SCIENCE BASED TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

AUTOMOTIVE SECTOR PATHWAYS

Version 0.1

Draft for public comment

November 2026

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ABOUT 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).

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VERSION HISTORY

Version	Change/update description	Release date	Effective dates
0.1	Initial version of SBTi Automotive Sector Pathways Specification	TBD	N/A

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ABOUT THIS DOCUMENT

This document includes the specification sheets for the Automotive sector pathways as summarized in table 1 below.

Table 1: Overview of Automotive pathways specification sheets

Spec type	Name
Pathway	Zero-emission vehicles sales share pathways
Pathway	Emissions intensity pathways

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SCIENCE BASED TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

SBTi PATHWAY SPECIFICATION

Automotive sector zero-emission vehicles sales share pathway

Version 0.1

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1. PATHWAY DESCRIPTION

The zero-emission vehicle (ZEV) sales share pathways describe the evolution in the share of new vehicle sales that are defined as zero-emission vehicles required to achieve global net-zero GHG emissions by 2050.

1.1 Pathway type

The ZEV sales share pathway is an alignment pathway.

2. APPLICABILITY

The pathways are applicable to automotive companies that manufacture and sell road vehicles, as well as companies that manufacture powertrain systems for road vehicles.

2.1 Geographical applicability

The pathways provide metric values differentiated across five regions: Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies.

2.2 Method applicability

The pathways shall be used in conjunction with the **Linear alignment method**. The linear alignment method produces a linear trajectory between the target base year and the selected net-zero year based on the difference between a company's performance in the target base year and the net-zero benchmark, and the remaining time between the target base year and the net-zero year. For the purposes of the ZEV sales share pathway, the net-zero year is 2035 for regions where this is specified below, and 2040 for all other regions.

3. METRIC DEFINITION

The reference pathway is expressed as the share (%) of new vehicle sales that are ZEV. Battery electric vehicles (BEV) are considered ZEV. Plug-in hybrid vehicles[1] (PHEV) are considered near-ZEVs, and may contribute partially to the ZEV metric based on real-world performance. The methodology for calculating the contribution of PHEV sales to this metric is included in Annex A.

4. PATHWAY VALUES

The pathways are expressed as a time-bound trajectory for the share of ZEVs of new vehicle sales. The SBTi defines pathway trajectories based on the year the reference pathway reaches 100% sales of new ZEV:

[1] Per SBTi's definition, PHEVs include range extender vehicles and any vehicle which can be recharged from an external electricity source as well as fueled by another energy source and can operate in a mix of electric-only, fuel combusting and hybrid modes.

- For reference pathways that reach 100% sales of new ZEV by 2035, pathway trajectories are adjusted to reach 90% new ZEV sales by 2035 and 100% new ZEV sales by 2040 at the latest.
- For all pathways, a long-term target is required to reach 100% new ZEV sales by 2040 at the latest.

The following tables present ZEV sales share pathways for new vehicles across six vehicle categories: 2- and 3-wheelers (2&3Ws), passenger cars, buses, light commercial vehicles (LCVs), medium-duty trucks (MDTs), and heavy-duty trucks (HDTs). Pathways are provided for five regions: China, Emerging Markets and Developing Economies (EMDEs), Europe, North America, and Other Advanced Economies. The reference International Council on Clean Transportation (ICCT) data was reclassified to align with the five regional groupings used in the Automotive Sector Specification.

Table 1. *Regional zero-emission vehicles sales share pathways for China region. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2035 *Pathway Ambition*	90%	90%	90%	90%	N/A	N/A
2040 *Pathway Ambition*	100%	100%	100%	100%	100%	100%

Applicable geography: China and Hong Kong

Table 2. *Regional zero-emission vehicles sales share pathways for Emerging and Developing Economies (EMDEs). 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2035 *Pathway Ambition*	90%	N/A	N/A	N/A	N/A	N/A
2040 *Pathway Ambition*	100%	100%	100%	100%	100%	100%

Applicable geography: Emerging and Developing Economies (EMDEs).

Table 3. *Regional zero-emission vehicles sales share pathways for Europe. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2035 *Pathway Ambition*	90%	90%	90%	90%	N/A	N/A
2040 *Pathway Ambition*	100%	100%	100%	100%	100%	100%

Applicable geography: Europe.

Table 4. *Regional zero-emission vehicles sales share pathways for North America. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2035 *Pathway Ambition*	90%	90%	N/A	90%	N/A	N/A
2040 *Pathway Ambition*	100%	100%	100%	100%	100%	100%

Applicable geography: North America.

