

SCIENCE BASED TARGET- SETTING IN THE MARITIME TRANSPORT SECTOR

IN-DEPTH TRAINING WEBINAR

31 January 2023

PARTNER ORGANIZATIONS



United Nations
Global Compact



WORLD
RESOURCES
INSTITUTE



IN COLLABORATION WITH

WE MEAN
BUSINESS
COALITION



VIDEO-CONFERENCE GUIDELINES

- This is a **zoom webinar**. Your camera and microphone are automatically muted.
- Participants can **send questions via the Q&A button**.
- Please participate in our **online polls**, launched throughout the webinar.
- **Slides from this webinar will be shared** after this meeting.
- Please note that this webinar will be **recorded** for the benefit of those who cannot attend.



AGENDA

1. Housekeeping and agenda
2. Introduction to the SBTi Maritime Guidance
3. Modelling maritime transport SBTs
4. Q&A
5. Closing

TODAY'S WEBINAR TEAM



FERNANDO
RANGEL VILLASANA
Head of Sector Development
SBTi



JEAN-MARC
BONELLO
Principal Consultant
UMAS



ALAN LEWIS
Technical Director
SFC

INTRODUCTION TO THE SBTi

What is the Science Based Targets initiative?



The Science Based Targets initiative (SBTi) is a **global body** enabling businesses and financial institutions to set **ambitious emissions reductions** targets in line with **climate science**.

Founding Partners



United Nations
Global Compact



WORLD
RESOURCES
INSTITUTE



In collaboration with



TECHNICAL GUIDANCE AND TOOL



PARTNER ORGANIZATIONS



SCIENCE BASED TARGET SETTING FOR THE MARITIME TRANSPORT SECTOR

Version 1.0

November 2022



SCIENCE
BASED
TARGETS

Sectoral Decarbonization Approach - Maritime Transport Tool

Version:

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

Please refer to guidance document for details

Section 3. Enter emissions and activity data

Select a base year Any base year between 2018 and the current year is eligible

Select a target year Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year metric tonnes of CO₂ equivalent (MtCO₂e)

Activity in base year gross tonne nautical miles (GT.nm)

Expected activity in target year gross tonne nautical miles (GT.nm)

Section 4. Review target modelling results

Target modelling results - 1.5C



THE SBTi MARITIME GUIDANCE

THE CHALLENGE

Decarbonizing a critical link of global trade

- 80% of global trade by volume is carried by sea.
- 3% of global GHG emissions (~1GT of CO₂e).
- Completely reliant on fossil fuels.
- Highly heterogeneous (cargo categories, vessel types, vessel sizes, routes).
- Long asset replacement cycles.



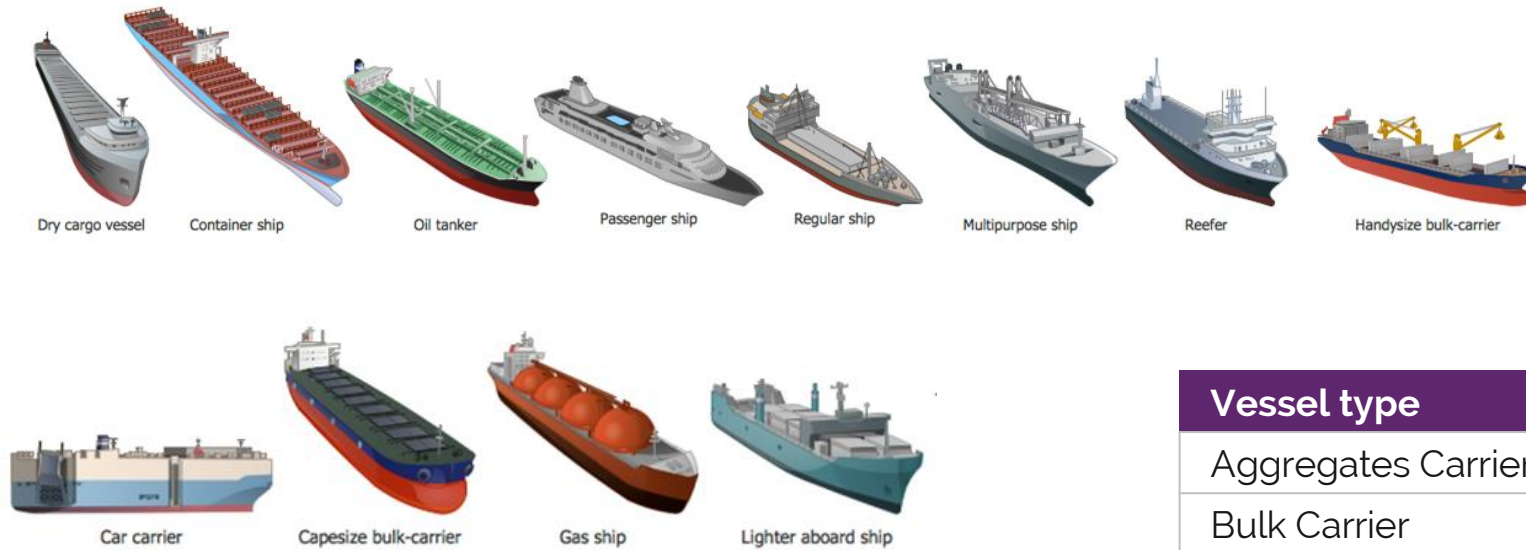
WHAT DOES MARITIME TRANSPORT GUIDANCE COVER?

All movement of goods and people on shipping vessels



A toolkit to **measure** carbon intensity of activity to **inform** decision-making around short-term **actions** towards a **long-term goal**

SHIP CATEGORISATION



Vessel type	SBTi vessel type
Aggregates Carrier	Bulk carrier
Bulk Carrier	Bulk carrier
Bulk Carrier (with Vehicle Decks)	Bulk carrier
General Cargo/Tanker	General Cargo
Heavy Load Carrier	General Cargo
Heavy Load Carrier, semi submersible	General Cargo
Livestock Carrier	General Cargo

- Comprehensive list provided in Technical Guidance and Tool based on IMO4 categorisation.

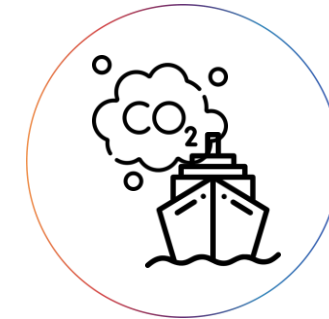
PATHWAY DESIGN



CARBON
BUDGET



TRANSPORT
WORK DEMAND

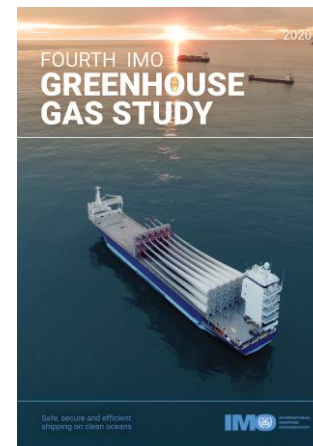
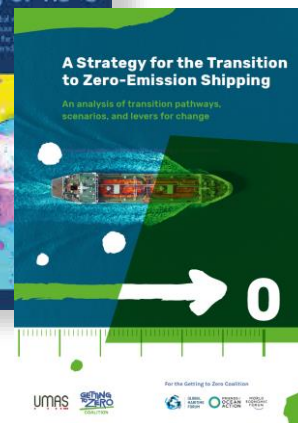
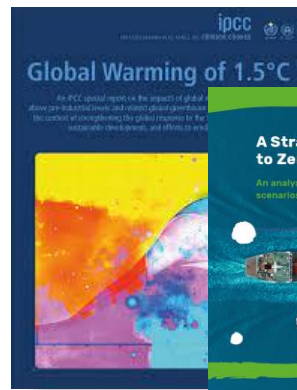


CARBON INTENSITY

Well Below 2°C



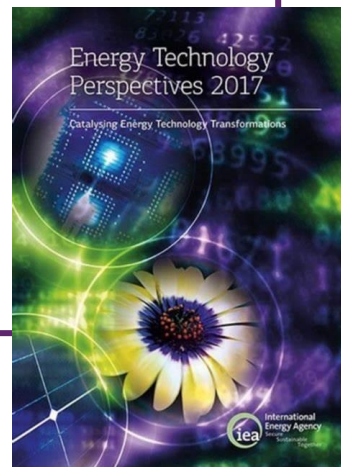
1.5°C



CARBON BUDGET ALLOCATION

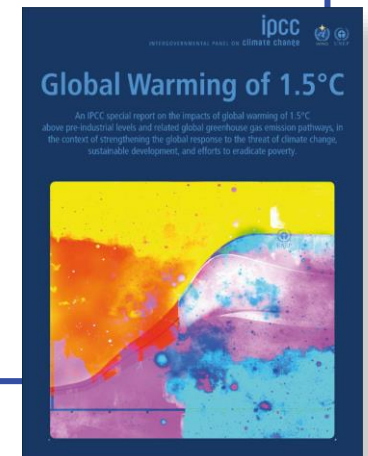
WB2°C

- Carbon budget projection from Energy Technology Perspectives 2017 published by the International Energy Agency.
- Well to wake provided at 5 year intervals.
- Linear interpolation.

