



SCIENCE
BASED
TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

NEAR-TERM AND NET-ZERO TARGET VALIDATION REPORT

Transport UK East Midlands Limited

27 November 2024



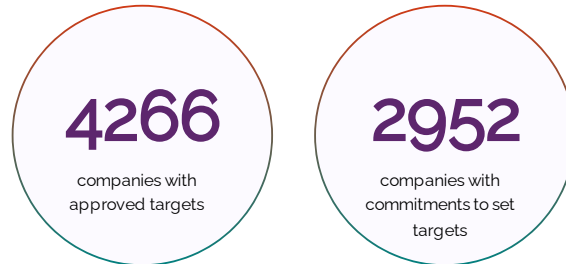
ABOUT THE SCIENCE BASED TARGETS INITIATIVE

The Science Based Targets initiative (SBTi) is a corporate climate action organization that enables companies and financial institutions worldwide to play their part in combating the climate crisis.

We develop standards, tools and guidance which allow companies to set greenhouse gas (GHG) emissions reductions targets in line with what is needed to keep global heating below catastrophic levels and reach net-zero by 2050 at latest.

The SBTi is incorporated as a charity, with a subsidiary which will host our target validation services. Our partners are CDP, the United Nations Global Compact, the We Mean Business Coalition, the World Resources Institute (WRI), and the World Wide Fund for Nature (WWF).

SBTi GLOBAL MOMENTUM BY THE NUMBERS



Data collected in 23/02/2024



INTRODUCTION

This report presents the results and recommendations of the submitted targets assessed against the SBTi Net-Zero Criteria and guidance. This includes an overview of the GHG emissions sources and inventory, target setting methodologies and ambition, emissions included in the target boundary, and company-specific feedback from the validation process, if applicable. A detailed overview of the criteria is provided in the appendix. The approved target language, which will be listed on the SBTi website and should be used in all company communications, is as follows:

Overall Net-Zero Target: Transport UK East Midlands Limited commits to reach net-zero greenhouse gas emissions across the value chain by FY2046.

Near-Term Targets: Transport UK East Midlands Limited commits to reduce absolute scope 1 and 2 GHG emissions 55% by FY2030 from a FY2024 base year.

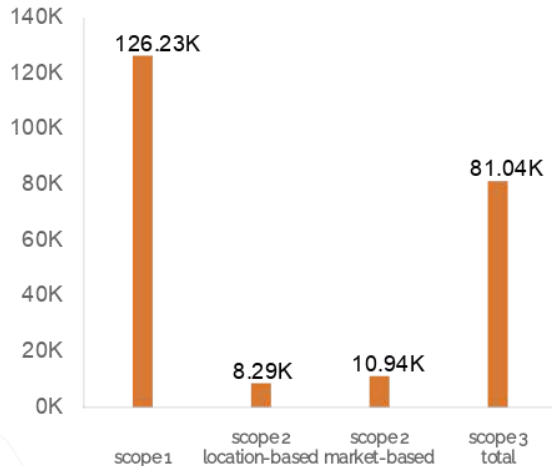
Transport UK East Midlands Limited also commits to reduce absolute scope 3 GHG emissions 47% within the same timeframe.

Long-Term Targets: Transport UK East Midlands Limited commits to reduce absolute scope 1, 2 and 3 GHG emissions 90% by FY2046 from a FY2024 base year.

