

The Skogluff Scale© - a Scope 3.6 Carbon Maturity Model v1.5.1

Purpose: This survey will help you gain a deeper understanding of your organization's level of maturity at reducing Scope 3.6 business travel emissions.

Who should take this survey: Anyone whose organization **has in place** a Scope 3.6 Business Travel Emissions Reduction **and** is (very) familiar with the efforts and results associated with this goal.

Time needed: You'll need about seven to ten minutes.
All questions should be answered to obtain a meaningful maturity level assessment.

Upon completion of this survey: You will receive a copy of your completed survey right away and, in a few days, a customized assessment of your organization's maturity level regarding its efforts to reduce its business travel emissions. Your answers will be kept confidential. You may instruct us to delete your answers at any time, which we will do promptly.

* Indicates required question

1. Email *

2. Your Name: *

3. Your Organization *

4. 1.1 How familiar are you with your organization's carbon reduction goals for **Scope 3.6 Business Travel emissions?**

Mark only one oval.

1 2 3 4 5

Not Very familiar

2. Timing & Ambition

This section asks for context covering your organization's carbon emissions reduction goals for Scope 3.6 Business Travel.

5. 2.1 In about what year did management set its first Scope 3.6 carbon reduction goal?

Mark only one oval.

- 1. 2023 or 2024
- 2. 2021 or 2022
- 3. 2019 or 2020
- 4. 2017 or 2018
- 5. 2016 or before
- 6. Don't know

6. 2.2 What is the baseline year for the Scope 3.6 goal?

Mark only one oval.

- 1. 2023 or 2024
- 2. 2021 or 2022
- 3. 2019 or 2020
- 4. 2017 or 2018
- 5. 2016 or before
- 6. Don't know

7. 2.3 What form(s) of reduction in CO2 does the Scope 3.6 goal(s) take?

Mark only one oval.

- 1. An absolute reduction in the quantity of CO2
- 2. An intensity reduction in CO2 per revenue or per employee, or per other metric
- 3. We have both types of goals
- 4. Don't know

8. 2.4 **By what year** must the Scope 3.6 reduction goal be achieved? Use the nearest year if there are multiple carbon reduction goals for Scope 3.6

9. 2.5 By the year mentioned above, by about what percentage must the CO2 metric be reduced?

Mark only one oval.

- 0. by less than 10%
- 1. by 10% to 19%
- 2. by 20% to 29%
- 3. by 30% to 39%
- 4. by 40% to 49%
- 5. by 50% to 69%
- 6. by 70% to 89%
- 7. by 90% or more
- 8. Don't know

10. 2.6 Pick all that apply. "Our Scope 3.6 carbon reduction goals have been:

Check all that apply.

- 1. Tied to our CEO's or other C-level officer(s)' compensation
- 2. Tied to our middle and senior management's compensation
- 3. Validated by the Science Based Target initiative organization
- 4. Published as part of our latest Carbon Disclosure Project (CDP) report
- 5. Published in our latest annual report to shareholders or equity partners
- 6. None of the above
- 7. Don't know

11. 2.7 (Optional but helpful) Please add any comments that would add context to the answers you gave in the section above:

Section 3. Leadership and Alignment

12. 3.0 The alignment between our business goals and our Scope 3.6 carbon reduction goals seem:

Mark only one oval.

- 1. Very unbalanced
- 2. Fairly unbalanced
- 3. Roughly balanced with notable concerns
- 4. Fairly well balanced
- 5. Very well balanced
- 6. Don't know

13. 3.1 The support from our C-level Executive Leadership Team for achieving our **Scope 3.6 business travel** carbon emissions seems:

Mark only one oval.

- 1. Very weak
- 2. Fairly weak
- 3. Adequate or moderate
- 4. Fairly strong
- 5. Very strong
- 6. Don't know

14. 3.2 Most of our managers and executives **who manage travel budgets** would probably say that reducing our business travel emissions is

Mark only one oval.

- 1. Not important
- 2. Slightly important
- 3. Moderately important
- 4. Important
- 5. Very important
- 6. Don't know

15. 3.3 How was the Scope 3.6 Business Travel Emissions Reduction goal arrived at?

Mark only one oval.

- 1. Handed to the business units with little input from them
- 2. Led by sustainability experts with modest input from business units
- 3. Led by the business units with modest input from the sustainability experts
- 4. Co-developed by sustainability and business unit leaders
- 5. Don't know
- Other: _____

16. 3.4 How effective are the middle-management leaders most responsible for implementing the Scope 3.6 reduction initiative? "They seem..."

Mark only one oval.

- 1. It's too early to tell
- 2. Slightly effective
- 3. Sufficiently effective
- 4. Remarkably effective
- 5. Don't know

17. 3.5 Assume that the Scope 3.6 reduction goal is achieved on time. How will this impact the business? "Overall, it is..."

Mark only one oval.

- 1. Likely to harm notably
- 2. Likely to harm somewhat
- 3. Mixed or no impact
- 4. Likely to help somewhat
- 5. Likely to help notably
- 6. Don't know

18. 3.6 (Optional but helpful) Please add any comments that would add context to the answers you gave in the section above:

Section 4. Reporting and Results

19. 4.1 The frameworks (such as CSRD, ISO, DEFRA, Well-To-Wake, RFI, etc.) that we use to report business travel emissions are

Mark only one oval.