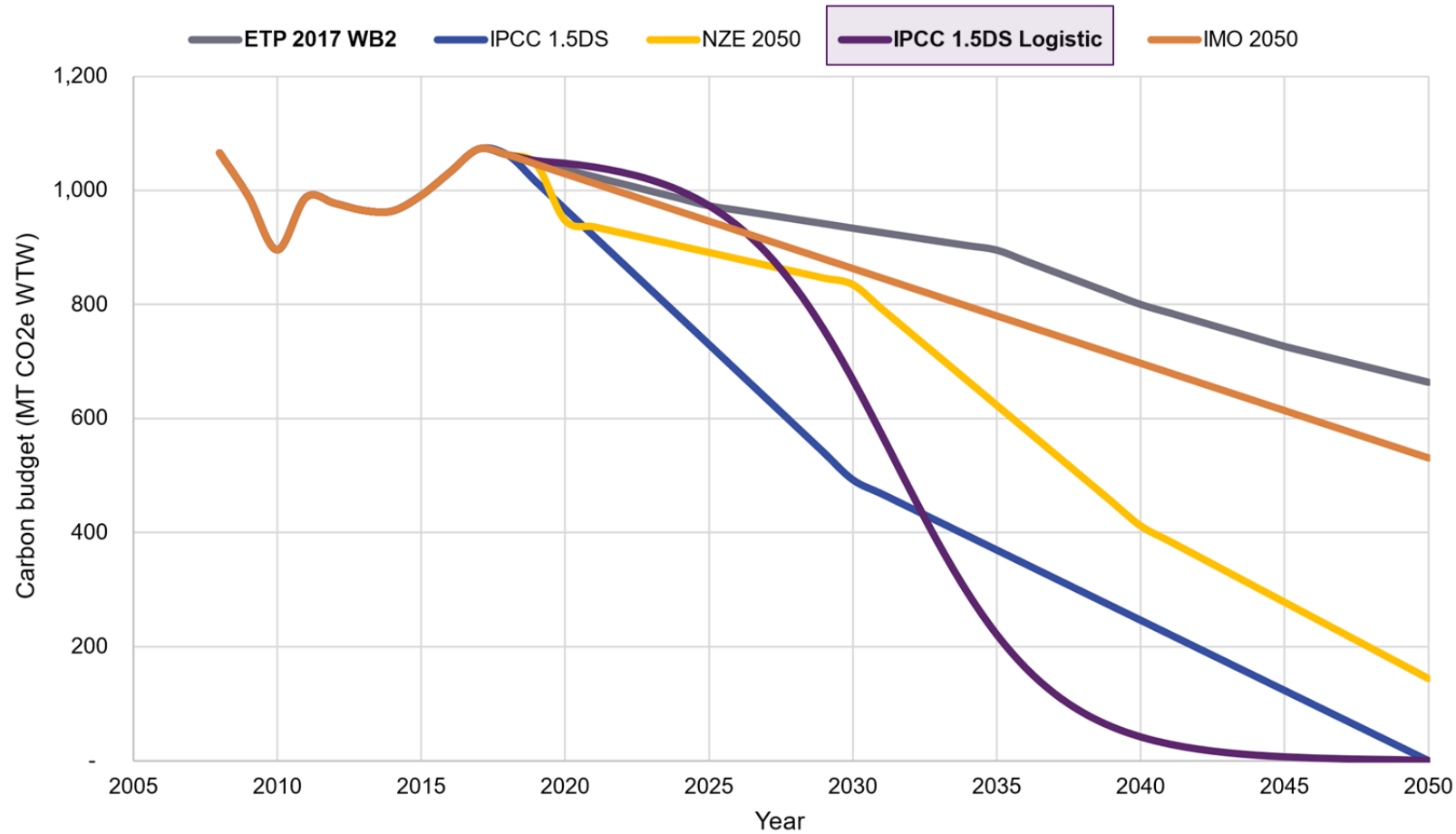


1.5°C

- Establish carbon budget based on IMO4 and IPCC 1.5°C.
- Translate budget from TtW to WtW budget.
- Translate linear assumption to logistics (S-curve).



CARBON BUDGET



- Well-to-Wake Emissions (Upstream + Operational).
- CO₂, N₂O, CH₄ (methane).
- IMO curve adapted to include WTT phase.

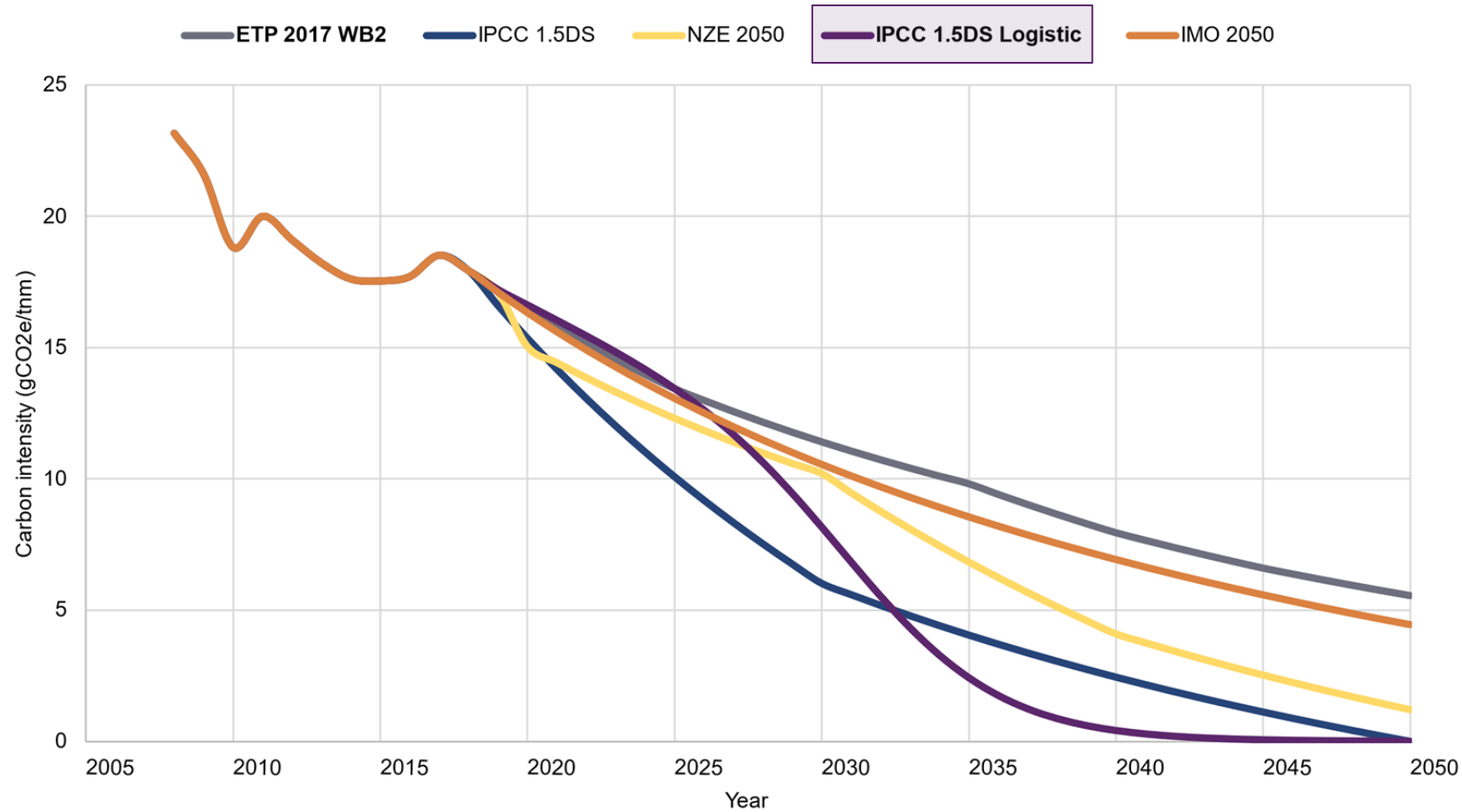
METRIC

$$\text{Carbon intensity: } \frac{\text{Total emissions}}{\text{Transport work}} = \frac{\text{total emissions}}{\text{distance sailed} \times \text{cargo carried}} = \frac{\text{gCO}_2\text{eq}}{\text{T.nm}}$$

$$\text{Freight vessels: carbon intensity} = \frac{\text{gCO}_2\text{eq}}{\text{T.nm}}$$

$$\text{Passenger vessels: carbon intensity} = \frac{\text{gCO}_2\text{eq}}{\text{GT.nm}}$$

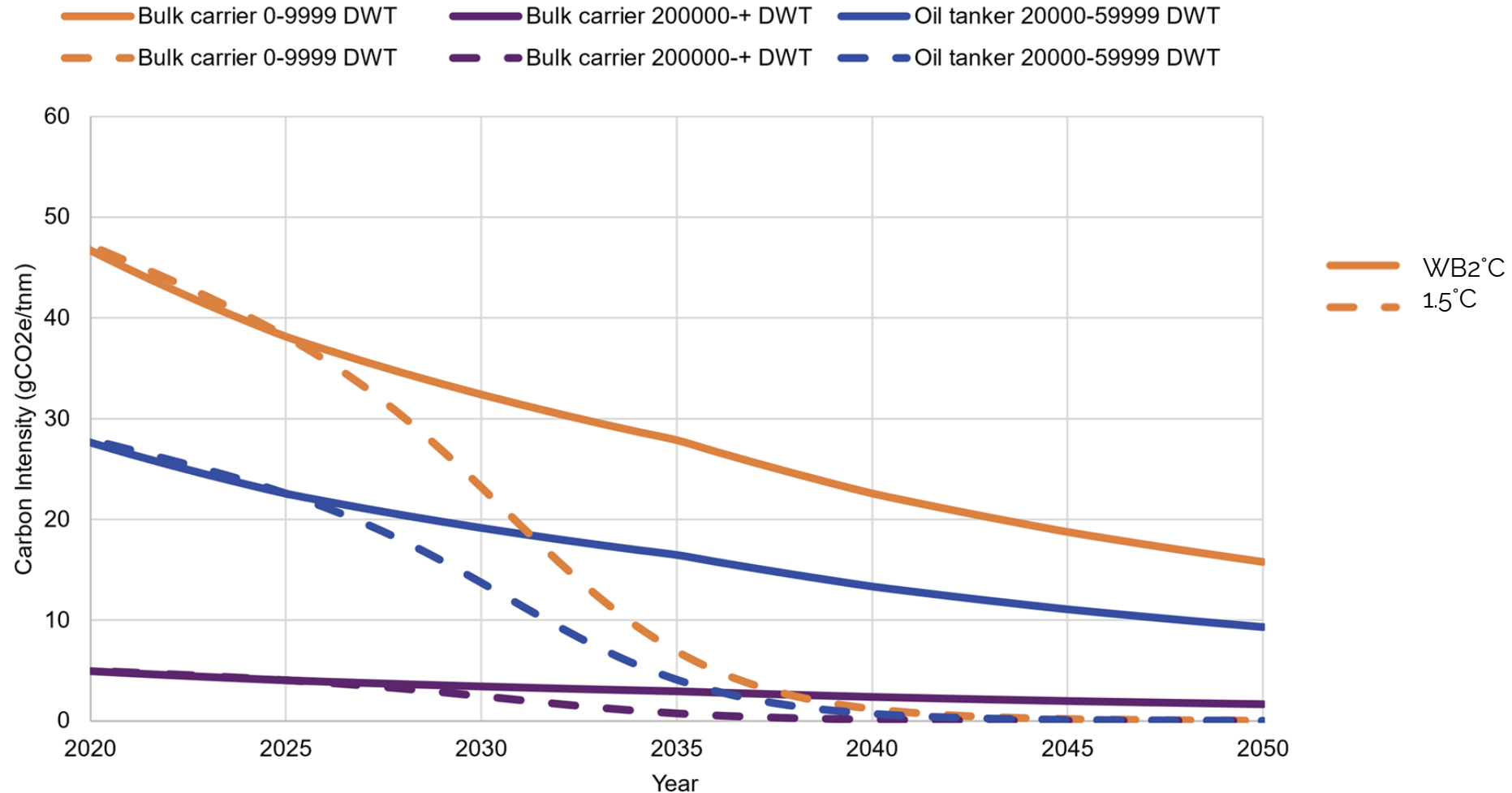
CARBON INTENSITY



- Metric: gCO₂ / transport work.

