



SCIENCE BASED TARGETS AUTOMOTIVE SECTOR NET-ZERO STANDARD V0.1 SECOND PUBLIC CONSULTATION

03 February 2026

Introduction

Following the [Standard Operating Procedure for Development of SBTi Standards](#), the Science Based Targets initiative (SBTi) is opening the second public consultation process for external stakeholders to provide feedback on its [Automotive Sector Net-Zero Standard Version 0.1 draft](#) ('Automotive Standard').

We welcome feedback from all stakeholders with an interest in this project. Whether you complete the entire survey or focus on the sections most relevant to you, your feedback will help strengthen the clarity, credibility, and ambition of the standard. The survey takes as little as 20 minutes, depending on the topics you choose to cover.

You can access the draft Standard and related background materials on the SBTi's [Automotive webpage](#).

Survey objectives

This public consultation is open from February 03, 2026 until March 22, 2026.

The primary aims of this consultation survey are to:

- Gather input from external stakeholders on the second public consultation draft, and use it to inform the development of the final Standard.
- Elicit feedback on specific areas that have emerged as key topics through the development process so far:
 - Whether automakers should set targets using either scope 3, category 11 emissions intensity or zero-emission vehicles (ZEV) sales-share.
 - Clarification and alignment on ZEV definitions, replacing previous low-emission vehicle (LEV) language.
 - The allowance to aggregate certain targets set at the regional or vehicle-type level into a single target.
 - Coverage of emissions from subsidiaries where an automaker holds more than a 33% stake, and whether these emissions must be included or require the subsidiary to set targets.

- Applicability and clarity of the Corporate Net-Zero Standard V2.0 when used in parallel with the Automotive Standard.
- Requirement for automotive companies with financial activities to evaluate whether the [SBTi Financial Institutions Net-Zero Standard](#) applies.
- Use of technology-alignment options for powertrain suppliers, such as ZEV or near-ZEV powertrain sales-share metrics.
- The updated definition of powertrain suppliers, the requirement for them to cover scope 3, category 11 emissions, and the assessment of scope 3 category 11 purchased materials exceeding a 5% threshold.
- A revision to the default emission factors for renewable natural gas (RNG).

- Engage directly and indirectly with external stakeholders to build support and identify areas of improvement.

What to expect from the survey

The first survey section requests contact information that is being collected to aid SBTi in analyzing the feedback.

After, you will be asked to respond to key questions that are critical to informing the further development of the Automotive Standard.

Please note, you are not required to answer all the survey questions and you can skip questions, should you wish.

Results of this consultation will be made publicly available, but may be published at the stakeholder (rather than individual respondent) level. For example, companies may be identified as the stakeholder group "*Company*" rather than "*ABC Corp*".

All feedback will be analyzed and used to inform the next revision of the Automotive Standard. When analyzing the data, it is helpful for SBTi to know which responses are from which stakeholder group, so we kindly ask you to provide us with information about your organization.

Respondents are encouraged to provide their own original inputs to the survey. While we recognize that AI tools may be used for translations or refinements, responses that are entirely AI-generated or bot-generated without original input may be subject to further review and potential exclusion from the analysis. SBTi reserves the right to exclude submissions that it reasonably deems to be entirely AI- or bot-generated from analysis.

For queries relating to this survey, please contact transport@sciencebasedtargets.org.

Stakeholders are strongly encouraged to submit their feedback via the [official public consultation survey](#), which is the primary channel through which submissions will be reviewed and analyzed. In cases where stakeholders are submitting consolidated or aggregate feedback that cannot reasonably be submitted through the online survey, these may be sent to transport@sciencebasedtargets.org. When providing feedback by email, please ensure that:

- each comment clearly references the relevant section or criterion of the standard, and
- it is specified whether the submission can be made public as part of the consultation summary.

Please note that feedback submitted outside the official consultation channels and unclear submissions may not be reviewed or considered as part of the consultation process.

Disclaimer and data privacy

Please note that any personal data you provide will remain confidential and will be processed in accordance with all relevant SBTi policies, including but not limited to [Data Privacy Policy](#) and all relevant and applicable data protection and data privacy regulations and legislation. All information collected by the SBTi will be used solely for the purposes of the Automotive Sector Net-Zero Standard Second Public Consultation, except where participants have provided explicit consent for other uses. The SBTi shall retain information in accordance with its [Data Privacy Policy](#), [Standard Operating Procedure](#), or any regulatory or legislative requirements.