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Table 5. *Regional zero-emission vehicles sales share pathways for other advanced economies. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2035 *Pathway Ambition*	90%	N/A	N/A	N/A	N/A	N/A
2040 *Pathway Ambition*	100%	100%	100%	100%	100%	100%

Applicable geography: Other advanced economies.

5. PATHWAY SCOPE

This pathway covers the share of new vehicle sales that are zero-emission vehicles by automotive sector companies.

6. SCENARIO SOURCE

The automotive sector pathways are informed by the ICCT Vision 2050 Ambitious Scenario, which represents an accelerated global transition to zero-emission vehicles (ZEVs) designed to keep GHG emissions from the automotive sector aligned with the Paris agreement. The Ambitious Scenario data was updated for the report "Vision 2050: Update on the global zero-emission vehicle transition in 2025" published by ICCT in January 2026 (ICCT, 2026). The report includes details of the scenario's key assumptions and outputs, and selected data tables were published alongside it. The Ambitious Scenario 2025 is an output of the ICCT's Roadmap Model version 2.17, for which documentation is publicly available and detailed in the January 2026 report.

The following tables present the reference ZEV sales share pathways for new vehicles across the six vehicle categories. The reference ICCT data was reclassified to align with the five regional groupings used in the Automotive Sector Specification.

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Table 6. *Regional zero-emission vehicles sales share reference pathways for China region. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2022	41%	21%	31%	7%	6%	6%
2023	38%	25%	15%	16%	8%	6%
2025	45%	42%	28%	26%	18%	16%
2030	87%	77%	90%	75%	50%	40%
2035	100%	100%	100%	100%	75%	60%
2040	100%	100%	100%	100%	100%	100%
2045	100%	100%	100%	100%	100%	100%
2050	100%	100%	100%	100%	100%	100%

Table 7. *Regional zero-emission vehicles sales share reference pathways for Emerging and Developing Economies (EMDEs). 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2022	4%	1%	1%	0%	0%	0%
2023	4%	2%	1%	0%	0%	0%
2025	12%	9%	6%	5%	2%	2%
2030	29%	40%	61%	36%	32%	25%
2035	100%	72%	89%	69%	64%	51%
2040	100%	98%	100%	100%	100%	90%
2045	100%	100%	100%	100%	100%	100%
2050	100%	100%	100%	100%	100%	100%

Table 8. *Regional zero-emission vehicles sales share reference pathways for Europe. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2022	11%	16%	12%	6%	3%	0%
2023	7%	17%	16%	7%	7%	1%

2025	12%	24%	26%	16%	14%	2%
2030	95%	68%	81%	59%	48%	35%
2035	100%	100%	100%	100%	83%	78%
2040	100%	100%	100%	100%	100%	100%
2045	100%	100%	100%	100%	100%	100%
2050	100%	100%	100%	100%	100%	100%

Table 9. *Regional zero-emission vehicles sales share reference pathways for North America. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2022	0%	7%	2%	4%	0%	0%
2023	0%	9%	3%	6%	0%	0%
2025	10%	18%	6%	27%	4%	2%
2030	50%	62%	31%	65%	58%	32%
2035	100%	100%	63%	100%	81%	56%
2040	100%	100%	100%	100%	100%	100%
2045	100%	100%	100%	100%	100%	100%
2050	100%	100%	100%	100%	100%	100%

Table 10. *Regional zero-emission vehicles sales share reference pathways for other advanced economies. 2&3Ws: 2 and 3 wheelers, LCV: light commercial vehicles, MDTs: medium-duty trucks, HDTs: heavy-duty trucks.*

	2&3Ws	Passenger Cars	Buses	LCVs	MDTs	HDTs
2022	3%	4%	1%	2%	0%	0%
2023	3%	5%	3%	3%	0%	0%
2025	12%	8%	7%	4%	3%	1%
2030	23%	56%	62%	46%	35%	24%
2035	100%	82%	89%	79%	69%	48%
2040	100%	100%	100%	100%	100%	90%
2045	100%	100%	100%	100%	100%	100%
2050	100%	100%	100%	100%	100%	100%

The Ambitious Scenario is characterized by the following assumptions:

- 100% zero-emission vehicle sales are achieved globally by 2040 for two- and three-wheelers and light-duty vehicles, and by 2045 for heavy-duty vehicles.
- Leading markets achieve 100% ZEV sales by 2035 for two- and three-wheelers and light-duty vehicles, and by 2040 for heavy-duty vehicles. Countries with more ambitious adopted targets retain those earlier transition dates.
- The scenario assumes accelerated electrification supported by decarbonization of electricity generation, using the International Energy Agency (IEA) Net Zero Emissions (NZE) Scenario for grid carbon intensity rather than the Stated Policies Scenario used in the baseline scenarios.
- Vehicle energy demand, technology performance, and fleet turnover are simulated using the ICCT Roadmap model, incorporating vehicle-specific technology characteristics, projected travel activity, fuel consumption, and upstream emission factors for electricity and fuels.
- The scenario reflects an accelerated global ZEV transition beyond currently adopted policies and announced targets, providing a normative benchmark rather than a forecast of expected market developments.

