Amazon extends its inset marketplace to aviation fuel certificates

Carbon Pulse reports that Amazon's Sustainability Exchange now offers sustainable aviation fuel (SAF) environmental attribute certificates alongside the fuel insets it added in February. Corporate members get one channel for verified value-chain reductions across road, and now air, fuel.

THE PLATFORM	Amazon's Sustainability Exchange gives more than **630 Climate Pledge signatories** access to vetted credits. In February it added lower-carbon fuel insets (renewable diesel, biodiesel) and refrigerant destruction credits.
INSETS, NOT OFFSETS	SAF certificates are **book-and-claim reductions inside the aviation value chain**, claimable against Scope 3 travel and air-freight emissions. Amazon's own language keeps them separate from offsets.
THE PEDIGREE	Amazon Air co-founded the Sustainable Aviation Buyers Alliance and helped shape the SAFc Registry, which has passed **500,000 tCO_2e** of verified SAF claims.

SO WHAT

Travel and freight buyers can now source verified aviation reductions through the same channel as their other value-chain credits. Aggregated corporate demand is what gets fuel plants to a final investment decision.

Source: Carbon Pulse, "Amazon expands carbon credit service to cover SAF EACs," Sep 2026; Amazon Sustainability Exchange, Feb 2026; SABA / RMI SAFc Registry; Carbon3 analysis

A new study brackets the carbon-tax level that actually works

Reported by Carbon Pulse this week: a carbon tax needs to exceed about USD 31 per tonne to change behaviour, but above about USD 84 it starts to worsen income inequality. That band is narrower than most policy debates assume, and most of the world sits below it.

THE FLOOR	Below roughly **USD 31 per tonne** the tax is not environmentally effective: too small to move investment away from fossil fuel.
THE CEILING	Above roughly **USD 84 per tonne** the study warns of rising income inequality, as fuel and power costs weigh hardest on lower-income households.
WHERE PRICES SIT	The World Bank puts the global average carbon price near **USD 21**, below the floor. The EU market trades in the low eighties, at the ceiling. China's market trades near USD 12.

SO WHAT

CFOs gain a defensible band for internal carbon prices. Most jurisdictions still price below it, which is why voluntary insetting demand, not tax, is doing the marginal work in supply chains today.

Source: Carbon Pulse, "Global carbon taxes sweet spot between $31-84/tCO2, study," 3 Sep 2026; World Bank, State and Trends of Carbon Pricing 2026; Carbon3 analysis

Singapore and Laos sign a carbon credit implementation agreement

On 4 September Singapore and Lao PDR signed an Article 6.2 Implementation Agreement, Singapore's twelfth and its fourth with an ASEAN neighbour. It sets the rules for transferring correspondingly adjusted carbon credits between the two countries.

WHAT IT DOES	A government-to-government framework: authorisation, **corresponding adjustments** to prevent double counting, and reporting. It is not a guarantee of credit delivery or project performance.
WHERE CREDITS GO	Once specific Lao projects clear Singapore's eligibility list, carbon-tax-liable companies can use them for up to **5% of taxable emissions**, against a tax of SGD 45 per tonne.
THE PIPELINE	Laos adopted a national carbon credit decree in 2025 and runs an active **REDD+ programme**; its hydropower already flows to Singapore over the regional grid link.

SO WHAT

Buyers in Singapore gain a second ASEAN source of correspondingly adjusted credits. Developers in Laos gain a compliance-grade buyer, provided project quality clears the eligibility bar.

Source: Singapore MTI and MSE; GGGI, 4 Sep 2026; TNGlobal; The Star; Singapore international carbon credit eligibility criteria (NEA/MSE); Carbon3 analysis