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The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Hewlett-Packard earned an F in the ending port pollution category; an F in abandoning dirty ships; and a C in putting zero at the helm. Overall, HP earned only 37 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Hewlett-Packard (HP) is a global IT giant. It is the second-largest personal computer brand, measured in units sold, in both global and US markets. The company has taken some positive steps to address its transportation-related emissions, including a commitment to reduce its greenhouse gas emissions intensity from upstream transportation by 10% by 2025 from a 2015 baseline. Unfortunately, its overall performance on its efforts to address its maritime pollution is weak. HP's poor performance in both addressing its air pollution emissions and in its efforts to immediately move away from fossil-fueled shipping pulled its grade down significantly, resulting in its failing grade.

HP has committed to reducing its absolute greenhouse gas emissions across Scope I & 2 by 65% by 2025 from a 2015 baseline, and Scope 3 by 50% by 2030 from a 2019 baseline. The company does not explicitly state that ocean shipping is included in its Scope 3 emissions, though it appears that this may be the case. HP has also committed to achieving net zero GHG emissions by 2040. HP was given full credit for its strong commitments, but Ship It Zero urges HP to clarify whether ocean shipping is, in fact, included in this target.

The company does not explicitly mention air pollution reduction targets in their corporate responsibility reports or policy position papers, though its supplier code of conduct requires suppliers to reduce air emissions. It is unclear whether this code of conduct also applies to the ocean cargo carriers it contracts to ship its goods. HP also mentions a commitment to electric vehicles, though whether these are related to port operations or to middle mile and last mile deliveries is not stated. It was given partial credit for its supplier code of conduct and its explicit support of electric vehicles.

Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address maritime emissions in their supply chains. HP has not taken steps to quantify the full suite of its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, though it was given partial credit for reporting some criteria pollutants as a part of its GHG disclosures.

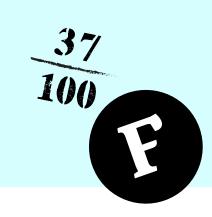
HP has stated that it is participating in several pilot programs to reduce its logistics emissions, including Maersk's ECO Delivery. It is unclear to what extent it is shipping its products on lower emission container shipping, and thus was given partial credit for these efforts in the "Abandon Dirty Ships" category and full credit in the "Put Zero at the Helm" category.

While Ship It Zero applauds HP for taking initial steps to reduce its ocean shipping pollution, it is clear that there are significant areas for improvement. Ship It Zero calls on HP to commit to 100% zero emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower-emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero emission fuels and technologies are brought to scale.

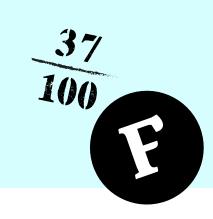
Ship It Zero also encourages HP to join more ambitious business coalition efforts to decarbonize the maritime sector, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV). These initiatives offer collaboration and collective power to accelerate the transition to zero emission ocean shipping.







End Port Pollution Now TOTAL SCOI	End Port Pollution Now TOTAL SCORE: 7.5		
Performance Criteria	Possible Points	Company Sco	
End Port Pollution Now: Commitment (30% of category grade)	10.5	3	
 Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) 	5 1 3	3 0 0	
 Founding member of coZEV, ZEMBA End Port Pollution Now: Implementation Plan 	1.5 7	0	
 (20% of category grade) Taking steps to quantify air pollution from transport of goods on oceangoing 	2	0	
vessels • Providing funding directly or indirectly for air pollution reduction	3	0	
 measures/fuels/infrastructure in ports (ZEV, operations, drayage) Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0	
Deducting points for LNG/CNG port operations and drayage	-1	_	
End Port Pollution Now: Advocacy (20% of category grade)	7	o	
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0	
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0	
Joining coZEV	1	0	
End Port Pollution Now: Transparency (30% of category grade)	10.5	4.5	
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions Only Scope I & 2 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting 	(I) (I.5) (2)	1.51	
 Scope I-3 + criteria pollutants Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels 	(3) 3 3.5 0.5 0.5	3 0 0 0	
Abandon Dirty Ships TOTAL SCORE	: 8		
Performance Criteria	Possible Points	Company Sco	
Abandon Dirty Ships: Commitment (30% of category grade)	9	3.5	
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 Using LNG or carbon credits as a purported solution 	2 2 2 1 1.5 0.5 -2	2 0 0 0 1.5 0	



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	o
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	22
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	-2 —
Absolute emissions reductions from transport	Bonus +2	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	O
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	4.5
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

Put Zero at the Helm	TOTAL SCORE: 21.5
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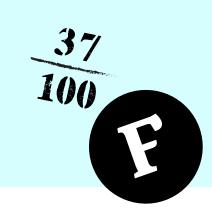
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3 ³
Upstream transport-specific commitment	3	3 <mark>4</mark>
Maritime-specific reduction commitment	2	0
 "I00% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to I00% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 		
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	0.5 (0.5)

² Participating in a pilot study

 $^{^{3}}$ 50% absolute reduction, Scopes I-3 by 2030

⁴ I0% reduction by 2025





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	3.5
 ZEMBA Benchmarks for moving cargo onto ZEVs Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping 	2 2	0 0 2
 corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	i 	1
 Efficiency and optimization (e.g., reducing packaging size and weight) 	1	0.5
Put Zero at the Helm: Advocacy (20% of category grade)	7	4
First Movers CoalitionCoZEV	1.5 1.5	0 0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	ſ	l
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	3
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7. 5
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5.5 (1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0.5)

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. IKEA earned a B in the ending port pollution category; a B in abandoning dirty ships; and an A in putting zero at the helm. Overall, IKEA earned 89 / 100 available points, or a B+ grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution. It is the top performing company among all retail brands analyzed for this report card.

IKEA is the world's largest furniture retailer, operating in 50 countries and with approximately 460 stores worldwide. The company has committed to becoming climate positive by 2030. It is the highest scoring company across all retail brands considered due to its significant efforts to address its maritime shipping pollution.

IKEA particularly stands out from other companies for its efforts to understand and address air pollution from its operations, including maritime shipping. It partnered with the Climate and Clean Air Coalition and the Stockholm Environment Institute to publish "A Practical Guide for Business: Air Pollutant Emission Assessment" in 2022. This is a first-of-its-kind guide for businesses to measure air pollution across value chains, and includes maritime shipping in its emissions inventories. IKEA has explicitly named the reduction and elimination of methane and black carbon as a priority to meet its targets for both greenhouse gas and air pollution emissions. While the company has not yet published its own air pollution inventory, it appears that IKEA is conducting this research in 2023. Ship It Zero looks forward to including this analysis in future report cards.

IKEA is also notable for taking immediate steps to reduce both its air pollution and greenhouse gas emissions from transportation throughout its supply chain, including maritime shipping. The company has committed to zero-emission home deliveries by 2025 through the use of electric and other zero-emission technologies for on-road vehicles. In stark contrast to several other major retail brands, there is no evidence that IKEA has invested in compressed natural gas vehicles. Instead, the company is working towards hydrogen powered trucks, with 2I currently deployed in the Shanghai region.

IKEA has also taken steps to reduce its maritime shipping pollution through the use of biofuels from waste cooking oil and moving cargo from fossil fueled oceangoing vessels and onto electric cargo trains. Ship It Zero does not support long-term biofuel use, as it is not a scalable solution for the maritime sector and still produces problematic emissions. We do, however, recognize that this does provide some immediate reductions in lifecycle air pollution and greenhouse gas emissions compared to fossil fuel combustion. It is a valid short-term bridge fuel for harm reduction while zero-emission fuels and technologies are brought to scale, and IKEA was credited for taking this immediate step in both the "End Port Pollution Now" and "Abandon Dirty Ships" categories.

IKEA also stands out for its transparency regarding its emissions profile. It not only discloses its greenhouse gas emissions from upstream transportation, but also breaks these emissions down by transportation mode. Its climate targets not only include Scope 3, but also set a relatively ambitious target to reduce land and ocean transport emissions by 70% by 2030. Despite continued growth, IKEA has reported year-over-year upstream transportation emissions reductions.

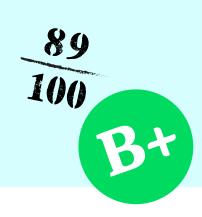
IKEA is also a founding member of the Alliance for Clean Air as well as Cargo Owners for Zero Emission Vessels (coZEV). It joined the Zero Emission Maritime Buyers Alliance (ZEMBA) shortly after its inception.