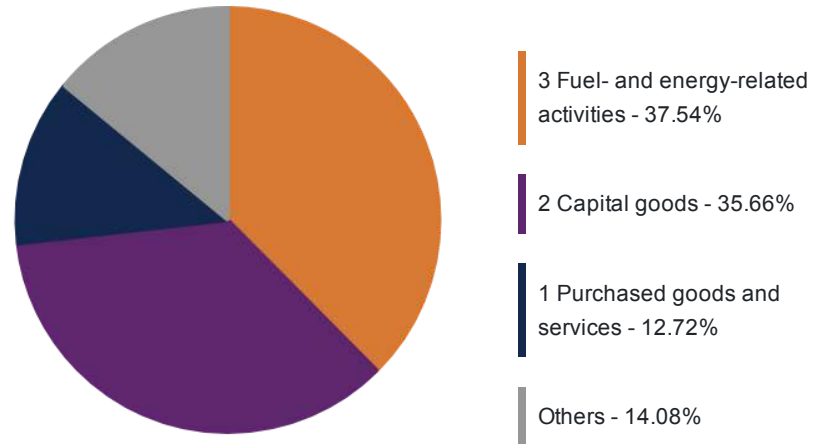
GHG INVENTORY OVERVIEW

Transport UK East Midlands Limited has submitted one GHG inventory for review by SBTi's Target Validation Team. In the financial year of 2024 (ending on March 31, 2024) the company has reported total of 218,213 GHG emissions (tCO₂e) in the full minimum boundary (scopes 1, 2 and 3). Transport UK East Midlands Limited has additionally chosen to report emissions outside the minimum boundary. Transport UK East Midlands Limited has reported no emissions from the combustion, processing and distribution phase of bioenergy and the land use emissions and removals, associated with bioenergy feedstocks. The full breakdown of Transport UK East Midlands Limited's GHG inventory, including optional emissions, is provided below.

TOTAL GHG EMISSIONS (tCO₂e) 2024



SCOPE 3 BREAKDOWN BY CATEGORY



2024 GHG INVENTORY

		Minimum boundary emissions	Share of total emissions (location-based scope 2)	Share of total emissions (market-based scope 2)	Percentage excluded from inventory	Outside minimum boundary (optional)	Bioenergy emissions	Bioenergy removals	Biogenic total
SCOPE 1 & 2	Scope 1	126,229.97	58.56%	57.85%	N/A	N/A	N/A	N/A	N/A
	Scope 2 location-based	8,288.72	3.85%	N/A	N/A	N/A	N/A	N/A	N/A
	Scope 2 market-based	10,943.68	N/A	5.02%	N/A	N/A	N/A	N/A	N/A
SCOPE 3	1. Purchased goods and services	10,306.22	4.78%	4.72%	N/A	N/A	N/A	N/A	N/A
	2. Capital goods	28,899.21	13.41%	13.24%	N/A	N/A	N/A	N/A	N/A
	3. Fuel- and energy-related activities	30,425.46	14.11%	13.94%	N/A	N/A	N/A	N/A	N/A
	4. Upstream transportation and distribution	1,449.35	0.67%	0.66%	N/A	N/A	N/A	N/A	N/A
	5. Waste generated in operations	76.98	0.04%	0.04%	N/A	N/A	N/A	N/A	N/A
	6. Business travel	232.52	0.11%	0.11%	N/A	44.10	N/A	N/A	N/A
	7. Employee commuting	867.25	0.40%	0.40%	N/A	407.04	N/A	N/A	N/A
	8. Upstream leased assets	8,782.04	4.07%	4.02%	N/A	N/A	N/A	N/A	N/A
	9. Downstream transportation and distribution	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	10. Processing of sold products	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	11. Use of sold products	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	12. End-of-life treatment of sold products	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	13. Downstream leased assets	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	14. Franchises	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	15. Investments	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

OVERVIEW OF SCIENCE-BASED TARGETS

Net-Zero Target

Transport UK East Midlands Limited commits to reach net-zero greenhouse gas emissions across the value chain by FY2046.

Near-Term Targets

Transport UK East Midlands Limited has submitted 2 near-term targets for review by the SBTi. All targets have been assessed against the SBTi's quantitative and qualitative criteria, alongside the Criteria Assessment Indicators. For approval, a company's targets must comply with all applicable requirements. The following is an overview of the approved targets:

Target wording	Public?	Base year	Most recent year	Target year	Type	Target value	Method used
Transport UK East Midlands Limited commits to reduce absolute scope 1 and 2 GHG emissions 55% by FY2030 from a FY2024 base year.	Yes	2024	2024	2030	Absolute	55.0%	Absolute contraction
Transport UK East Midlands Limited commits to reduce absolute scope 3 GHG emissions 47% by FY2030 from a FY2024 base year.	Yes	2024	2024	2030	Absolute	47.0%	Absolute contraction

OVERVIEW OF SCIENCE-BASED TARGETS

Net-Zero Target

Transport UK East Midlands Limited commits to reach net-zero greenhouse gas emissions across the value chain by FY2046.