CATEGORY SPECIFIC TARGET

Comparing apples with apples



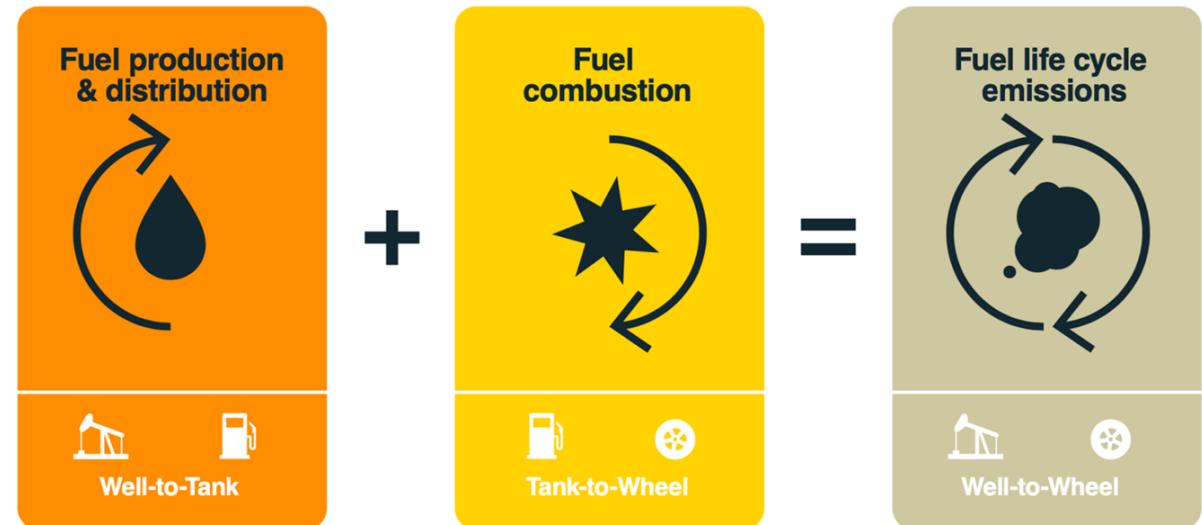
EMISSIONS BOUNDARY

All targets must cover Well-to-Wake (WTW) emissions (in metric tonnes of CO₂ equivalent (CO₂e))

WTW emissions are emissions generated across the life cycle of a fuel, from both upstream and operational activities.

They include both Well-to-Tank (WTT) emissions, generated in the fuel's production and distribution, and Tank-to-Wake (TTW) emissions, generated in the combustion of the fuel.

The Fuel Life Cycle



© Smart Freight Centre 2019

TARGET COVERAGE

Type of shipping related emissions		WTW base year GHG emissions	Base year activity data*
Vessel owners / operators	Passenger	Scope 1 Scope 3	tonne-nautical mile
	Freight	Scope 1 Scope 3	tonne-nautical mile
Cargo shippers / Logistics Service Providers	Passenger	Scope 3 category 6 or 7	tonne-nautical mile
	Freight	Scope 3 category 4 or 9	tonne-nautical mile

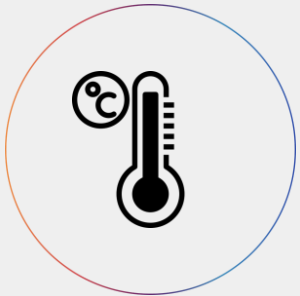
* Except cruises

SECTOR SPECIFIC REQUIREMENTS*



TARGET YEAR
ELIGIBILITY

- For all companies, near-term target year must be **no earlier than 2030**.



TARGET
AMBITION

- Vessel owners or operators must also submit **long-term science-based targets** (net-zero targets) along with their near-term target submission.
- For maritime transport emissions, a long-term science-based target means reducing emissions to a residual level **in line with 1.5°C** scenarios by no later than 2040.

* In addition to the SBTi [general](#) and [Net-Zero](#) criteria.

LIMITATIONS ON FOSSIL FUEL ACTIVITIES

- The SBTi [Fossil Fuel Policy](#) affects the extent to which companies engaging in fossil fuel businesses can commit to climate aligned targets.
- Currently the SBTi is unable to accept commitments or validate targets from companies in the oil and gas or fossil fuels sectors.
- Users of the [SBTi Maritime Tool](#) with activities related to transportation or extraction of fossil fuel products are advised to **review the current status of this policy** as well as the latest version of the [SBTi Criteria](#).





MODELLING TARGETS

EXCEL TOOL TO SUPPORT TARGET SETTING FOR THE MARITIME SECTOR

Calculates science-based targets for different vessel types and sizes following the SDA (convergence approach)



Sectoral Decarbonization Approach - Maritime Transport Tool

DRAFT Version for Public Consultation
Mar-2021

[Home](#)

[Introduction](#)

[Guidance](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Bulk Carrier

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(DWT) 100,000 - 199,999

Please refer to guidance document for details

Section 3. Enter emissions and activity data

Select a base year

2018

Any base year between 2018 and the current year is eligible

Select a target year

2036

Targets must cover a minimum of 5 years and a maximum of 15 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

30,000

metric tonnes of CO₂ equivalent (tCO₂e)

Activity in base year

3,000,000,000

tonnes nautical mile (t.nm)

Expected activity in target year

3,300,000,000

tonnes nautical mile (t.nm)

Section 4. Review target modelling results

Target modelling results - 1.5C

[Go to WB2C scenario results](#)

	Base year	Target year	% Reduction
Intro	Tool	SBTaggregator	1.5C WB2C

One interface for calculating SBTs for all maritime transport categories and one additional (non target setting) feature are included:

SBT tool



Vessel operators can model emission reduction targets for freight and passenger maritime transport activities. Shippers and Logistics Service Providers can also use this tool to model emission reduction targets for scope 3 category 4/9 emissions.

SBT aggregator



Additional feature to help companies combine targets across multiple maritime transport categories into a single metric.

CONTAINER SHIPPER: DEFAULT



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Container

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

Default

Please refer to guidance document for details

Option for use when
you don't know the
vessel size

Section 3. Enter emissions and activity data

Select a base year

2021

Any base year between 2018 and the current year is eligible

Select a target year

2033

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

1,750,000

metric tonnes of CO2 equivalent (tCO2e)

Activity in base year

168,898,488,121

tonne-nautical mile (t.nm)

Expected activity in target year

236,457,883,369

tonne-nautical mile (t.nm)

When don't know
breakdown: total
emissions across
whole portfolio

Based on 40%
growth projection
over 12 years

TRANSPORT ACTIVITY

- Transport activity: measure of the amount of transport conducted.
 - Calculated by multiplying the amount of goods or number of people by the distance traveled.
- For the purpose of calculating the EEOI, as defined by IMO, this is the actual distance*.
 - This may need to be converted when generating a corporate inventory.
- Amount of goods is quantified in metric tonnes.
- In the [SBTi Maritime Tool](#), distance is quantified in **nautical miles**.



CALCULATION OF TRANSPORT ACTIVITY

- 20,000 tonnes loaded at Tilbury & transported 1,800 nm to Barcelona.
- 5,000 tonnes unloaded at Barcelona and remaining 15,000 tonnes transported 1,150 nm to Piraeus.
- Total tonne nm = $20,000 \times 1,800 + 15,000 \times 1,150 = 53,250,000$
- Always break each journey down into constituent parts for the most accurate results.