Ship It Zero applauds IKEA on its ambition and leadership in reducing air and greenhouse gas emissions from its ocean and land transportation. We look forward to seeing its air pollution inventory and targets for reductions in the coming year. We would encourage IKEA to take further steps to reduce air pollution from its maritime shipping through a logistics policy that prioritizes ports with shore power ready berths for container ships, negotiating with carriers to ensure goods are transported on shore power equipped vessels, and opting for slow steaming for its ocean transportation.

We also would encourage IKEA to use its considerable influence to publicly support the expansion of zero-emission port infrastructure and oppose fossil fuel bunkering infrastructure. We further urge the company to increase its level of ambition for eliminating its ocean transportation pollution by 2030, rather than its current 2040 target date. Finally, Ship It Zero would like to see IKEA invest directly in the research and development of zero-emission fuels, technologies, and infrastructure.

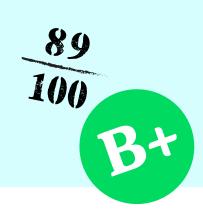






nd Port Pollution Now: Commitment 10.5 9.5 10.6 of category grade) Publicly-stated air pollution reduction commitment 10.6 S 5 S S Commitment to shipping goods on shore power-ready vessels 1 0 0 Member of corporate intiatives that reduce air pollution (coZEV, ZEMBA) 1 3 3 3 3 Founding member of coZEV, ZEMBA 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	End Port Pollution Now TOTAL SCORE: 31		
Publicy-stated air pollution reduction commitment 5 5 5 5 5 5 5 5 5	Performance Criteria	Possible Points	Company Score
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Founding member of coZEV, ZEMBA I.5 Ind Port Pollution Now: Implementation Plan (20% of category grade) Taking steps to quantify air pollution from transport of goods on oceangoing vessels Providing funding directly or indirectly for air pollution reduction reasures/fuels/infrastructure in ports (ZEV, operations, drayage) Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks Deducting points for LNG/CNG port operations and drayage I-1 Independent of the Company of the Comp		1	0
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Scope I-3 + partial criteria pollutant Scope I-3 + partial criteria pollutant Scope I-3 + partial criteria pollutants Scope I-3 + criteria pollutants Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels Performance Criteria Possible Points Abandon Dirty Ships: Commitment Solve of category grade) Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Abandon Dirty Ships: Commitment Solve remission vessels immediately Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030		(1)	
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Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 1.5 100% ZEV by 2030	Performance Criteria	Possible Points	Company Sco
Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 1.5 100% ZEV by 2030	Abandon Dirty Ships: Commitment (30% of category grade)	9	8.5
Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 1.5 100% ZEV by 2030		2	2
Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 1.5 1.5	Transport explicit targets	2	2
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Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	6
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	2²
RFP for lower-emission shipping	2	2
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	_
 Absolute emissions reductions from transport 	Bonus +2	+2
Abandon Dirty Ships: Advocacy (20% of category grade)	6	4
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	4
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	8
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0.5^{3}
 Annual public reporting of transport emissions 	4.5	4.5
Annual public reporting of maritime emissions	2	2
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0.5
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0.5

Fut Zero at the Helli	TOTAL SCORE: 31.5

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	9.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
Upstream transport-specific commitment	3	3
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	1
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I)	2.5 (0.5) (I)
COZEV Membership	(1)	(1)

² Much more focused on land transport, but also moving cargo off ships and onto electric trains, etc.; some biofuels

³ IKEA reports their emissions by transport type, and their percentage of goods shipped intermodelly vs. trucks, but the company does not break down forms of intermodal transport





Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	6
• ZEMBA	2	2
Benchmarks for moving cargo onto ZEVs	1	$\overline{1}$
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	2
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	ſ	0
 Efficiency and optimization (e.g., reducing packaging size and weight) 	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	5.5
First Movers Coalition	1.5	0
 CoZEV 	1.5	1.5
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	1	1
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	3
Put Zero at the Helm: Transparency (30% of category grade)	10.5	10.5
CDP Climate report	2	2
 Annual CSR report with GHG and air pollution disclosure 	8.5	8.5
• Includes Scope 3	(1.5)	(1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(1.5)
 Discloses Category 4 ("upstream") transportation or "distribution" 	(1)	(1)
 Mentions maritime shipping specifically 	(1.5)	(1.5)
Methodology underlying calculations	(0.5)	(0.5)
 3rd party verification of calculations 	(0.5)	(0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (0.5)	(1.5) (0.5)

18.75

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. LG earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, LG Electronics earned only 18.75 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

LG Electronics is a South Korean multinational conglomerate with annual revenue over \$60B USD. LG claims its "products and services are carefully designed with the consideration of contributing to a sustainable future for our customers, communities, and the environment." Unfortunately, LG has thus far failed to prioritize reductions in its product transportation air pollution and greenhouse gas emissions, including maritime shipping.

Neighborhoods around coastal ports are predominantly lower income and often black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. LG has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions.

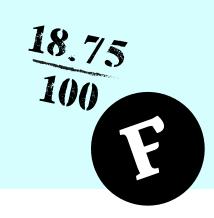
LG acknowledges the "seriousness of issues" like "environmental pollution and the climate crisis" and claims to be "responding to these issues." LG has committed to reduce its Scope I & 2 emissions by 54.6% and its Scope 3 emissions by 20% from a 2020 baseline by 2030. The COVID pandemic ushered in an e-commerce boom and global emissions from shipping reached all-time highs. The use of a 2020 baseline results in far weaker reduction targets as compared to using a pre-pandemic baseline because emissions were abnormally inflated during that year. LG's commitments and plan neither explicitly name maritime shipping nor appear to include greenhouse gas emissions from maritime shipping in its supply chain.

In the short term, LG Electronics has made no mention of switching to short-term, lower-emission shipping options. LG has failed to publicly advocate for environmentally and climate-responsible maritime fuels and has neglected to publicly reject false solutions such as blue/gray/pink (fossil fuel and nuclear-derived) hydrogen, lower sulfur heavy fuel oil blends, liquefied natural gas (LNG), and so-called Exhaust Gas Cleaning Systems (i.e., scrubbers).

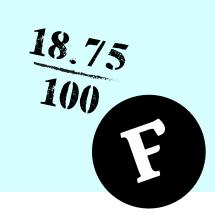
Ship It Zero calls on LG to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reduction solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages LG to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.



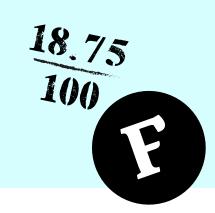


End Port Pollution Now TOTAL SCORE: 7		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	1
 Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	5 1 3 1.5	0 0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
Taking steps to quantify air pollution from transport of goods on oceangoing	2	0
 vessels Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	o
Dedicated staff negotiating with ports for pollution reduction operational	2	0
 measures, infrastructure and/or fuels Public support for policy or regulatory measures to reduce port pollution 	4	0
(climate)Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	6
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions Only Scope I & 2 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels 	3 (I) (I.5) (2) (3) 3 3.5 0.5 0.5	(3) 3 0 0
Abandon Dirty Ships TOTAL SCORE:	0.5	
Performance Criteria	Possible Points	Company Scor
Abandon Dirty Ships: Commitment (30% of category grade)	9	2.5
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 I00% ZEV by 2030 Using LNG or carbon credits as a purported solution 	2 2 2 1 1.5 0.5 -2	1 0 0 0 1.5 0



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	-2 —
Absolute emissions reductions from transport	Bonus +2	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	0
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	o
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	0
Annual public reporting of maritime emissions	2	Ö
Annual reporting of percentage of goods on lower & ZEV emission vessels	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0
Put Zero at the Helm TOTAL SCORE	: 11.25	
Performance Criteria	Possible Points	Company Score

renormance Criteria	Possible Politis	Company score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	2
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	1.5 ²
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (1) (1)	0.5 (0.5)



Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	1
 ZEMBA Benchmarks for moving cargo onto ZEVs Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping 	2 ! 2	0 0 0
corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds • Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	ſ	1
Efficiency and optimization (e.g., reducing packaging size and weight)	1	0
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
 First Movers Coalition CoZEV Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business 	1.5 1.5 1	0 0 1
Network Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7.25
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5.25 (0.75) ³ (1.5) (0.5) ⁴ (0) (0.5) (0.5) (1) (0)

³ Excludes maritime shipping

⁴ Excludes maritime





The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Living Spaces earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Living Spaces earned a shocking o out of 100 possible points, or an F, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution. It is tied with Ashley's Furniture Industries for being the worst performing retail company of all 18 retail brands analyzed.