Long-Term Targets

Transport UK East Midlands Limited has submitted 3 long-term targets for review by the SBTi. All targets have been assessed against the SBTi's quantitative and qualitative criteria, alongside the Criteria Assessment Indicators. For approval, a company's targets must comply with all applicable requirements. The following is an overview of the approved targets:

Target wording	Public?	Base year	Most recent year	Target year	Type	Target value	Method used
Transport UK East Midlands Limited commits to reduce absolute scope 1, 2 and 3 GHG emissions 90% by FY2046 from a FY2024 base year.	Yes	2024	2024	2046	Absolute	90.0%	Absolute contraction
Transport UK East Midlands Limited commits to reduce absolute scope 1 and 2 GHG emissions 90% by FY2046 from a FY2024 base year.	No	2024	2024	2046	Absolute	90.0%	Absolute contraction
Transport UK East Midlands Limited commits to reduce absolute scope 3 GHG emissions 90% by FY2046 from a FY2024 base year.	No	2024	2024	2046	Absolute	90.0%	Absolute contraction

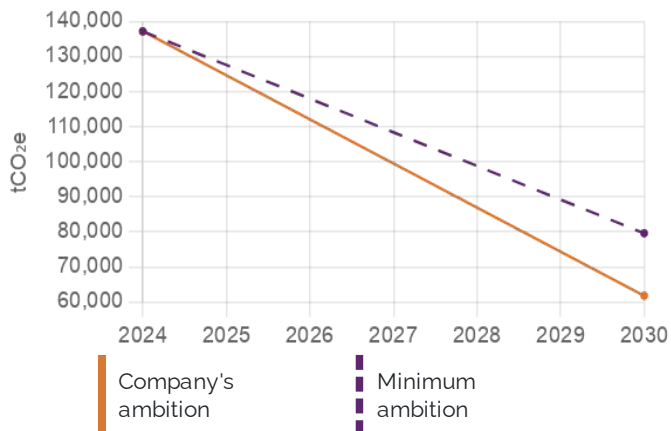
OVERVIEW OF NEAR-TERM SCIENCE-BASED TARGETS

Transport UK East Midlands Limited commits to reduce absolute scope 1 and 2 GHG emissions 55% by FY2030 from a FY2024 base year.

Public: Yes

Temperature classification: 1.5°C

ABSOLUTE EMISSIONS



Target Coverage

GHG Inventory breakdown	Minimum boundary emissions	Outside minimum boundary	Biogenic Total
Scope 1	100.00%	N/A	N/A
Scope 2 market-based	100.00%	N/A	N/A
Scope 3 total	0.00%	N/A	N/A
1. Purchased goods and services	N/A	N/A	N/A
2. Capital goods	N/A	N/A	N/A
3. Fuel- and energy-related activities	N/A	N/A	N/A
4. Upstream transportation and distribution	N/A	N/A	N/A
5. Waste generated in operations	N/A	N/A	N/A
6. Business travel	N/A	N/A	N/A
7. Employee commuting	N/A	N/A	N/A
8. Upstream leased assets	N/A	N/A	N/A
9. Downstream transportation and distribution	N/A	N/A	N/A
10. Processing of sold products	N/A	N/A	N/A
11. Use of sold products	N/A	N/A	N/A
12. End-of-life treatment of sold products	N/A	N/A	N/A
13. Downstream leased assets	N/A	N/A	N/A
14. Franchises	N/A	N/A	N/A
15. Investments	N/A	N/A	N/A

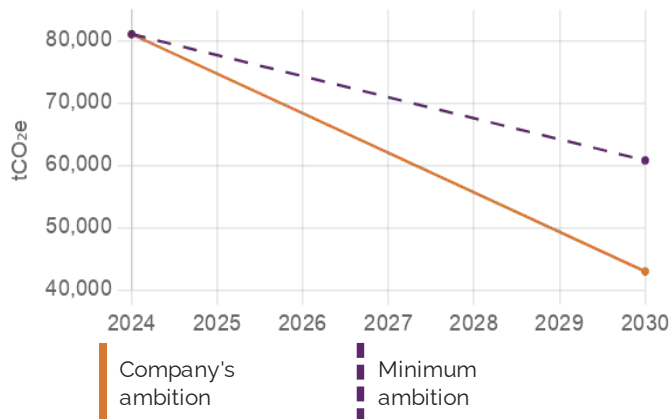
OVERVIEW OF NEAR-TERM SCIENCE-BASED TARGETS

Transport UK East Midlands Limited commits to reduce absolute scope 3 GHG emissions 47% by FY2030 from a FY2024 base year.