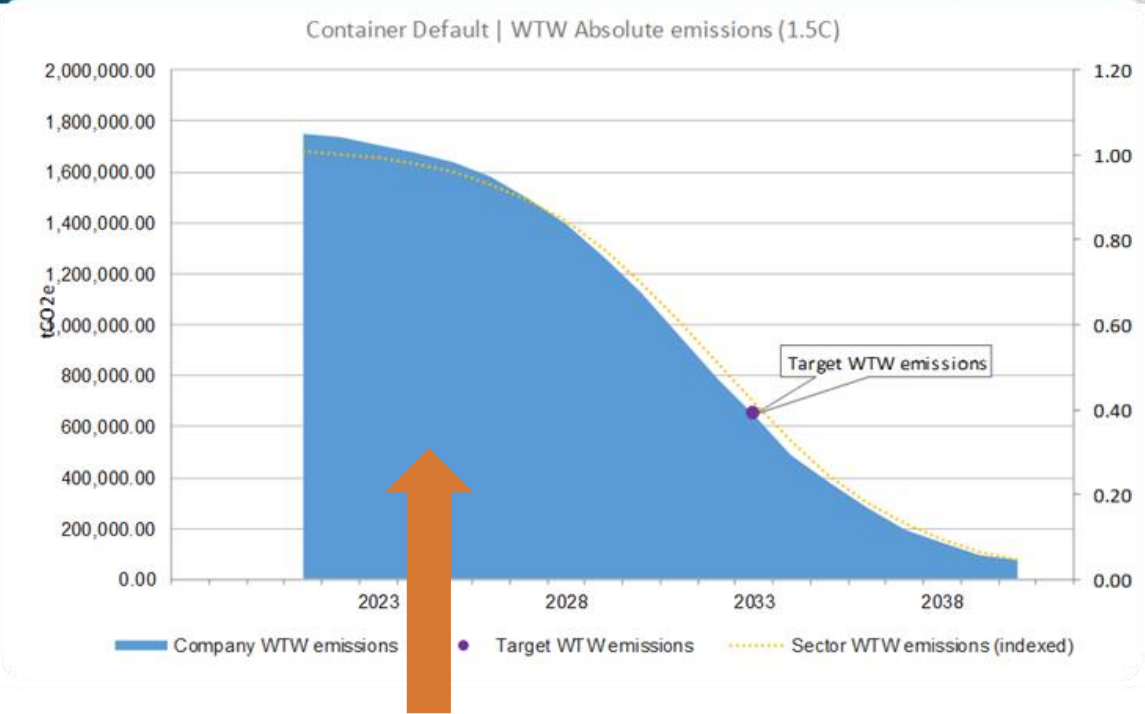


CONTAINER SHIPPER: DEFAULT

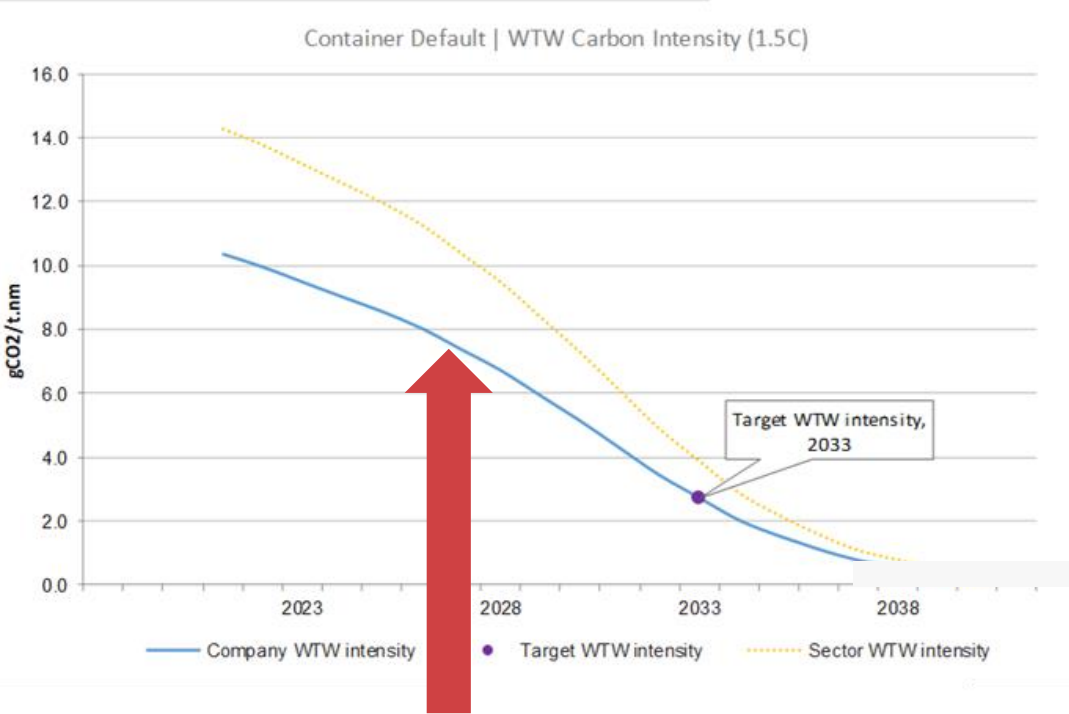
Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2021	Target year 2033	% Reduction 2021 - 2033
Container Default	WTW emissions	tCO2e	1,750,000	643,348	63.2%
Container Default	WTW carbon intensity	gCO2/t.nm	10.36	2.72	73.7%



Total emissions respect company share of total GHG budget



Company S curve less steep than industry average as **have a better-than-average starting point**

CONTAINER OPERATOR: CATEGORIES



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Container

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(TEU) 8,000 - 11,999

Please refer to guidance document for details

Vessel operator will probably have a range of vessel sizes and should have the input data for each vessel category

Section 3. Enter emissions and activity data

Select a base year

2021

Any base year between 2018 and the current year is eligible

Select a target year

2033

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

171,058

metric tonnes of CO₂ equivalent (tCO₂e)

Activity in base year

10,691,144,708

tonne-nautical mile (t.nm)

Expected activity in target year

14,967,602,591

tonne-nautical mile (t.nm)

CONTAINER OPERATOR: CATEGORIES



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Container

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(TEU) >20,000

Please refer to guidance document for details

Just showing two
size categories for
the purposes of
illustration

Section 3. Enter emissions and activity data

Select a base year

2021

Any base year between 2018 and the current year is eligible

Select a target year

2033

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

760,259

metric tonnes of CO2 equivalent (tCO2e)

Activity in base year

86,393,088,553

tonne-nautical mile (t.nm)

Expected activity in target year

120,950,323,974

tonne-nautical mile (t.nm)

CONTAINER OPERATOR: CATEGORIES



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

OPTIONAL - Target aggregation sheet

Step 1: List the vessel type, size, base year emissions (WTW), activity, and target year activity in columns D, E, G, H and J for each different vessel type or size category for which targets are to be calculated.

Step 2: Calculate the targets for each different vessel type or size category using the "Tool" tab.

Step 3: Input the results calculated in step 2 into columns L through T of the SBTaggregator tab. The aggregated results and prorated reduction target are shown in at the bottom of row of this table.

Please note that only intensity targets with the same activity denominatos (i.e., unit) can be aggregated.

Emissions and activity data (as entered in tool interface)

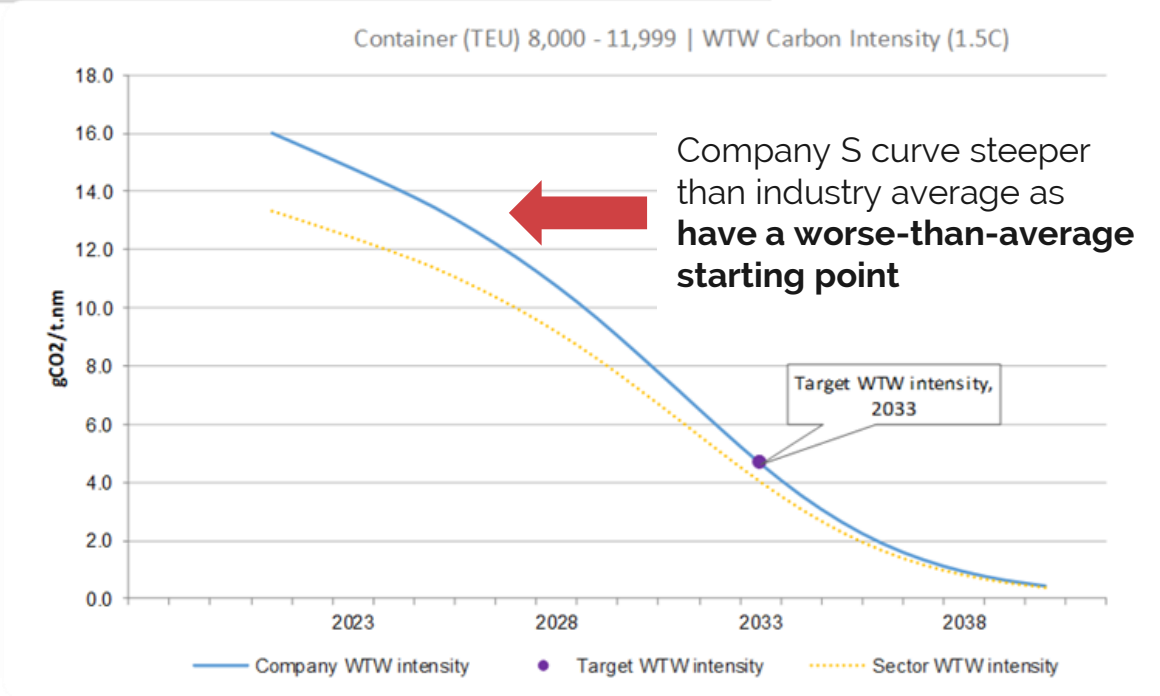
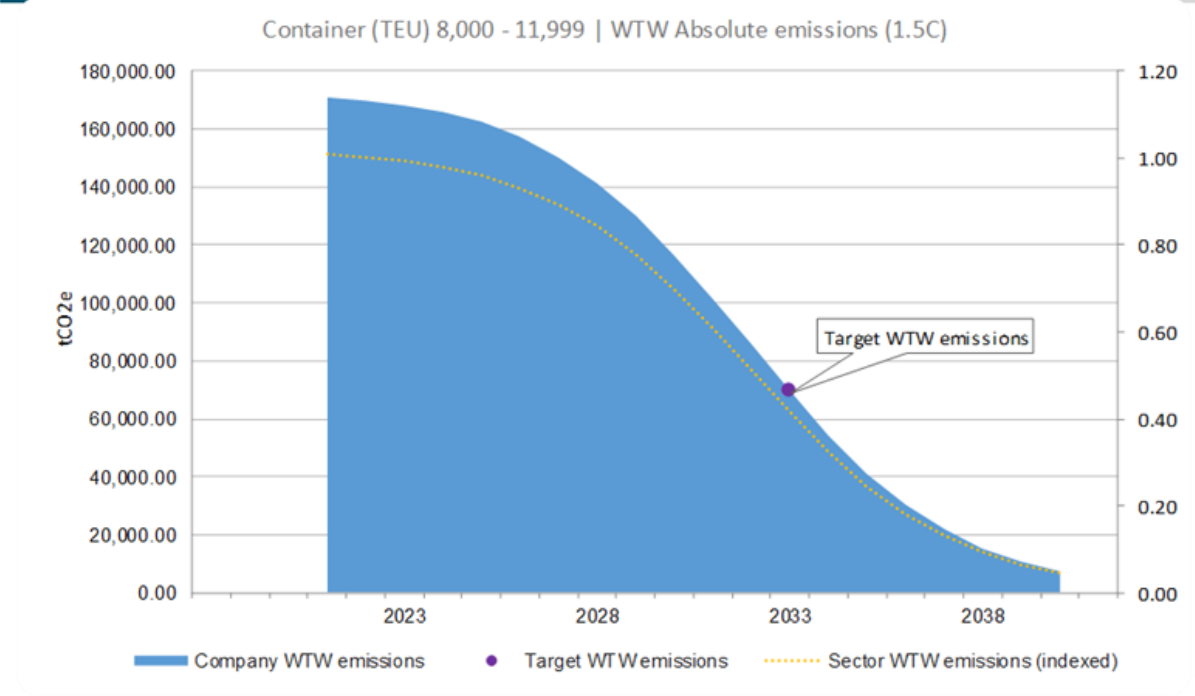
	Vessel type	Vessel size	Base year			Target year
			WTW emissions (tCO ₂ e)	Activity (t.nm or GT.nm)	WTW carbon intensity (gCO ₂ e/t.nm or gCO ₂ e/GT.nm)	Activity (t.nm or GT.nm)
1	Container	(TEU) >20,000	760,259	86,393,088,553	8.80	120,950,323,974
2	Container	(TEU) 14,500 - 19,999	449,028	45,356,371,490	9.90	63,498,920,086
3	Container	(TEU) 12,000 - 14,499	369,654	26,457,883,369	13.97	37,041,036,717
4	Container	(TEU) 8,000 - 11,999	171,058	10,691,144,708	16.00	14,967,602,592
5						
20						
Combined results			1,750,000	168,898,488,121	10.4	236,457,883,369

CONTAINER OPERATOR: CATEGORIES

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2021	Target year 2033	% Reduction 2021 - 2033
Container (TEU) 8,000 - 11,999	WTW emissions	tCO ₂ e	171,058	69,406	59.4%
Container (TEU) 8,000 - 11,999	WTW carbon intensity	gCO ₂ /t.nm	16.00	4.64	71.0%