Living Spaces is a home furnishings retailer with its primary market in the United States. Living Spaces has not set climate reduction targets for its greenhouse gas emissions. It does not report to the Carbon Disclosure Project.

Living Spaces is the only company analyzed that does not publish a corporate social responsibility report.

It has failed to address its air pollution emissions in its supply chain. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address maritime air pollution emissions. Living Spaces has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions.

The company's failure to address its climate and air pollution across its supply chain — including its ocean shipping — put it at risk of future obsolescence. Eco-conscious millennial and Gen Z consumers make up a growing percentage of current and future markets. Brands that address these concerns are expanding in US and global markets.

Ship It Zero calls on Living Spaces to take immediate steps to address its climate and air pollution emissions across its supply chain. We urge Living Spaces to adopt science-based climate targets for reducing its Scope I, 2, and 3 emissions. These targets must include urgent action to reduce its impact on port and coastal communities through adopting maritime-specific pollution reduction targets.

We urge Living Spaces to rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions for its maritime shipping. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

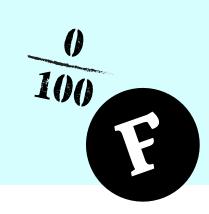
Ship It Zero also encourages Living Spaces to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.





TOTAL SCORE: 0

End Port Pollution Now



Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
 Publicly-stated air pollution reduction commitment 	5	0
Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (co.7EV, 7EMBA)	7	0 0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	1.5	0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
Deducting points for LNG/CNG port operations and drayage	- l	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	o
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	0
• Only Scope & 2	(I) (I.5)	
 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting 	(2)	
 Scope I-3 + criteria pollutants 	(3) 3	0
 Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) 	3.5	0 0
 Public reporting of routes and ports of unlading 	0.5	0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	<u> </u>	0
Abandon Dirty Ships TOTAL SCORE	E: o	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	O
Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets	2	0
Transport explicit targetsMaritime targets	2	0
 Commitment to move cargo to lower-emission vessels immediately 	1	0
Benchmarks, including reductions by 2030	1.5	0
• 100% ZEV by 2030	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	_

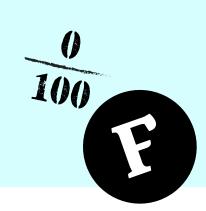




Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	o
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	_
Absolute emissions reductions from transport	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	o
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	o
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	0
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0
Put Zero at the Helm TOTAL SCOR	E: o	
Performance Criteria	Possible Points	Company Score

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	O
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	0
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	0





Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	0
◆ ZEMBA	2	0
 Benchmarks for moving cargo onto ZEVs 	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	I	0
Efficiency and optimization (e.g., reducing packaging size and weight)	1	0
Put Zero at the Helm: Advocacy (20% of category grade)	7	0
 First Movers Coalition 	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	0
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	0
CDP Climate report	2	0
 Annual CSR report with GHG and air pollution disclosure 	8.5	0
 Includes Scope 3 	(1.5)	
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	
 Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically 	(I) (I.5)	
 Methodology underlying calculations 	(0.5)	
 3rd party verification of calculations 	(0.5)	
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (0.5)	

22.75 100

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Lowe's earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Lowe's earned only 22.75 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Home improvement giant Lowe's has failed to make any public commitments to reduce port pollution or decarbonize its maritime shipping practices. Lowes has made a commitment to reduce Scope 3 emissions by 22.5% by 2030, which includes upstream transportation. Unfortunately, this commitment, as well as their commitment to reduce emissions from Scopes I and 2 by 40% by 2030, is relative to a 202I baseline. The COVID pandemic ushered in an e-commerce boom and global emissions from shipping reached all-time highs. The use of a 202I baseline results in far weaker reduction targets as compared to using a pre-pandemic baseline because emissions were abnormally inflated. The company's commitment to reach net-zero emissions by 2050 is not ambitious enough to keep global temperature rise below I.5°C.

Though Lowe's is taking steps to optimize trucking efficiency and engage suppliers on SBTi targets, Lowe's does not have a logistics policy that prioritizes reducing air pollution in port communities. Lowe's does not advocate for expanded zero-emission vessel (ZEV) infrastructure such as shore power, zero-emission offshore charging stations or have a plan to shift their contracts to lower-emissions ships. Lowe's has not publicly rejected liquified natural gas (LNG).

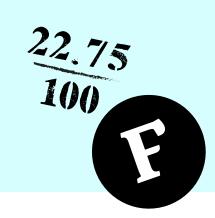
Lowe's participates in the annual Carbon Disclosure Project climate survey. 2022 is the first year that the company has reported on Scope 3 emissions and upstream transport emissions, but states that the provided emissions data excludes ocean shipping (Lowes 2022 CDP Climate Survey, page 24 of 46). The company also fails to report criteria pollutants. Lowe's does not provide information on its cargo transport patterns, lower emission shipping use, or plans to transition to zero-emission vessels.

Ship It Zero calls on Lowe's to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Lowe's to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.







 End Port Pollution Now: Commitment (30% of category grade) Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels 	Possible Points 10.5	Company Scor
 (30% of category grade) Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels 		0
Commitment to shipping goods on shore power-ready vessels	5 I	
	1	0
Manahan af agus angka initiatiraa that nachura dhu a dhuktaa / - 751/ 751/151	<u>-</u>	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	3 1.5	0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	3
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	1.51
 Only Scope I & 2 Scope I & 2 + partial criteria pollutant 	(I) (I.5)	
 Scope I-3 + partial criteria pollutant reporting 	(2) (3)	
 Scope I-3 + criteria pollutants Public disclosure of transport emissions 	3	1.52
Broken down by maritime vs. terrestrial transport type (ocean vs. land)	3.5	0
Public reporting of routes and ports of unlading	0.5	0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	0.5	0
Abandon Dirty Ships TOTAL SCORE: 7.75	25	
Performance Criteria	Possible Points	Company Sco
Abandan Dinty Shing Commitment		
Abandon Dirty Ships: Commitment (30% of category grade)	9	3.5
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets 	2 2	 3 4
 Maritime targets 	2	0
Commitment to move cargo to lower-emission vessels immediately	1	0
Benchmarks, including reductions by 2030	1.5	1.5
 100% ZEV by 2030 Using LNG or carbon credits as a purported solution 	0.5 -2	0

¹Only Scope I-3

²CDP report states that Lowe's explicitly excludes ocean transport from reported emissions

³ Have a Scope 3 target, but also based on a 2021 baseline

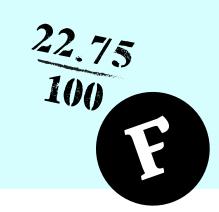
⁴ Working to reduce transportation emissions, but focused on land-based transport



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	25
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	
 Absolute emissions reductions from transport 	Bonus +2	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	o
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	2.25
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	r 0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
Annual public reporting of transport emissions	4.5	2.25
 Annual public reporting of maritime emissions 	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0
Put Zero at the Helm TOTAL SCOR	E: 12	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment	10.5	2.5

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	2.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	2
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	0.5 (0.5)





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	1.5
• ZEMBA	2	0
 Benchmarks for moving cargo onto ZEVs 	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	0.56
Efficiency and optimization (e.g., reducing packaging size and weight)	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
First Movers Coalition	1.5	0
• CoZEV	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	I	I
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically 	2 8.5 (1.5) (1.5) (1) (1.5)	2 5 (1.5) (0) (1) (0)
 Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(0.5) (0.5) (1.5) (0.5)	(0.5) (0.5) ⁷ (1.5) (0)

⁶ Working with suppliers on reducing Scope 3 emissions

Only Scopes I & 2

45

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Nike earned an F in the ending port pollution category; a D in abandoning dirty ships; and a C in putting zero at the helm. Overall, Nike earned 45 of 100 available points, or a D grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Athletic footwear and apparel giant Nike has made progress in addressing climate change in the past and have taken some steps towards addressing its maritime shipping impacts. Though Nike earned a "D" on the Ship it Zero 2023 Report Card, it is just a few steps away from a much stronger grade in its fight against maritime shipping pollution. We urge Nike to "Just Do It!"

