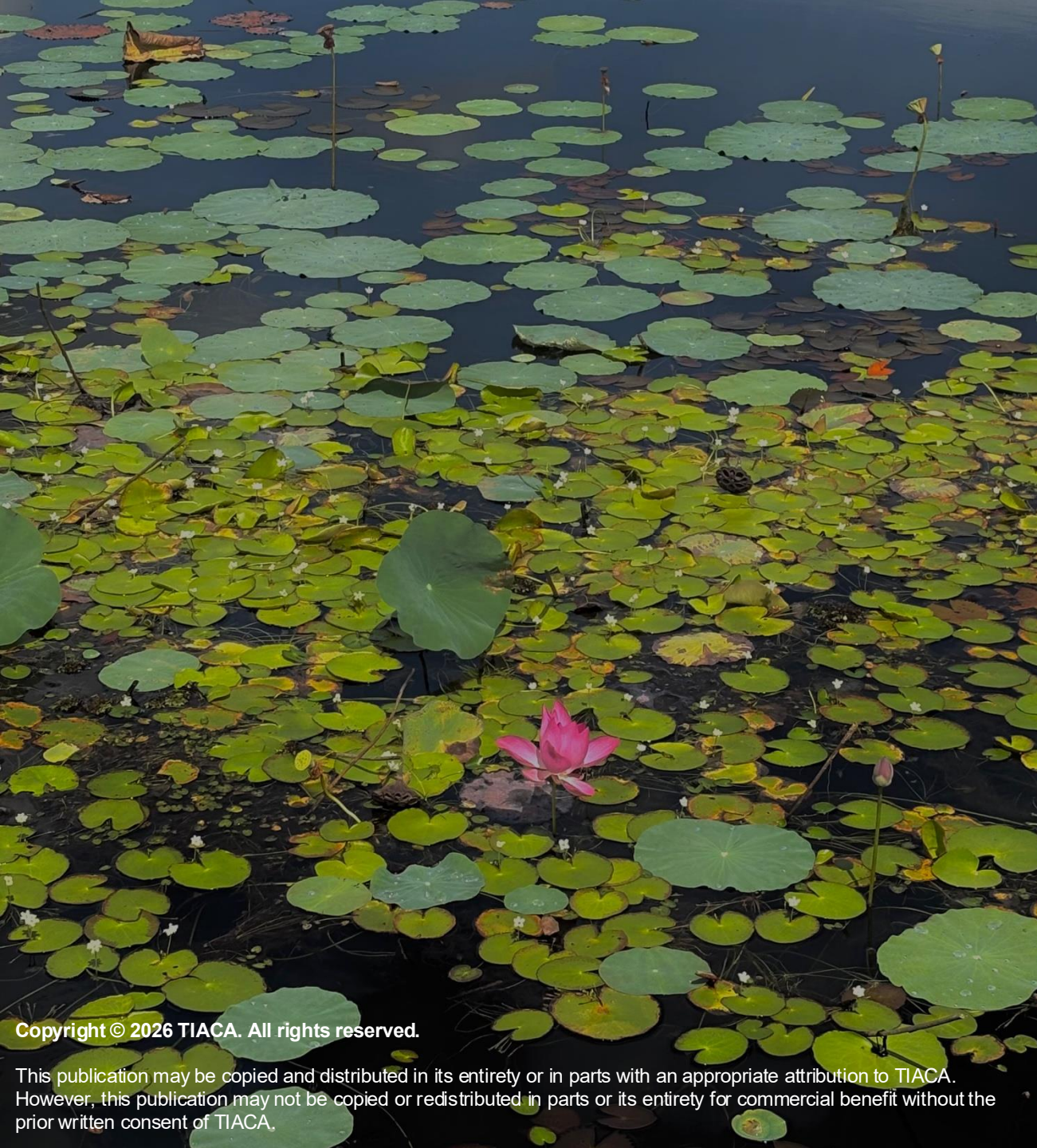




# Air Cargo Sustainability Report 2026

Results of the 6<sup>th</sup> annual air cargo  
industry sustainability survey

*"Every journey toward sustainability begins  
like the water lily — quietly, beneath the  
surface, long before it blooms."*



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# TIACA's message



Dear reader,

It gives me great pleasure to present the sixth edition of the TIACA Air Cargo Sustainability Insights Report — our most comprehensive analysis yet of how the air cargo industry is navigating its sustainability transformation.

Each year, this report gives us a remarkable window into the mindset, priorities, and progress of our industry. And each year, the picture becomes more nuanced, more honest, and ultimately more encouraging — not because every indicator points upward, but because the industry is learning to ask harder questions of itself.

This year's report is based on the full spectrum of our community — airlines, airports, freight forwarders, ground handlers, shippers, equipment manufacturers, IT providers, and other organizations. As always, we analyze the data by company type, size, and region, giving us a rich and multi-dimensional view of where the industry truly stands.

What does 2026 tell us?

The headline finding is one of consolidation rather than acceleration. After several years of strong upward momentum, a number of sustainability indicators have experienced a modest decline. External sustainability pressure, for instance, has fallen to 53% — its lowest point since 2021. Perceived bottom-line impact has dropped to 30%. These are numbers that deserve honest reflection.

And yet, I would caution against reading this as a retreat. On the contrary, I believe it signals something more meaningful: sustainability is no longer primarily driven by external pressure. It is increasingly driven from within. When 95% of respondents confirm that sustainability is supported by their CEO, when 73% say it is part of their company's DNA, and when 72% have a formal sustainability strategy in place — these are not the numbers of an industry that is stepping back. These are the numbers of an industry that is growing up.

The challenge — and it is a real one — lies in translating this strategic alignment into consistent, measurable action. The gap between intent and execution remains the defining tension of our time. Too many organizations still report that their processes are "evolving," that regulations are "too complex to implement," or that budget constraints delay meaningful progress. Closing this gap is the work of the years ahead.

The geography of progress

One of the most striking findings of this year's report is the growing regional divergence. Asia continues to lead across multiple indicators — with 87% of Asian companies saying sustainability is part of their DNA, and 74% holding a formal sustainability strategy. This is a remarkable shift, and one that reflects both the growing regulatory pressure from global supply chains and a genuine cultural embrace of long-term thinking.

At the same time, the Americas continue to lag — with only 44% citing sustainability as part of their company culture. This gap is not just a data point. It is a challenge for our entire industry, because sustainability in air cargo is only as strong as its weakest link in the chain.

TIACA's commitment

TIACA remains fully committed to supporting every organisation in our community — regardless of size, region, or starting point — on its sustainability journey. Our BlueSky Sustainability Assessment and Validation Program continues to provide a clear, practical framework for organizations seeking to benchmark themselves, identify gaps, and demonstrate credible progress to their stakeholders.

As I reflect on six years of this survey, I am struck by how far we have come — and equally by how much further we must go. The water lily does not fight the current. It roots itself so deeply that the current no longer matters. I believe our industry has the roots. Now is the time to bloom.

I invite you to read this report not merely as a collection of data points, but as a mirror — one that reflects honestly where we are, and points clearly toward where we must go.

Let us continue this journey together.

# Executive summary



The 6<sup>th</sup> edition of the annual Air Cargo Industry Sustainability Survey reveals interesting trends affecting the sector and its approach to sustainability:

1. Compared to last year, all companies confirm the **sustainability pressure has largely decreased**: 53% compared to 61% last year. The drop is significant for organizations headquartered in North America and in the Middle East, most probably driven by the current geopolitical context and the change of administration in the US, openly against the sustainability agenda.
2. Sustainability remains an **expectation from employees and customers**: 60% of respondents confirm sustainability matters to both.
3. The pressure from regulators has dropped by 19 points in just 2 years, a probable consequence of the **ease of regulations in the US and in Europe**. As a prime illustration, the simplification of the Corporate Sustainability Reporting Directive (CSRD) has resulted in 80% reduction of the number of entities required to report.
4. Amongst the survey participants, 42% said they are already ready or actively **preparing for CSRD**.
5. While all metrics experience a minor decline this year, **reputation** firmly remains the undisputed cornerstone of the business case for sustainability. Only 30% of respondents consider it affects positively their bottom line. It is a significant decrease compared to last year (12 points less).
6. While more than 3 quarters of air cargo stakeholders focus on environment when talking about sustainability, 41% of them integrate the 3 E, S and G dimensions to their sustainability definition (19 points more than last year) and **33% have added the notion of resilience**.
7. **Board and C-suite alignment** has never been stronger: 95% of the respondents confirm it is supported by their CEO, 85% by their CFO and 92% highlight sustainability is equally or more important than last year. However, 13% of European respondents declared it has lost importance the past 12 months.
8. While 92% confirm CEO places sustainability as a **strategic priority**, 12.5% of them failed to see concrete actions translating this strategic intent.
9. Overall, almost 3 quarter of respondents confirm they have a **sustainability strategy** in place. It is stable compared to last year (71%). Not surprise: this is driven mostly by Large organizations (86%).
10. 68% have started to integrate **climate adaptation** into their business strategy.
11. 73% say sustainability is part of their company DNA, and confirm it is **embedded in their processes**: 65% include ESG in their risk management process, 70% in their procurement process (6 points more than last year) and 79% in their partners' engagement approach (15 points more).
12. 58% have a **sustainability team**: it keeps growing, especially amongst Large organizations (76%).
13. 42% of **Chiefs Sustainability Officers** or equivalent report directly to the CEO.
14. 50% of surveyed companies produce a **sustainability report**. This is 4 points more than last year. This is 83% for Large organizations, confirming that sustainability reporting remains largely a big-player practice.
15. Investing in training, digitalization, innovation, continuous improvement and operational excellence are the top priorities for the air cargo industry, especially now that we enter the AI era.
16. Optimizing energy and asset utilization continue to be the first decarbonization levers for the industry.
17. 40% of respondents declare they are actively involved in the deployment of SAF or other fossil-free energy. This is 8 points more than last year.
18. The focus on D&I has dropped significantly. Only 68% confirm they are actively pursuing D&I programs, compared to 78% last year.

