



# Scope and Goals of the Transport Refinement Project

## Open Stakeholder Consultation

July 6, 2017

WWF | World Wide Fund for Nature  
Science Based Targets initiative

July 2017





# Refinement of transport pathways in the Sectoral Decarbonization Approach

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1. **About:**
  - a) the Science Based Targets initiative
  - b) the Sectoral Decarbonization Approach
2. **Scope and goals of the project**
3. **Need for a collaborative effort**
4. **Outlines of draft deliverables**
5. **The big picture: Sustainable Transport Initiatives**

## About | Science Based Targets initiative

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The Science Based Targets initiative champions science-based target setting as a powerful way of boosting companies' competitive advantage in the transition to the low-carbon economy.



PARTNER ORGANIZATIONS



WORLD  
RESOURCES  
INSTITUTE



IN COLLABORATION WITH

**WE MEAN  
BUSINESS**



## About | Science Based Targets initiative

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Since officially launching in June, 2015, up to 23 June 2017:

**279**

Companies  
Part of SBTi  
Call to Action

**157**

Committed  
companies have  
submitted targets

**51**

Approved  
and listed  
targets

**2.6**

Companies  
joining the  
initiative on  
average every  
week

[www.sciencebasedtargets.org](http://www.sciencebasedtargets.org)

[info@sciencebasedtargets.org](mailto:info@sciencebasedtargets.org)

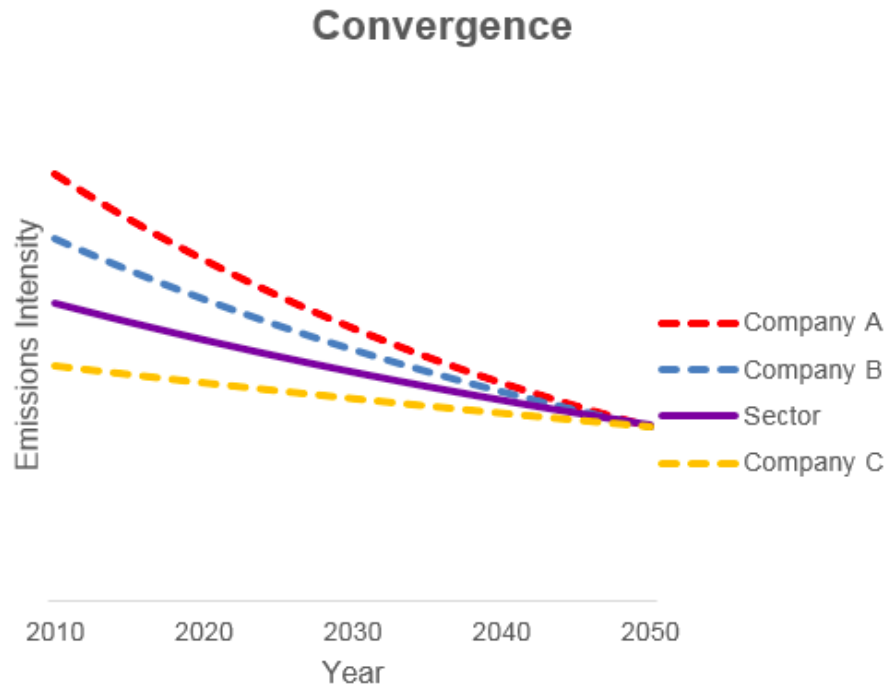
[@sciencetargets](https://twitter.com/sciencetargets)

## About I Sectoral Decarbonization Approach



- Freely available open-source methodology developed by the SBTi partners jointly with Ecofys
- Allows companies to set emission reduction targets in line with a 2°C decarbonization scenario for their sector.
- Based on the 2°C scenario (2DS) developed by the International Energy Agency (IEA) as part of its Energy Technology Perspectives publication.
- The SDA includes decarbonization pathways for: power generation, energy-intensive industry sectors, transport, service & commercial buildings.
- **The aim of this project is to refine the transport decarbonization trajectories in the current SDA.**

## About I Sectoral Decarbonization Approach



- The SDA uses a convergence approach for all those homogeneous sectors that can be expressed with a common activity unit (i.e. t cement, KWh, pkm)
- **Convergence:** where all companies within a given sector reduce their emissions intensity to a common value by 2050 as dictated by a global 2°C pathway).
- The reduction responsibilities allocated to a company vary depending on its initial carbon intensity and growth rate relative to those of the sector, as well as the sector-wide emissions intensity compatible with global 2°C pathway.