The pathway applies regional differentiation across Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies, reflecting differences in the pace of ZEV deployment across major automotive markets.

7. KEY ASSUMPTIONS

This section describes the pace of the regionally differentiated transition to zero-emission vehicle sales across the five regions. The transition is driven by the progressive replacement of internal combustion engine vehicles with zero-emission vehicles, with the pace of transition varying across regions and vehicle categories. The ICCT Ambitious Scenario assumes an accelerated transition to zero-emission vehicles that is compatible with the goals of the Paris Agreement, with leading markets transitioning earlier than other markets.

The pathway is informed by the publicly available ICCT Ambitious Scenario data, which were reclassified into the five regional groupings used by the Automotive Sector Specification: Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies. The resulting pathways reflect differences in the timing and pace of the transition across these regions.

Table 11. *Key assumptions characterizing the automotive sector transition to zero-emission vehicle sales.*

Assumption category	2020-2030	2030-2040
ZEV sales	Rapid increase in ZEV sales across all regions	Continued growth towards full transition to ZEV sales
Internal combustion engine vehicle sales	Gradual displacement as ZEV sales increase	Progressive phase-out of new ICE vehicle sales

Leading markets	Earlier and more rapid transition	Reach high ZEV sales shares earlier
Emerging and developing economies	Slower initial transition reflecting differences in market development	Accelerated ZEV deployment towards the global transition
Vehicle categories	Faster transition for two and three-wheelers and LCVs	Heavy-duty vehicles transition over a longer timeframe

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REFERENCES

ICCT (2022), More bang for the buck: a comparison of the life-cycle greenhouse gas emission benefits and incentives of plug-in hybrid and battery electric vehicles in Germany. https://theicct.org/wp-content/uploads/2022/03/ghg-benefits-incentives-ev-mar22.pdf

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SCIENCE BASED TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

SBTi PATHWAY SPECIFICATION

Automotive sector emissions intensity pathway

Version 0.1

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1. PATHWAY DESCRIPTION

The automotive sector emissions intensity pathways describe the decline in use-phase GHG emissions intensity of road vehicles consistent with achieving net-zero GHG emissions from the automotive sector by no later than 2050.

1.1 Pathway type

The pathways are emissions intensity pathways.

2. APPLICABILITY

The pathways are applicable to automotive companies that manufacture and sell road vehicles, as well as companies that manufacture powertrain systems for road vehicles.

2.1 Geographical applicability

The pathways have global applicability. The pathway provide emissions intensity values differentiated across five regional groupings: Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies (see Section 4 for regional classification)

2.2 Method applicability

The pathways shall be used in conjunction with the **Non-linear contraction method**. The non-linear contraction method produces a non-linear trajectory based on a contraction factor, prescribed by a reference pathway, to the company's base-year emissions. The contraction factor varies over time in line with the dynamics of the reference pathway, resulting in a non-uniform rate of emissions intensity reduction across the transition period.

3. METRIC DEFINITION

The pathways are expressed as a use-phase emissions intensity, measured in grams of CO_2 equivalent (CO_2e) per vehicle-kilometer traveled (gCO_2e/vkm). The emission intensity value in each year is based on the lifetime emissions from the use of vehicles sold in that year, divided by the lifetime vehicle-kilometer (vkm) traveled.[2]

4. PATHWAY VALUES

The reference pathways are expressed as a time-bound trajectory for reduction in use-phase emissions intensity of the automotive sector.

The following tables present pathways value for new vehicles across the following vehicle categories: 2- and 3-wheelers (2&3Ws), passenger cars, buses, light commercial vehicles (LCVs), medium-duty trucks (MDTs), and heavy-duty trucks (HDTs). Pathways are provided for five regions: China, EMDEs, Europe, North America, and Other Advanced Economies.

[2] For more information on the methodology used to calculate use-phase emissions intensity, used to calculate emissions intensity, refer to the Automotive Sector Specification Guidance Document.