Public: Yes

Temperature classification: N/A

ABSOLUTE EMISSIONS



Target Coverage

GHG Inventory breakdown	Minimum boundary emissions	Outside minimum boundary	Biogenic Total
Scope 1	N/A	N/A	N/A
Scope 2 market-based	N/A	N/A	N/A
Scope 3 total	100.00%	N/A	N/A
1. Purchased goods and services	100.00%	N/A	N/A
2. Capital goods	100.00%	N/A	N/A
3. Fuel- and energy-related activities	100.00%	N/A	N/A
4. Upstream transportation and distribution	100.00%	N/A	N/A
5. Waste generated in operations	100.00%	N/A	N/A
6. Business travel	100.00%	N/A	N/A
7. Employee commuting	100.00%	N/A	N/A
8. Upstream leased assets	100.00%	N/A	N/A
9. Downstream transportation and distribution	N/A	N/A	N/A
10. Processing of sold products	N/A	N/A	N/A
11. Use of sold products	N/A	N/A	N/A
12. End-of-life treatment of sold products	N/A	N/A	N/A
13. Downstream leased assets	N/A	N/A	N/A
14. Franchises	N/A	N/A	N/A
15. Investments	N/A	N/A	N/A

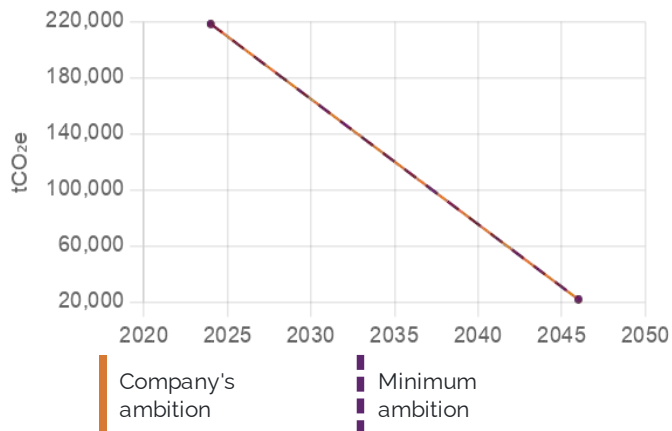
OVERVIEW OF LONG-TERM SCIENCE-BASED TARGETS

Transport UK East Midlands Limited commits to reduce absolute scope 1, 2 and 3 GHG emissions 90% by FY2046 from a FY2024 base year.

Public: Yes Sector pathway: Cross-sector pathway

Temperature classification: 1.5°C

ABSOLUTE EMISSIONS



Target Coverage

GHG Inventory breakdown	Minimum boundary emissions	Outside minimum boundary	Biogenic Total
Scope 1	100.00%	N/A	N/A
Scope 2 market-based	100.00%	N/A	N/A
Scope 3 total	100.00%	N/A	N/A
1. Purchased goods and services	100.00%	N/A	N/A
2. Capital goods	100.00%	N/A	N/A
3. Fuel- and energy-related activities	100.00%	N/A	N/A
4. Upstream transportation and distribution	100.00%	N/A	N/A
5. Waste generated in operations	100.00%	N/A	N/A
6. Business travel	100.00%	N/A	N/A
7. Employee commuting	100.00%	N/A	N/A
8. Upstream leased assets	100.00%	N/A	N/A
9. Downstream transportation and distribution	N/A	N/A	N/A
10. Processing of sold products	N/A	N/A	N/A
11. Use of sold products	N/A	N/A	N/A
12. End-of-life treatment of sold products	N/A	N/A	N/A
13. Downstream leased assets	N/A	N/A	N/A
14. Franchises	N/A	N/A	N/A
15. Investments	N/A	N/A	N/A