## Scope & Goals I Transport Refinement Project

### Scope:

- 1) Derive new decarbonization trajectories (tCO<sub>2</sub>/unit of activity) aligned with the Paris Agreement goals.
- 2) Produce decarbonization trajectories for freight transportation.
- 3) Produce decarbonization trajectories for vehicle manufacturers (road) for the use of sold product emissions.
- 4) Develop broader guidance for scope 3 target-setting for the use of sold products.

### Boundary

Passenger & Freight

Land, Air, Sea  
(when available)

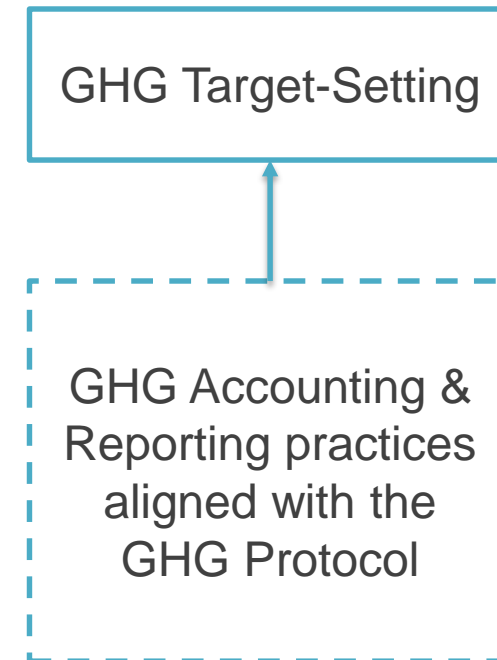
Emissions from owned vehicles, from newly manufactures vehicles, emissions from other emissions in the value chain

## Goals:

- 1) Produce an **SDA Transport Tool** that a broader range of companies can use to model transport GHG reduction targets, consistent with the long-term temperature goals adopted in the Paris Agreement.
- 2) Produce a **Technical Paper** explaining main projections and assumptions embedded in the decarbonization models useful for companies to inform their carbon strategies. This document will also explain the methodological choices adopted after consultation.
- 3) Produce **Target-setting Guidance**, for different end-users (i.e. passenger transport companies, logistic companies, vehicle & autopart manufactures, other transport emissions in the value chain) on how to use the SDA transport tool to set GHG reduction targets.

Expected completion: December 2017

## Methodological Choices







## Need for a collaborative effort | Project Participants

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Some of the most exciting opportunities in the low-carbon transformation lie within the transport sector, but many of these can only be unlocked through enhanced collaboration among a broad set of stakeholders. It is only through collaboration that we can ensure that the transport sector plays the part it must in delivering on the goals of the Paris Agreement and countries' nationally determined contributions (NDCs).

### Technical Partners:



### Technical Support from:





## Need for a collaborative effort | Project Participants

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### Project Supporters:



Deutsche Post DHL  
Group



**GROUPE RENAULT**



# Need for a collaborative effort | Project Participants

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## Consultative Group: Project Supporters & Transport and Climate initiatives and programs

*Benjamin Garcia, La Poste*  
*Edgar Berger, BMW*  
*Florence Cousin, SNCF*  
*Gunnar Bengtsson, Volvo Group*  
*Jacob Mason, Institute for Transportation and Development Policy (ITDP)*  
*Jari Kauppila, International Transport Forum (ITF)*  
*Jana Mintenig, CO-Firm*  
*Jean-Claude John Fauré, Michelin*  
*Jean-Denis Curt, Renault*  
*Jennifer Bravinder, Michelin*  
*John Hekman, CDP*  
*Karl Peet, Partnership on Sustainable Low Carbon Transport (SloCat)*  
*Klaus Ruhland, Daimler*  
*Martin Hessler, Daimler*  
*Marie-Luz Philippe, UIC*  
*Nate Aden, World Resources Institute (WRI)*  
*Nick Craven, International Union of Railways (UIC)*

*Nicole Röttmer, CO-Firm*  
*Oliver Lah, Wuppertal Institute*  
*Oliver Sartor, Institute for Sustainable Development and International Relations (IDDRI)*  
*Patric Puetz, Deutsche Post DHL Group*  
*Per Hanarp, Volvo Group*  
*Philip Turner, International Association of Public Transport (UITP)*  
*Robert Radulescu, Michelin*  
*Sabine Bonnaud, Michelin*  
*Sandra Roling, The Climate Group (EV100)*  
*Stephen Russell, World Resources Institute (WRI)*  
*Sudhir Gota, Partnership on Sustainable Low Carbon Transport (SloCat)*  
*Thomas Stoll, Daimler*  
*Yann Briand, Institute for Sustainable Development and International Relations (IDDRI)*