“Science Based Targets initiative” and “SBTi” refer to the Science Based Targets initiative, a private company registered in England number 14960097 and registered as a UK Charity number 1205768.

© SBTi 2026

About you

1. First name
2. Last name
3. Job title
4. Email
5. Confirm email
6. Organization name
7. In what sector does your organization operate?
 - Automaker
 - Auto parts manufacturer
 - NGO
 - Other
 - N/A
8. Type of organization
 - Corporate (Private Sector)
 - Financial Institutions
 - Professional Services & Consultancies
 - Industry Associations & Business Networks
 - Government & Public Sector
 - State-Owned Enterprises (SOEs)
 - Multilateral & International Organizations
 - Academia, Research Institutions & Think Tanks
 - Civil Society & Advocacy NGOs
 - Service-Oriented Non-Profits & Foundations
 - Standard-Setting Bodies
 - N/A - responding as an individual
 - Media & Journalism
 - Labor Unions & Worker Organizations

9. What country is your organization headquartered in? If you are responding in a personal capacity, please select the country where you are based.
10. In which regions does your organization have significant operations or value chain activities?
 - North America
 - South America
 - Europe
 - Africa
 - Asia
 - Oceania
11. Are you responding to this survey based on your experience and understanding of:
 - Your own organization
 - A specific client
 - Your experience with a range of organizations
12. Results of this consultation will be made publicly available but may be anonymized to the stakeholder group level. For example, "ABC Corporation" becomes "Company". Would you like your responses to be made anonymous?
 - Yes, I wish to remain anonymous
 - No

General introductory questions

13. Are you a current or previous SBTi advisory or working group member?
 - Yes
 - No
14. If so, which group? (select as many as are relevant)
 - Scientific Advisory Group
 - Technical Advisory Group
 - Automotive Expert Advisory Group
 - CNZS V2.0 Expert Working Groups
 - BVCM Expert Advisory Group
 - MRV Expert Advisory Group
 - Net-Zero V1.0 Expert Advisory Group
 - Financial Institutions Expert Advisory Group
 - Other sector-specific advisory group

15. Please respond to the following statements based on the Automotive Standard Draft for the Second Public Consultation. Indicate the extent to which you agree or disagree with each statement.

	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree
The Automotive Sector Net-Zero Standard is easy to understand					
Automotive Standard is ambitious enough to meaningfully take science-based climate action					
Automotive Standard is actionable					
Automotive Standard will assure the credibility of companies' climate action					
Automotive Standard strives for equity and does not compromise environmental sustainability					

1. Introduction

16. Do you agree that auto part manufacturers defined as powertrain suppliers (as per revised definition in Annex A) should be required to cover use-phase emissions scope 3, category 11?

- Yes
- No

17. Do you agree that automotive sector companies with revenue from investment, lending, or insurance activities other than vehicle loans or vehicle insurance should be required to assess the applicability of the SBTi Financial Institutions Net-Zero Standard to these activities?

- Yes
- No

18. Do you find the explanation of the draft Corporate Net-Zero Standard V2.0's criteria applicability clear enough to allow both this standard and the Automotive Standard to be applied efficiently in parallel? If not, do you have any suggestions for improving this guidance?

- Yes
- No
- (please specify)

19. Please share any additional input you have on the Introduction section and applicability of the Automotive Net Zero Standard.

2. Base year assessment

20. Do you think that near-ZEVs should partially contribute to the ZEV sales share alignment target via the ratios described in Annex F?

- Yes
- No

21. Do you think the SBTi should require companies to submit base year performance data as required for both the scope 3 category 11 metric for automakers (AMSS-C1) AND the ZEV sales share metric (AMSS-C2), even though only one of these metrics shall be chosen for target-setting?

- Yes
- No

22. Do you agree with the revised criteria that requires automotive companies with over a 33% stake in an entity considered an automaker, whose emissions fall under scope 3, category 15 (investments), should be required to either include the subsidiary's emissions within their boundary for base year performance assessment or ensure the subsidiary has, or commits to, setting targets in line with this Standard?

- Yes
- No

23. Do you agree that the Standard is now better aligned with definitions for zero-emission vehicles (ZEVs), instead of low-emission vehicles (LEVs) as in the previous draft?

