

Euronav	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Yes

**7.4C=\***  
ACT Score (2022)

**#24/90**  
Sector Rank (2022)



**Company recommendations:**

**Targets:** The company requires targets which are comprehensive enough to hold management to account for short, medium and long-term action to reduce emissions.

**Emissions reductions and reporting:** To remain aligned with its 1.5°C pathway, the company needs to continue to reduce its emissions intensity at the current rate.

**Transition plan:** The company can improve the elements of its transition plan by ensuring it includes medium and long-term targets, verifiable and quantifiable key performance indicators and financial commitments. The plan should be informed by scenario analysis to ensure that the plan's ambition is sufficient for a 1.5°C pathway.

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

Module	Last Assessment Performance (2022)	Current Performance (2023)		Module summary	Change in performance since last full assessment
Targets		Net zero target (all scopes)?	No	Euronav has not added any new targets since the last assessment. The company is planning to achieve net-zero scope 1 and 2 emissions by 2050 (with a 2040 ambition) with interim 2030 and 2040 emissions intensity targets. The company does not include scope 3 which in 2021 accounted for 25% of its total emissions.	 Remains the same
		Interim target(s)?	Yes		
		Targets cover all emissions?	Yes		
		All targets SBTi 1.5°C validated?	No		
Emissions reductions and reporting		Scope 1 and 2 emissions intensity disclosed?	Yes	The company reduced its emissions intensity between 2021 and 2022 by 7%, this reduction is sufficient to align with the company's 1.5°C pathway.	 Improves
		Scope 1, 2 and 3 emissions intensity disclosed?	Yes		
Transition Plan		Public transition plan?	Yes	The company has not made any significant changes to its transition planning since the previous assessment. The company has identified multiple decarbonisation levers and provides details of how it plans to achieve its 2030 targets. The plan lacks long-term planning and financial commitments.	 Remains the same
		Relevant expertise on the board?	No		
		Incentives linked to emissions reductions?	No		
		Financial content in plan?	No		
		Plan informed by scenario analysis?	No		

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