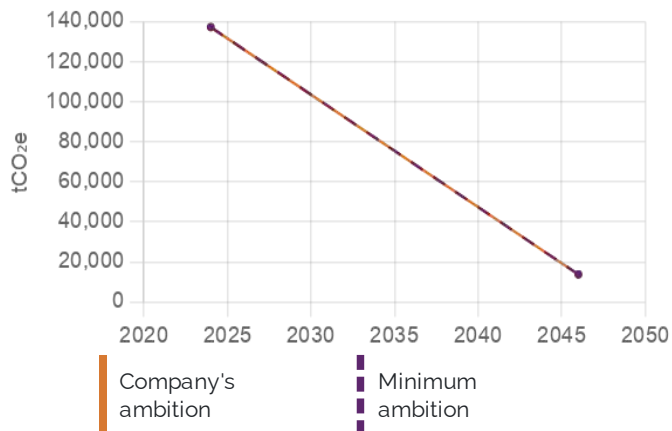
OVERVIEW OF LONG-TERM SCIENCE-BASED TARGETS

Transport UK East Midlands Limited commits to reduce absolute scope 1 and 2 GHG emissions 90% by FY2046 from a FY2024 base year.

Public: No Sector pathway: Cross-sector pathway

Temperature classification: 1.5°C

ABSOLUTE EMISSIONS



Target Coverage

GHG Inventory breakdown	Minimum boundary emissions	Outside minimum boundary	Biogenic Total
Scope 1	100.00%	N/A	N/A
Scope 2 market-based	100.00%	N/A	N/A
Scope 3 total	0.00%	N/A	N/A
1. Purchased goods and services	N/A	N/A	N/A
2. Capital goods	N/A	N/A	N/A
3. Fuel- and energy-related activities	N/A	N/A	N/A
4. Upstream transportation and distribution	N/A	N/A	N/A
5. Waste generated in operations	N/A	N/A	N/A
6. Business travel	N/A	N/A	N/A
7. Employee commuting	N/A	N/A	N/A
8. Upstream leased assets	N/A	N/A	N/A
9. Downstream transportation and distribution	N/A	N/A	N/A
10. Processing of sold products	N/A	N/A	N/A
11. Use of sold products	N/A	N/A	N/A
12. End-of-life treatment of sold products	N/A	N/A	N/A
13. Downstream leased assets	N/A	N/A	N/A
14. Franchises	N/A	N/A	N/A
15. Investments	N/A	N/A	N/A

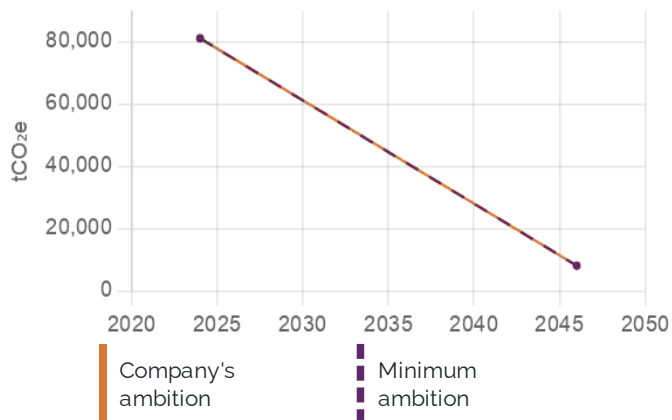
OVERVIEW OF LONG-TERM SCIENCE-BASED TARGETS

Transport UK East Midlands Limited commits to reduce absolute scope 3 GHG emissions 90% by FY2046 from a FY2024 base year.

Public: No Sector pathway: Cross-sector pathway

Temperature classification: N/A

ABSOLUTE EMISSIONS



Target Coverage

GHG Inventory breakdown	Minimum boundary emissions	Outside minimum boundary	Biogenic Total
Scope 1	N/A	N/A	N/A
Scope 2 market-based	N/A	N/A	N/A
Scope 3 total	100.00%	N/A	N/A
1. Purchased goods and services	100.00%	N/A	N/A
2. Capital goods	100.00%	N/A	N/A
3. Fuel- and energy-related activities	100.00%	N/A	N/A
4. Upstream transportation and distribution	100.00%	N/A	N/A
5. Waste generated in operations	100.00%	N/A	N/A
6. Business travel	100.00%	N/A	N/A
7. Employee commuting	100.00%	N/A	N/A
8. Upstream leased assets	100.00%	N/A	N/A
9. Downstream transportation and distribution	N/A	N/A	N/A
10. Processing of sold products	N/A	N/A	N/A
11. Use of sold products	N/A	N/A	N/A
12. End-of-life treatment of sold products	N/A	N/A	N/A
13. Downstream leased assets	N/A	N/A	N/A
14. Franchises	N/A	N/A	N/A
15. Investments	N/A	N/A	N/A