Nike's 2019 "Move to Zero" commits the company to reduce absolute greenhouse gas emissions across its global supply chain by 30 percent by 2030, and to reach net zero by 2050. Nike's Scope 3 absolute greenhouse gas emissions reduction targets include its "upstream transportation" of products, but Nike failed to make an explicit public commitment to address CO_2 e emissions from the maritime shipping in its supply chain. Nike has, however, set a goal to prevent any increases in Scope 3 emissions from 2020 baseline — including upstream transportation. The COVID pandemic ushered in an e-commerce boom and global emissions from shipping reached all-time highs. The use of a 2020 baseline results in far weaker reduction targets as compared to using a pre-pandemic baseline because emissions were abnormally inflated.

Nike performed particularly poorly in addressing the human health impact of air pollution from its maritime shipping. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. Nike has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions. There is no evidence that Nike publicly supports the use of onshore power for ships while in port, commonly referred to as "shore power." Shore power eliminates the need to run the ship engines while in port, drastically reducing localized air pollution. Nike appears to have failed to enter partnerships with ports or carriers to reduce air pollution in and near ports.

Nike was penalized for using liquefied natural gas (LNG) trucks for port operations. LNG is a fossil fuel that is primarily methane, a potent greenhouse gas that has over 80% more heat-trapping power on a 20-year timescale compared to CO_2 . It is the second leading contributor to human-caused climate change. A 2020 comparative analysis showed that LNG powered ocean vessels emit 70-82% more climate-disrupting lifecycle greenhouse gases than business-as-usual.

Non-fossil methane gas, so-called "biomethane" or "renewable natural gas" is at times touted by the fossil fuel and shipping industries as a future "clean" maritime fuel. However, once produced, it is still methane and presents the same climate-warming emissions profile in combustion engines as its fossil fuel counterpart.

The shipping and fossil fuel industries often point to lower emissions of some air pollutants (NOx, SOx, and particulate matter) as benefits of the use of LNG. While these particular pollutants may be reduced, they are not eliminated. Further, the unintentional methane releases are a precursor to ground level ozone when the gas reacts with sunlight, contributing to smog and causing damage to the human respiratory system. Children are the most vulnerable to its health impacts.

While LNG is primarily methane (CH_4), the concentrations vary from between 70-99% depending on the feedstock. Other hydrocarbons commonly found in LNG are ethane, butane, and propane. Butane and propane are both categorized as Very Volatile Organic Compounds (VVOC) by the United States Environmental Protection Agency, readily reacting with sunlight to form ground level ozone.

In addition, the incomplete combustion of both methane and propane have been shown to produce benzene, carbon monoxide, and formaldehyde. While all of these pollutants are hazardous to human health, benzene raises significant concerns as it is a known human carcinogen. There is no known safe level for human exposure to benzene.

To its credit, Nike has taken steps to support environmentally sustainable shipping. Nike chartered Future Proof Shipping's first hydrogen-powered zero-emission inland container ship known as H2 Barge I. Nike also claims to have engaged its maritime shipping suppliers (i.e., carriers) and made efforts at increasing its shipping efficiency and optimization. Nike also utilizes the Supply Chain Sustainability Index (SCSI).

We could find no evidence of Nike publicly advocating for environmentally and climate-responsible maritime fuels or rejecting blue/gray/pink (fossil-fuel and nuclear-derived) hydrogen, heavy fuel oil (HFO) and HFO blends, long-term biofuel use, liquefied natural gas (LNG), and Exhaust Gas Cleaning Systems (i.e., "scrubbers"). We could find no evidence of Nike publicly advocating against LNG bunkering infrastructure expansion. We could find no evidence of Nike expressing public support for infrastructure projects that support the deployment of zero-emission vessels (ZEVs).

Nike deserves — and received — credit for its general climate advocacy and public support for strengthening the level of ambition of greenhouse gas reduction policies. Nike is, for example, a member of the Science-Based Target Initiative. We also applaud Nike's involvement in industry groups like Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network. Nike is also active in the Ocean Conservancy-led campaign against Arctic shipping routes. Nike signing the Arctic Shipping Corporate Pledge and urging businesses and industry to make commitments to not ship their goods via the Arctic Ocean is commendable.

Nike has not yet joined Cargo Owners for Zero Emission Shipping (coZEV) or the Zero Emission Maritime Buyers Alliance (ZEMBA).

Nike is relatively transparent about its greenhouse gas emissions and received high scores for this. Nike participates in the Carbon Disclosure Project and reports Scope I-3 emissions, including several health-harming criteria pollutants. Nike discloses the percentage of emissions attributed to transportation (i.e., "distribution"). Nike could go further by providing details about its maritime shipping, such as reporting the percentage of maritime vs. terrestrial transport, routes and ports of lading and unlading, and the percentage of cargo on cleaner and shore power-ready vessels.

Ship It Zero calls on Nike to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Nike to join more ambitious business coalition efforts to decarbonize maritime shipping, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV). These initiatives offer collaboration and collective power to accelerate the transition to zero-emission vessels.







End Port Pollution Now TOTAL SCO	RE: 5	
Performance Criteria	Possible Points	Company Sco
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
Publicly-stated air pollution reduction commitment	5	0
 Commitment to shipping goods on shore power-ready vessels 	1	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) 	3	0
 Founding member of coZEV, ZEMBA 	1.5	0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	-1
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	-1
End Port Pollution Now: Advocacy (20% of category grade)	7	1
Dedicated staff negotiating with ports for pollution reduction operational	2	0
 measures, infrastructure and/or fuels Public support for policy or regulatory measures to reduce port pollution (climate) 	4	1
Joining coZEV	1	0
End Port Pollution Now: Transparency	10.5	5
(30% of category grade)		
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	2
 Only Scope I & 2 Scope I & 2 + partial criteria pollutant 	(I) (I.5)	
 Scope I-3 + partial criteria pollutant reporting 	(2)	(2)
 Scope I-3 + criteria pollutants 	(3) 3	7
Public disclosure of transport emissions Problem days by respititors as to prostrict transport to the disclosure lead to the disclosure of the disclos	3.5	3 0
 Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading 	0.5	0
 Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels 	0.5	0
Abandon Dirty Ships TOTAL SCORE:	16.5	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	4
 Absolute GHG reduction targets that include Scope 3 emissions 	2	2
Transport explicit targets	2	2
Maritime targets	2	0
Commitment to move cargo to lower-emission vessels immediately	1	0
Benchmarks, including reductions by 2030	1.5	0
• 100% ZEV by 2030	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	_

Using LNG or carbon credits as a purported solution



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	6
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	41
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	_
Absolute emissions reductions from transport	Bonus +2	+2
Abandon Dirty Ships: Advocacy (20% of category grade)	6	2
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	2²
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	4.5
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
 Annual public reporting of maritime emissions 	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5 0.5	0 0
Put Zero at the Helm TOTAL SCORE:	23.5	
Performance Criteria	Possible Points	Company Score

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
Upstream transport-specific commitment	3	3
Maritime-specific reduction commitment	2	0
 "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 		
• Other	2.5	0.5
 Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	(0.5) (I) (I)	(0.5)

¹Biofuels

² General climate advocacy





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	4
• ZEMBA	2	0
Benchmarks for moving cargo onto ZEVs	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	2
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	1
Efficiency and optimization (e.g., reducing packaging size and weight)	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	4
First Movers Coalition	1.5	0
• CoZEV	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	1	1
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	3
Put Zero at the Helm: Transparency (30% of category grade)	10.5	9
	2	2
 CDP Climate report Annual CSR report with GHG and air pollution disclosure 	8.5	7
• Includes Scope 3	(1.5)	(1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(1.5)
 Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically 	(I) (I.5)	(I) (O)
Methodology underlying calculations	(0.5)	(0.5)
3rd party verification of calculations	(0.5)	(0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (0.5)	(1.5) (0.5)

16.5

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Samsung earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Samsung earned an abysmal 16.5 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Despite Samsung's stated intention in its Global Code of Conduct to do its "best to conduct environmental improvement activities" (Principle 4-I) and give priority consideration to the "health and safety of human beings" (Principle 4-2), South Korean multinational electronics corporation Samsung earned just I6.5 of I00 available points, or an "F" grade, on the Ship it Zero 2023 Report Card. The company has significant room for improvement to end its ocean shipping pollution.

