related to biodiversity	Other, please specify (United for Wildlife (UfW) Transport Taskforce)	SDG CITES Other, please specify (IATA IWT Program)

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment
No and we don't plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment
No and we don't plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
No

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Education & awareness Law & policy

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Yes, we use indicators	Other, please specify (Completion % of internal promotion campaigns)

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In mainstream financial reports	Content of biodiversity-related policies or commitments	Pages 28-30: Biodiversity and EU Taxonomy chapters. Page 132 Materiality Analysis Finnair-annual-report-2022.pdf

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

-

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Chief Executive Officer	Chief Executive Officer (CEO)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

-

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	2356600000

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member
Accenture

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
440.8

Uncertainty (±%)
1

Major sources of emissions
The provided figure sums up all international Accenture staff flown with Finnair and consists of Scope 1 emissions. Scope 3 is not included. Emissions arising from jet fuel comprise >99,9 % of the total scope 1 emissions. The uncertainty to individual flights used is explained with seasonal changes. Finnair uses 12 months average in fuel calculations to balance seasonal weather influences.

Verified
No

Allocation method
Other, please specify (IATA recommended practice -RP 1726)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The emissions figures reported above include direct Scope 1 emissions (TTW) of 2,772 Accenture staff flights during the year 2022. The allocated emission figures have been calculated by dividing the burned fuel between cargo and passenger masses. The total revenue mass of the transport activity has been calculated following the IATA emissions allocation principle; An average passenger mass with baggage is assumed as 100 Kg. Allocation of fuel consumption between passenger and cargo activities derives from this relation. Would yo like to include Scope 3 emissions to the figures, the CO2 emissions would be 538.4 tonnes of CO2e.

Requesting member
Deutsche Post DHL Group

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
37

Uncertainty (±%)
1

Major sources of emissions
The provided figure sums up all Deutsche Post DHL Group flights with Finnair and consists of Scope 1 emissions. Scope 3 is not included. Emissions arising from jet fuel comprise >99,9 % of the total scope 1 emissions. The uncertainty to individual flights used is explained with seasonal changes. Finnair uses 12 months average in fuel calculations to balance seasonal weather influences.

Verified
No

Allocation method
Other, please specify (IATA recommended practice -RP 1726)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The emissions figures reported above include direct Scope 1 emissions (TTW) of 188 Deutsche Post DHL Group flights during the year 2022. The emissions figures reported above include direct Scope 1 emissions (TTW) only. The allocated emission figures have been calculated by dividing the burned fuel between cargo and passenger masses. The total revenue mass of the transport activity has been calculated following the IATA emissions allocation principle; An average passenger mass with baggage is assumed as 100 Kg. Allocation of fuel consumption between passenger and cargo activities derives from this relation.
The above emission figure derive from two companies: Deutsche Post AG (24.6 t CO2e) and Deutsche Post World Net (12.4t CO2e). Would yo like to include Scope 3 emissions to the figures, the CO2 emissions would be 45.2 tonnes of CO2e.

Requesting member
McKinsey & Company, Inc.

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Company wide

Allocation level detail
<Not Applicable>

Emissions in metric tonnes of CO2e
448.1

Uncertainty (±%)
1

Major sources of emissions
The provided figure sums up all international McKinsey staff flown with Finnair and consists of Scope 1 emissions. Scope 3 is not included. Emissions arising from jet fuel comprise >99,9 % of the total scope 1 emissions. The uncertainty to individual flights used is explained with seasonal changes. Finnair uses 12 months average in fuel calculations to balance seasonal weather influences.

Verified
No

Allocation method
Other, please specify (IATA recommended practice -RP 1726)

Market value or quantity of goods/services supplied to the requesting member

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The emissions figures reported above include direct Scope 1 emissions (TTW) of 2,350 McKinsey staff flights during the year 2022. The allocated emission figures have been calculated by dividing the burned fuel between cargo and passenger masses. The total revenue mass of the transport activity has been calculated following the IATA emissions allocation principle; An average passenger mass with baggage is assumed as 100 Kg. Allocation of fuel consumption between passenger and cargo activities derives from this relation. Would yo like to include Scope 3 emissions to the figures, the CO2 emissions would be 547.4 tonnes of CO2e.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

Finnair openly shares carbon emissions arising from our operations. One can find true annual averages of each route flown from the Finnair's carbon compensation program web page. The company calculates the emissions based on true fuel consumption, passenger count and cargo weight. Annual average is used to balance seasonal emissions.

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
Customer base is too large and diverse to accurately track emissions to the customer level	As major share of our customers are private and true emissions are dependent on actual passenger and their luggage weight, we cannot provide passenger-based actual emission figures. Corporate customers can be served with more ease but if customers are not using corporate specific tagging 100% verification cannot be provided. On the other hand, operational circumstances vary hugely (e.g. wind, rain, snow, temperature, ac type). To provide day-to-day and route -based fuel consumption would require massive calculation capacity.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?
Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

Finnair is planning to have a program for corporate customers for carbon-free flying. This program set-up requires a client-based emissions tracking and reporting.

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member
McKinsey & Company, Inc.

Group type of project
Reduce Logistics Emissions

Type of project
Other, please specify (Scaling Sustainable Aviation Fuels through SAF Certificates)

Emissions targeted
Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized
0-1 year

Estimated lifetime CO2e savings

Estimated payback
Please select

Details of proposal
Aviation is a significant contributor to global greenhouse gas emissions, and decarbonizing this sector is essential for combating climate change. Sustainable Aviation Fuels (SAF), which are liquid fuels chemically similar to kerosene, provide a promising solution. They can be used interchangeably with fossil jet fuel, blending up to 50% SAF, thus significantly reducing carbon emissions.

While SAF is recognized as the most viable in-sector decarbonization approach today, its adoption faces a significant challenge. The price of SAF is approximately two to five times higher than conventional jet fuel, and its usage currently represents less than 0.1% of the total jet fuel demand. This situation creates a "chicken-and-egg" dilemma, as SAF producers and consumers are unable or unwilling to bear the initial costs associated with scaling global production.
To address this challenge, we propose the implementation of a SAF certificates (SAFc) system. This system aims to mobilize corporate demand and encourage organizations to contribute to the SAF price premium in exchange for emissions reductions and broader environmental claims. By utilizing SAF certificates, we can incentivize corporate customers to support the scaling of sustainable aviation fuel production.
As part of this proposal, we are offering verified SAF certificates exclusively to select corporate customers. By participating in this program, your organization can demonstrate its commitment to sustainability while also making a tangible impact on reducing emissions within the aviation sector. The purchase of SAF certificates will help offset the higher cost of SAF production and contribute to the growth of the sustainable aviation fuel market.
We highly value your organization's environmental goals and believe that collaboration is crucial for achieving significant change. We would like to schedule a short call to discuss this opportunity in more detail, address any questions or concerns you may have, and explore how we can work together to make a tangible impact on emissions reduction.

Requesting member
Accenture

Group type of project
Reduce Logistics Emissions

Type of project
Other, please specify (Scaling Sustainable Aviation Fuels through SAF Certificates)

Emissions targeted
Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized
0-1 year

Estimated lifetime CO2e savings

Estimated payback
Please select

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Requesting member
Deutsche Post DHL Group

Group type of project
Reduce Logistics Emissions

Type of project
Other, please specify (Scaling Sustainable Aviation Fuels through SAF Certificates)

Emissions targeted
Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized
0-1 year

Estimated lifetime CO2e savings

Estimated payback
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SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

No, I am not providing data

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms