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:** 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 informed by scenario analysis to ensure that the plan’s ambition is sufficient for a 1.5°C pathway.

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**Nippon Express**

**Sector:** Transport

**Last full assessment published:** October 2022

**CDP Responder:** Yes

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**1.2E⁻¹**  **#82/90**

**ACT Score (2022)**  **Sector Rank (2022)**

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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)? | No | Nickol Express has brought forward its target to reduce its scope 1 and 2 emissions by 30% from 2030 to 2024 (compared to 2013). The company states it is considering setting a new long-term target based on the Japanese government’s 2050 Carbon Neutral Declaration and 46% reduction target for 2030 but has not formalised these targets or set a scope 3 target. | Improves |
|---|---|---|
| Interim target(s)? | Yes | Nippon Express has expanded its low-carbon initiatives, including joining the sustainable aviation fuel flight initiative and aiming to drive a modal shift. However, the company has not set objectives for these projects and does not disclose supporting financial information. The company has conducted scenario analysis for a 1.5°C and 4°C scenario, but there is no evidence this has informed the company’s strategy. |
| Targets cover all emissions? | No | **Emissions reductions and reporting**

<table>
<thead>
<tr>
<th>Scope 1 and 2 emissions intensity disclosed?</th>
<th>Yes</th>
<th>Nippon Express' emissions intensity has continued to increase since the previous assessment, in contrast to its 1.5°C pathway. The company still does not disclose any data on its subcontractors’ activity.</th>
</tr>
</thead>
</table>
| Scope 1, 2 and 3 emissions intensity disclosed? | No | **Transition Plan**

| Public transition plan? | Yes | Nippon Express has brought forward its target to reduce its scope 1 and 2 emissions by 30% from 2030 to 2024 (compared to 2013). The company states it is considering setting a new long-term target based on the Japanese government’s 2050 Carbon Neutral Declaration and 46% reduction target for 2030 but has not formalised these targets or set a scope 3 target. |
| Relevant expertise on the board? | No | **Emissions reductions and reporting**

| Incentives linked to emissions reductions? | No | Nippon Express has expanded its low-carbon initiatives, including joining the sustainable aviation fuel flight initiative and aiming to drive a modal shift. However, the company has not set objectives for these projects and does not disclose supporting financial information. The company has conducted scenario analysis for a 1.5°C and 4°C scenario, but there is no evidence this has informed the company’s strategy. |
| Financial content in plan? | No | **Transition Plan**

<table>
<thead>
<tr>
<th>Plan informed by scenario analysis?</th>
<th>No</th>
<th>Nippon Express has expanded its low-carbon initiatives, including joining the sustainable aviation fuel flight initiative and aiming to drive a modal shift. However, the company has not set objectives for these projects and does not disclose supporting financial information. The company has conducted scenario analysis for a 1.5°C and 4°C scenario, but there is no evidence this has informed the company’s strategy.</th>
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For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/disclaimer/)

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