

Delta Air Lines	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Yes

4.1D-*

ACT Score (2022)

#45/90

Sector Rank (2022)



Company recommendations:

Targets: The company has set an interim target. However, setting regularly spaced intermediate targets, at intervals of no more than 5 years will better 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 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 continually 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)?	Yes	Delta has an existing target to reach net zero emissions for its scope 1, 2 and 3 emissions by 2050. It now discloses that it intends to use offsets to achieve a 4-7% reduction of this target. Since the previous assessment, Delta has set a target to reduce its scope 1 and 3, category 3 emissions per revenue ton/km, by 45% by 2035, compared to 2019. This has been verified by the SBTi as well below 2°C aligned.	 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	Delta has improved by expanding its emissions reporting to include additional scope 3 categories. While the company's emissions intensity has decreased following the impacts of COVID-19, it is still higher than in 2019. Therefore, Delta is required to reduce its emissions intensity more rapidly to align with its 1.5°C pathway.	 Improves
		Scope 1, 2 and 3 emissions intensity disclosed?	Yes		
Transition Plan		Public transition plan?	Yes	Delta plans to reduce its emissions through fleet renewal, operational efficiency savings, revolutionary aircraft and sustainable aviation fuel. Its transition plan contains quantitative targets but lacks financial content. The scenario analysis it has completed also does not consider the financial implications of each risk.	 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?	Yes		

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