Hong Kong Air Cargo Terminals Limited

***HANDLING THE WORLD  
PROTECTING OUR PLANET***





The sustainability  
**pressure** on the  
air cargo industry

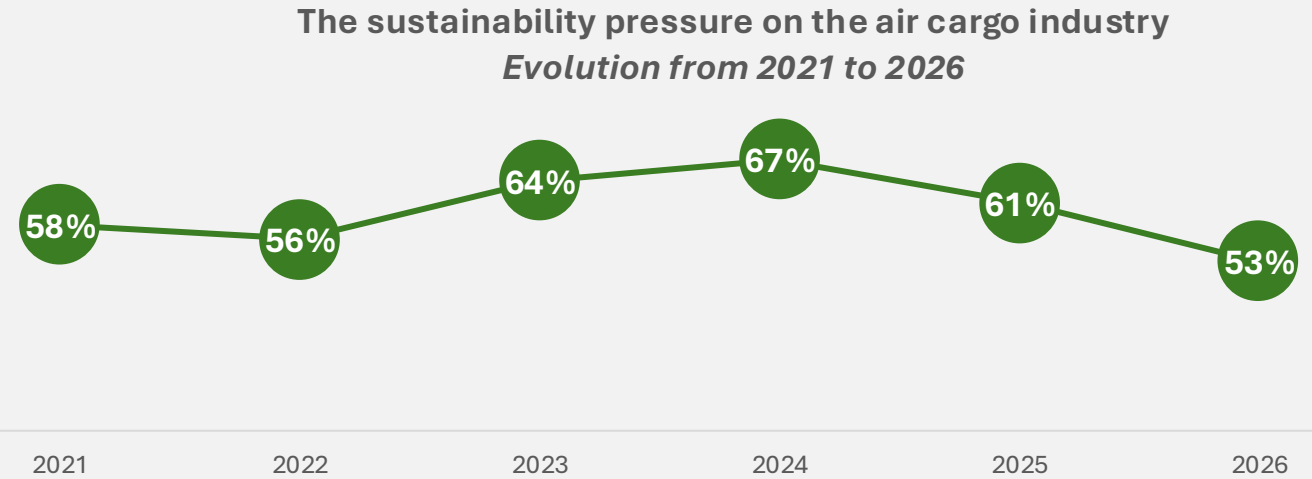
# The air cargo industry witnesses a notable easing in external pressure

Compared to last year, all companies confirm the sustainability pressure has decreased. It is particularly significant for organizations headquartered in North America and in the Middle East, most probably driven by the current geopolitical context and the change of administration in the US, openly against the sustainability agenda.

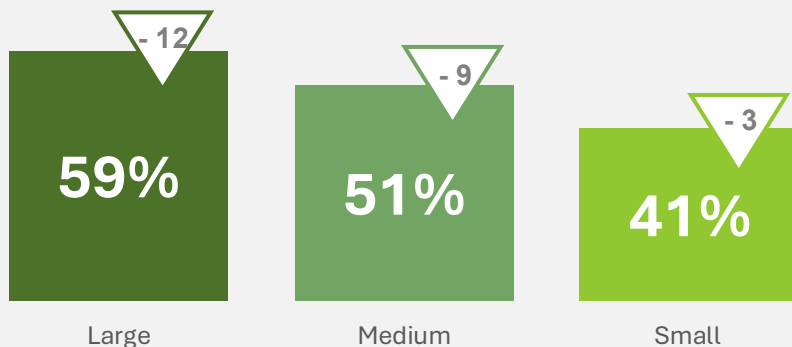
**- 8**

## 53%

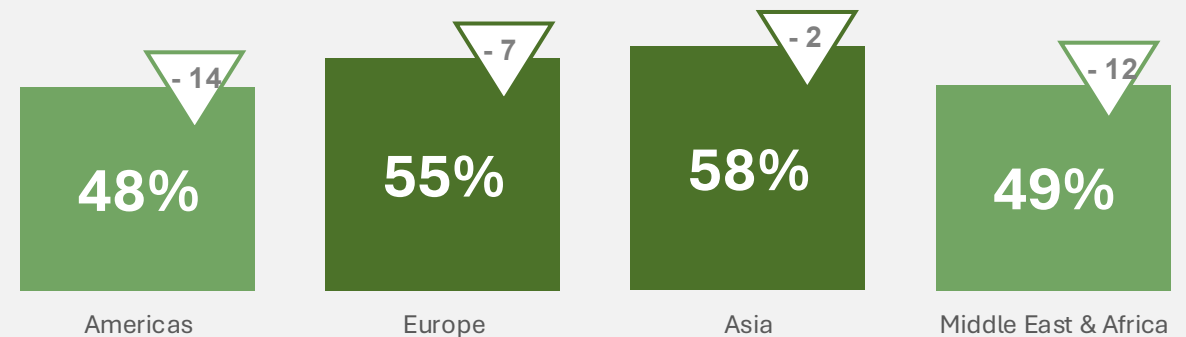
Globally, the sustainability pressure has decreased compared to last year and has never been that low since 2021.



*In 2026, by company size*



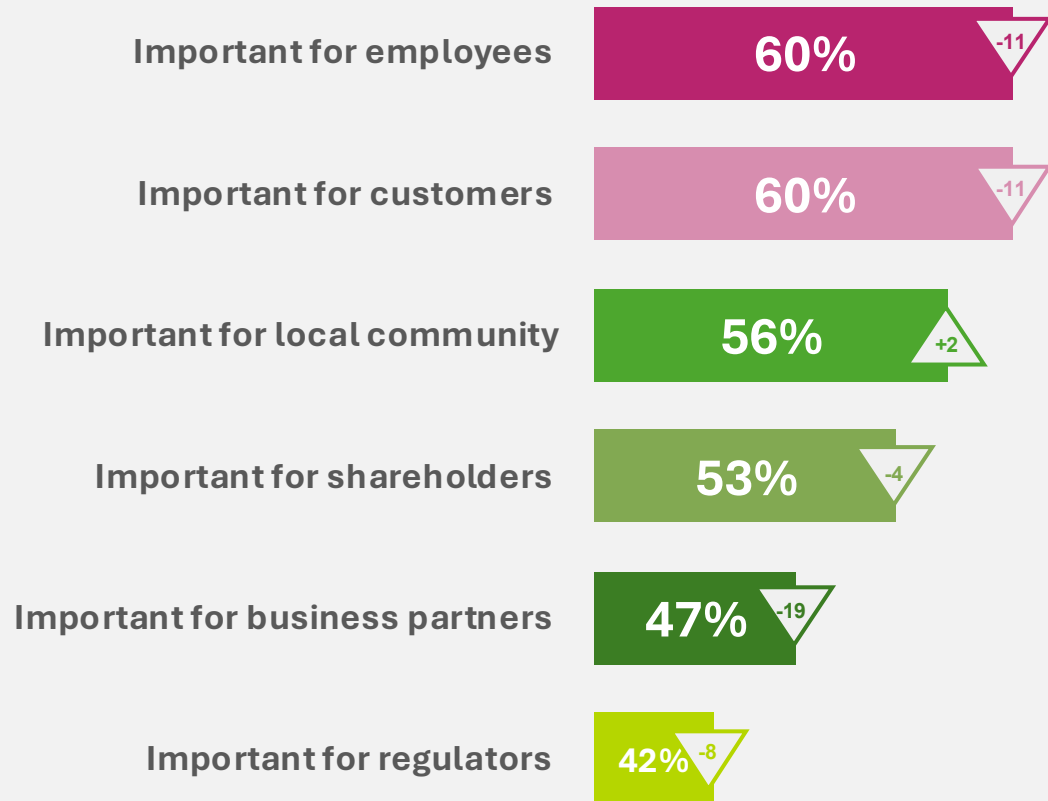
*In 2026, by region*



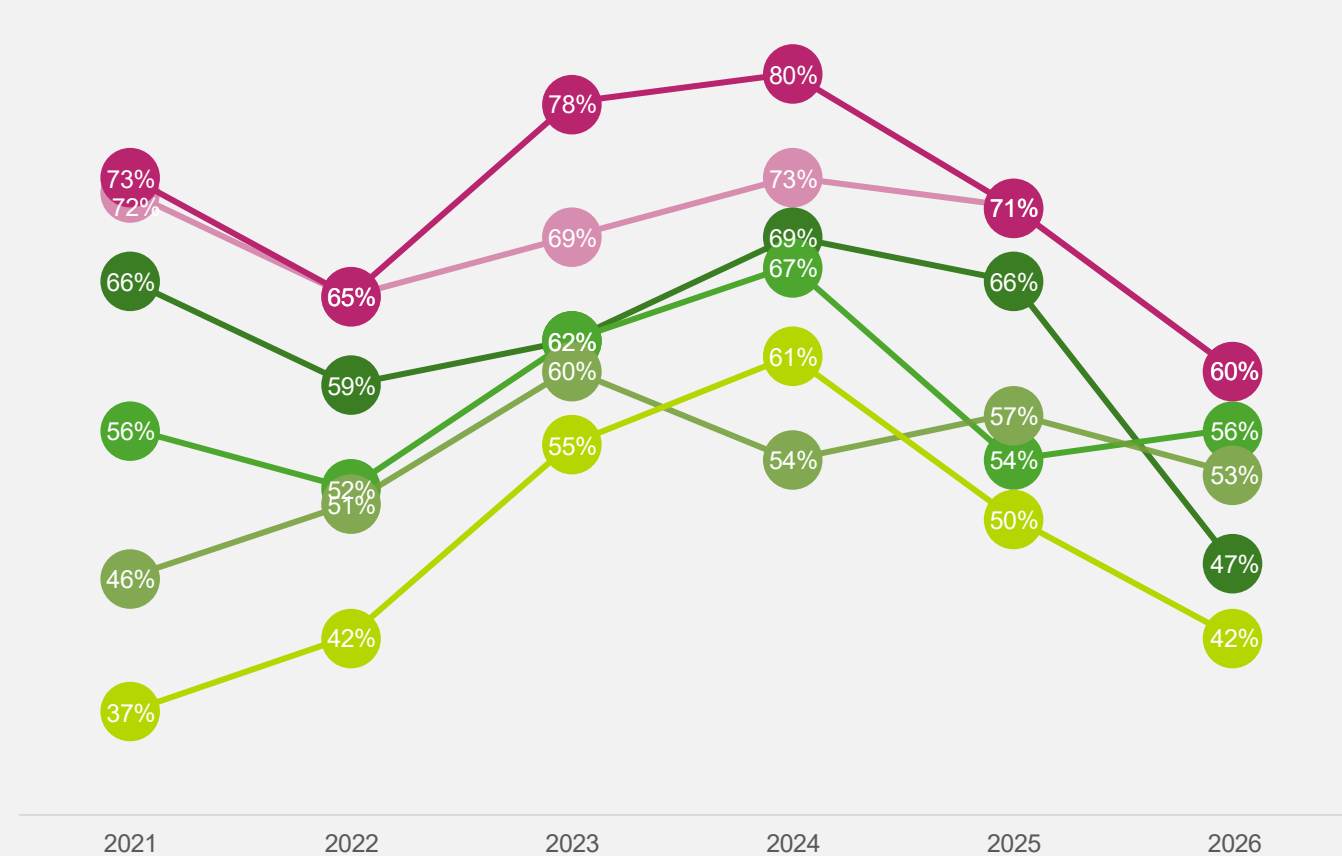
# Sustainability remains an expectation from employees and customers

While sustainability importance sees a general decline this year, it remains firmly driven by employees and customers as top priorities.