APPENDIX

Overview of compliance with SBTi Criteria

Communication of your targets

Mandatory reporting of progress against targets

Mandatory target review and target recalculation

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

I. GHG EMISSIONS INVENTORY AND TARGET BOUNDARY

1. Organizational boundary	Operational control was chosen by Transport UK East Midlands Limited as the consolidation approach, and all subsidiaries have been accounted for in the inventory boundary. Therefore, the target submission complies with Criterion 1.	Compliant
2. Greenhouse gases	All GHGs have been included in the inventory and target boundary. The target submission therefore complies with Criterion 2.	Compliant
3. Scope 1 and Scope 2	Transport UK East Midlands Limited has set a long-term target covering 100.00% company-wide scope 1 and 2 emissions. The target submission therefore complies with Criterion 3.	Compliant
4. Requirement to have a scope 3 target	Transport UK East Midlands Limited's scope 3 emissions amount to 37.14% in 2024, which is less than 40% threshold set by SBTi, and no sectoral requirements apply to the company. Therefore, Transport UK East Midlands Limited is not required to set a scope 3 target. However, Transport UK East Midlands Limited has set a target covering scope 3 emissions voluntarily. Additionally, Transport UK East Midlands Limited has set one long-term target covering scope 3 emissions. Therefore, the target submission complies with Criterion 4.	Compliant

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

5. Scope 1, 2, and 3 allowable exclusions	The proposed long-term scope 1 and 2 target covers 100.00% of the Transport UK East Midlands Limited's scope 1 and 2 emissions in the base year of 2024, which is more than 95% threshold set by SBTi. And Transport UK East Midlands Limited has excluded 0.00% of emissions from scope 3 inventory in 2024, which is less than 5% threshold set by SBTi. The target submission therefore complies with Criterion 5.	Compliant
6. Scope 3 emissions coverage for near-term targets	Transport UK East Midlands Limited is not required to set scope 3 near-term target, as scope 3 emissions amount to 37.14% of total emissions in 2024 and Transport UK East Midlands Limited is not a subject to any sectoral requirements. Even though Transport UK East Midlands Limited has set a near-term target covering scope 3 emissions voluntarily, criterion 18 is not enforced.	N/A
7. Scope 3 emissions coverage for long-term targets	The proposed long-term scope 3 target covers 100.00% of Transport UK East Midlands Limited's scope 3 emissions in the base year of 2024, which is more than the 90% threshold set by SBTi. And Transport UK East Midlands Limited has excluded 0.00% of emissions from scope 3 inventory in 2024, which is less than the 5% threshold set by SBTi. The target submission therefore complies with Criterion 7.	Compliant

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

II. METHOD VALIDITY

8. Method validity	Near-term and long-term targets have been modeled using the latest version of methods and tools approved by the initiative. Therefore the submission complies with Criterion 8.	Compliant
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III. EMISSIONS ACCOUNTING REQUIREMENTS

9. Scope 2 accounting approach	A market-based approach is used to account for scope 2 emissions and to track performance. The target submission therefore complies with Criterion 9.	Compliant
10. Scope 3 screening	A complete screening or inventory has been carried out by Transport UK East Midlands Limited with scope 3 GHG emissions accounting for 37.14% of the total emissions. The target submission therefore complies with Criterion 10.	Compliant
11. Bioenergy accounting	Transport UK East Midlands Limited does not have emissions from the combustion, processing and distribution phase of bioenergy or the land use emissions and removals associated with bioenergy feedstocks, and therefore Criterion 11 is not applicable.	N/A
12. Carbon credits	The submitted targets do not include carbon credits. Therefore, the target submission complies with Criterion 12.	Compliant
13. Avoided emissions	The submitted targets do not include avoided emissions. Therefore, the target submission complies with Criterion 13.	Compliant