## “Key trends and assumptions for science-based transport decarbonization pathways”

### 1. About this report

### 2. Executive summary

### 3. A case for transport decarbonization

3.1. Global carbon budget and transport scenarios

3.2. Levers for transitioning from 2DS to B2DS

3.3. The Sectoral Decarbonization Approach and science-based target-setting

### 4. Land passenger transport 2060 outlook

4.1. Global trends and highlights (2DS and B2DS)

4.2. Road transport (LDV and HDV) and Rail

4.2.1. Regional overview (selected)

### 5. Land freight transport 2060 outlook

5.1. Global trends and highlights (2DS and B2DS)

5.2. Road transport (LDV and HDV) and Rail

5.2.1. Regional overview (selected)

### 6. Air transport 2060 outlook

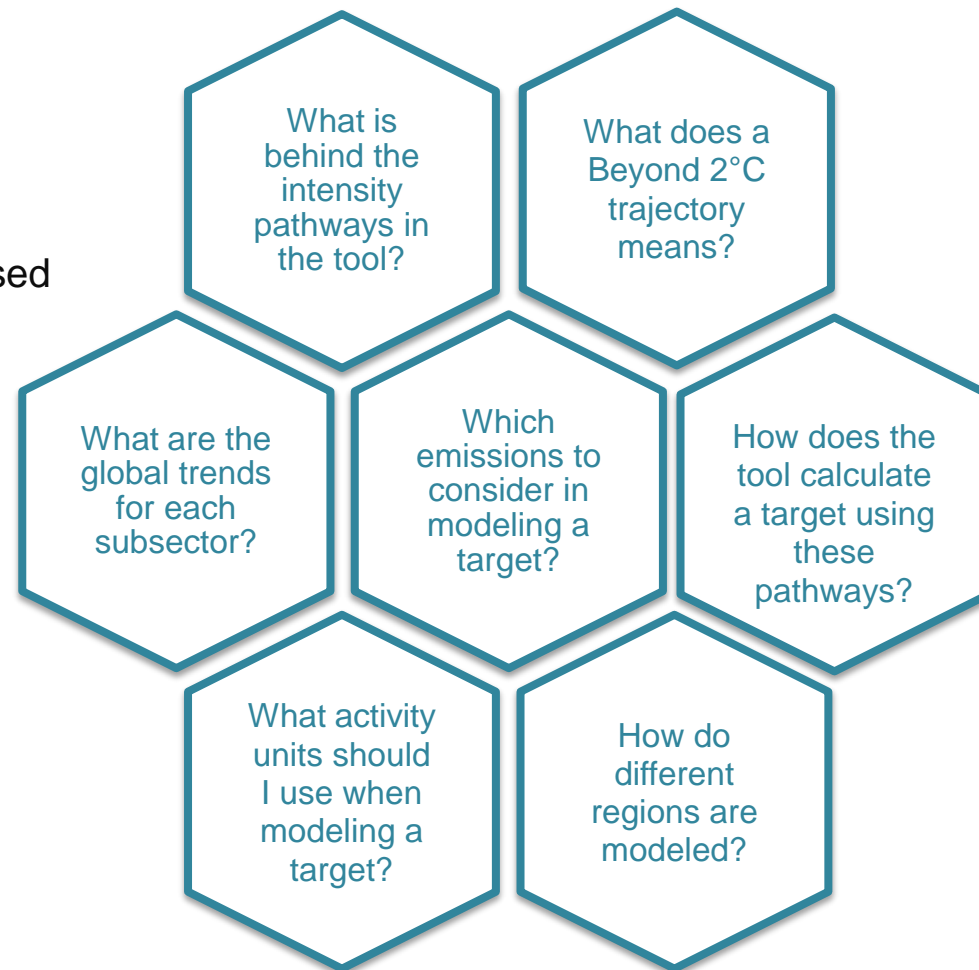
6.1. Global trends and highlights (2DS and B2DS)

6.2. Freight to passenger conversion approach

### 7. Maritime transport 2060 Outlook

### 8. Methodological Choices

### 9. Annexes





## “Guidance on target-setting for transport activities”

### 1. About this guidance

### 2. Emissions from owned vehicles

- 2.1. Reporting per scope
- 2.2. GHG accounting of electricity consumption
- 2.3. Target-setting