Samsung has set weak decarbonization targets of achieving company-wide "net zero carbon emissions (Scope I & 2) by 2050" and "transitioning to I00% renewable energy by 2050." Samsung appears to have some understanding of the importance of decarbonizing its value chain and reducing Scope 3 emissions from "product delivery." Samsung's strategy is to streamline "logistics processes," including changing transportation routes, improving loading efficiency and transport management efficiency. Samsung makes no explicit public commitment to address port pollution or emissions from maritime shipping. It also fails to commit to switch to currently available cleaner marine fuels for shipping its cargo in the short-term (e.g., MGO, biofuels) nor does it commit to avoid false solutions like liquified natural gas (LNG).

Ship It Zero does not support long-term biofuel use, as it is not a scalable solution for the maritime sector and still produces problematic emissions. We do, however, recognize that this does provide some immediate reductions in lifecycle air pollution and greenhouse gas emissions compared to fossil fuel combustion. Biofuel is a valid short-term bridge fuel for harm reduction while zero-emission fuels and technologies are brought to scale.

Samsung's 2022 Sustainability Report claims to have "improvement plans and tasks" and that "their implementation status is closely monitored on a continuous basis." Samsung states that it is "reducing the volume and weight of packaging to mitigate GHG emissions in the transportation and shipping process." It was given partial credit for these efforts, though they are not specific to maritime shipping.

Samsung has failed to publish any detailed plan to address the climate or public health impacts of maritime shipping.

Given its size and influence, Samsung could play a critical role in developing and strengthening policy regarding maritime shipping pollution reduction and decarbonization. Unfortunately, Samsung has not taken the opportunity. Samsung has not expressed public support for connecting ships to onshore power while in port (shore power), offshore zero-emission charging stations, nor has Samsung entered partnerships with ports or carriers to reduce air pollution in and near ports. Samsung fails to advocate for environmentally and climate-responsible maritime fuels. Samsung fails to disavow false solutions like blue/gray/pink (fossil-fuel and nuclear derived) hydrogen, heavy fuel oil (HFO) and HFO blends, long-term biofuel use, liquefied natural gas (LNG), and Exhaust Gas Cleaning Systems. Samsung does not publicly advocate against LNG bunkering infrastructure expansion. Samsung fails to express public support for infrastructure projects that support the deployment of zero-emission vessels (ZEVs). Samsung failed to enter into partnerships/offering financial support for the development of ZEV shipping corridors and ZEV technologies. Samsung failed to work with carriers, ports, regulators and policymakers to secure additional funding and/or incentives for ZEV infrastructure projects and newbuilds. Samsung failed to become a signatory of the Cargo Owners for Zero Emissions Shipping (coZEV) Ambition Statement nor is it a member of the Zero Emission Maritime Buyers Alliance (ZEMBA).

Samsung recognizes the environmental and social costs of air pollutants like NOx, SOx, and PM emissions, but does not publicly report most of its criteria air pollution emissions from the ocean shipping in its supply chain. Samsung does report its Scope I, 2 and 3 and nitrogen oxide, one of six common air pollutants also known as criteria air pollutants. Samsung does not report its other criteria air pollutant emissions: sulfur oxides, particulate matter, ozone, and carbon monoxide. It also fails to disclose its maritime shipping routes and ports of lading and unlading, nor does it report the percentage of cargo moved to cleaner vessels, through green ports, or on shore power-ready ships.

The CDP report also breaks out Category 4 ("upstream") transportation and reports progress towards achieving interim benchmarks and long-term commitments. Samsung's calculations include shipping and inland transportation emissions data and it pledges to continue to increase the accuracy.

We urge Samsung to adopt science-based climate targets for reducing its Scope I, 2 and 3 emissions. These targets must include urgent action to reduce its impact on port and coastal communities through adopting maritime-specific pollution reduction targets.

Ship It Zero calls on Samsung to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Samsung to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.





TOTAL SCORE: 4.5

End Port Pollution Now



End Fort Foliation Now FOTAL SCO.		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	o
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels	<u> </u>	0
Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Town diagraphs and coZEV, ZEMBA	3	0
 Founding member of coZEV, ZEMBA 	1.5	0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution 	2	0
reductions with benchmarks • Deducting points for LNG/CNG port operations and drayage	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	4.5
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	1.5
• Only Scope I & 2	(I) (I.5)	/(F) 1
 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting 	(2)	(I.5) ¹
 Scope I-3 + criteria pollutants 	(3)	_
Public disclosure of transport emissions Problem down by positional transport type (accepted land)	3 3.5	3
 Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading 	0.5	0 0
 Public reporting of percent of cargo on cleaner and shore power-ready vessels 	A -	0
Abandon Dirty Ships TOTAL SCORE	: 2.5	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	o
 Absolute GHG reduction targets that include Scope 3 emissions 	2	0
Transport explicit targets	2	0
Maritime targets	2	0
Commitment to move cargo to lower-emission vessels immediately	1	0
Benchmarks, including reductions by 2030 100% 75V by 2030	1.5	0
 I00% ZEV by 2030 Using LNG or carbon credits as a purported solution 	0.5 -2	0
25.116 Elite of carbott credits as a parported solution	- L	_





Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
Absolute emissions increases from transportation/ failure to disclose	-2	-2
transport emissions	-	_
Absolute emissions reductions from transport	Bonus +2	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	o
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	4.5
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
Annual public reporting of maritime emissions	2	0
Annual reporting of percentage of goods on lower & ZEV emission vessels	0.5	0
Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs	0.5	Ö
Put Zero at the Helm TOTAL SCORE	∷ 9.5	

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	1
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	0.5
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	0.5 (0.5)





Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	0.5
• ZEMBA	2	0
Benchmarks for moving cargo onto ZEVs	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	0
 Efficiency and optimization (e.g., reducing packaging size and weight) 	I	0.5 ²
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
First Movers Coalition	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	l
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
 CDP Climate report Annual CSR report with GHG and air pollution disclosure 	2 8.5	2 5
 Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	(1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0)
See analog regards vertages to use the Global Englishes Emissions Council Hamework	(0.5)	(0)

37.25 100

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Target received an F in the ending port pollution category; an F in abandoning dirty ships; and a D in putting zero at the helm. Overall, Target earned only 37.25 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Target has taken some positive steps to address its ocean shipping pollution. In September 2022, the company joined the Cargo Owners for Zero Emission Vessels (coZEV), which commits to achieving 100% zero-emission ocean shipping by 2040. Target has set Scope I, 2 & 3 targets that have been verified by the Science Based Targets initiative (SBTi). It is committed to reducing its absolute Scope 3 greenhouse gas emissions by 30% by 2030 from a 2017 baseline. This 2030 Scope 3 commitment includes "retail purchased goods and services," but it is unclear whether this includes maritime shipping.

Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. Target has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint. The company has made statements of support for vehicle electrification and zero-emission transportation, but no supporting data was provided for how it is supporting this transition. Target has failed to make any other public commitments or take any actions to reduce air pollution in port communities. For example, Target has failed to ship goods on shore-power-ready vessels or publicly support policy or regulatory measures to reduce port pollution.

Target could be doing more to implement its commitments and policies. Target reports urging suppliers to adopt the SBTi (Science-Based Targets initiative) and taking steps to optimize the efficiency of its packaging, both of which earned it points. Yet Target has failed to report working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of zero-emission vessel (ZEV) shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds. It has also not reported any pilot projects or contracts for lower emission ocean shipping programs from cargo carriers, unlike many of its competitors.

Target does engage in advocacy efforts through trade associations. In addition to coZEV, Target is active in the Sustainable Freight Buyers Alliance, Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, CERES, Race to Zero, and the Business Ambition for I.5. Unfortunately, Target has failed to join the Zero Emission Maritime Buyers Alliance (ZEMBA) or the First Movers Coalition. Target has also expressed support for strengthening the level of ambition of the GHG reduction policies generally.