- 1. Far from standardized across our organization
- 2. Somewhat standardized
- 3. Fairly well standardized for air travel
- 4. Fairly well standardized across almost all areas
- 5. Very well standardized – basically done
- 6. Don't know

20. 4.2 The level of cooperation across our organization for reporting and reducing our business travel emissions is

Mark only one oval.

- 1. Very low
- 2. Fairly low
- 3. Neither low nor high
- 4. Fairly high
- 5. Very high
- 6. Don't know

21. 4.3 Our policies and procedures for reducing business travel emissions are

Mark only one oval.

- 1. Not yet established
- 2. Being established – early days
- 3. Somewhat established and somewhat effective
- 4. Well-established and somewhat effective
- 5. Well-established and very effective
- 6. Don't know

22. 4.4 Regarding accountability for reducing our business travel emissions:

Mark only one oval.

- 1. The “who” and the form of accountability are unclear
- 2. The “who” is clear, but the form is not clear or effective
- 3. The “who” is clear, and the form seems moderately effective
- 4. The “who” is clear, and the form is very effective
- 5. Don't know

23. 4.5 Based on our most recent audit, the quality of our business travel emissions data was

Mark only one oval.

- 1. Very poor
- 2. Fairly poor
- 3. Fairly acceptable, but must get better
- 4. Acceptable, but took a lot of work
- 5. Acceptable and fairly easy to gather
- 6. Don't know

24. 4.6 If reducing travel emissions while supporting our broader business were a game, our senior management would say we are

Mark only one oval.

- 1. Practicing for the game
- 2. Playing the early part of the game
- 3. In the middle of the game, but we are behind on the score
- 4. In the middle of the game, and we are ahead on the score
- 5. Close to winning the game
- 6. Don't know

25. 4.7 (Optional but helpful) Please add any comments that would add context to the answers you gave in the section above:

5. Constraints and Enablers

26. 5.1 Our current annual budget for achieving our Scope 3.6 reduction goal is

Mark only one oval.

- 1. Non-existent
- 2. Too small to be very effective
- 3. Close to being sufficient
- 4. Sufficient but vulnerable
- 5. Sufficient and protected for now
- 6. Don't know

27. 5.2 Our staffing for decarbonizing business travel is

Mark only one oval.

- 1. Very under-staffed
- 2. Under-staffed
- 3. Adequately staffed for now
- 4. Performing to management's expectations
- 5. Outperforming management's expectations
- 6. Don't know

28. 5.3 Our tools and processes for reporting business travel emissions are

Mark only one oval.

- 1. Non-existent
- 2. Inadequate, fragmented, or inconsistent
- 3. Adequate for about half of what we need
- 4. Good for about 75% of what we need
- 5. Good for about 90% or more of what we need
- 6. Don't know

29. 5.4 Our tools and processes for flagging potentially low-value trips before they are taken are

Mark only one oval.

- 1. Non-existent
- 2. Inadequate, fragmented, or inconsistent
- 3. Adequate for about half of what we need
- 4. Good for about 75% of what we need
- 5. Good for about 90% or more of what we need
- 6. Don't know

30. 5.5 Our tools for displaying carbon emissions to travelers at the point of sale are

Mark only one oval.

- 1. Non-existent
- 2. Inadequate, fragmented, or inconsistent
- 3. Adequate for about half of what we need
- 4. Good for about 75% of what we need
- 5. Good for about 90% or more of what we need
- 6. Don't know

31. 5.6 Regarding carbon taxes and/or carbon budgets for travel, we

Mark only one oval.

- 1. Will not likely use either carbon budgets or taxes
- 2. Are considering using carbon budgets and/or taxes
- 3. Have begun piloting either carbon budgets or taxes
- 4. Have begun post-pilot expansion of one or both of these
- 5. Have rolled out broadly either carbon taxes or budgets
- 6. Don't know or prefer not to say

32. 5.7 Regarding the need to reduce business travel emissions, our key **internal** partners and stakeholders are mostly

Mark only one oval.

- 1. Unconcerned or resistant
- 2. Slightly helpful
- 3. Moderately helpful, or it's a mixed bag
- 4. Mostly helpful
- 5. Remarkably helpful
- 6. Don't know

33. 5.8 Regarding decarbonization allies **outside** of our company, e.g., suppliers, trade associations, climate non-profits, consultants, etc., we have found them to be

Mark only one oval.

- 1. Not helpful
- 2. Slightly helpful
- 3. Moderately helpful, or it's a mixed bag
- 4. Mostly helpful
- 5. Remarkably helpful
- 6. Don't know

34. 5.9 (Your answer to this question will not affect your score.) "It feels to me like our organization's maturity level for reducing business travel emissions is..."

Mark only one oval.

- Very immature
- Fairly immature
- About mid-way
- Fairly mature
- Very mature

35. 5.x (Optional but helpful) Please add any comments that would add context to the answers you gave in the section above:

All done - thank you!

You will get your assessment score in a few days. Please contact Scott Gillespie at scott@tclara.com and Joel Hanson at joelchanson@gmail.com with any questions or comments.

This content is neither created nor endorsed by Google.

Google Forms