Table 1a. *China fuel-cycle emissions intensity (gCO_2e/vkm) and contraction factors of new vehicles sales pathway*

	2&3Ws		Passenger Cars		Buses		LCVs		MDTs		HDTs	
2025	42.3	100%	148.4	100%	703	100%	300.2	100%	646.1	100%	1042.7	100%
2030	18.2	43.0%	65.1	43.9%	302.9	43.1%	161.7	53.9%	429.5	66.5%	768.8	73.7%
2035	2.8	6.6%	6.9	4.6%	89.3	12.7%	33.5	11.2%	214	33.1%	486.6	46.7%
2040	0.2	0.5%	0.8	0.5%	46.6	6.6%	10.9	3.6%	24.4	3.8%	44.9	4.3%
2045	0	0%	0	0%	42.4	6.0%	8.3	2.8%	20.9	3.2%	39.3	3.8%
2050	0	0%	0	0%	3.3	0.5%	0.6	0.2%	1.6	0.2%	3.1	0.3%

Table 2a. *EMDEs fuel-cycle emissions intensity (gCO_2e/vkm) and contraction factors of new vehicles sales pathway*

	2&3Ws		Passenger Cars		Buses		LCVs		MDTs		HDTs	
2025	61.6	100%	212.8	100%	866.5	100%	290.5	100%	727	100%	1210.4	100%
2030	50.4	81.8%	163.2	76.7%	529.8	61.1%	216.5	74.5%	555.1	76.4%	1007.2	83.2%
2035	4.3	7.0%	80	37.6%	203	23.4%	113.9	39.2%	309.4	42.6%	673	55.6%
2040	0.3	0.5%	5.1	2.4%	60.3	7.0%	7.8	2.7%	26.3	3.6%	161.7	13.4%
2045	0	0%	0	0%	52.1	6.0%	5.2	1.8%	17.8	2.4%	39.4	3.3%
2050	0	0%	0	0%	17.1	2.0%	1.7	0.6%	5.8	0.8%	12.9	1.1%

Table 3a. *Europe fuel-cycle emissions intensity (gCO_2e/vkm) and contraction factors of new vehicles sales pathway*

	2&3Ws		Passenger Cars		Buses		LCVs		MDTs		HDTs	
2025	55.3	100%	169.6	100%	1085.5	100%	245.2	100%	643.8	100%	961.5	100%
2030	5.5	9.9%	71.9	42.4%	361.8	33.3%	123.9	50.5%	401.3	62.3%	666.6	69.3%
2035	0.4	0.7%	1.8	1.1%	62	5.7%	3.5	1.4%	152.2	23.6%	259.3	27.0%
2040	0	0%	0.2	0.1%	55.2	5.1%	1.2	0.5%	23.3	3.6%	35.5	3.7%
2045	0	0%	0	0%	55.2	5.1%	0.9	0.4%	23.3	3.6%	35.5	3.7%
2050	0	0%	0	0%	4.3	0.4%	0.1	0.04%	1.8	0.3%	2.8	0.3%

Table 4a. *North America fuel-cycle emissions intensity (gCO_2e/vkm) and contraction factors of new vehicles sales pathway*

	2&3Ws		Passenger Cars		Buses		LCVs		MDTs		HDTs	
2025	224.3	100%	216.9	100%	849.8	100%	243.7	100%	606.9	100%	1008.9	100%
2030	125.2	55.8%	122.8	56.6%	625.8	73.6%	131.3	53.9%	352.7	58.1%	710.4	70.4%
2035	1.6	0.7%	8.2	3.8%	344.6	40.6%	18.7	7.7%	164.2	27.1%	462.3	45.8%
2040	0	0%	0.5	0.2%	39.2	4.6%	8.3	3.4%	19.8	3.3%	37.8	3.7%
2045	0	0%	0	0%	35.2	4.1%	5.6	2.3%	17.0	2.8%	33.5	3.3%
2050	0	0%	0	0%	2.7	0.3%	0.4	0.2%	1.3	0.2%	2.6	0.3%

Table 5a. *Other advanced economies fuel-cycle emissions intensity (gCO_2e/vkm) and contraction factors of new vehicles sales pathway*

	2&3Ws		Passenger Cars		Buses		LCVs		MDTs		HDTs	
2025	54.7	100%	264.2	100%	818.4	100%	375.5	100%	717.3	100%	1291.2	100%
2030	48.3	88.3%	162.1	61.4%	476.1	58.2%	243.4	64.8%	526.9	73.5%	1071.4	83.0%
2035	3.4	6.2%	76.5	29.0%	184.3	22.5%	102.4	27.3%	264.9	36.9%	740.5	57.3%
2040	0.2	0.4%	1.6	0.6%	47.9	5.9%	7.5	2.0%	23.9	3.3%	173.1	13.4%
2045	0	0%	0	0%	38.7	4.7%	4.7	1.3%	19.3	2.7%	39.4	3.1%
2050	0	0%	0	0%	3	0.4%	0.4	0.1%	1.5	0.2%	3.1	0.2%

5. PATHWAY SCOPE

This pathway covers the lifetime use-phase emissions intensity of new vehicles sold by automotive sector companies.