Target completed the Carbon Disclosure Project's (CDP) annual climate survey and received the maximum points in the Ship It Zero report card for reporting its emissions transportation emissions, including from maritime transportation. Few companies in the report card took this step, and Ship It Zero applauds Target's effort in this area. However, these emissions were not reported by transportation mode, but rather as one emissions figure. We would encourage Target to break down its upstream transportation emissions by transport mode in its reporting.

Target earned points for reporting its Scope I, 2 & 3 greenhouse gas emissions and for reporting some criteria pollutants. Target could improve its transparency grade by disclosing its maritime cargo carriers and volumes of goods/carrier, modes of product transport by percentage of goods, percentage of goods on lower emission & ZEV vessels, and fuels or technologies employed by lower emission and zero-emission vessels.

At #33 on the Fortune 500, with revenue of \$109 billion and profit of \$2.7 billion, Target Corporation can afford to provide more leadership to address the climate and public health impacts of its supply chain maritime shipping.

Ship It Zero calls on Target to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution reduction solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Target to consider joining the Zero Emission Maritime Buyers Alliance (ZEMBA), which offers collaboration and collective purchasing power to accelerate the transition to zero-emission ocean shipping.







End Port Pollution Now TOTAL SCORE: 8.5		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	3
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels Marshar of a graph statistic that and use air a climatic (ac 75) (75MPA)	7	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	3 1.5	3 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	o
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
Deducting points for LNG/CNG port operations and drayage	- I	_
End Port Pollution Now: Advocacy (20% of category grade)	7	1
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	1
End Port Pollution Now: Transparency (30% of category grade)	10.5	4.5
• Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3)	3	1.51
reductions ∘ Only Scope I & 2	(1)	
 Scope I & 2 + partial criteria pollutant 	(1.5) (2)	
 Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(3)	
Public disclosure of transport emissions	3	3
Broken down by maritime vs. terrestrial transport type (ocean vs. land)	3.5	0
 Public reporting of routes and ports of unlading 	0.5	0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	0.5	0
Abandon Dirty Ships TOTAL SCORE:	: 11	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	4.5
 Absolute GHG reduction targets that include Scope 3 emissions 	2	2
Transport explicit targets	2	1
Maritime targets	2	0
 Commitment to move cargo to lower-emission vessels immediately 	1	0
Benchmarks, including reductions by 2030	1.5	1.5
100% ZEV by 2030 10ing LNC on combine and distance and adjusting adjusting and adjusting and adjusting and adjusting adjusting adjusting adjusting and adjusting adj	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	





Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-1
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	-l —
Absolute emissions reductions from transport	Bonus +2	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	2
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	2
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	6
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	- 0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
 Annual public reporting of maritime emissions 	2	1.5
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0
Put Zero at the Helm TOTAL SCORE	: 17.75	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment	10.5	5.5
(30% of category grade)		
 General climate commitment Commitment applies to Scope 3 	3	3
 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 		
• 2040 vs. 2050	7	^
 Upstream transport-specific commitment Maritime-specific reduction commitment 	3 2	0 <u>2</u>
 "Intime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets 	L	I ⁻
 Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound 		
targets)		
 Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., 		
MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels		

2.5

(0.5)

(I) (I) 1.5

(0.5)

(0)

(1)

Other

Mentions low- and zero-emission vessels

Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)

• Timeline: by 2030 vs. 2040 vs. 2050

ZEMBA membership

CoZEV membership





Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	2
◆ ZEMBA	2	0
 Benchmarks for moving cargo onto ZEVs 	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	1	1
• Efficiency and optimization (e.g., reducing packaging size and weight)	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	2.5
First Movers Coalition	1.5	0
 CoZEV 	1.5	1.5
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	l
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7.7 5
CDP Climate report	2	2
 Annual CSR report with GHG and air pollution disclosure Includes Scope 3 	8.5 (1.5)	5.75 (1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(0)
 Discloses Category 4 ("upstream") transportation or "distribution" 	(1)	(1)
Mentions maritime shipping specifically	(1.5)	$(0.75)^3$
 Methodology underlying calculations 3rd party verification of calculations 	(0.5) (0.5)	(0.5) (0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment 	(1.5)	(1.5)
 Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(0.5)	(0)

39.5

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. VF Corporation earned an F in the ending port pollution category; a D in abandoning dirty ships; and a D in putting zero at the helm. Overall, VF Corporation earned only 39.5 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

VF Corporation is a fashion giant and the parent company of well-known fitness and outdoor lifestyle apparel brands, including The North Face, Icebreaker, Smartwool, Altra, and Vans, among others. While VF Corp has taken some initial steps to address its maritime shipping pollution, its efforts fall far short of what is necessary to address the human health and climate impacts from its current practices.

VF Corporation performed particularly poorly in addressing the human health harming air pollution from its maritime shipping. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. VF Corporation has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions. VF Corporation does not appear to advocate for regulations to limit port pollution or invest in emissions reduction infrastructure at ports. Ship It Zero urges VF Corporation to use its position and resources to directly negotiate with ports and advocate for increased investment in zero-emission port infrastructure.

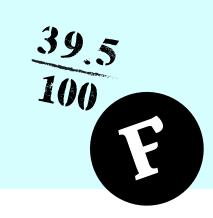
VF Corporation has taken some positive steps to immediately reduce their emissions from maritime shipping, including signing up for Maersk's ECO delivery program. This program offers lower-carbon shipping through replacing fossil fuels with greener maritime fuels. The company has also joined the Smart Freight Centre's Clean Cargo initiative, which is focused on improving vessel efficiency. VF corporation needs to share more information on its utilization of maritime shipping and more specifically quantify its emissions from its transport operations and maritime shipping specifically.

VF Corporation has committed to reducing its Scope I & 2 emissions by 55% and its Scope 3 emissions — including upstream transportation — by 30% by 2030 from a 2017 baseline. While these commitments are significant, Ship It Zero calls on VF Corporation to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

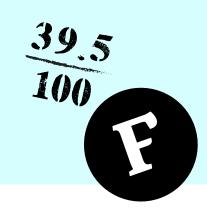
VF Corporation's overall goal of net neutrality by 2050 is not reflective of the urgent need to rapidly decarbonize in line with the Intergovernmental Panel on Climate Change's recommendations to halve global emissions across all sectors by 2030. Ship It Zero also encourages VF Corporation to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.







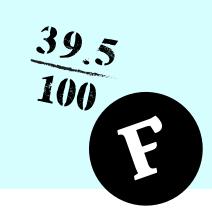
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Performance Criteria Abandon Dirty Ships: Commitment (30% of category grade) Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Maritime targets Commitment to move cargo to lower-emission vessels immediately Company Score (3) 3 3 3 3 3 3 4 Broken down by maritime vs. terrestrial transport type (ocean vs. land) 3.5 0 Company Score Public reporting of routes and ports of unlading 0.5 0 Desible Points Company Score Company Score Abandon Dirty Ships: Commitment (30% of category grade) Absolute GHG reduction targets that include Scope 3 emissions Commitment to move cargo to lower-emission vessels immediately Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 1.5 100% ZEV by 2030 0.5	 Only Scope I & 2 Scope I & 2 + partial criteria pollutant 	(1.5)	
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Public reporting of percent of cargo on cleaner and shore power-ready vessels Abandon Dirty Ships TOTAL SCORE: 16.5		0.5	
Performance Criteria Abandon Dirty Ships: Commitment (30% of category grade) Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 Commitment to move Criteria Possible Points 1 0 1 1 1 1 1 1 1 1 1 1 1	· · · · · · · · · · · · · · · · · · ·	0.5	0
Abandon Dirty Ships: Commitment (30% of category grade) • Absolute GHG reduction targets that include Scope 3 emissions • Transport explicit targets • Maritime targets • Commitment to move cargo to lower-emission vessels immediately • Benchmarks, including reductions by 2030 • 100% ZEV by 2030 • 100% ZEV by 2030	Abandon Dirty Ships TOTAL SCORE:	16.5	
 (30% of category grade) Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 100% ZEV by 2030 	Performance Criteria	Possible Points	Company Score
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 Absolute GHG reductions include Scope 3 emissions 1 1 1 1 1 1 1 0 0 0 		9	4
 Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 0.5 	 Absolute GHG reduction targets that include Scope 3 emissions 		I
 Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 100% ZEV by 2030 	· · · · · · · · · · · · · · · · · · ·		
 Benchmarks, including reductions by 2030 100% ZEV by 2030 0.5 		2	0
• 100% ZEV by 2030 0.5 0	,	 5	1
			ι 0
	 Using LNG or carbon credits as a purported solution 	-2	-



