**Deutsche Post DHL Group**

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<th>Sector</th>
<th>Transport</th>
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<tr>
<td>Last full assessment published</td>
<td>October 2022</td>
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<td>CDP Responder</td>
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**Company recommendations:**

**Targets:** The company has set a long-term decarbonisation target. However, it has not set sufficient intermediate targets. Setting regularly spaced intermediate targets will incentivise near-term actions on its longer-term goals.

**Emissions reductions and reporting:** The company’s emissions contrast with its 1.5°C pathway which requires it to make substantial decreases in its emissions intensity.

**Transition plan:** The company has a comprehensive low-carbon transition plan informed by climate scenario analysis that has considered the implications of a 1.5°C scenario. It should continue to monitor progress against its plan and make adjustments to remain aligned with a 1.5°C pathway.

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**ACT Score (2022)** #16/90  
**Sector Rank (2022)**

For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/disclaimer/)

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**Module** | **Last Assessment Performance (2022)** | **Current Performance (2023)** | **Module summary** | **Change in performance since last full assessment**
---|---|---|---|---
**Targets** |  |  |  |  
Net zero target (all scopes)? | Yes | DPDHL has set a target to reduce its absolute Scope 1+2+3 emissions (Categories 3,4,6) by 28% by 2030, compared to 2021, and a net-zero target covering all scopes for 2050. DPDHL does not plan on using offsets to reach these targets. DPDHL’s targets are committed to the SBTi. | Improves  
Interim target(s)? | Yes |  
Targets cover all emissions? | No |  
All targets SBTi 1.5°C validated? | No |  
**Emissions reductions and reporting** |  |  |  |  
Scope 1 and 2 emissions intensity disclosed? | Yes | Deutsche Post DHL Group subcontracts approximately 80% of its operations. DPDHL reports all scope 3 emissions and includes subcontractor information in upstream transportation and distribution categories. Only DPDHL’s emissions intensities for rail and local road transport have reduced since 2021, while its air, long-distance road and ocean transport remain the same. | Improves  
Scope 1, 2 and 3 emissions intensity disclosed? | Yes |  
**Transition Plan** |  |  |  |  
Public transition plan? | Yes | DPDHL has a publicly available transition plan which includes short and long-term targets. DPDHL Group anticipates spending 7bn euros on green technologies by 2030. DPDHL increased its low-carbon spending from 156m euros in 2021 to 284m euros in 2022. There is no other evidence DPDHL has reviewed its transition plan since publishing. | Remains the same  
Relevant expertise on the board? | No |  
Incentives linked to emissions reductions? | Yes |  
Financial content in plan? | Yes |  
Plan informed by scenario analysis? | Yes |  

*ACT scores are constructed of three parts. The performance score out of 20, narrative score A – E and trend score + / = / -.