Cities Scoring Methodology Changes 2023-2024

Introduction

This document highlights changes to CDP's scoring methodology for the Cities questionnaire. The document indicates the main changes that have occurred between 2023 and 2024 in the respective scoring bands. In 2024, changes have been made to the Cities Scoring Methodology to reflect changes made in the Questionnaire, as well as important developments in global climate action and disclosure. A summary of the rationale for these changes is provided.

Essential Criteria Changes

Question number	Scoring level	Change	Rationale
9.1	Management	A new essential criteria has been introduced to assess whether at least one adaptation and at least one mitigation action has been reported to reach Management level or higher.	This is because adaptation and mitigation actions are integral to meeting adaptation and mitigation goals.

Question-Level Changes

Question number	Scoring level	Change	Rationale
2.2	Leadership	Jurisdictions must describe the impacts on both vulnerable populations **and** sectors if impacts on vulnerable populations and sectors have been identified in their response.	This is to ensure that jurisdictions can demonstrate understanding of the impacts on these two groups rather than just one or the other.
3.1.1	Awareness	The assessment of column 'Tool used to compile main inventory' is replaced with	This is because following a primary protocol/framework is

		'Primary protocol/framework used to compile main inventory'.	more integral to GHG emissions inventories.
3.1.1	Management	Full awareness points are required to be eligible for points at Management level.	This is because all of the criteria we assess at Awareness level are deemed important to be able to effectively manage the GHG emissions inventory.
4.5	Awareness	The assessment of column 'Year passenger mode share data applies to' has been added.	This is to check for awareness of how old the data reported is.
4.5	Management	'Informal/paratransit/ popular transit systems' has been added as a column to contribute towards the at least 50% low carbon transport check.	This is because it is a lower carbon mode of transport than private motorized transport.
4.5	Management	A check has been introduced to assess whether the data is from within the last 5 years.	This is to incentivize up to date data collection.
4.5	Leadership	The highest amount of points available are for those jurisdictions who have at least 60% of the lowest carbon or mass transport passenger mode share (walking, cycling, bus (including Bus rapid transit), rail/tram/metro and ferries/river boats).	This is because transport is one of the highest emitting sectors for jurisdictions and the lowest carbon modes of travel and mass transport options should be incentivized.
4.5	Leadership	A check has been introduced to assess whether the data is from within the last 4 years.	This is to incentivize up to date data collection.
4.7	Awareness	A check has been introduced to see whether the year that the data is from is known.	This is to check for awareness of how old the data reported is.
4.10	Awareness	The assessment of the percentage columns has been introduced.	This is to check that jurisdictions report the data if they select that the data is available.
4.11	Awareness	The assessment of the percentage columns has been introduced.	This is to check that jurisdictions report the data if they select that the data is available.

5.1.1	Awareness	A criterion to check the logic of the dates reported has been implemented.	This is because the adaptation goals reported should be current goals.
5.1.1	Management	The criterion checks for full awareness level points.	This is because all of the criteria assessed at Awareness level are important data points for adaptation goals.
6.1.1	Awareness	If the target reported is not a net-zero target, it will be assessed for awareness of the use of carbon credits. If carbon credits are being used they should be quantified.	This is because if a jurisdiction is using carbon credits, it is important that they are transparently reported.
6.1.1	Management	A criterion has been added to the mid-term target check to award partial points for jurisdictions that report a net-zero long-term target and a mid-term target to be achieved after 2030 but before 2050.	This is because as we move closer to 2050, some mid-term targets may have a target year of between 2030 – 2050. However, this scenario is not as favorable as having a mid-term target to be achieved before 2030.
6.1.1	Management	The new 'Gases covered by target' column is assessed for covering CO2.	This is because targets should at least cover this greenhouse gas.
6.1.1	Leadership	This is because targets should at least cover this greenhouse gas.	This is because these are 3 gases that jurisdictions should have a target for.
6.1.1	Leadership	If the target is a net zero target, it is assessed for knowing whether residual emissions are expected in the net zero target year.	This is because jurisdictions should quantify whether any residual emissions will be present in the net zero year.
6.1.1	Leadership	If the target is a mid-term target, it is assessed for whether it will be achieved using carbon credits or not.	This is because jurisdictions should be incentivized to reduce their emissions from within their jurisdictional boundary.
7.1	Awareness	If an intensity target is reported, the metric numerator and metric denominator should be reported fully.	This is because these are important data points for the intensity target.