## Why is sustainability important to your organization?



## The importance of sustainability by stakeholder, evolution from 2021 to 2026



# CSRD simplified: key impacts of the Omnibus Directive



*EU Omnibus significantly reduced ESG reporting and due diligence requirements, narrowing scope and simplifying disclosure obligations across sustainability frameworks.*

KEY POINTS, HIGHLIGHTED BY EY ON THEIR BRIEFING FROM MARCH 2026\*:

On 18 March 2026, EU Directive 2026/470 amending CSRD entered into force, reducing the scope and complexity of sustainability reporting.

Scope is narrowed as CSRD reporting now applies only to European companies with over 1,000 employees and turnover over EUR450 million and excludes the listed small and medium size companies. The timeline for reporting has also changed given 2 more years to comply for remaining in-scope entities.

Thresholds applied to non-EU parent companies have also changed: only non-EU parents generating overall over EUR450 million revenue in the EU with at least one EU-based subsidiary or a branch with revenue over EUR200 million will be in scope for CSRD, starting in 2029.

The CSRD's requirement for assurance over in-scope EU entities' sustainability reporting remains unchanged. The forthcoming limited assurance standard on sustainability reporting is expected to be based on IAASB International Standard on Sustainability Assurance (ISSA) 5000. In the near term, companies should focus on 'auditability' of processes and controls (data lineage, governance, documentation and consistency).

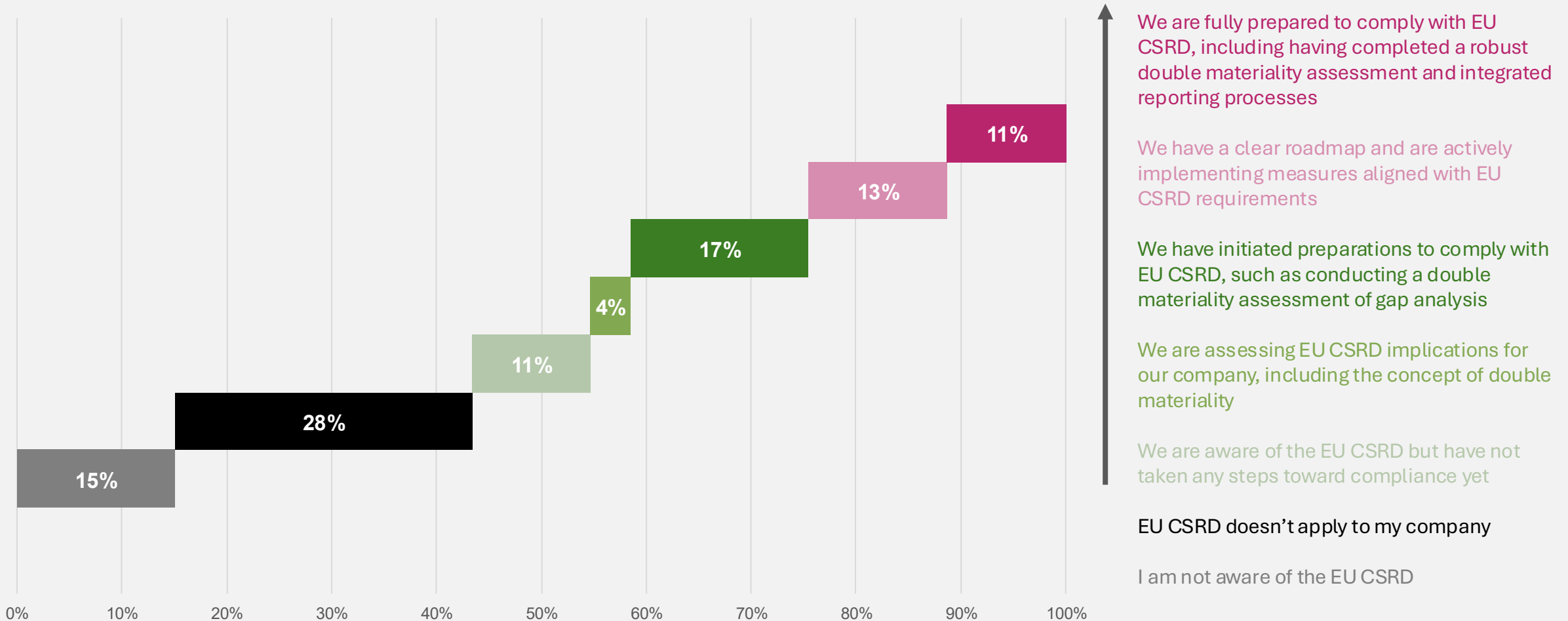
Further changes still to come, including the simplified European Sustainability Reporting Standards (ESRS) and digital reporting measures to be finalized in 2026–2027.

\* <https://www.ey.com/content/dam/ey-unified-site/ey-com/en-gl/technical/csrd-technical-resources/documents/ey-gl-eu-sustainability-developments-revised-delegated-act-on-eu-taxonomy-enters-into-force-03-2026.pdf>

# 42% are already ready or actively preparing for CSRD

How would you describe your company's current level of awareness and preparedness for the EU Corporate Sustainability Reporting Directive (CSRD)?

## CSRD readiness level

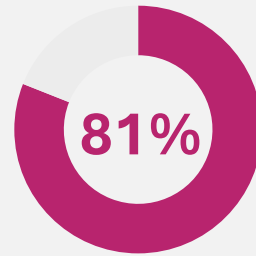
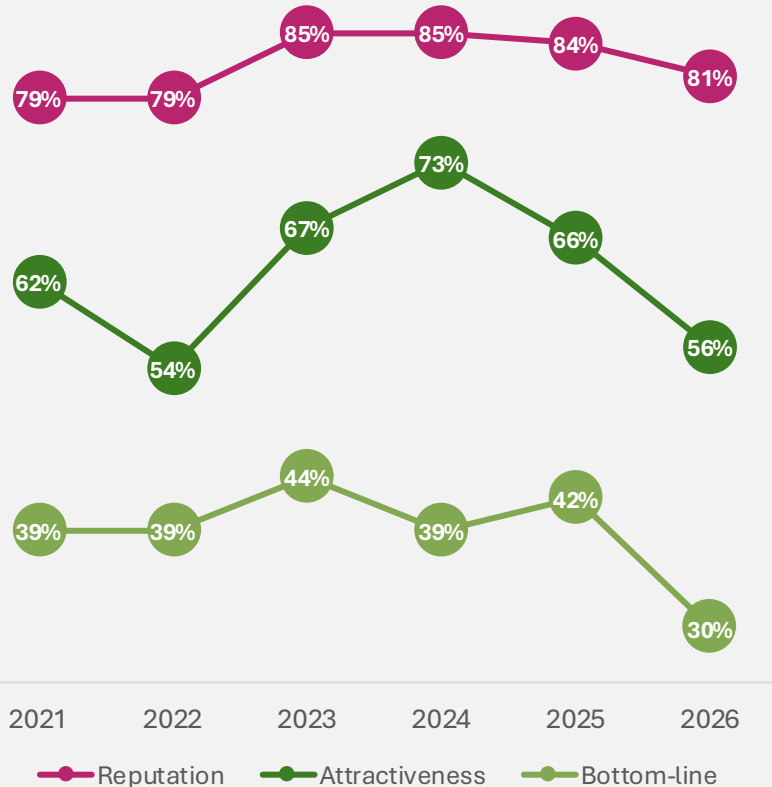


- We are fully prepared to comply with EU CSRD, including having completed a robust double materiality assessment and integrated reporting processes
- We have a clear roadmap and are actively implementing measures aligned with EU CSRD requirements
- We have initiated preparations to comply with EU CSRD, such as conducting a double materiality assessment or gap analysis
- We are assessing EU CSRD implications for our company, including the concept of double materiality
- We are aware of the EU CSRD but have not taken any steps toward compliance yet
- EU CSRD doesn't apply to my company
- I am not aware of the EU CSRD

# Sustainability remains a matter of reputation

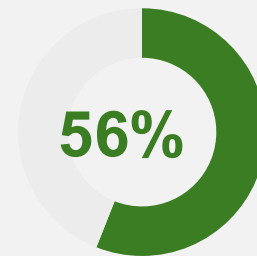
While all metrics experience a minor decline this year, reputation firmly remains the undisputed cornerstone of the business case for sustainability. Only 30% of respondents consider it affects positively their bottom line. It is a significant decrease compared to last year (12 points less).

The corporate business case of ESG, evolution from 2021 to 2026



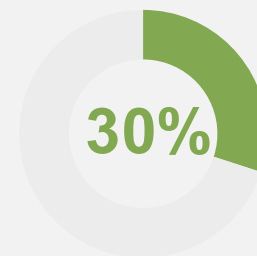
## Reputation

Reputation remains the undisputed cornerstone of the business case for sustainability: a figure that has held remarkably stable over five years, consistently ranking as the industry's primary motivation for ESG engagement.



## Attractiveness

Attractiveness holds as the second key driver, though its notable decline suggests sustainability is increasingly seen as a baseline expectation rather than a genuine competitive differentiator.



## Bottom-line

The steepest drop of all three metrics. The industry has still not cracked the business case for sustainability at the P&L level, creating a growing risk that strong reputation scores enable marketing narratives without driving the concrete investments needed to back them up.

Note: Answers to the multiple-choice question: "Do you believe making tangible progress in sustainability matters will or would impact positively your company's (please select all that apply)".

The sustainability  
maturity of the air  
cargo industry



# Sustainability is becoming a matter of **resilience**

While more than 3 quarters of air cargo stakeholders focus on environment when talking about sustainability, 41% of them integrate the 3 E, S and G dimensions to their sustainability definition (19 points more than last year) and 33% have added the notion of resilience.

