

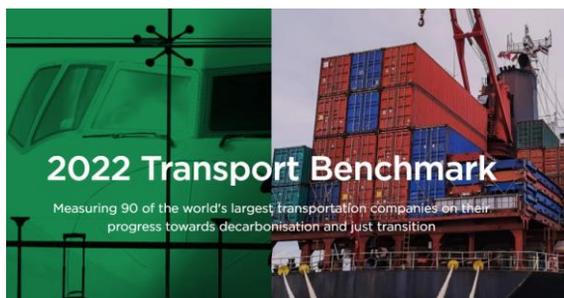
Singapore Airlines	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Non-public

3.5D-*

ACT Score (2022)

#53/90

Sector Rank (2022)



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 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 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	The company has not released any new data. Singapore Airlines retains its target to achieve net-zero emissions from its operations by 2050. However, it will use an undisclosed amount of carbon offsets to achieve it. As a result, it is not possible to assess the alignment of the target with the company's 1.5°C pathway.	 Remains the same
		Interim target(s)?	No		
		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	The company has not released any new data. Between 2016 and 2019, Singapore Airlines' passenger scope 1 emissions intensity increased by 1% per year on average. COVID-19 had a major impact on the company's passenger emission intensity which increased 10-fold in 2020. The company's passenger emissions intensity in 2021 decreased but remained three times higher than pre-COVID-19 levels.	 Remains the same
		Scope 1, 2 and 3 emissions intensity disclosed?	N/a		
Transition Plan		Public transition plan?	Yes	The company has not released any new data. The company does not have a robust transition plan. Its strategy is to increase the use of sustainable aviation fuel, use more efficient aircraft, improve infrastructure and air traffic management systems, and offset through the CORSIA scheme. The company does not provide any financial content in its transition plan. The company's disclosure lacks detail on long-term planning.	 Remains the same
		Relevant expertise on the board?	No		
		Incentives linked to emissions reductions?	No		
		Financial content in plan?	Yes		
		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 + / = / -