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	4
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	4
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose 	-2	1
transport emissions Absolute emissions reductions from transport	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	4
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	4
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	4.5
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
 Annual public reporting of maritime emissions 	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	3 2	3 0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (1) (1)	0.5 (0.5)





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	2
• ZEMBA	2	0
Benchmarks for moving cargo onto ZEVs	<u>-</u> 1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	1
Efficiency and optimization (e.g., reducing packaging size and weight)	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
• First Movers Coalition	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	l
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	8.5
	•	•
CDP Climate report As a self-CSP as a set with CLIC and air a all ution displaying.	2	2
 Annual CSR report with GHG and air pollution disclosure Includes Scope 3 	8.5 (1.5)	6.5 (1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(1.5)
 Discloses Category 4 ("upstream") transportation or "distribution" 	(1)	(1)
 Mentions maritime shipping specifically Methodology underlying calculations 	(1.5) (0.5)	(0) (0.5)
3rd party verification of calculations	(0.5)	(0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (0.5)	(1.5)



14.5

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Walmart received an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Walmart earned just 14.5 of a possible 100 points across all three categories, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

As the largest corporation in the world, with \$6II billion in annual revenue, Walmart has an outsized responsibility to address its social and environmental impacts. Unfortunately, thus far, Walmart has failed to address the impacts of its maritime shipping pollution.

Reducing air pollution from maritime shipping is a critical issue for port communities, yet Walmart has made no public commitments or engaged in any efforts or advocacy to address maritime port pollution. Disappointingly, Walmart's investment in, promotion of, and reliance on liquified natural gas (LNG) and compressed natural gas (CNG) for port operations and drayage (so called "middle mile" shipping), negates the company's other admirable efforts to reduce its climate footprint, including its introduction of liquid hydrogen-fueled forklifts and yard trucks.

Natural gas is a fossil fuel that is primarily methane, a potent greenhouse gas that has over 80% more heat-trapping power on a 20-year timescale compared to CO_2 . A 2020 comparative analysis showed that LNG powered ocean vessels emit 70-82% more climate-disrupting lifecycle greenhouse gases than business-as-usual.

Non-fossil methane gas, so-called "biomethane" or "renewable natural gas," is at times touted as a future "clean" maritime fuel by the fossil fuel and shipping industries. However, once produced, it is still methane and presents the same climate-warming emissions profile in ship engines as its fossil fuel counterpart.

Walmart is also showing little effort (in the form of commitments or implementation) to move its cargo to cleaner ships in the near term, and lacks transparency in its reporting.

Walmart deserves and received credit for its climate advocacy with domestic decision makers. Walmart engages in direct public policy advocacy on major climate policy debates at the federal level in the U.S., including: the Inflation Reduction Act (IRA), Infrastructure Investment and Jobs Act, the Build Back Better and the Growing Climate Solutions Act. Walmart was a signatory on the We Mean Business/Ceres letter. It also represented Race to Zero-Retail at COP26 and is a co-lead of the Retail Race to Zero campaign along with IKEA, H&M, Kingfisher and Best Buy.

Walmart also has a relatively ambitious absolute emissions reduction target for its Scope I & 2 emissions, committing to zero-emissions across its global operations by 2040. It does not appear to rely on carbon offsets. Walmart does acknowledge that much of its emissions come from its supply chain, and the company's Scope 3 emissions increased 32% since 2019.

The company's initiative to reduce its Scope 3 emissions, known as "Project Gigaton," addresses suppliers but it is unclear whether it includes ocean cargo carriers. Walmart's Project Gigaton frames its ambition as "avoiding" a gigaton of supply chain greenhouse emissions by 2030. This is particularly problematic as its business continues to grow, and thus its supply chain emissions as well. Walmart fails to disclose its Scope 3 emissions, nor does it make any specific commitments to absolute Scope 3 emissions reductions. With no emission disclosure nor any reduction target or baseline year, it is impossible to evaluate the efficacy of the Project Gigaton initiative.

Unlike Ikea, Target, Amazon and multiple other large retailers, Walmart has also failed to join Cargo Owners for Zero Emission Shipping (coZEV), nor has it joined the Zero Emission Maritime Buyers Alliance (ZEMBA).

While Walmart has a fairly comprehensive plan for its truck fleet and is investing in improving its truck fleet efficiency, the company fails to address the climate and public health impacts of maritime shipping. Ship It Zero urges Walmart to set science-based, absolute Scope 3 emissions reductions targets, as its competitors already have. We call on Walmart to fully disclose its Scope 3 emissions, including its upstream transportation emissions, and set concrete targets for absolute reduction in both criteria air pollutant and greenhouse gas emissions from its ocean shipping.

Walmart is also heavily reliant on the French container shipping line, CMA CGM. This particular carrier is heavily reliant on liquefied natural gas (LNG) in its so-called "decarbonization" pathway. LNG is a fossil fuel that is primarily methane, a potent greenhouse gas that has over 80% more heat-trapping power on a 20-year timescale compared to CO_2 . A 2020 comparative analysis showed that LNG powered ocean vessels emit 70-82% more climate-disrupting lifecycle greenhouse gases than business-as-usual.

Non-fossil methane gas, so-called "biomethane" or "renewable natural gas" is at times touted by the fossil fuel and shipping industries as a future "clean" maritime fuel. However, once produced, it is still methane and presents the same climate-warming emissions profile in ship engines as its fossil fuel counterpart.

We urge Walmart to use its considerable leverage as a major CMA CGM customer to negotiate for fossil-free ocean shipping for its cargo.

Ship It Zero also encourages Walmart to join business coalition efforts to decarbonize maritime shipping, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV). These initiatives offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.







End Port Pollution Now TOTAL SCO	PRE: 2	
Performance Criteria	Possible Points	Company Sco
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
 Publicly-stated air pollution reduction commitment 	5	0
• Commitment to shipping goods on shore power-ready vessels		0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	3 1.5	0
Touriding member of Cozev, Zeriba	1.3	O
End Port Pollution Now: Implementation Plan (20% of category grade)	7	-1
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction 	3	0
measures/fuels/infrastructure in ports (ZEV, operations, drayage)	2	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	-1
End Port Pollution Now: Advocacy 20% of category grade)	7	2
 Dedicated staff negotiating with ports for pollution reduction operational 	2	0
measures, infrastructure and/or fuelsPublic support for policy or regulatory measures to reduce port pollution	4	2
(climate)		_
 Joining coZEV End Port Pollution Now: Transparency 	'	0
(30% of category grade)	10.5	1
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	1
• Only Scope I & 2	(1)	(1)
Scope I & 2 + partial criteria pollutant	(1.5)	
 Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(2) (3)	
Public disclosure of transport emissions	3	0
Broken down by maritime vs. terrestrial transport type (ocean vs. land)	3.5	0
 Public reporting of routes and ports of unlading 	0.5	0
 Public reporting of percent of cargo on cleaner and shore power-ready vessels 	0.5	0
Abandon Dirty Ships TOTAL SCORE	: 4	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	1.75
 Absolute GHG reduction targets that include Scope 3 emissions 	2	 1
• Transport explicit targets	2	2
Maritime targets	2	0
Commitment to move cargo to lower-emission vessels immediately	1	0
	1.5	0.75^{3}
Benchmarks, including reductions by 2030		
	0.5 -2	0 -14

End Port Pollution Now | TOTAL SCORE: 2

¹Project Gigaton

² Land-based only and only Scopes I & 2

³ Project Gigaton (unclear reduction target because it doesn't have a baseline for Walmart's Scope 3 transport emissions)