“  
The ability of the airport to maintain its core functions, identity, and structure over time despite external shocks and persistent stressors.  
”  
**US REGIONAL AIRPORT**

“  
Staying alive !  
”  
**EUROPEAN REGIONAL AIRPORT**

“  
Our strategy is focusing on the environmental care, social care and crises care. Environment: [...] aiming for a neutral CO2 balance by 2050 and already by 2030 we want to halve our net CO2 emissions compared with 2019 through measures for CO2 saving. These include the use of Sustainable Aviation Fuels or contributions to high-quality climate protection projects.  
”  
**EUROPEAN AIRLINE**

“  
Our company aims to achieve Net Zero by 2050. Additionally, we adhere to global standards to emphasize our governance practices. In terms of social responsibility, we encourage our staff to engage in volunteer work, fostering a culture of community involvement.  
”  
**ASIAN GROUND HANDLER**

“  
We are committed to incorporating sustainability into every aspect of our business development and operations in order to create long-term benefits and maximize our positive impact on the environment, our organization and its employees. Within our company we are dedicated to enhancing the well-being of both people and the planet through efficient processes, waste reduction, creation of awareness within the organization and application of the “small things” that matter.  
”  
**GLOBAL ULD SOLUTION PROVIDER**

“  
We define sustainability as a long-term commitment to reduce environmental impact, support social responsibility, and act responsibly for future generations. This commitment is reflected in published environmental performance data and structured programmes aligned with global frameworks and UAE sustainability targets.  
”  
**MIDDLE EAST AIRLINE**

“  
A commitment to the longevity of the company (internal policies, external partnerships) and shared responsibility with our community.  
”  
**ASIAN FREIGHT FORWARDER**

Note: Answers to the free text question: "Please indicate the definition of Sustainability in use within your company if any."

# C-Suite & Board pilot corporate sustainability

Board and C-suite alignment has never been stronger. 92% confirm CEO places sustainability as a strategic priority. However, translating this strategic intent into concrete action remains the main hurdle, leaving a 12.5% execution gap\*.

**95%**



Confirm sustainability is supported by their CEO

**92%**



Confirm CEO places sustainability as a strategic priority

**85%**



Confirm sustainability is supported by their CFO

**63%**



Indicate there is sustainability expertise at Board and Senior Executive Committee levels

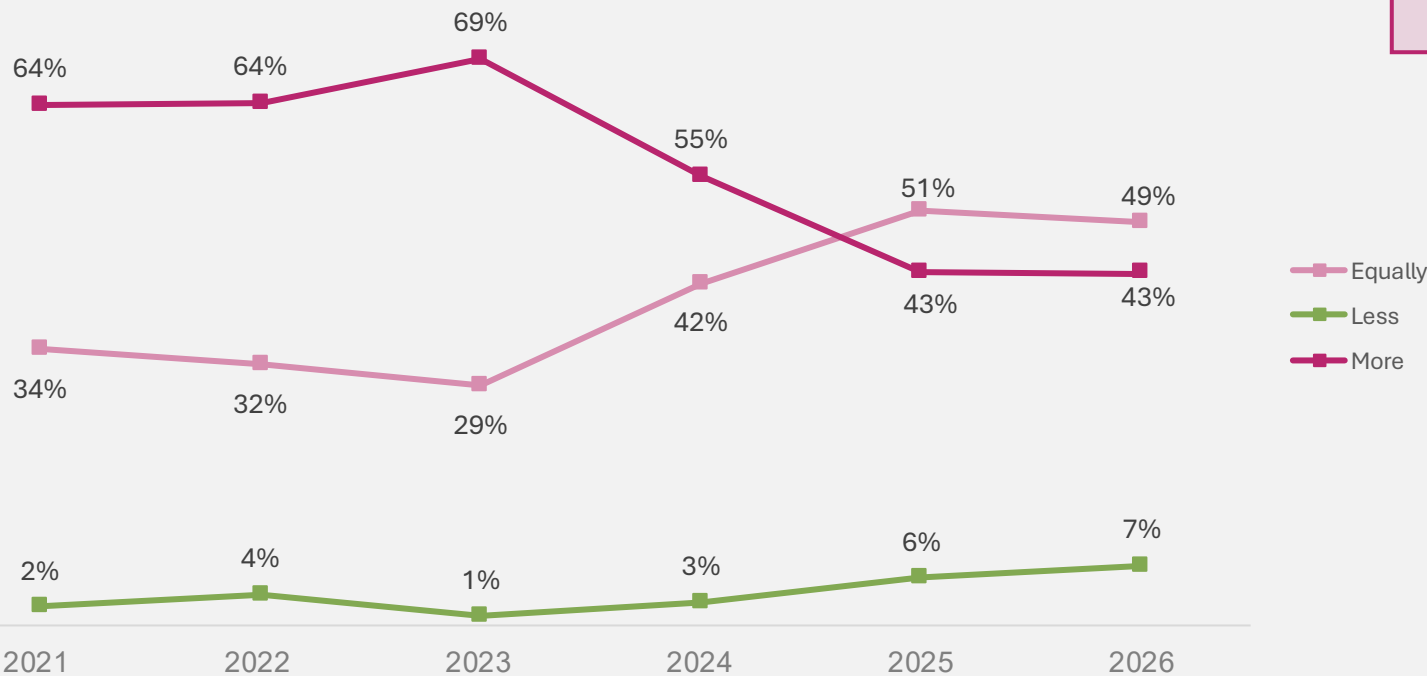


\* 12.5% of respondents confirming sustainability is supported by their CEO answered "Yes, officially but I don't see any concrete action" to the question: "Is Sustainability a part of the strategic priorities of your company?"

# Sustainability is **more important** than the previous year for 43%

*In a year of consolidation, sustainability conviction proves resilient; 92% of the industry confirm it is more or equally important than year. However, 13% of European respondents declared it has lost importance the past 12 months.*

**Would you say Sustainability is more, equally or less important within your company compared to last year?**



“  
All projects are focused in complying with sustainable initiatives.  
”  
**LARGE NORTH AMERICAN AIRLINE**

“  
Equally means still top priority.  
”  
**LARGE EUROPEAN AIRPORT**

“  
I would say it is very difficult as a freight forwarder to apply a real, sound, sustainability plan. Clients will promote sustainability and ask for CO2 figures etc but the bottom line is service and costs. We push too much "sustainable" transport (if that really exists) and we will lose too much business in my own personal opinion.  
”  
**MEDIUM SIZE EUROPEAN FREIGHT FORWARDER**

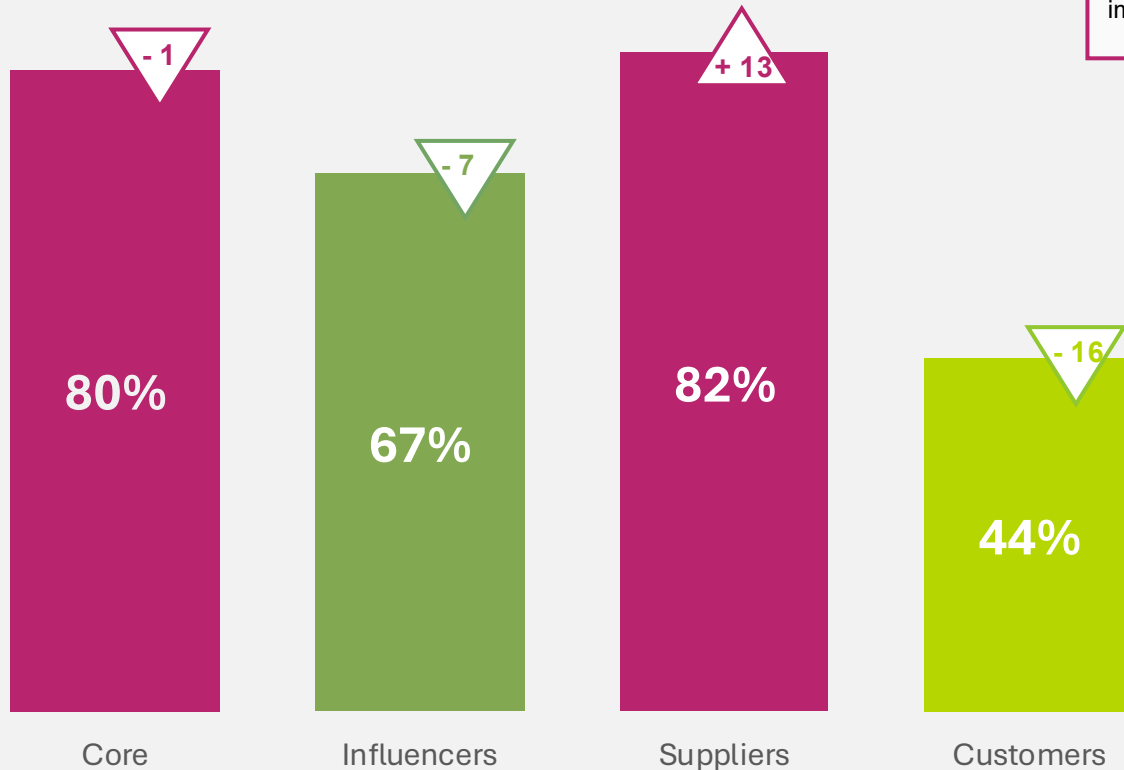
“  
Due to the difficult economic situation, we notice more focus on profitability and continuity than before.  
”  
**LARGE EUROPEAN RFS PROVIDER**

# 72% have a sustainability strategy

Overall, almost 3 quarter of respondents confirm they have a sustainability strategy in place. It is stable compared to last year (71%). Not surprise: this is driven mostly by Large organizations (86%).

This year, we see a steady increase for the suppliers of the air cargo core stakeholders: GSA/GSSA, IT & data providers, RFS providers and ULD Solution providers. 82% of them declare they have now developed a corporate sustainability strategy. It is 13 points more than last year and shows the positive impact of supplier engagement initiatives.