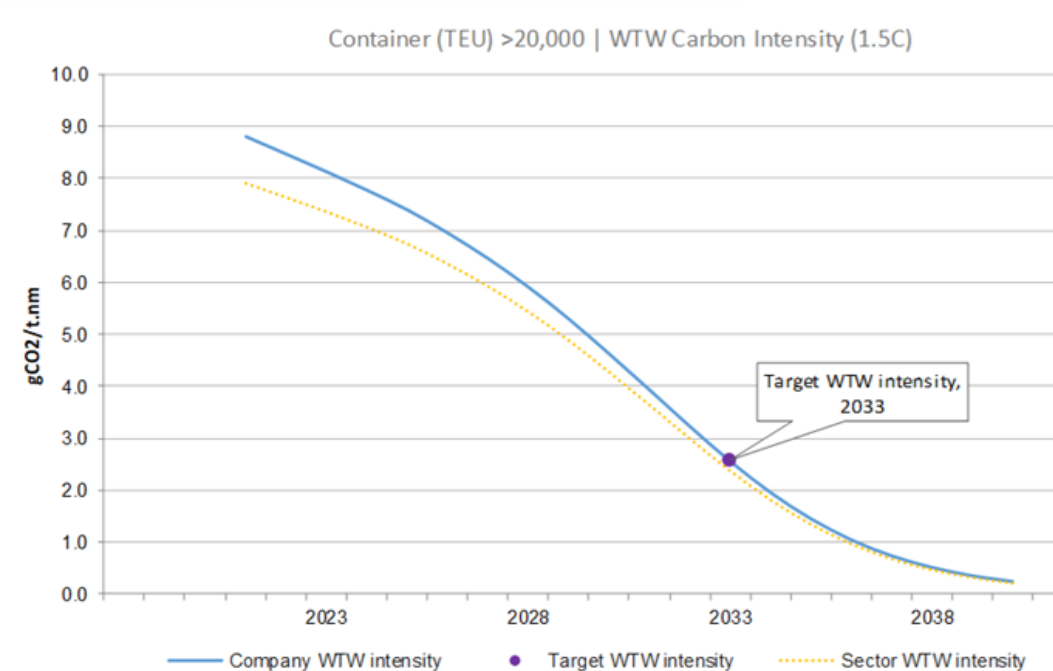
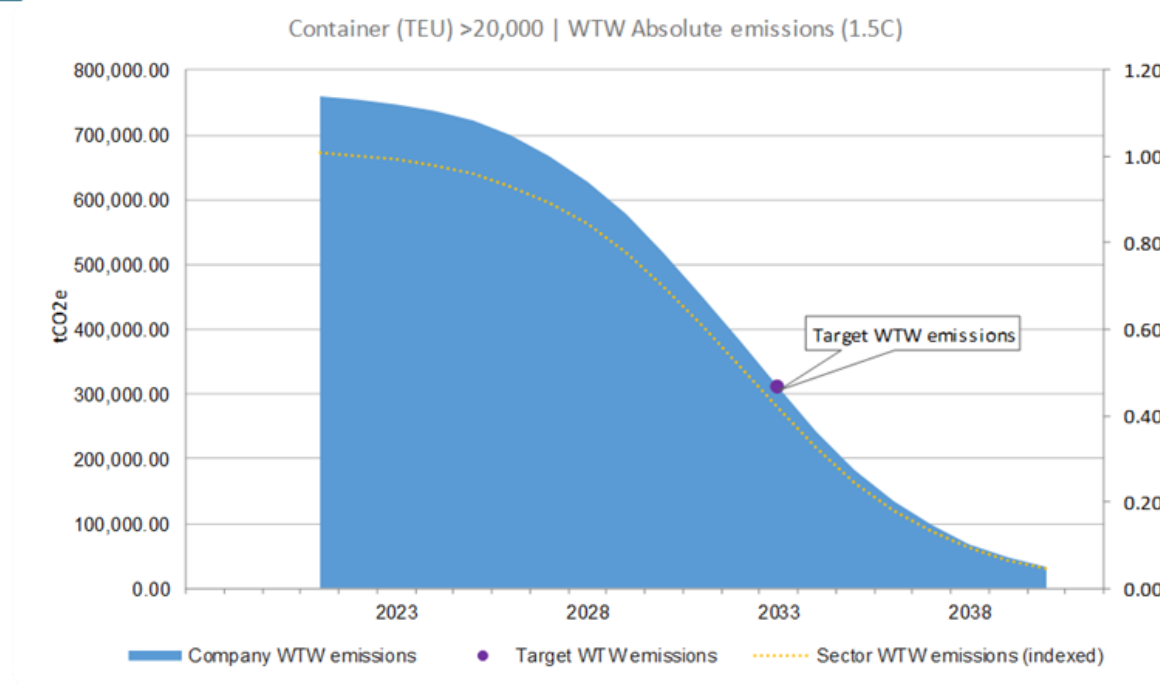


CONTAINER OPERATOR: CATEGORIES

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2021	Target year 2033	% Reduction 2021 - 2033
Container (TEU) >20,000	WTW emissions	tCO ₂ e	760,259	308,470	59.4%
Container (TEU) >20,000	WTW carbon intensity	gCO ₂ /t.nm	8.80	2.55	71.0%



CONTAINER OPERATOR: CATEGORIES



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

OPTIONAL - Target aggregation sheet

Step 1: List the vessel type, size, base year emissions (WTW), activity, and target year activity in columns D, E, G, H and J for each different vessel type or size category for which targets are to be calculated.

Step 2: Calculate the targets for each different vessel type or size category using the "Tool" tab.

Step 3: Input the results calculated in step 2 into columns L through T of the SBTaggregator tab. The aggregated results and prorated reduction target are shown in at the bottom of row of this table.

Please note that only intensity targets with the same activity denominators (i.e., unit) can be aggregated.

Emissions and activity data (as entered in tool interface)						Target modelling results - 1.5C				
	Vessel type	Vessel size	Base year			Target year	Target year		Target year	
			WTW emissions (tCO2e)	Activity (t.nm or GT.nm)	WTW carbon intensity (gCO2e/t.nm or gCO2e/GT.nm)	Activity (t.nm or GT.nm)	WTW emissions (tCO2e)	% reduction	WTW carbon intensity (gCO2e/t.nm or gCO2e/GT.nm)	% reduction
1	Container	(TEU) >20,000	760,259	86,393,088,553	8.80	120,950,323,974	308,470	59.4%	2.55	71%
2	Container	(TEU) 14,500 - 19,999	449,028	45,356,371,490	9.90	63,498,920,086	182,190	59.4%	2.87	71%
3	Container	(TEU) 12,000 - 14,499	369,654	26,457,883,369	13.97	37,041,036,717	149,985	59.4%	4.05	71%
4	Container	(TEU) 8,000 - 11,999	171,058	10,691,144,708	16.00	14,967,602,592	69,406	59.4%	4.64	71%
5										
20										
Combined results			1,750,000	168,898,488,121	10.4	236,457,883,369	710,051	59.4%	3.00	71.0%

CONTAINER OPERATOR: GROWTH



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Container

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(TEU) >20,000

Please refer to guidance document for details

Section 3. Enter emissions and activity data

Select a base year

2021

Any base year between 2018 and the current year is eligible

Select a target year

2033

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

760,259

metric tonnes of CO₂ equivalent (tCO₂e)

Activity in base year

86,393,088.553

tonne-nautical mile (t.nm)

Expected activity in target year

95,032,397,408

Based on 10% growth
projection over 12 years

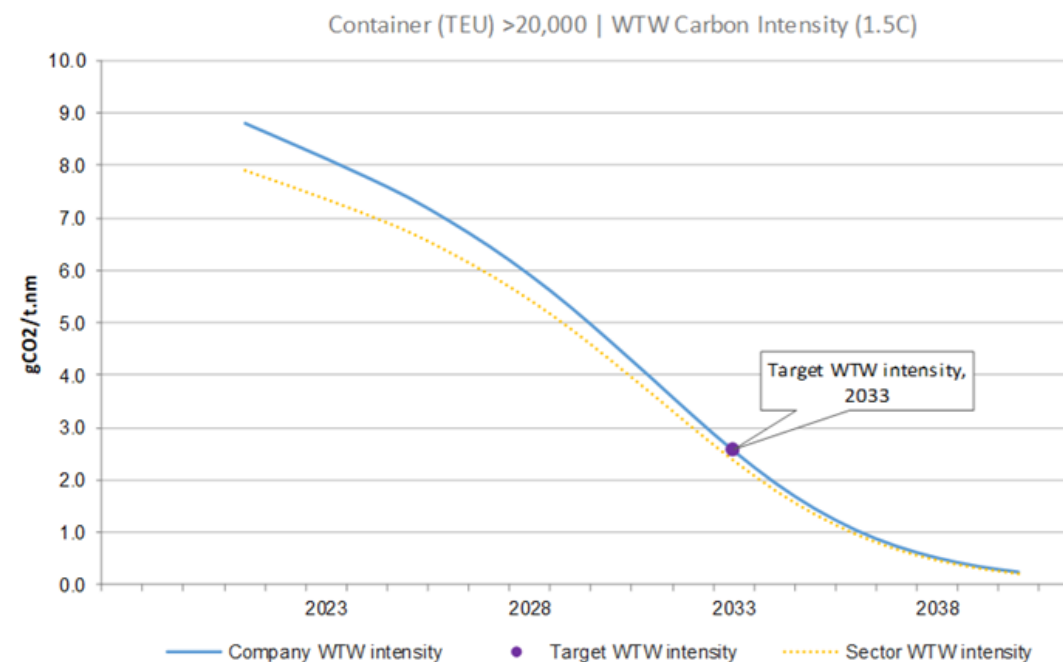
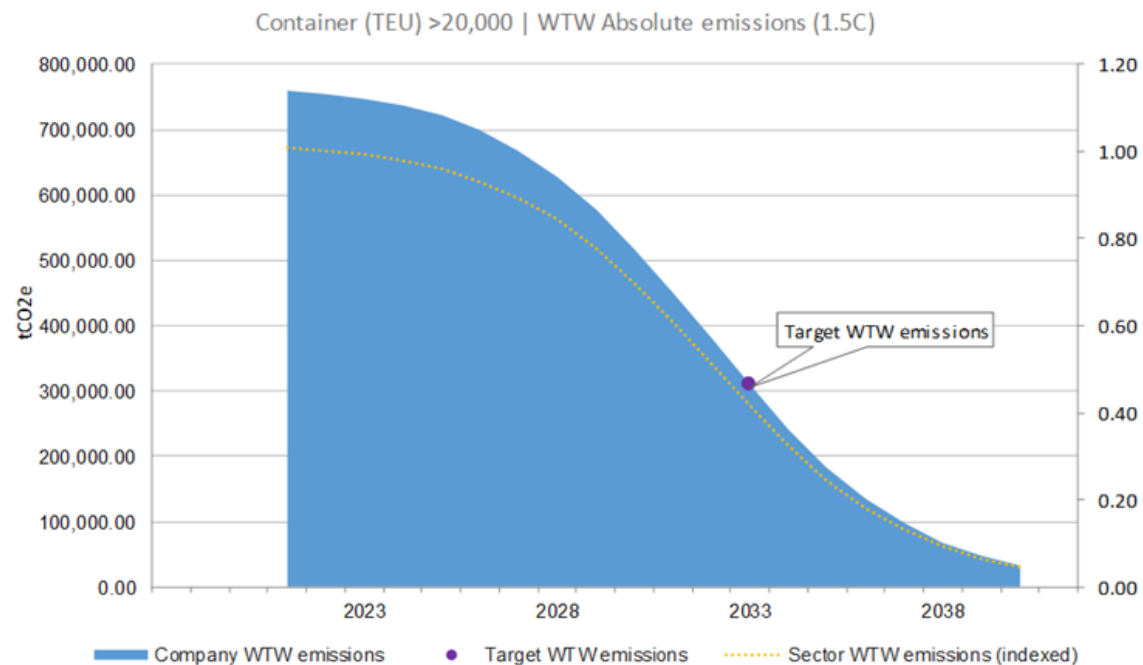
CONTAINER OPERATOR: HIGH GROWTH

Repeat of 40% growth example used previously

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2021	Target year 2033	% Reduction 2021 - 2033
Container (TEU) >20,000	WTW emissions	tCO ₂ e	760,259	308,470	59.4%
Container (TEU) >20,000	WTW carbon intensity	gCO ₂ /t.nm	8.80	2.55	71.0%

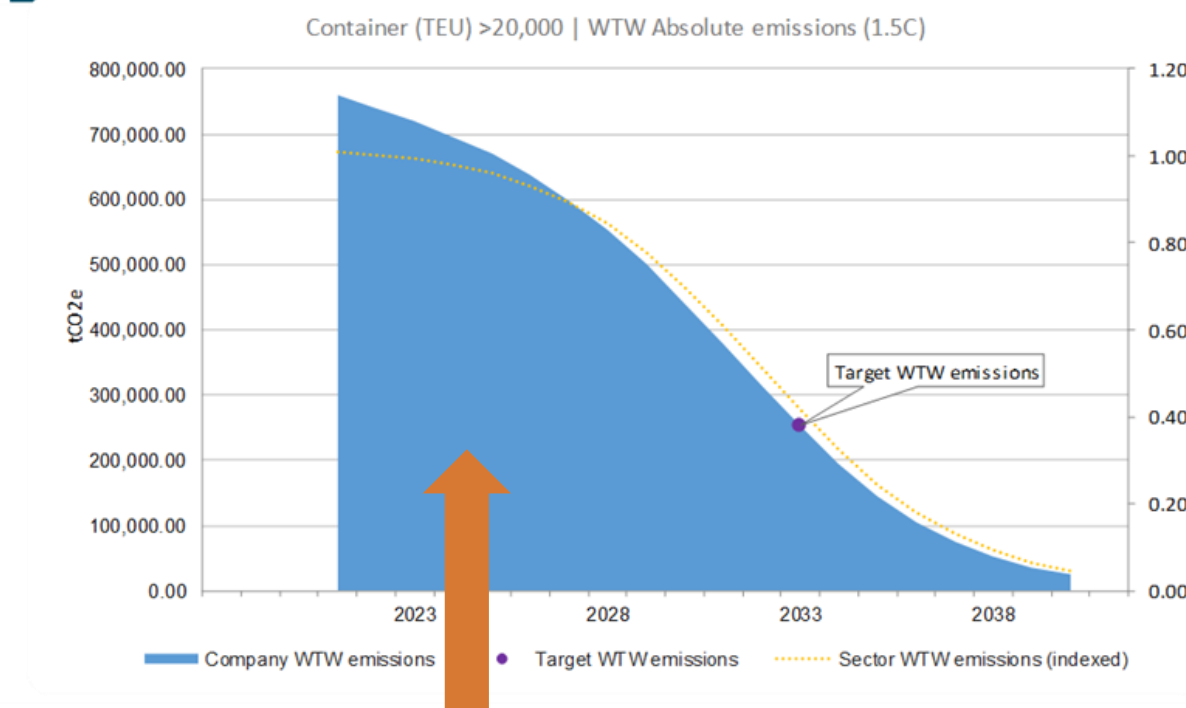


CONTAINER OPERATOR: LOW GROWTH

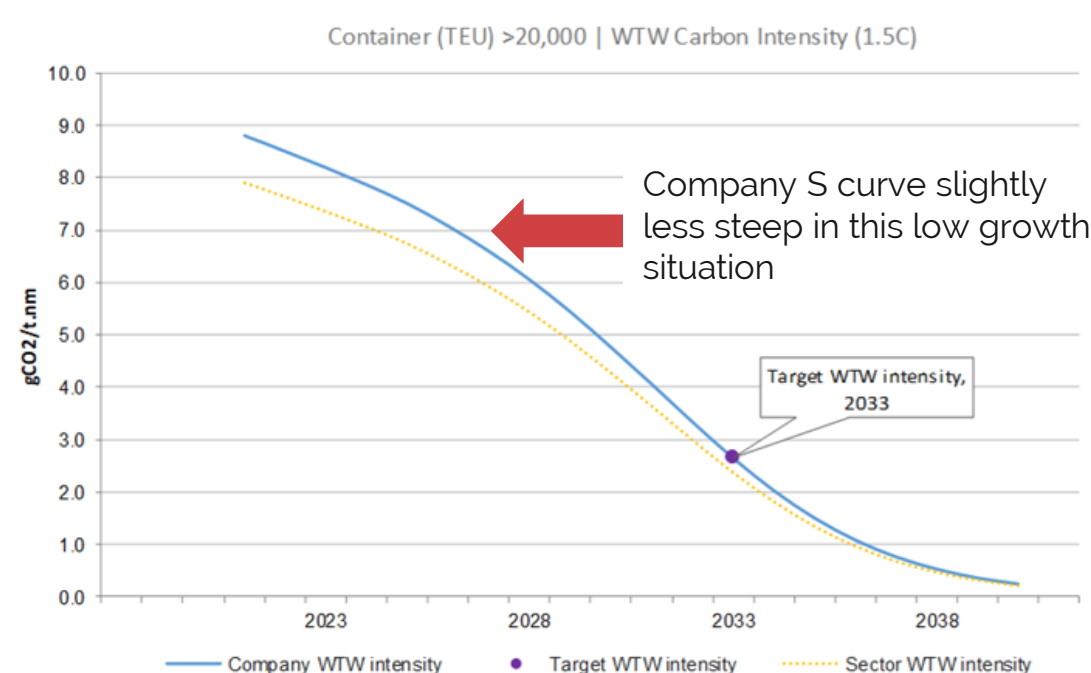
Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2021	Target year 2033	% Reduction 2021 - 2033
Container (TEU) >20,000	WTW emissions	tCO2e	760,259	251,725	66.9%
Container (TEU) >20,000	WTW carbon intensity	gCO2/t.nm	8.80	2.65	69.9%



Easier to respect company share
of GHG budget



CHEMICAL TANKER



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Chemical Tanker

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(DWT) 20,000 - 39,999

Please refer to guidance document for details

Again, just one vessel size category

Section 3. Enter emissions and activity data

Select a base year

2022

Any base year between 2018 and the current year is eligible

Select a target year

2030

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

200,000

metric tonnes of CO2 equivalent (tCO2e)

Activity in base year

8,639,308,855

tonne-nautical mile (t.nm)

Expected activity in target year

8,639,308,855

tonne-nautical mile (t.nm)

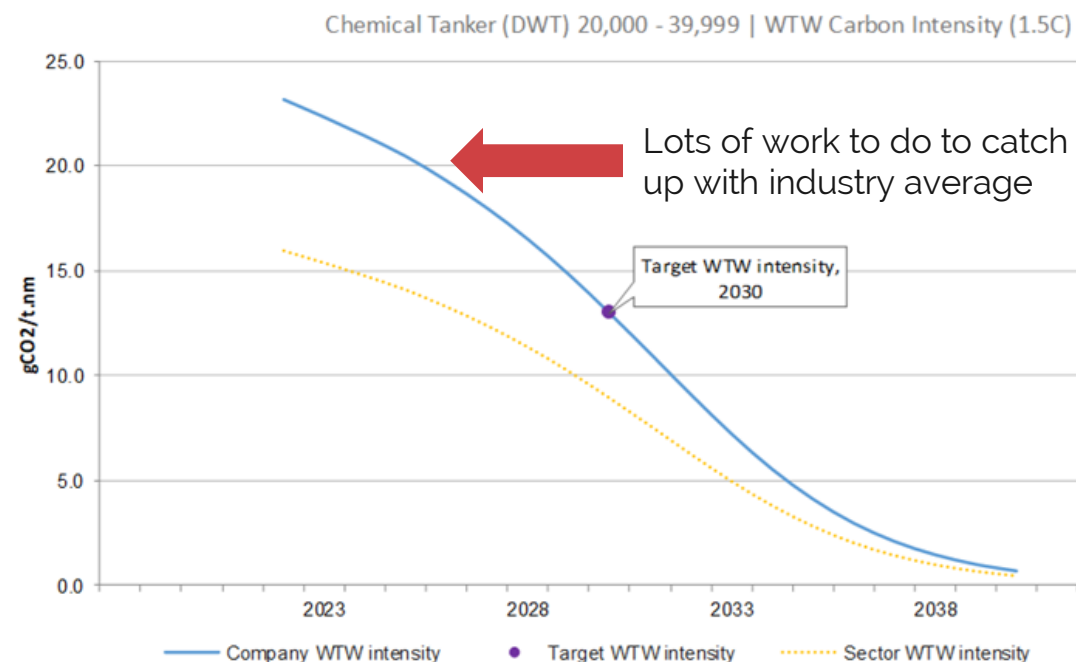
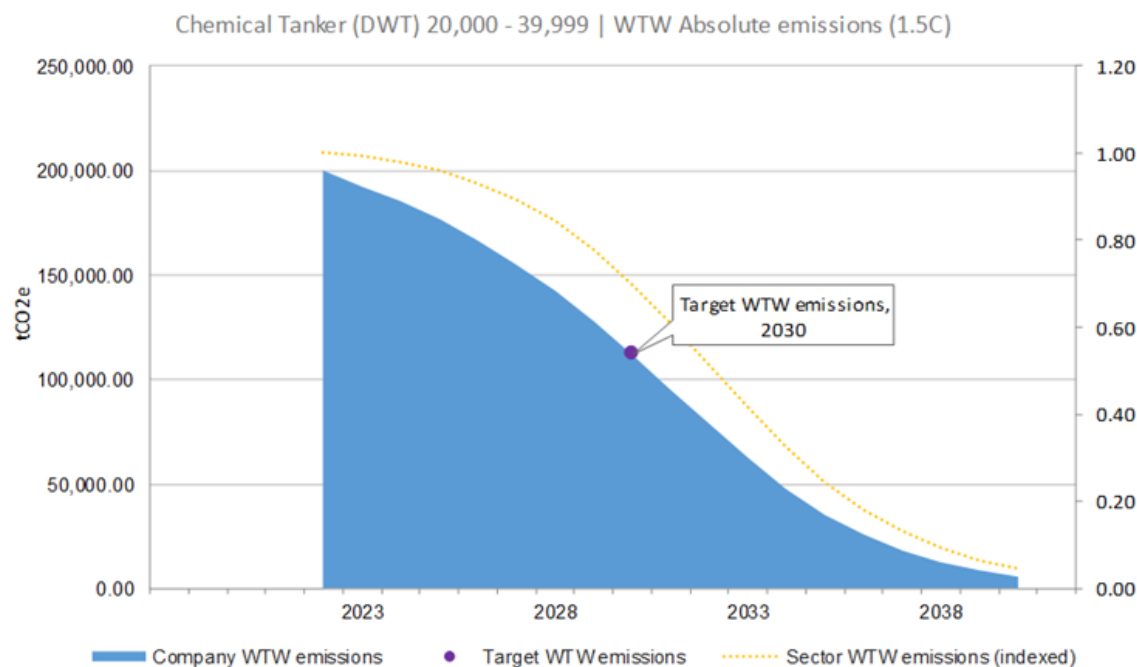
Based on no growth over 12 years