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

IV. TARGET FORMULATION

14. State of net-zero emissions	Transport UK East Midlands Limited has set one target to reach a state of net-zero emissions, which involves: (a) reducing their scope 1, 2 and 3 emissions to zero or to a residual level that is consistent with reaching net-zero emissions at the global or sector level in eligible 1.5°C scenarios or sector pathways and; (b) committing to neutralize any residual emissions at the net-zero target date and any GHG emissions released into the atmosphere thereafter. Therefore, the target submission complies with Criterion 14.	Compliant
15. Net-zero target structure	Transport UK East Midlands Limited has set both, near-term and long-term science-based emission reduction targets according to the requirements. Therefore, the target submission complies with Criterion 15.	Compliant
16. Base year	Transport UK East Midlands Limited uses base year of 2024 for both its long-term and as near-term science-based targets. The base year is no earlier than 2015. Therefore, the target submission complies with Criterion 16.	Compliant

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

17. Target year(s)	The target year of near-term emissions reduction target(s) 2030 is between five and ten years from the submission date of May 31, 2024. The target years of net-zero and long-term targets of 2046 comply with all relevant Criteria as well, namely not being further than 2050 (or as prescribed by sector-specific requirements). Therefore the target submission complies with Criterion 17.	Compliant
18. Progress to date	The targeted near-term reduction between the base year and the most recent year leads to emissions reductions in line with a 1.5°C pathway. The target submission therefore complies with Criterion 18.	Compliant
29. Target formulation	Transport UK East Midlands Limited has publicly set a net-zero target, that clearly and transparently communicates each of the relevant components of the target, including: the net-zero target year of 2046; magnitude of emissions reductions that will be achieved for near-term and long-term science-based targets; and the net-zero base year of 2024. The target submission therefore complies with Criterion 29.	Compliant

V. AMBITION

19. Level of ambition for scope 1 and 2 targets	The proposed near- and long-term reduction in scope 1 and 2 emissions is aligned with a rate of decarbonization consistent to keep global temperature increase to 1.5°C compared to pre-industrial temperatures. The target submission therefore complies with Criterion 19.	Compliant
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OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

20. Absolute targets	Absolute long-term reductions are as ambitious as the minimum emissions reductions required to align with the SBTi's 1.5°C temperature pathways. The target submission therefore complies with Criterion 20.	Compliant
21. Intensity targets	No long-term intensity reduction targets over scope 1 and 2 were submitted. Therefore, Criterion 21 is not applicable.	N/A
22. Level of ambition for scope 3 emissions reduction targets	The scope 3 near-term target meets the minimum level of ambition required. The scope 3 long-term target meets the minimum level of ambition required as well. The target submission therefore complies with Criterion 22.	Compliant
23. Supplier or customer engagement targets	No supplier or customer engagement target was submitted for validation, and therefore Criterion 23 is not applicable.	N/A
24. Absolute targets (scope 3)	Absolute scope 3 targets are at least as ambitious as the minimum of the approved range of emissions scenarios consistent with the well-below 2°C goal (near-term targets), the 1.5°C goal (long-term targets), or aligned with the relevant 1.5°C sector-specific absolute pathway (long-term targets only). The target submission therefore complies with Criterion 24.	Compliant
25. Intensity targets (scope 3)	No scope 3 intensity target was submitted for validation, and therefore Criterion 25 is not applicable.	N/A

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

26. Combined scope targets	The scope 1+2 and scope 3 portions of the proposed long-term combined target(s) have been independently validated and meet all relevant criteria. The target submission therefore complies with Criterion 26.	Compliant
27. Renewable electricity	No dedicated renewable electricity targets have been submitted, and therefore Criterion 27 is not applicable.	N/A
28. Neutralization of unabated emissions to reach net-zero	Transport UK East Midlands Limited has committed to neutralizing any residual emissions. The target submission therefore complies with Criterion 28.	Compliant
37. Fossil fuel sales or distribution	Transport UK East Midlands Limited is not involved in the distribution of natural gas or other fossil fuel products, and therefore Criterion 37 is not applicable.	N/A

VI. SECTOR SPECIFIC GUIDANCE

35. Requirements from sector-specific guidance	Transport UK East Midlands Limited followed relevant sector-specific guidance. The target submission therefore complies with Criterion 35.	Compliant
36. Companies in the fossil fuel production business or with significant revenue from fossil fuel business lines	Transport UK East Midlands Limited is not involved in exploration, extraction, mining and/or production of oil, natural gas, coal or other fossil fuels, nor does the company derive 50% or more of its revenue from fossil fuels. The target submission therefore complies with Criterion 36.	Compliant