In 2026, by company type



Yes, but there's lots of obstacles in implementing.  
**ASIAN AIRLINE**

Yes. SBTi Commitments in line with the "well-below 2°C" objective. 30% reduction per revenue tonne kilometer of its well-to-wake jet fuel greenhouse gas emissions by 2030 compared to 2019, the benchmark year.  
**LARGE EUROPEAN AIRLINE**

Yes. Only with regard to greenhouse gas reductions and solid waste reduction.  
**LARGE NORTH AMERICAN AIRPORT**

Yes. Decarbonization by 2030, moving towards circularity, intermodal transport hub, improving local environmental quality, diversity and inclusion.  
**LARGE EUROPEAN AIRPORT**

We have a comprehensive ESG program in place, based on a comprehensive double materiality assessment, defining our ambition, priorities and targets on key material topics.  
**LARGE EUROPEAN GROUND HANDLER**

No, sustainability is rather day to day practice and state of mind of decision makers.  
**MEDIUM SIZE EUROPEAN AIRPORT**

We are constantly improving our sustainability strategy by focusing on issues that may affect our operations and are important to our stakeholders and considering new regulations.  
**LARGE EUROPEAN AIRLINE**

Yes. Our sustainability agenda is fully aligned with the company's mid- and long-term growth plan and business objectives and will support the company's strategic development.  
**LARGE EUROPEAN GROUND HANDLER**

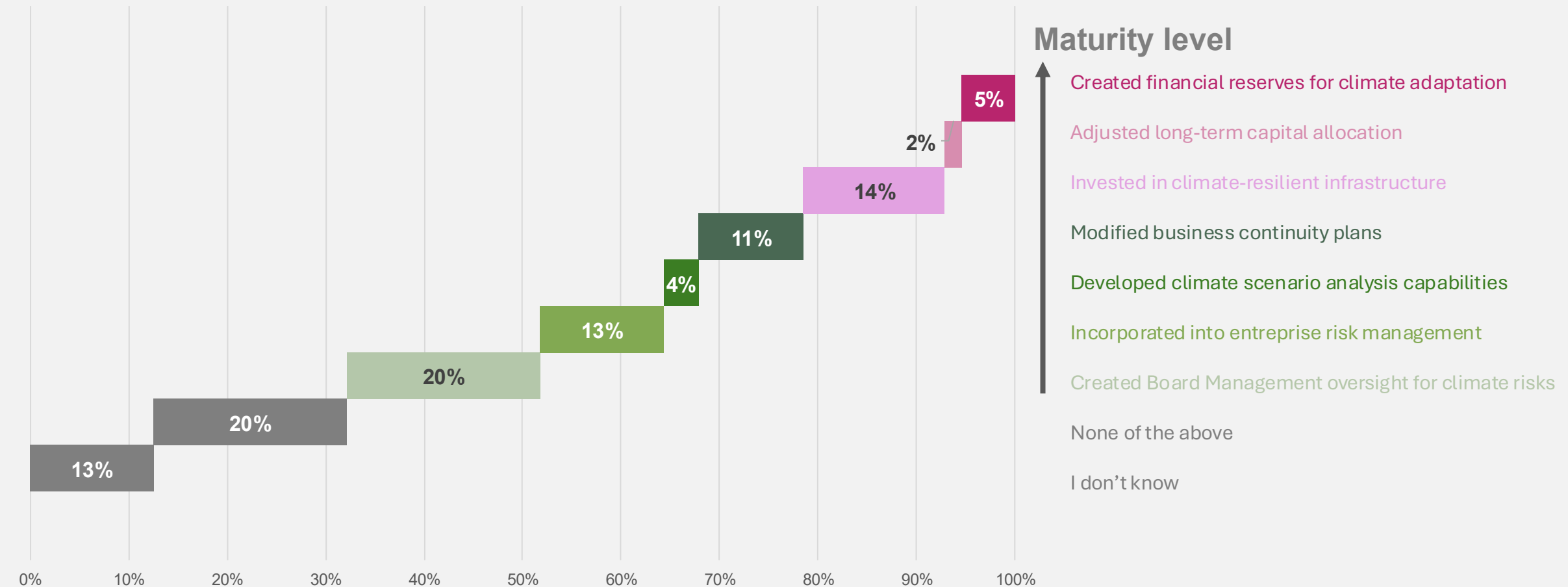
Note: Answers to the question: "Does your company have a Sustainability strategy in place?"



# 68% have started to integrate **climate adaptation** into their business strategy

*This is a new question we asked this year, and it shows the industry is now also looking at how to adapt to the impacts of Climate Change, in addition to the mitigation measures in place to reduce their carbon footprint.*

## How has your company integrated climate adaption into business strategy?



Note: Answers to the question: "How has your company integrated climate adaption into business strategy?".

# World's busiest cargo airport for the 15<sup>th</sup> time

**210+**  
Freighters  
Daily

**24-hour**  
Customs  
Clearance

**7.7M**  
Tonnes Annual  
Cargo Handling  
Capacity

**5 hours'**  
Flights to  
Half of the World's  
Population

About  
**220**  
Destinations

International  
Gateway  
for Greater Bay Area

**SMART**  
Community  
Data Platform

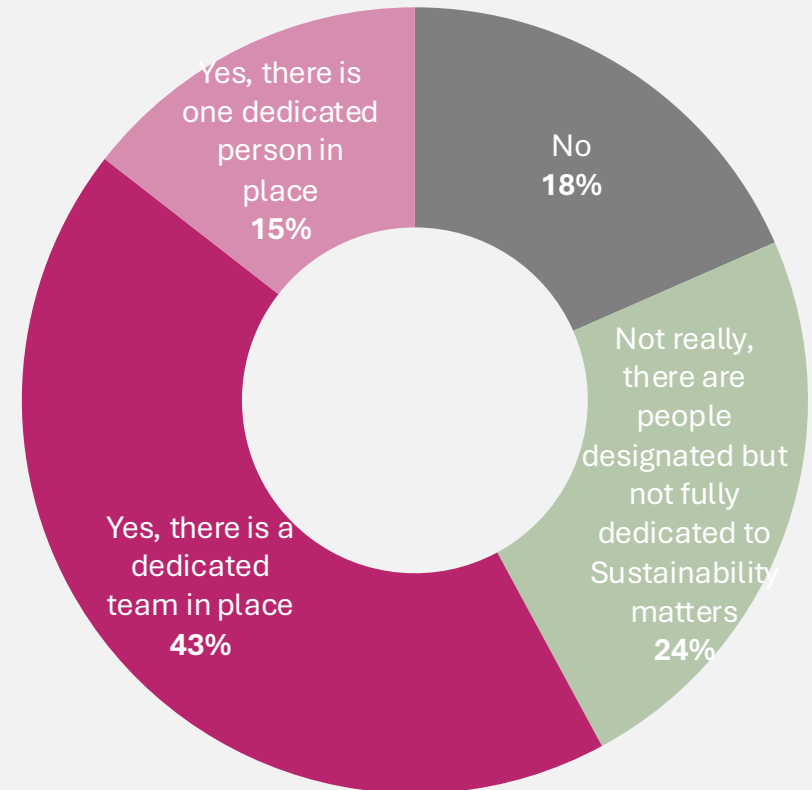
**Excellent**  
Premium  
Cargo  
Handling



# 58% have a sustainability team

Large companies lead on sustainability governance (76% vs. 29% of SMEs).

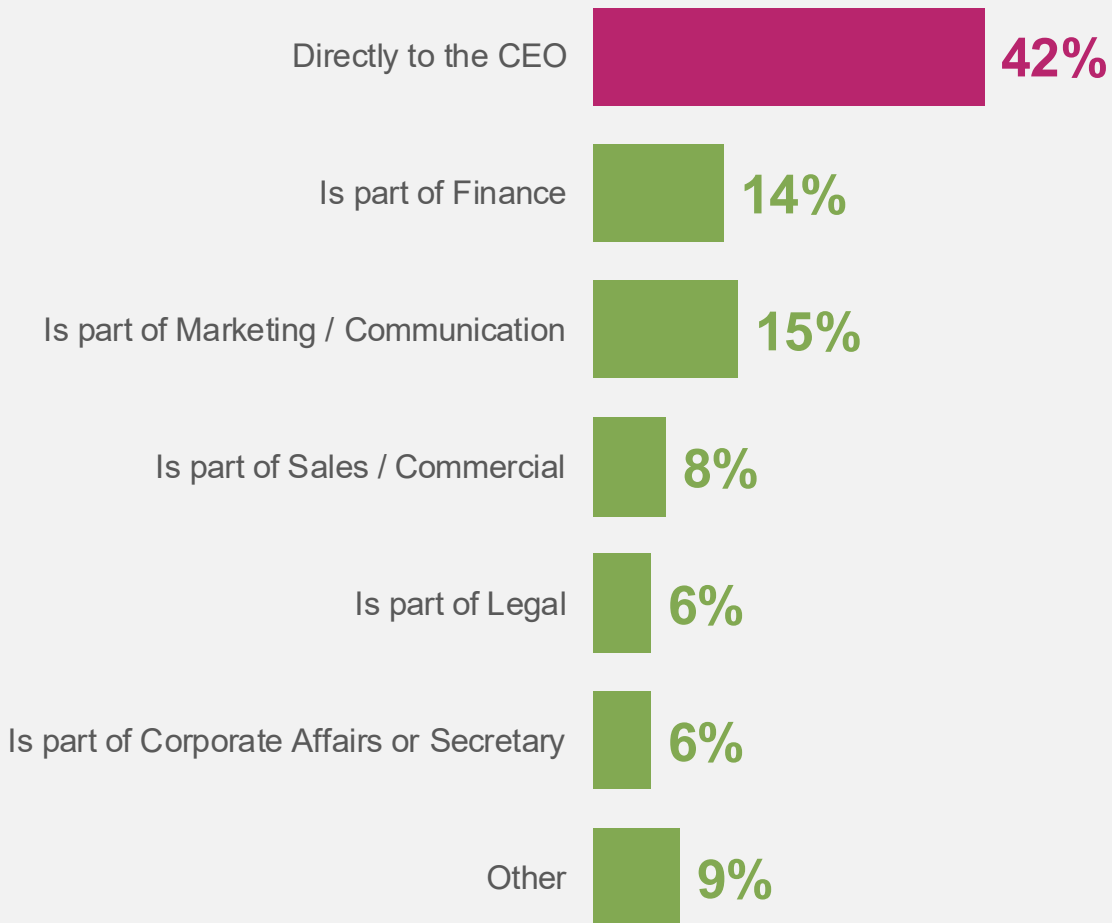
Does your company have a dedicated Sustainability team?



# 42% of CSOs report directly to the CEO



## Who does the Chief Sustainability Officer (or equivalent) report to?



## CSO Role: From Compliance to Strategy

Chief Sustainability Officer (CSO) has become a central figure in modern corporate leadership. Once seen as symbolic, the CSO now drives climate strategy, ESG integration, and business transformation. Their role reflects a deeper shift: sustainability is no longer peripheral, it is strategy.

- **Reporting Lines:** CSOs increasingly report directly to the CEO or CFO, ensuring sustainability is embedded in boardroom decisions.
- **Core Responsibilities:** Developing and implementing sustainability strategy, setting net-zero pathways, ensuring regulatory compliance and risk management, overseeing ESG disclosures, engaging investors, and collaborating across finance, ERM, operations, HR, and supply chains.
- **Business Impact:** They connect sustainability to value creation: cost savings, innovation, resilience, and competitive advantage.
- **Skills Required:** Systems thinking, data literacy, change management, stakeholder engagement and communication, strategic business acumen, regulatory and compliance expertise, and executive presence to balance impact with profitability.
- **Future Outlook:** CSOs are evolving into transformation architects, embedding sustainability into culture, governance, and long-term resilience.

