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 between 2030 and 2050 will incentivise near-term actions on its longer-term goals.

**Emissions reductions and reporting:** The company’s activity and emissions reporting do not provide sufficient detail to give a full view of its decarbonisation progress and plans. Improved disclosure will allow for this assessment.

**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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**Module** | **Last Assessment Performance (2022)** | **Current Performance (2023)** | **Module summary** | **Change in performance since last full assessment**
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**Targets** |  |  |  |  |
Net zero target (all scopes)? | No | | SG Holdings has not updated its targets since the previous assessment. The company aims to reduce its scope 1 and 2 emissions by 15% by 2024, 46% by 2030 and 100% by 2050 (compared to a 2013 baseline). The company has not set scope 3 emissions reduction targets. |  |
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? | No | | The company does not disclose enough data to meaningfully assess its performance against its 1.5°C pathway or carbon budgets. It also does not disclose data on its subcontracted activity. |  |
Scope 1, 2 and 3 emissions intensity disclosed? | No | |  |
**Transition Plan** |  |  |  |  |
Public transition plan? | Yes | | The company has published a plan that includes reducing emissions from its vehicles and addressing supply chain emissions. The company has analysed two scenarios to inform the strategy. However, the plan only considers domestic group companies. It also does not feature financial content. |  |
Relevant expertise on the board? | Yes | |  |
Incentives linked to emissions reductions? | No | |  |
Financial content in plan? | No | |  |
Plan informed by scenario analysis? | Yes | |  |

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