- Yes
- No

24. The SBTi is proposing a revision to the default emission factors for renewable natural gas (RNG) from negative values to zero, as shown in Annex D, Table D.2, and described further in Appendix K. Do you agree with this revision?

- Yes
- No

25. Please share any additional input you have on Section 2 (Base year assessment) of the Standard, including the assessment of base year performance for the relevant metrics.

3. Target setting

26. Do you agree with the option to allow automakers to set targets on EITHER scope 3 category 11 emissions OR zero-emission vehicle sales shares?

- Yes
- No
- (please specify)

27. Do you agree with the option to allow targets set using the regional and/or vehicle-type pathways to be aggregated into a single global target, to be achieved together? This aggregation would apply to all targets for LDVs and ZEV sales-share targets for non-LDVs.

- Yes
- No

28. Do you agree that scope 1, scope 2, and other scope 3 emissions categories (other than scope 3 category 11) shall be disaggregated and addressed via criteria from the SBTi Corporate Net-Zero Standard V2.0?

- Yes
- No
- (please specify)

29. Does the current SBTi Corporate Net-Zero Standard V2.0 draft for second public consultation provide viable options for automakers to set scope 3 category 1 and 12, and scope 1 and 2 targets, if these emissions are disaggregated from scope 3 category 11 as proposed in the Automotive Standard?

- Yes
- No
- (please specify)

30. The SBTi has revised the definition of “powertrain suppliers” that must include in their target scope 3 category 11 emissions from sold products. Do you agree with the revised definition, which has been narrowed to only include suppliers of complete powertrain systems (such as engines or electric motors)?

- Yes
- No

31. Should the revised definition of “powertrain supplier” include both suppliers of internal combustion powertrains and electric powertrains?

- Yes
- No

32. The SBTi is exploring additional metrics in addition to an emissions intensity metric that may be allowable as options for powertrain suppliers to set targets addressing scope 3 category 11 emissions. These may include alignment metrics for ZEV or near-ZEV powertrain sales share. Do you agree that technology alignment metrics may provide useful options for powertrain suppliers?

- Yes
- No
- (please specify)

33. Do you agree with the proposal to require companies to set targets on scope 3 category 1 emissions associated with any purchased materials that represent more than 5% of their scope 3 category 1 emissions, using the applicable criteria from the Corporate Net-Zero Standard V2.0?

- Yes
- No

34. Please share any additional input you have on Section 3 (Target setting) of the Standard regarding the establishment of near and long-term targets using the metrics indicated.

SBTi Automotive Target-setting Tool

35. Please share any input you have on the SBTi Automotive Target-setting Tool

Closing section

36. Please provide any additional feedback you have on the draft Automotive Standard or Automotive Target-setting Tool that you have not entered in other sections.

37. How did you find out about this public consultation? (Select all that apply)

- Bluesky
- Directly from SBTi staff
- LinkedIn
- News
- SBTi event or webinar
- Other event or webinar
- SBTi newsletter
- SBTi website
- Search engine
- Word of mouth
- X
- Other (please specify)

38. SBTi would like to keep you updated on the development of the Automotive Sector Net-Zero Standard, as well as other opportunities to provide feedback. Do you consent to being contacted by the SBTi for this purpose?

- Yes
- No

39. If you do not already receive the SBTi newsletter, would you like to sign up to stay informed with the latest news from the SBTi?

- Yes
- No

40. How accessible did you find this survey?

- Extremely accessible
- Somewhat accessible
- Neutral
- Not so accessible
- Not at all accessible

Thank you for taking the time to complete this Public Consultation survey!

Your feedback is crucial in helping us develop a practical and robust standard that supports businesses and drives faster climate action.

About the SBTi

The Science Based Targets initiative (SBTi) is a corporate climate action organization that enables companies and financial institutions worldwide to play their part in combating the climate crisis.

We develop standards, tools and guidance which allow companies to set greenhouse gas (GHG) emissions reductions targets in line with what is needed to keep global heating below catastrophic levels and reach net-zero by 2050 at latest.

The SBTi is incorporated as a UK charity, with a subsidiary SBTi Services Limited, which hosts our target validation services. Partner organizations who facilitated SBTi's growth and development are CDP, the United Nations Global Compact, the We Mean Business Coalition, the World Resources Institute (WRI), and the World Wide Fund for Nature (WWF).