

SBTi AUTOMOTIVE SECTOR NET-ZERO STANDARD CONSULTATION DRAFT EXECUTIVE SUMMARY

June 2025

Introduction

The Science Based Targets initiative (SBTi) Automotive Sector Net-Zero Standard offers a framework for automakers and auto parts manufacturers to set greenhouse gas (GHG) emissions reduction targets aligned with limiting global warming and achieving net-zero emissions by 2050 at the latest.

The draft standard will replace relevant sections of the [SBTi's Land Transport Guidance](#) (March 2024) to align with the updated [SBTi Corporate Net-Zero Standard](#) and incorporate best practices for decarbonization in the automotive sector. It lays out how automakers and auto parts manufacturers should use the latest version of the [SBTi Corporate Net-Zero Standard](#), along with the sector-specific criteria, to set targets covering all relevant emissions.

The SBTi Automotive Sector Net-Zero Standard provides sector-specific pathways, criteria and calculation rules that extend beyond the Corporate Net-Zero Standard, demonstrating how companies can use both standards to set targets that are meaningful to their context. These sector-specific criteria are intended to encourage more companies to set targets, amplifying the overall impact of science-based target-setting.

Once the SBTi Automotive Sector Net-Zero Standard is finalized and published, it will supersede the Land Transport Guidance for automakers and auto parts manufacturers. The criteria in the Land Transport Guidance will, however, remain in force for other types of companies. Automakers and auto parts manufacturers with approved targets under the previous guidance will not need to update them until they expire, though earlier updates are encouraged. Such companies may use either the Land Transport Guidance or the Automotive Sector Net-Zero Standard for six months after the standard is published for use. After that, the new standard will become mandatory.

Key elements of the Standard

The draft SBTi Automotive Sector Net-Zero Standard introduces several significant changes to the current criteria for automakers and auto parts manufacturers:

- A direct link with the [draft SBTi Corporate Net-Zero Standard Version 2.0](#), including clarity on how to apply the criteria from each Standard.
- A new aggregated indicator that combines scope 1, 2, and 3 emissions from the perspective of new vehicle manufacturers.

- New criteria that require companies to increase their share of low-emission vehicle sales, replacing the previous commitment to the Zero Emissions Vehicles Declaration.
- Regional emissions pathways designed to reflect economic and market differences.
- New criteria for auto part manufacturers to focus efforts on reducing emissions from material sourcing and manufacturing.
- Enhanced guidance on emissions calculations, including a detailed well-to-wheel methodology with standardized default inputs.

Structure of the Standard

The draft SBTi Automotive Sector Net-Zero Standard mirrors the structure of the draft Corporate Net-Zero Standard V2.0 to allow for the easy cross-reference of the two. It is organized into six chapters:

1. *Corporate net-zero commitment*: Includes criteria on how companies shall communicate their intentions to set net-zero science-based targets.
2. *Determining performance in the target base year*: Defines the organizational and operational boundaries companies shall use, in addition to how a company shall measure their climate-related performance in their target base year.
3. *Target setting*: Outlines how companies shall use data from their base year to develop targets using the SBTi's methodology.
4. *Addressing the impact of ongoing emissions*: Describes how companies shall take responsibility for the emissions they release during their transition to net-zero.
5. *Assessing and communicating progress*: Defines how companies shall measure and share progress against validated science-based targets, as well as how companies shall set new targets based on their previous performance.
6. *SBTi claims*: Focuses on ensuring that any claims companies make related to the Automotive Standard are accurate and verifiable.

Each chapter includes a table showing how the draft SBTi Corporate Net-Zero Standard Version 2.0 criteria apply to those using the draft SBTi Automotive Sector Net-Zero Standard.

Participating in the public consultation

The Automotive Sector Net-Zero Standard project was initiated in March 2024, and the Standard development process was adapted to follow the [Standard Operating Procedure \(SOP\) for Development of SBTi Standards](#).

The draft was developed through extensive research and input from a dedicated [Expert Advisory Group](#). This first draft will be open for public consultation from June 12 until August 11, 2025.

The SBTi welcomes all feedback on the draft standard, especially on the following topics (relevant criteria in brackets):

- Coverage of aggregated emissions from not-wholly-owned subsidiaries (AMSS-C1.1.3b).
- Use of aggregated emissions to determine performance (AMSS-C1, AMSS-C5, APSS-C1, APSS-C6).

- Low-emission vehicle sales share to assess alignment with net-zero goals (AMSS-C2, AMSS-C7, APSS-C2).
- Additional requirement to assess performance separately for scope 3, category 1 for auto parts manufacturers, and category 11 for powertrain suppliers (APSS-C3, APSS-C4, APSS-C7, APSS-C8).
- Applicability of the draft SBTi Corporate Net-Zero Standard Version 2.0 together with the draft Automotive Standard.
- Regionalized pathways.

Submit feedback on the entire standard or specific aspects of it using the [Automotive Sector Net-Zero Standard Consultation Survey](#). 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.

Next steps

After the public consultation closes, all input will be reviewed and summarized into a feedback report, with comments anonymised. All respondents will be notified once the report becomes available.

The draft Automotive Standard will then be refined based on the feedback received and will be re-released for a second public consultation and pilot testing. A final version of the standard will then be presented for approval by the [SBTi Technical Council](#) and adoption by the [Board of Trustees](#).

All updates on the Automotive Standard development will be communicated on the SBTi's [Automotive and Land Transport webpage](#), [newsletter](#) and social media channels.