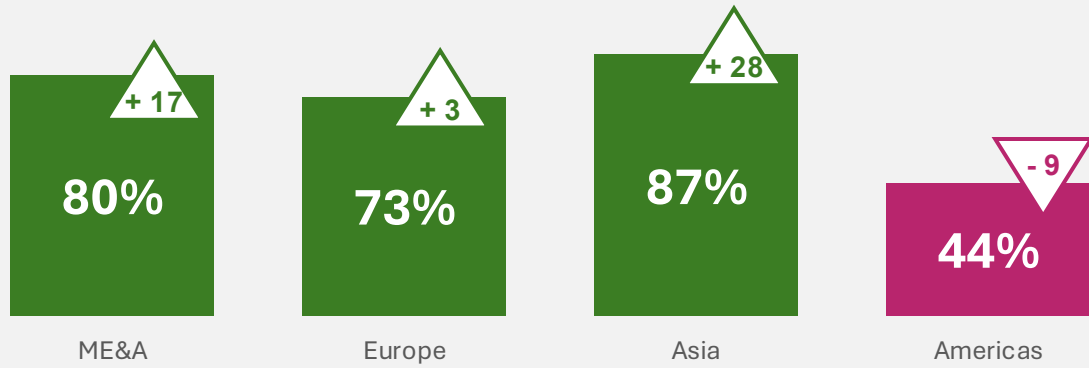
In short, the CSO is no longer just the conscience of the company. They are its compass.

Sources: LinkedIn and edstellar

# 73% say sustainability is part of their company DNA, and confirm it is embedded in their processes

From strategy to identity ; nearly three quarters of the industry now see sustainability not as a program to run, but as a value to live. The progress is significant in Asia (+28 points compared to last year), Middle East & Africa (+17) and modest in Europe (+3). Organizations headquartered in Americas are only 44% declaring sustainability is part of their DNA, representing a decline by 9 points compared to last year.

By region



“Yes. It’s a routine and under constant development.”  
**LARGE EUROPEAN AIRLINE**

“No. We are working on embedding it in our culture.”  
**LARGE LATIN AMERICAN AIRLINE**

“Very much so, but there is room for improvements in all operational areas in some geographical locations”  
**LARGE EUROPEAN GROUND HANDLER**

**65%** **+1**  
 Of companies include ESG in their **risk assessment & management** process

**70%** **+6**  
 Of companies include sustainability considerations in their **procurement** process

**79%** **+15**  
 Of companies **engage with industry partners** to advance their sustainability goals

# Managing what matters: 65% bring ESG into the risk room



*Progress is evident, yet uneven: 65% of the industry now integrates ESG into their risk assessment and management process, with core companies leading the way at 79%.*

*The same pattern holds by company size: large companies have largely mainstreamed ESG risk monitoring at 71%, small firms follow more closely than expected at 67%, while medium-sized companies remain a notable outlier at just 45%, caught in a middle ground where sustainability is neither a board-level priority nor an operational necessity yet.*

Those are important values that we consider in all of our processes

**””**

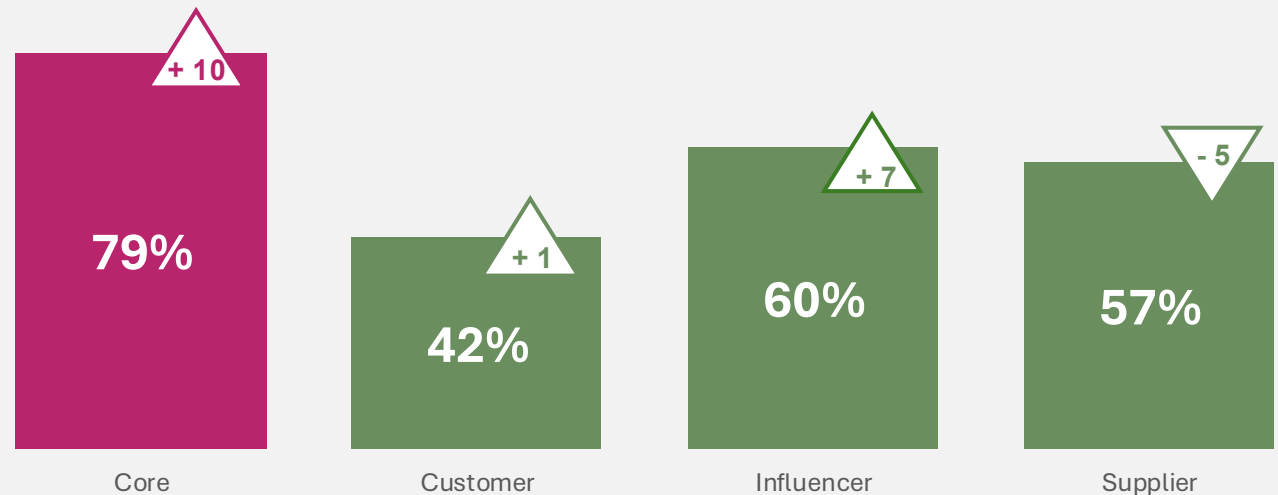
**LARGE EUROPEAN AIRLINE**

We have been investigating ESG regulations, but currently too complex to implement, we will wait for adapted legislation.

**””**

**LARGE EUROPEAN RFS PROVIDER**

## By stakeholder





# More companies produce a sustainability report

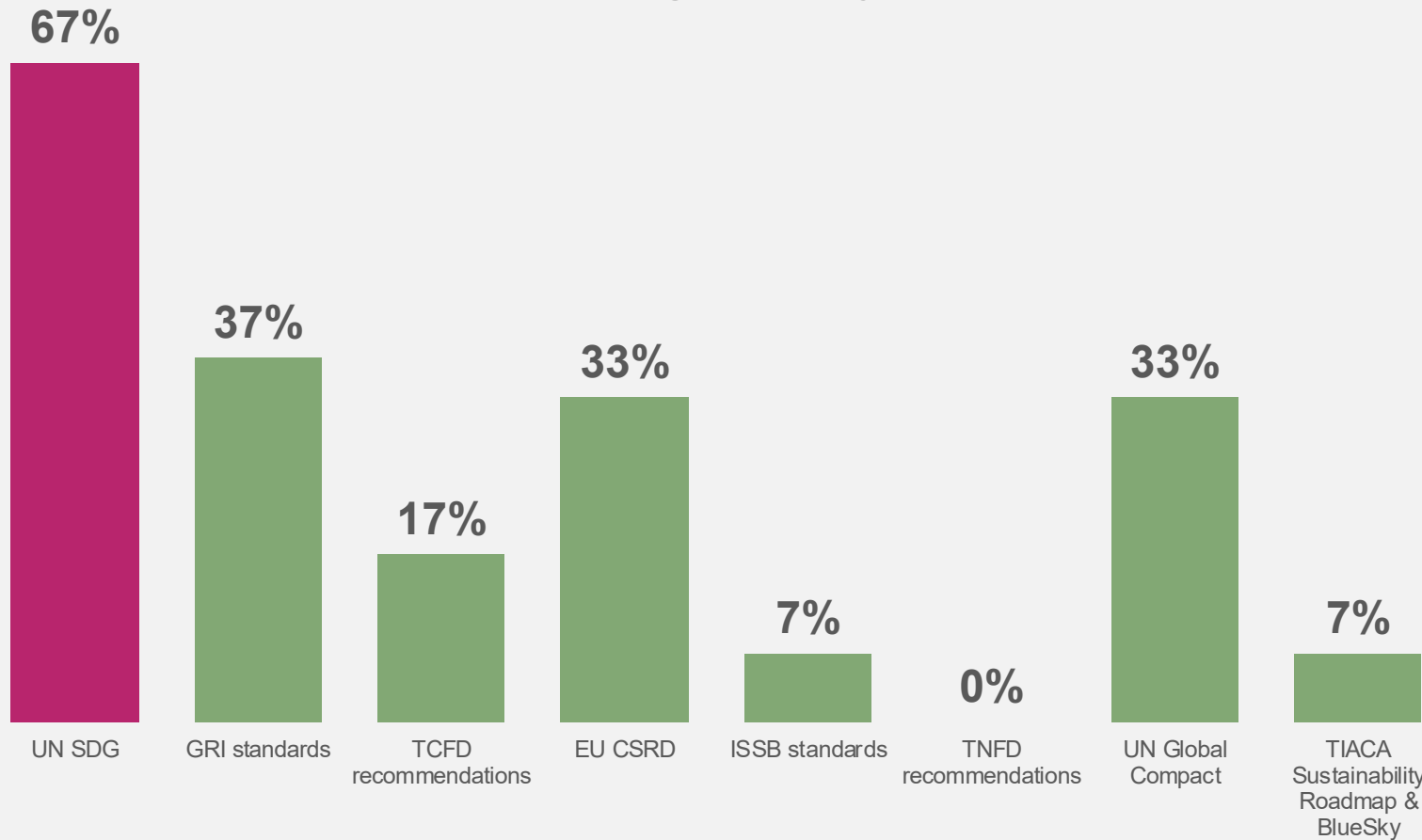
# 50%

50% of surveyed companies produce a sustainability report. This is 4 points more than last year. This is 83% for Large organizations, confirming that sustainability reporting remains largely a big-player practice.



# Most popular sustainability frameworks and reporting standards

Most popular sustainability frameworks and reporting standards referenced in sustainability reports produced by the air cargo industry



## Sustainability frameworks and reporting standards

**UN SDG** — 17 global goals set by the UN to address poverty, climate change and inequality by 2030.

**GRI Standards** — The most widely used framework for standardized sustainability reporting on ESG impacts.

**TCFD** — Framework guiding companies on disclosing climate-related financial risks to investors.

**EU CSRD** — EU regulation requiring large companies to report sustainability impacts under standardized European standards.

**ISSB Standards** — Global baseline standards for sustainability-related financial disclosures across capital markets.

**TNFD** — Framework helping companies assess and disclose risks related to nature and biodiversity loss.

**UN Global Compact** — UN initiative where companies commit to ten principles on human rights, labour, environment and anti-corruption.

**TIACA BlueSky** — Air cargo-specific sustainability assessment scheme to track progress and benchmark against industry peers.