OVERVIEW OF COMPLIANCE WITH SBTI CRITERIA

VII. REPORTING AND RECALCULATION

30. Frequency	Transport UK East Midlands Limited has committed to publicly reporting its full GHG inventory and target progress annually in a disclosed location. The target submission therefore complies with Criterion 30.	Compliant
31. Reporting completeness	Transport UK East Midlands Limited has committed to publicly report information pertaining to progress against validated targets, including separately reporting emissions and removals in the annual GHG Inventory, as specified by current SBTi Criteria. The target submission therefore complies with Criterion 31.	Compliant
32. Mandatory target recalculation	Transport UK East Midlands Limited agrees to review and if necessary, recalculate and revalidate its targets following the most recent criteria at a minimum of every 5 years. Transport UK East Midlands Limited has set a 5% significance threshold for emission recalculations. The target submission therefore complies with Criterion 32.	Compliant
33. Triggered target recalculation	Transport UK East Midlands Limited has agreed that its targets shall be recalculated, as needed, to reflect significant changes that could compromise relevance and consistency of the existing target. The target submission therefore complies with Criterion 33.	Compliant
34. Target validity	Transport UK East Midlands Limited agrees to publicly announce its targets by May, 2025. The target submission therefore complies with Criterion 34.	Compliant

COMMUNICATION OF YOUR TARGETS

Consult the [SBTi communications pack](#) for information on publicly announcing your approved target(s). The SBTi plans to publish your approved target wording and temperature alignment on [our website](#) on the first Thursday following 27th of December, 2024.

To request a different publication date, contact the SBTi communications team at communications@sciencebasedtargets.org as soon as possible (please note this needs to be a Thursday). The SBTi requires approved target(s) to be published within six months from the date of target validation.

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 [sciencebasedtargets.org/newsletter](#)



MANDATORY REPORTING OF PROGRESS AGAINST TARGETS

To ensure maximum transparency, accountability, and corporate leadership, Transport UK East Midlands Limited must publicly report the progress against any published targets on an annual basis along with your company-wide GHG emissions inventory as per criterion 25 of the [SBTi Criteria and Recommendations \(version 5.1\)](#).

When reporting progress against approved targets companies should disclose the following elements:

- Target description following the exact SBTi-aligned wording including target information such as the target type, coverage, base year and target year.
- Target progress from the target base year to the reporting year in terms of emissions reductions, share of renewable electricity, or supplier/ customer engagement (annual breakdowns are preferable). Variability between years is expected, so it is important to show trends over multiple years.
- Details on substantial emissions variations and targets reviews following the SBTi criteria about mandatory target review and target recalculation criteria.
- Actions towards meeting the target, including information on emission reduction projects in implementation and planning phase that will contribute to the achievement of their targets.
- Full GHG emissions inventory in accordance with the GHG Protocol Corporate Standard. Companies must report all emissions scopes (1, 2 and 3) and all scope 3 categories, including those that do not fall within a target boundary.

Please consult [the Procedure for Validation of SBTi Targets](#) for more guidance.



MANDATORY TARGET REVIEW AND TARGET RECALCULATION

The IPCC special report on 1.5C highlighted the necessity to halve emissions by 2030 and to reach net-zero emissions by mid-century. Your science-based targets are a key element of your decarbonization trajectory while maximizing transparency and accountability.

In line with the SBTi Criteria, your company must review its targets against the latest criteria and guidance within five years, and if necessary, recalculate and revalidate for continued recognition by the SBTi.

The following changes should trigger a target recalculation:

- Scope 3 emissions become 40% or more of aggregated scope 1, 2 and 3 emissions.
- Emissions of exclusions in the inventory or target boundary change significantly.
- Significant changes in company structure and activities (e.g. acquisitions, divestitures, mergers, insourcing or outsourcing, shifts in goods or service offerings).
- Significant adjustments to the base year inventory or changes in data to set targets such as growth projections (e.g. discovery of significant errors or a number of cumulative errors that are collectively significant).
- Other significant changes to projections/assumptions used in setting the science-based targets.

Please consult CRITERION 26 and recommendation 11 of the [SBTi criteria and recommendations \(version 5.1\)](#), and [the Procedure for Validation of SBTi Targets](#) for further guidance.



SCIENCE BASED TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION