The ACT rating is based on 3 scores (performance, narrative and trend) as shown in the diagram below.

The maximum achievable rating is 20A+ and the minimum is 1E-. To achieve the maximum score, a company must be completely aligned with the low-carbon transition.

The company’s strategic planning details the investments in low carbon vehicles, modal shift or selection of subcontractors aligned with a low carbon transition. Actions on the demand for transport to reduce GHG emissions are not excluded.

A trend is evident of lowering emissions intensity of the fleet or subcontractors over the last 5 years, that is in alignment with the emissions reductions required in the short term through deliberate development decisions.

The company has science-based targets for each transport activity, which have a time horizon that covers the lifetime of the vehicles.

Current investment strategy in intangible investment (R&D, trainings) places clear focus on low-carbon transition. Operational optimization of the transport activity is a common practice in the company.

The company’s targets, transition plan, present actions and past legacy show a consistent willingness to achieve the goals of low-carbon transition, especially by developing new transport business models.
The transport sector accounts for 20% of the global energy-related greenhouse gas emissions, composed almost entirely of CO2 from the combustion of oil. Emissions have increased by over 30% since 2000, largely as a result of an increase in the vehicle stock by 300 million over this period.

Decarbonization levers for this sector can be summarized as follows:

- Imperative 1: Move away from oil and other fossil fuels to focus on very-low-GHG energy
- Imperative 2: Lower the energy intensity of our mobility patterns (global economy & individual lifestyles), through better energy efficiency, modal shift and avoided mobility
- Imperative 3: Prepare the physical and IT infrastructure needed to accompany those changes
- Imperative 4: Inform, educate and train populations to embrace the transformation

The ACT transport methodology covers the rail, road, water and air transport for passengers and freight. It focuses on quantitative indicators using gCO2e/p.km or gCO2e/t.km metrics and share of low carbon vehicles for example. Other qualitative indicators (in the Management, Suppliers, Clients, Policy Engagement and Business Model modules) are also considered due to the complexity and economic importance of the sector, its changing business models, and the significance of these when considering the low carbon alignment of the transport sector.

For the Transport sector, there are two main types of benchmarks:

- The main source is the B2DS pathways from SDA Transport Tool (figure1);
- The second source is the ITF Transport Outlook 2019 report by OECD.

### BENCHMARKS

- The main source is the B2DS pathways from SDA Transport Tool (figure1);
- The second source is the ITF Transport Outlook 2019 report by OECD.