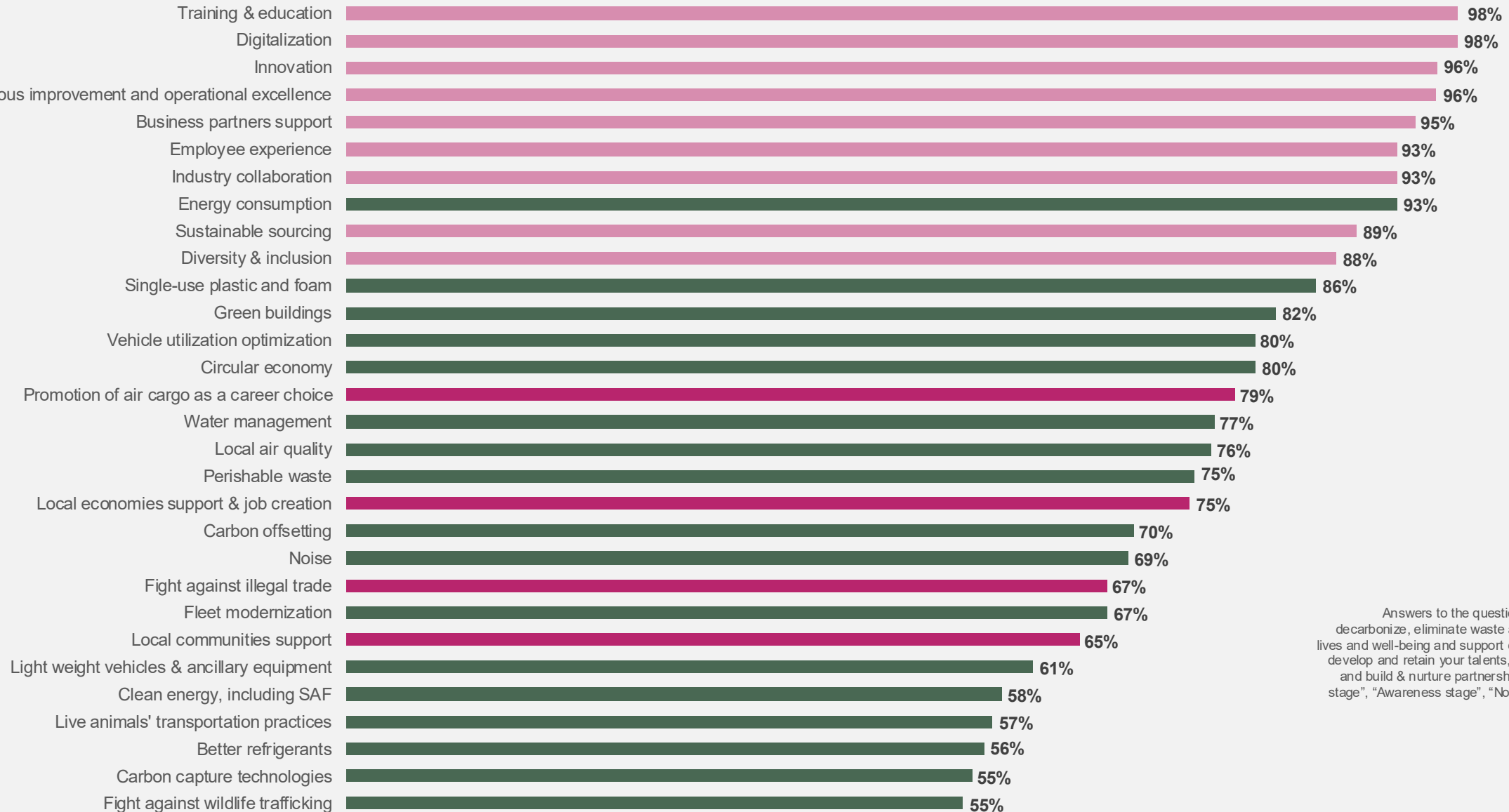


The sustainability **priorities** of the air  
cargo industry

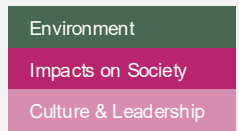
# The 30 ESG priorities of the air cargo industry



Priorities are ranked based on companies confirming they are focusing on these areas, either by raising awareness on the subject or taking action to improve or reduce their impact:



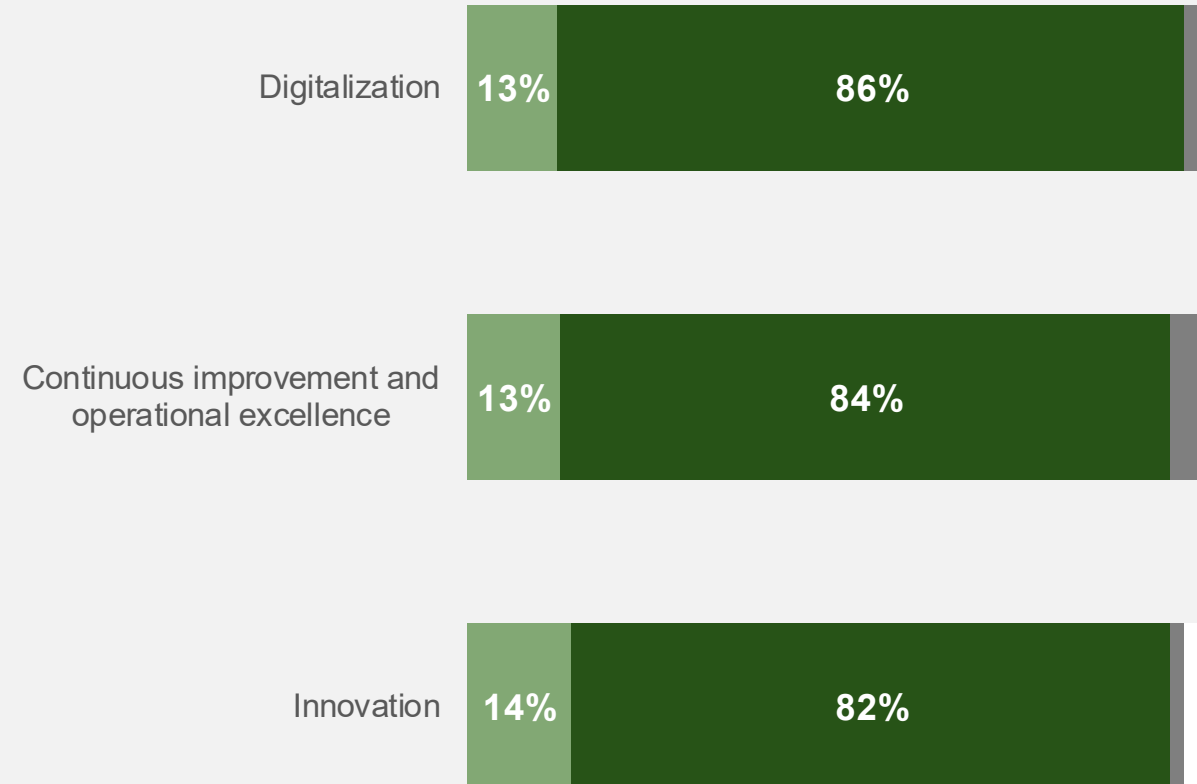
Answers to the question: "Please indicate what you do to decarbonize, eliminate waste and protect biodiversity; to improve lives and well-being and support communities in need and to attract, develop and retain your talents, improve efficiencies & profitability, and build & nurture partnership" (1 possible answer from "Action stage", "Awareness stage", "Not a focus" or "Not applicable to us")



# Business efficiencies and operational excellence remain top priorities for the **air cargo in the AI era**



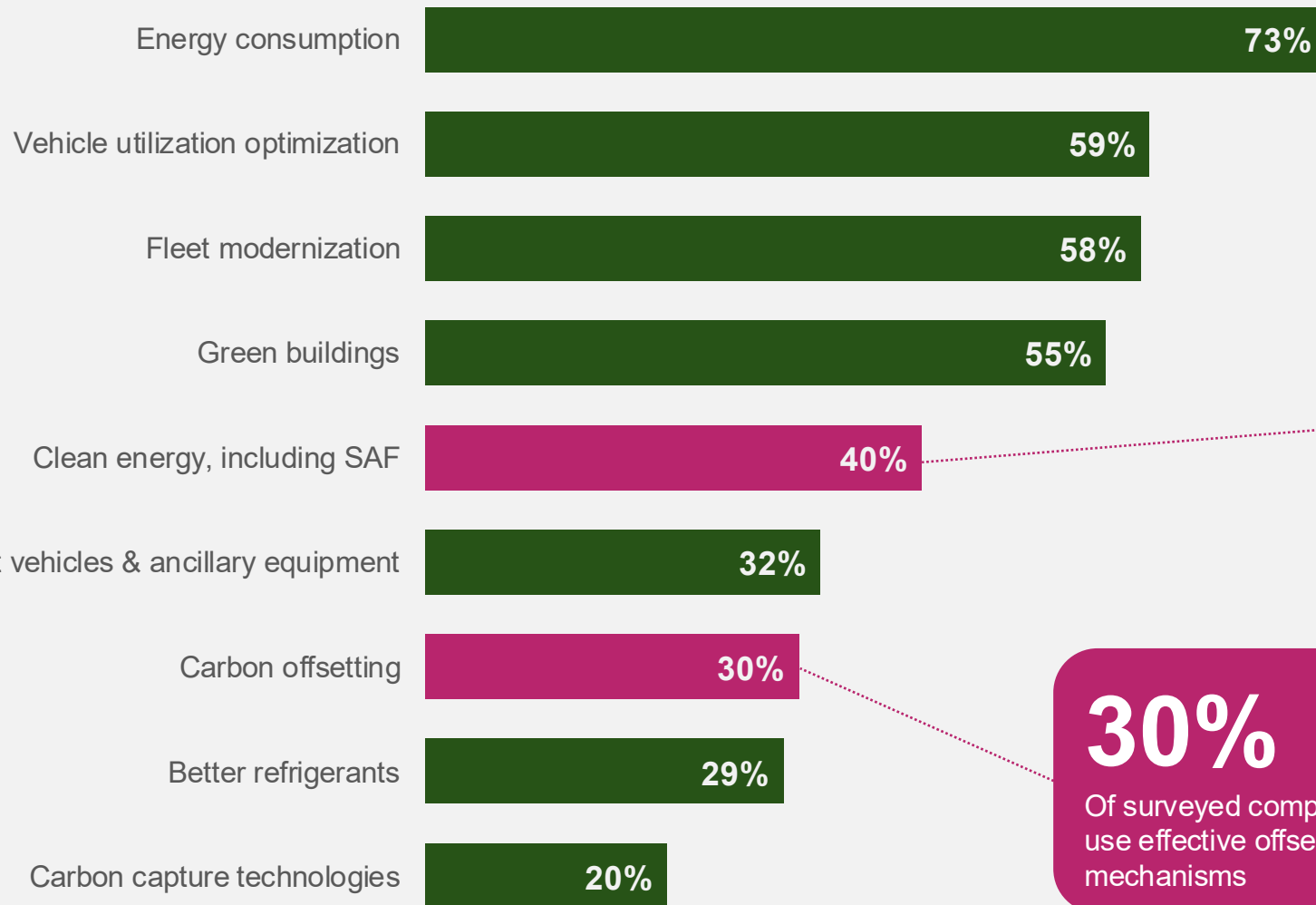
How companies actively invest digitalization, innovation and operational excellence