6. SCENARIO SOURCE

The automotive sector pathways are informed by the International Council on Clean Transportation (ICCT) Vision 2050 Ambitious Scenario, which represents an accelerated global transition to zero-emission vehicles (ZEVs) designed to keep GHG emissions from the automotive sector aligned with the Paris agreement. The Ambitious Scenario data was updated for the report “Vision 2050: Update on the global zero-emission vehicle transition in 2025” published by ICCT in January 2026 (ICCT, 2026). The report includes details of the scenario’s key assumptions and outputs, and selected data tables were published alongside it. The Ambitious Scenario 2025 is an output of the ICCT’s Roadmap Model version 2.17, for which documentation is publicly available and detailed in the January 2026 report.

The Ambitious Scenario is characterized by the following assumptions:

- 100% zero-emission vehicle sales are achieved globally by 2040 for two- and three-wheelers and light-duty vehicles, and by 2045 for heavy-duty vehicles.
- Leading markets achieve 100% ZEV sales by 2035 for two- and three-wheelers and light-duty vehicles, and by 2040 for heavy-duty vehicles. Countries with more ambitious adopted targets retain those earlier transition dates.
- The scenario assumes accelerated electrification supported by decarbonization of electricity generation, using the International Energy Agency (IEA) Net Zero Emissions (NZE) Scenario for grid carbon intensity rather than the Stated Policies Scenario used in the baseline scenarios.
- Vehicle energy demand, technology performance, and fleet turnover are simulated using the ICCT Roadmap model, incorporating vehicle-specific technology characteristics, projected travel activity, fuel consumption, and upstream emission factors for electricity and fuels.
- The scenario reflects an accelerated global ZEV transition beyond currently adopted policies and announced targets, providing a normative benchmark rather than a forecast of expected market developments.

This results in the ICCT Vision 2050 Ambitious Scenario being used to define the trajectory for the use-phase CO_2e emissions intensity of new vehicles. The pathway applies regional differentiation across Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies.

7. KEY ASSUMPTIONS

This section describes the pace of the regionally differentiated decline in use-phase emissions intensity across the five regional groupings. The decline is driven by the progressive replacement of internal combustion engine vehicles with ZEVs and improvements in vehicle efficiency, with the pace of transition varying across regions and vehicle categories. The ICCT Ambitious Scenario assumes an accelerated transition to zero-emission vehicles that is compatible with the goals of the Paris Agreement, with leading markets transitioning earlier than other markets.

The pathway is informed by publicly available ICCT Ambitious Scenario data, which were reclassified into the five regional groupings used by the Automotive Sector Specification: Europe, China, North America, Emerging and Developing Economies, and Other Advanced Economies. The resulting pathways reflect differences in the timing and pace of the transition across these regions.

The published data from ICCT reflects the average on-the-road emissions intensity of all vehicles, new and old, operating in any given year. To enable applicability of the data to automotive companies selling new vehicles, the data relating to the average lifetime emissions performance of new vehicles added to regional vehicle fleets in any given year was disaggregated and used as the basis of the pathway values.

Table 6a. *Key assumptions characterizing the automotive sector transition*

Assumption category	2020-2030	2030-2040
Powertrain transition	Rapid increase in ZEV adoption progressively reduces use-phase emissions intensity, while ICE vehicles remain part of the sales mix	Continued transition towards ZEVs drives further reductions in WTW emissions intensity, with ICE vehicles progressively phased out from new vehicle sales
Vehicle efficiency	Continued improvements in vehicle energy efficiency contribute to reductions in use-phase emissions intensity	Further efficiency improvements contribute to continued reductions in emissions intensity
Regional and vehicle-category differentiation	The pace of emissions intensity reduction varies across the five regions and six vehicle categories, reflecting differences in the timing of the transition	Regional and vehicle-category differences continue to reflect the timing and pace of the transition, with pathways approaching near-zero emissions intensity

REFERENCES

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