CHEMICAL TANKER

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2022	Target year 2030	% Reduction 2022 - 2030
Chemical Tanker (DWT) 20,000 - 39,999	WTW emissions	tCO ₂ e	200,000	112,055	44.0%
Chemical Tanker (DWT) 20,000 - 39,999	WTW carbon intensity	gCO ₂ /t.nm	23.15	12.97	44.0%



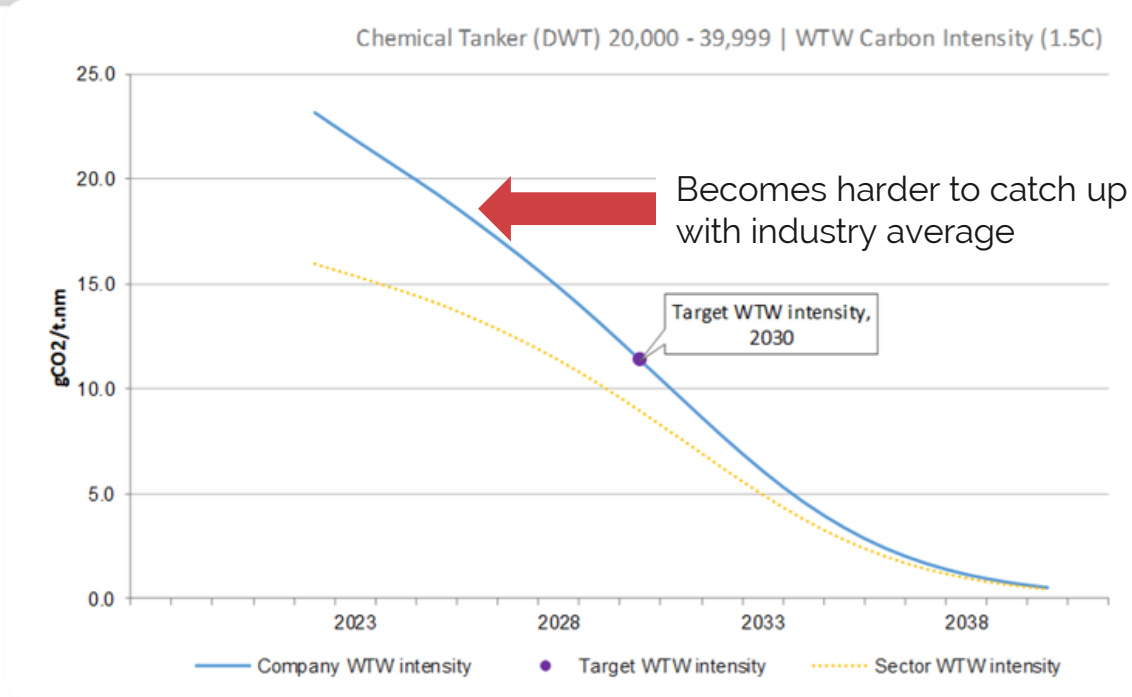
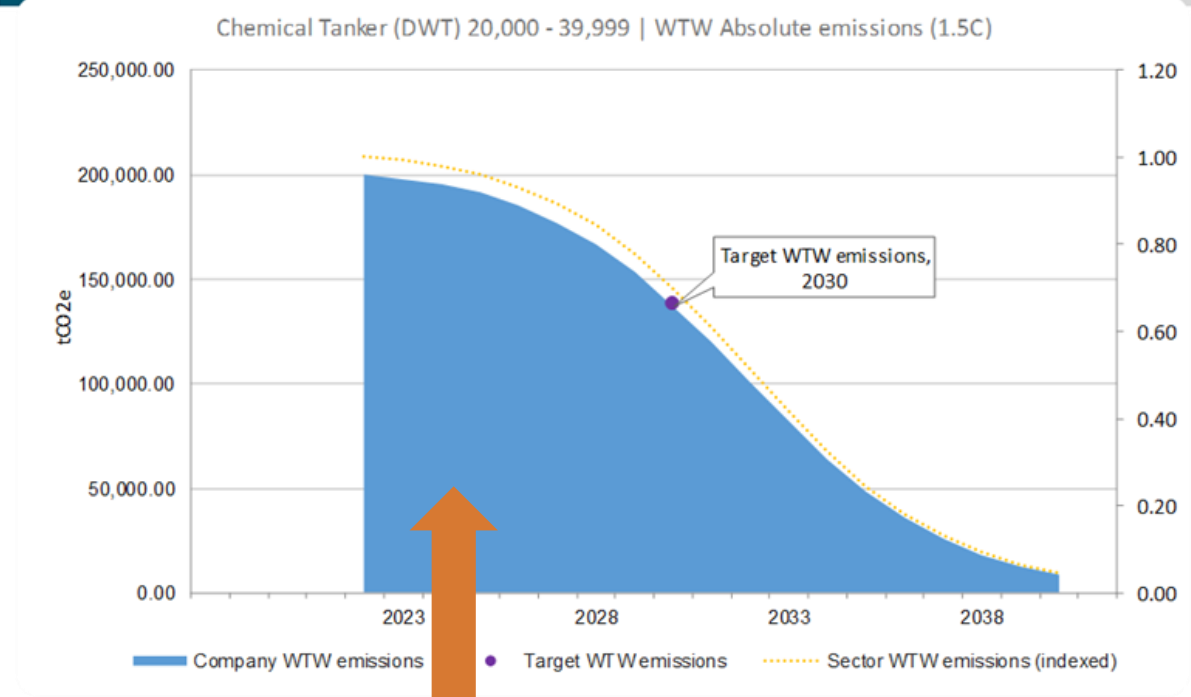
CHEMICAL TANKER: HIGH GROWTH

Change to 40% growth example

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2022	Target year 2030	% Reduction 2022 - 2030
Chemical Tanker (DWT) 20,000 - 39,999	WTW emissions	tCO2e	200,000	137,317	31.3%
Chemical Tanker (DWT) 20,000 - 39,999	WTW carbon intensity	gCO2/t.nm	23.15	11.35	51.0%



Fills the company share of GHG budget

FERRY OPERATOR



Sectoral Decarbonization Approach - Maritime Transport Tool

Version: Version 1.0

Please refer to: [Terms of use](#)
[Disclaimer](#)

Contact: info@sciencebasedtargets.org

Section 1. Select type of vessel used for transport activity

Ferry Passenger Only

Please select vessel type for transport activity

Required Input

Results

Section 2. Select vessel size category

(GT) 1,000 - 1,999

Please refer to guidance document for details

Section 3. Enter emissions and activity data

Select a base year

2022

Any base year between 2018 and the current year is eligible

Select a target year

2033

Near-term targets must cover a maximum of 10 years from the date the target is submitted to the SBTi for validation

Well-to-Wake (WTW) emissions in base year

100,000

metric tonnes of CO2 equivalent (tCO2e)

Activity in base year

1,000,000,000

gross tonne nautical miles (GT.nm)