■ Awareness stage ■ Action stage ■ Not a focus ■ Not applicable to us

# Optimizing energy and asset utilization continue to be the first **decarbonization levers**

How companies reduce (or plan to reduce) their carbon footprint



“  
We try develop our operations to be more energy efficient.  
”  
**LARGE EUROPEAN AIRLINE**

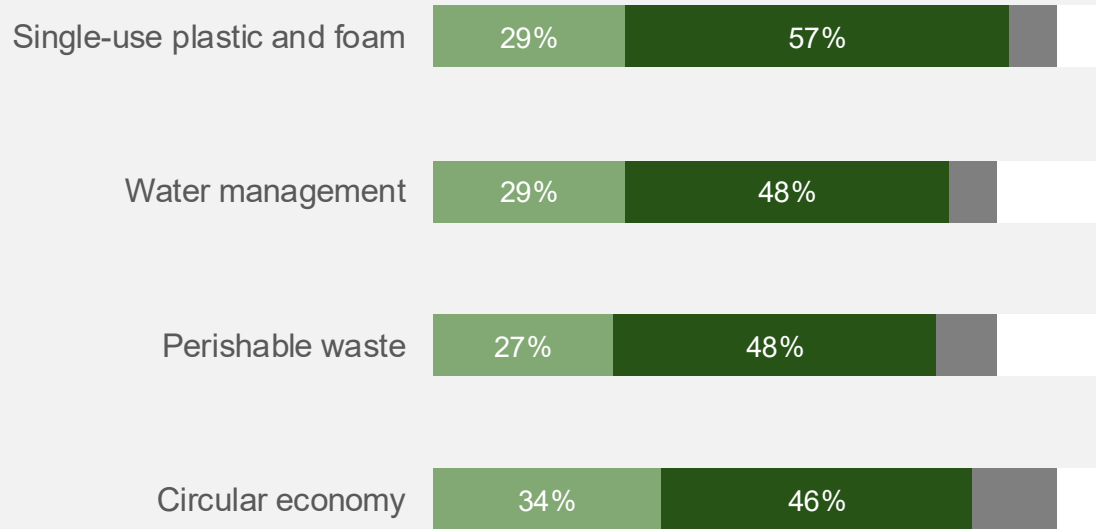
**40%** +  
Of participating companies declare they are actively involved in the deployment of SAF or other fossil-free energy

**30%** - 5  
Of surveyed companies already use effective offsetting mechanisms

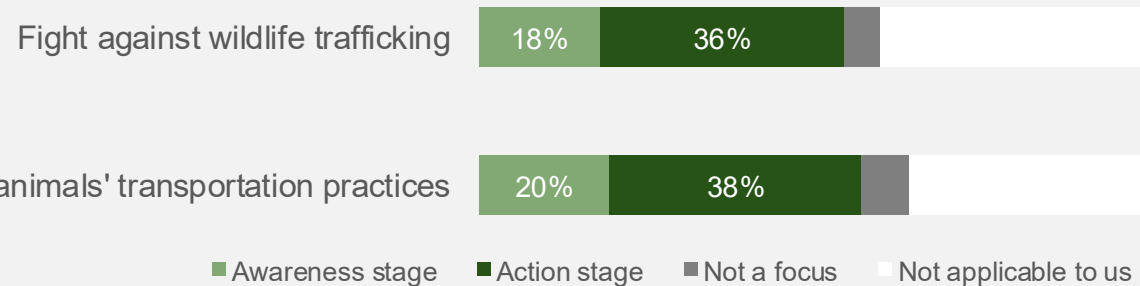
These figures reflect what respondents declared they are actively improving/reducing

# The air cargo industry is considering a better use of **natural resources** and **biodiversity** protection

## How companies actively improve their waste & water management

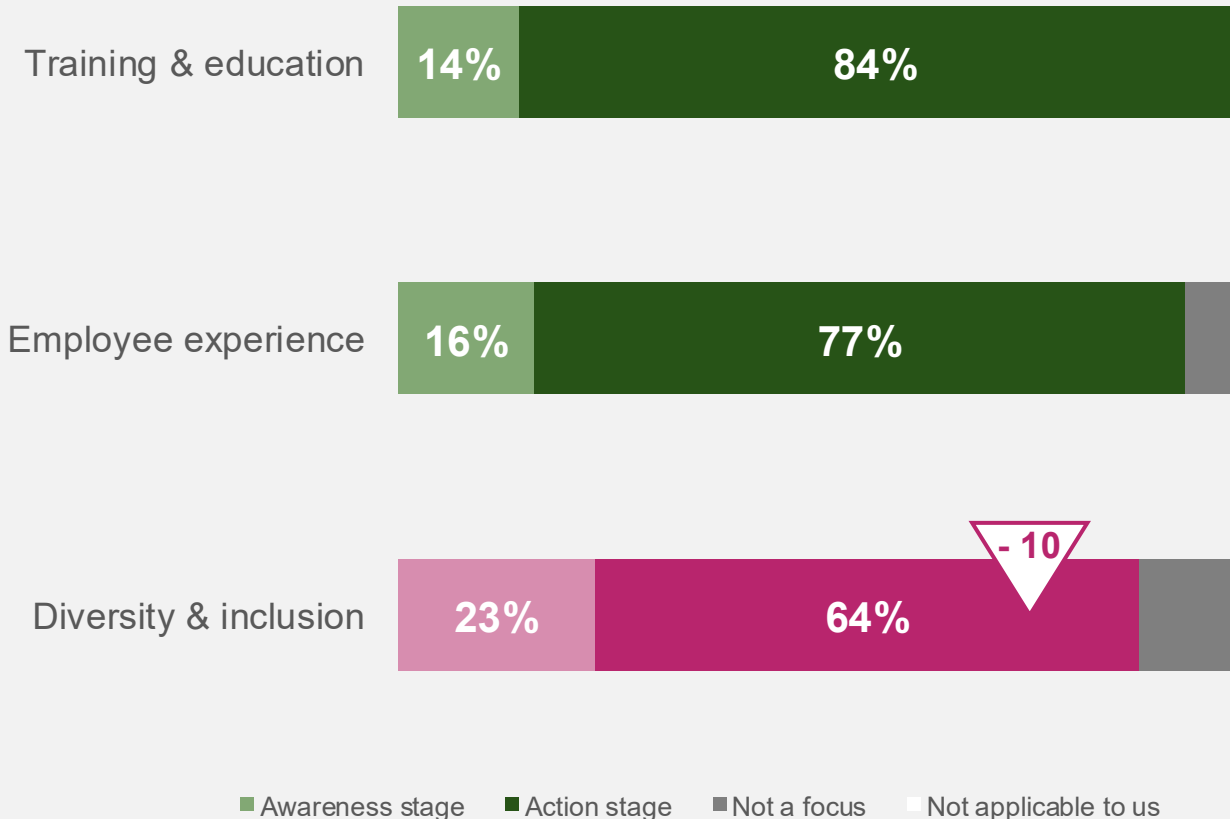


## How companies actively protect biodiversity



# Investments in training keeps raising, but the focus on D&I has dropped significantly

## How companies actively invest in staff development and retention



## Understanding DEI Rollback

Diversity, Equity, and Inclusion (DEI) initiatives are facing resistance in some organizations, but this “rollback” is not a collapse of progress; it is a natural reaction to large-scale change.

Pushback often arises from misunderstanding and fear, rather than rejection of inclusion itself.

Key drivers of resistance include:

- Zero-sum thinking: assuming one group’s gain means another’s loss.
- Simplistic views: reducing DEI to quotas or compliance.
- Us vs. them framing: dividing people into rigid categories.

Despite headlines, most employees support DEI. Surveys show over half view increased efforts positively, while only a small minority oppose them. Progress is rarely linear; setbacks are part of transformation.

Organizations can respond effectively by relying on credible data, reinforcing inclusive practices, and embedding DEI into everyday operations.

The core message: rollback is temporary, but resilience and long-term commitment ensure inclusion continues to advance.

Source: Diversity Resources

# About this report



## Methodology

This report is based on the 6th edition of the annual Air Cargo Industry Sustainability Survey, conducted from November 2025 to April 2026.

Initially designed by Change Horizon as part of TIACA's Sustainability program, the annual survey aims to:

- Collect valuable insights on current focus and status of sustainability metrics within the industry
- Monitor the annual progress of sustainability work in air cargo industry
- Identify next priorities and gaps to address, that will feed TIACA's strategy to better support the industry in its sustainable transformation efforts

## New this year

This edition introduces three new questions reflecting the industry's evolving sustainability agenda:

- CSO reporting lines: *Who does the Chief Sustainability Officer (or equivalent) report to?*
- Climate adaptation integration: *How has your company integrated climate adaptation into business strategy?*
- CSRD awareness and preparedness: *How would you describe your company's current level of awareness and preparedness for the EU Corporate Sustainability Reporting Directive (CSRD)?*

## How to read this report

The majority of the results are considering all 81 respondents. We displayed results by company size, region and/or company type where relevant. Where it made more sense, we looked only at responses from certain type of stakeholders grouped as follow:

- Group Core: airlines, airports and ground handlers
- Customers: freight forwarders and shippers
- Suppliers: aircraft, OEM & ULD manufacturers, GSE and packaging providers; GSAs and GSSAs; IT and data providers
- Influencers: academia, consulting, media, trade associations and networks

Comparison of data is done against previous five years where data is comparable and when it was relevant.

## Demographics of the survey

This year's survey gathered responses from 81 industry professionals across all major regions, with Europe as the largest contributor (38%), followed by Asia (23%), the Americas (21%) and ME&A (17%).

Core industry players make up nearly half of respondents (49%), alongside suppliers (21%), customers (22%) and influencers (7%).

Large companies represent the majority at 56%, with small (25%) and medium (20%) organizations also well represented.

## Author and contributors


Lead author: Laura Hourcade, ESSEC Global Bachelor Business Administration student

Reviewer:

- Glyn Hughes, TIACA Director General

## Sources

- TIACA Sustainability Insight Reports from 2021 to 2025
- EY Briefing on [EU Sustainability Developments March 2026](#)
- [The Role of CSOs \(Chief Sustainability Officers\) in the C-Suite](#), Dr.Choen Krainara, LinkedIn September 2025
- [What does a Chief Sustainability Officer Do? 8 Key Roles & Responsibilities](#), Natasha Amelia, edstellar May 2026
- [Understanding DEI Rollback](#), Diversity Resources
- Pictures: Aleksandre Lomadze via Pexels (European Union flag), Adrian Gagea via Pexels (cockpit), Andrea Piacquadio via Pexels (team), Laura Hourcade (water lily), Microsoft Stock Images (all other images)



*“Like the water lily: rooted in uncertainty, growing through complexity, blooming in resilience; the air cargo industry is learning that sustainability is not a destination. It is how you float.”*