

United Airlines Holdings	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Yes

6.6C=*
ACT Score (2022)

#30/90
Sector Rank (2022)



Company recommendations:

Targets: The company has set a long-term decarbonisation target. Setting additional, 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 low-carbon transition plan informed by climate scenario analysis that has considered the implications of a 1.5°C scenario. It should ensure that those with oversight of the strategy have suitable expertise and that it sets measurable objectives to meet its long-term goals.

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	United Airlines has set a target to reach net zero, without the use of offsets, by 2050. The company has set a new interim target to reduce its scope 1, 2 and 3 emissions intensity (CO2e per revenue ton-mile) by 50% by 2035 compared to 2019.	 Improves
		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	United's emissions intensity has decreased since the previous assessment but has not yet returned to the levels reported in 2019. The company does not provide sufficient data to assess its subcontracted emissions.	 Improves
		Scope 1, 2 and 3 emissions intensity disclosed?	No		
Transition Plan		Public transition plan?	Yes	United has improved its transition plan by undertaking a 1.5°C scenario analysis. It can go further by considering the quantitative financial implications of this scenario. The company quantifies where it expects emissions reductions to come from between 2023 and 2050, including fleet renewal, operations efficiency and sustainable aviation fuels.	 Improves
		Relevant expertise on the board?	No		
		Incentives linked to emissions reductions?	Yes		
		Financial content in plan?	Yes		
		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 + / = / -