### 3. Emissions from newly manufactured vehicles

- 3.1. Reporting per scope
- 3.2. GHG accounting of electricity consumption
- 3.3. Target-setting

### 4. Other transport emissions in the value chain

- 4.1. Reporting per scope
- 4.2. GHG accounting of electricity consumption
- 4.3. Target-setting

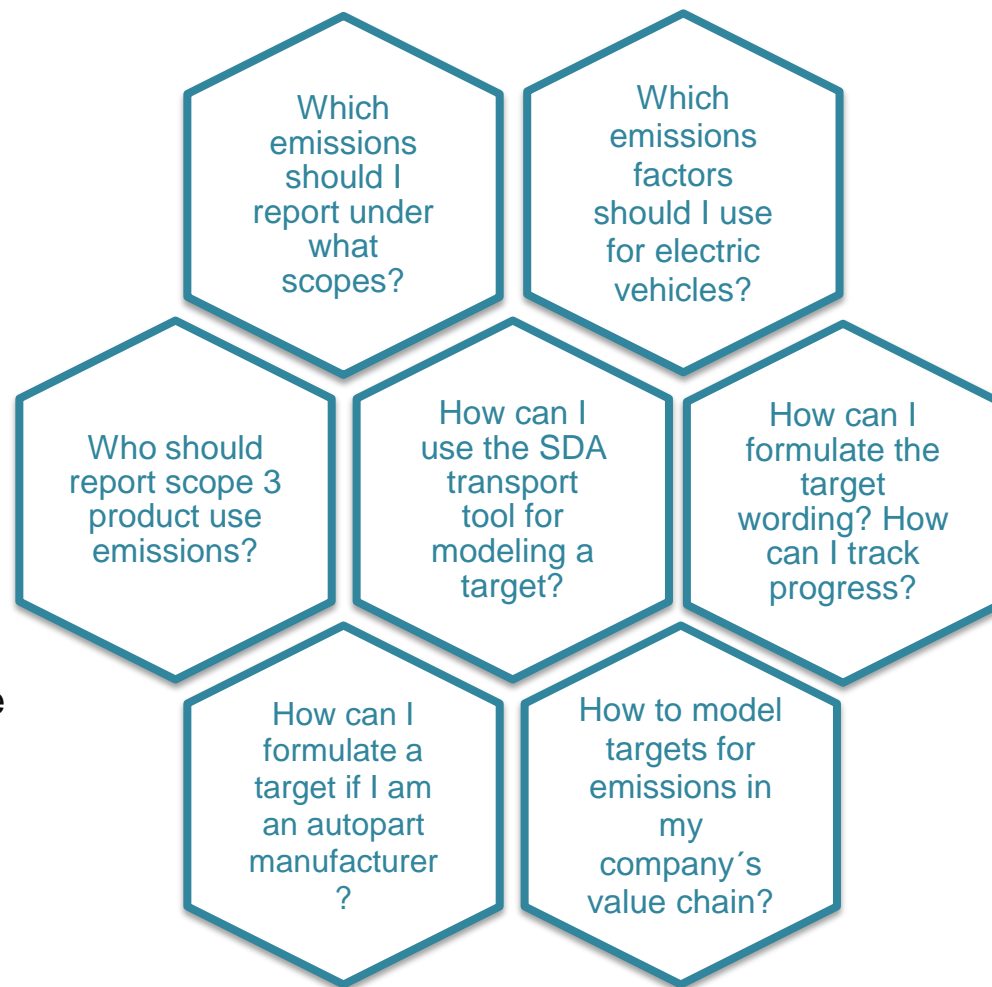
### 5. Target-setting for autopart manufacturers

- 5.1. Scope 3 GHG reporting: Direct and indirect product use emissions
- 5.2. Recommended approach for autopart manufacturers

### 6. Target formulation and transparency

### 7. GHG disclosure and target tracking

### 8. Annexes





## The big picture | Sustainable Transport Initiatives



Climate and Clean Air Coalition



The Partnership on Sustainable Low Carbon Transport (SLoCaT)  
and Michelin Challenge Bibendum (MCB)  
150 organizations working in sustainable transport



GLOBAL FUEL ECONOMY INITIATIVE

IEA, ITF, UNEP, ICCT, UC Davis,  
and FIA Foundation



Led by the Smart Freight Centre



CDP & Ademe



The Decarbonising Transport project



EV100 initiative- The Climate Group