Expected activity in target year

1,300,000,000

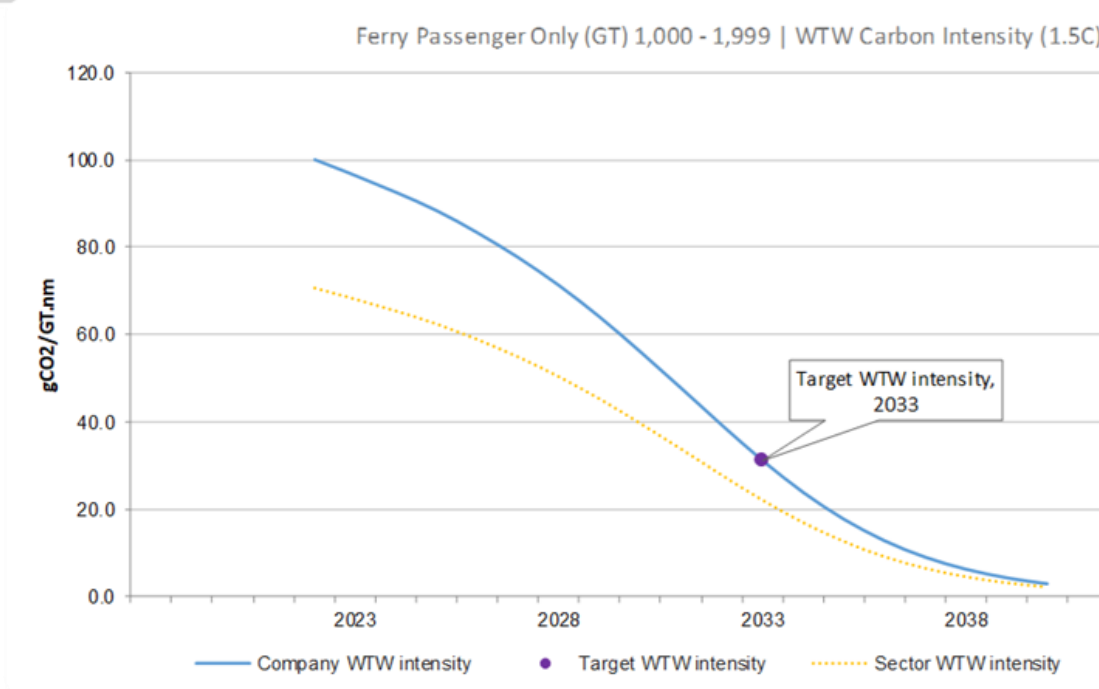
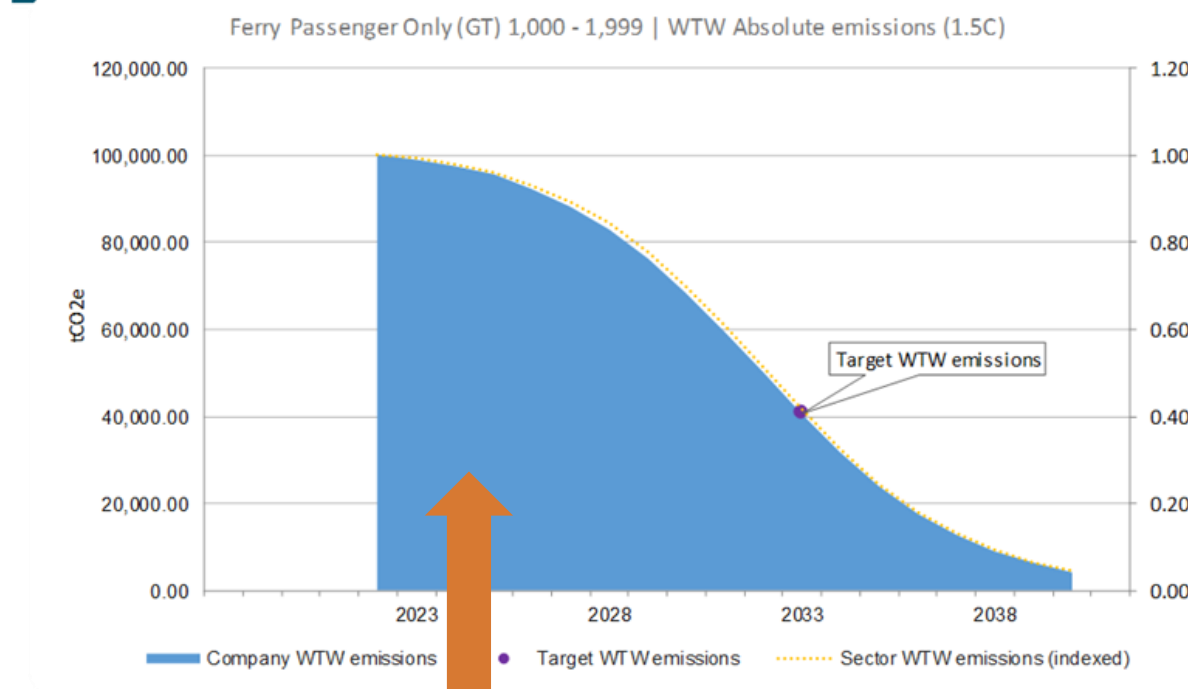
Based on 30% growth
over 12 years

FERRY OPERATOR

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2022	Target year 2033	% Reduction 2022 - 2033
Ferry Passenger Only (GT) 1,000 - 1,999	WTW emissions	tCO ₂ e	100,000	40,519	59.5%
Ferry Passenger Only (GT) 1,000 - 1,999	WTW carbon intensity	gCO ₂ /GT.nm	100.00	31.17	68.8%



Company share of GHG budget already constrained

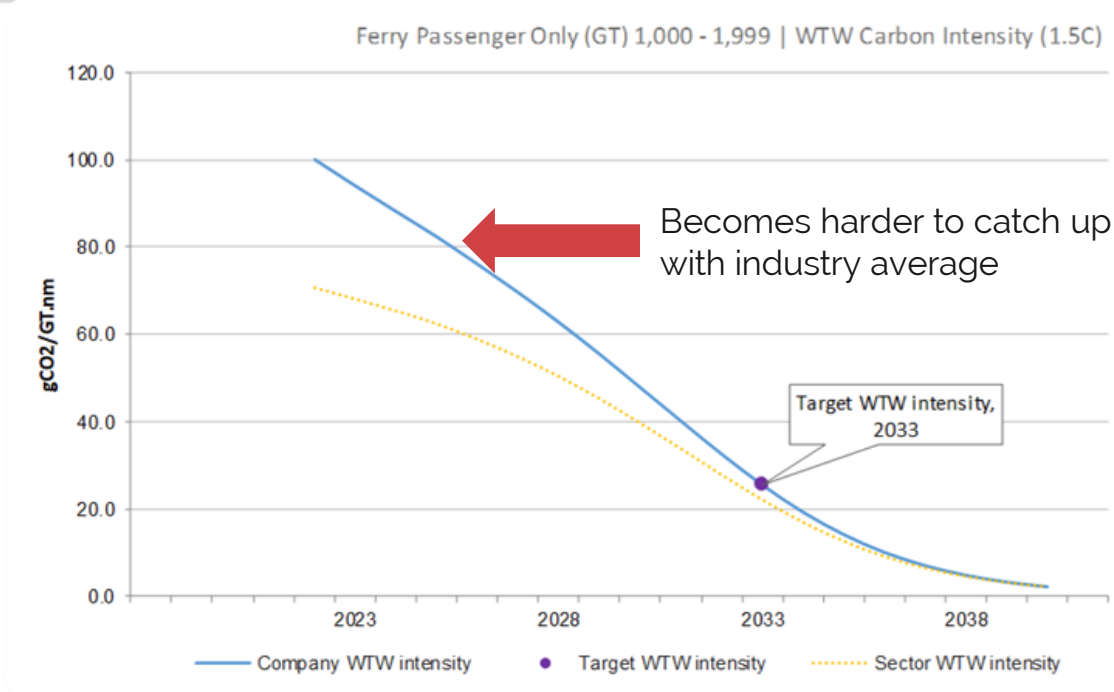
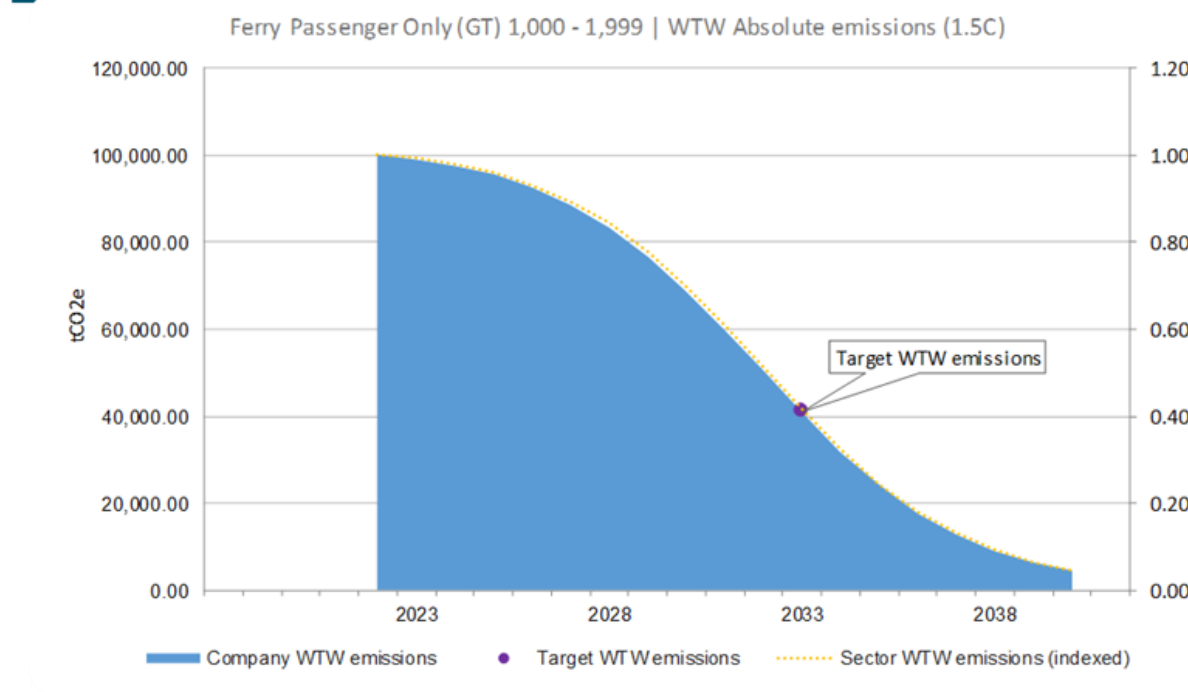
FERRY OPERATOR

Change to 40% growth example

Section 4. Review target modelling results

Target modelling results - 1.5C

			Base year 2022	Target year 2033	% Reduction 2022 - 2033
Ferry Passenger Only (GT) 1,000 - 1,999	WTW emissions	tCO ₂ e	100,000	40,830	59.2%
Ferry Passenger Only (GT) 1,000 - 1,999	WTW carbon intensity	gCO ₂ /GT.nm	100.00	25.52	74.5%



TARGET FORMULATION

Targets may be expressed either as absolute emissions (tonnes CO₂e) or on an intensity basis (e.g., gCO₂e per tonne nautical mile).

Vessel Operator commits to reduce Well-to-Wake GHG emissions 69% per tonne nautical mile from ferry operations by 2033 from a 2021 base year.

- SBTi Bioenergy footnote may be applicable.
- Target recalculation is needed in the event of changes to the company structure or its operations. (e.g., mergers & acquisitions, updates to growth projections, base year data/assumptions).





Q&A SESSION



CLOSING

THE TIME TO ACT IS NOW!

- We are urgently calling on **all companies to set science-based** net-zero targets.
- Join [our mailing list](#) to receive updates.
- Should you have any questions, contact us at info@sciencebasedtargets.org.
- The new guidance and materials, as well as the recording of this webinar can be found on the [SBTi maritime webpage](#).



THANK YOU

PARTNER ORGANIZATIONS



United Nations
Global Compact




WORLD
RESOURCES
INSTITUTE




IN COLLABORATION WITH

WE MEAN
BUSINESS
COALITION



 sciencebasedtargets.org

 [/science-based-targets](https://www.linkedin.com/company/science-based-targets)

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

 info@sciencebasedtargets.org

 [Science Based Targets](https://www.youtube.com/ScienceBasedTargets)