⁴ Heavy use of LNG for middle mile





Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose 	-2	-2
transport emissionsAbsolute emissions reductions from transport	Bonus +2	_
Absolute emissions reductions from transport	DOITUS 12	
Abandon Dirty Ships: Advocacy (20% of category grade)	6	2
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	25
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	2.25
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
Annual public reporting of transport emissions	4.5	2.25
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs	0.5	0
Annual disclosure of fuels or technologies employed by reported lower	0.5	_
Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm	0.5	0
Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade)	0.5 Possible Points 10.5	Company Score
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 	0.5 2: 8.5 Possible Points	Company Score
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	0.5 Possible Points 10.5 3	Company Score 2 1.5
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG 	0.5 Possible Points 10.5	Company Score
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 Upstream transport-specific commitment Maritime-specific reduction commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound 	0.5 Possible Points 10.5 3	Company Score 2 1.5
• Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) • General climate commitment • Commitment applies to Scope 3 • Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain • 2040 vs. 2050 • Upstream transport-specific commitment • Maritime-specific reduction commitment • "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets • Publicly commit to 100% ZEV by 2030 • Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) • Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels	0.5 Possible Points 10.5 3	Company Score 2 1.5
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs Put Zero at the Helm TOTAL SCORE Performance Criteria Put Zero at the Helm: Commitment (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels 	0.5 Possible Points 10.5 3	Company Score 2 1.5





Performance Criteria	Possible Points	Company Scor
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	1
• ZEMBA	2	0
 Benchmarks for moving cargo onto ZEVs 	1	0
Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV tachnologies. ZEV infrastructure projects and powbuilds.	2	0
 corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	1	0.5
 Efficiency and optimization (e.g., reducing packaging size and weight) 	1	0.5 ⁶
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
First Movers Coalition	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	ſ	1
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	07
Put Zero at the Helm: Transparency (30% of category grade)	10.5	4.5
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 2.5 (0) (0) (0) (0) (0.5) (0.5) (1.5) (0)

⁶Trucks only

⁷Engaging on climate but not shipping



28.75

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Williams-Sonoma, Inc. earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Williams-Sonoma earned 28.75 of 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Williams-Sonoma, Inc. is one of the largest specialty retailers in the United States, and is the parent company of Pottery Barn, PB Teen, Pottery Barn Kids, West Elm, Rejuvenation, Mark & Graham, Williams-Sonoma, Williams-Sonoma Home and its recently launched Greenrow brand. Its annual revenue in 2022 was over \$8.6 billion.

Williams-Sonoma has positioned itself as a leader in environmentally and socially responsible home goods and furniture. Despite the company's substantial resources and purported commitment to sustainability, Williams-Sonoma has thus far failed to address the impact of its maritime shipping.

Williams-Sonoma performed particularly poorly in addressing the human health impact of air pollution from its maritime shipping. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. While the company has a vague goal to "substantially reduce" air pollution, this aspiration seems limited to the impact of their products and manufacturing, not the product transportation in its supply chain. Williams-Sonoma reports on their Scope I-3 greenhouse gas emissions, but has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions. There is no evidence that Williams-Sonoma publicly supports the use of onshore power for ships while in port, commonly referred to as "shore power." Shore power eliminates the need to run the ship engines while in port, drastically reducing localized air pollution. Williams-Sonoms also appears to have failed to enter partnerships with ports or carriers to reduce air pollution in and near ports.

Williams-Sonoma has a stated target of carbon neutrality across Scope I and 2 emissions across their operations by 2025; the company's 2030 goals include a 50% absolute greenhouse gas emissions reduction for Scopes I and 2 and a I4% reduction of Scope 3 emissions. While the company includes upstream transportation in its calculation of Scope 3 emissions, it is unclear if the company includes maritime shipping specifically in its calculations. Though the company received credit for reporting a reduction in emissions from transport, the company does not have maritime-specific emissions reduction goals. Williams-Sonoma does not have contracts or requests for proposals (RFPs) for lower-emissions shipping. We found no record of the company advocating for stricter emissions reduction standards or advocating against fossil fuel buildout or for zero-emission vessel infrastructure. While Williams-Sonoma reports on land-based transport emissions, the company should prioritize reporting on maritime cargo by carrier, maritime shipping emissions, and the percentage of goods shipped by fuel and vessel type.

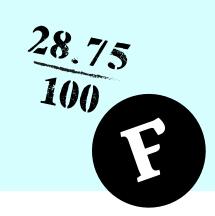
Williams-Sonoma received credit for having a general climate commitment that includes a Scope 3 transport commitment. The company is a member of the We Mean Business Coalition, utilizes efficiency measures, and engages with its suppliers to adopt the Science-Based Targets initiative on emissions reduction. The company does not work with carriers, ports, regulators and policymakers on zero-emission vessel technologies, infrastructure or shipping corridors. We also found no record of Williams-Sonoma publicly demanding that carriers incorporate existing or future greenhouse gas reduction technologies and operational measures. The company filed a report with the Climate Disclosure Project, including methodology and third party verification, and calculated Category 4 Scope 3 emissions (upstream transportation or distribution) in its filing.

Ship It Zero calls on Williams-Sonoma to commit to 100% zero-emission ocean shipping by 2030 and promptly implement shorter-term greenhouse gas and air pollution emissions reduction strategies. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Williams-Sonoma to join more ambitious business coalition efforts to decarbonize maritime shipping, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission vessels.







End Port Pollution Now TOTAL SCOR	RE: 5.5	
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	1
 Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	5 1 3 1.5	0 0 0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
Taking steps to quantify air pollution from transport of goods on oceangoing	2	0
 vessels Providing funding directly or indirectly for air pollution reduction 	3	0
measures/fuels/infrastructure in ports (ZEV, operations, drayage) Have a logistics policy that prioritizes clean ports/carriers, air pollution	2	0
reductions with benchmarks • Deducting points for LNG/CNG port operations and drayage	-I	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
Dedicated staff negotiating with ports for pollution reduction operational	2	0
 measures, infrastructure and/or fuels Public support for policy or regulatory measures to reduce port pollution 	4	0
(climate) ◆ Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	4.5
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions Only Scope I & 2 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels 	3 (I) (I.5) (2) (3) 3 3.5 0.5 0.5	3 0 0
Abandon Dirty Ships TOTAL SCORE:	7.7 5	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	3.5
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 Using LNG or carbon credits as a purported solution 	2 2 2 1 1.5 0.5 -2	2 0 0 0 1.5 0

¹Undefined goal to "substantially reduce" air pollution

²Scope I-3

Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e.,

Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)

MGO/Hybrid powered vessels, shore power-equipped vessels

• Mentions low- and zero-emission vessels • Timeline: by 2030 vs. 2040 vs. 2050

ZEMBA membership

CoZEV membership



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
 RFP for lower-emission shipping Absolute emissions increases from transportation/ failure to disclose transport emissions 	2 -2	<u>0</u>
Absolute emissions reductions from transport	Bonus +2	+2
Abandon Dirty Ships: Advocacy (20% of category grade)	6	o
Publicly support strengthening the level of ambition of the GHG reduction policies.	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	2.25
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	2.25^{3}
 Annual public reporting of maritime emissions 	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5 0.5	0 0
Put Zero at the Helm TOTAL SCORE	:: 1 5.5	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) 	3 2	3 0

2.5

(0.5)

(I) (I)

0.5

(0.5)

Other





Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	2
• ZEMBA	2	0
 Benchmarks for moving cargo onto ZEVs 	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	1	1
Efficiency and optimization (e.g., reducing packaging size and weight)	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	0
First Movers Coalition	1.5	0
• CoZEV	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	0
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
CDP Climate report	2	2
 Annual CSR report with GHG and air pollution disclosure 	8.5	5
 Includes Scope 3 	(1.5)	(1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(0)
 Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically 	(I) (I.5)	(I) (O)
 Methodology underlying calculations 	(0.5)	(0.5)
3rd party verification of calculations	(0.5)	(0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5) (0.5)	(1.5)

100

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Adidas earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Adidas earned a shocking 18 of 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Adidas is the largest sportswear manufacturer in Europe, and the second largest in the world, after Nike. Unfortunately, Adidas finished near the back of the pack in Ship it Zero's 2023 Report Card.

Adidas has relatively strong general greenhouse gas reduction commitments. Adidas commits to achieve climate neutrality (CO_2e) across its own operations (Scope I and 2) by 2025. It has also set a 30% reduction in absolute greenhouse gas (GHG) emissions across its entire value chain (Scope I, 2, 3) measured against a baseline of 2017, by 2030. Adidas aims to achieve climate neutrality (CO_2e) across its entire value chain by 2050.

Adidas recognizes that the transportation and delivery of Adidas products requires a substantial amount of natural resources and energy use, yet it still fails to disclose its transportation emissions. The company also fails to commit to reduce the absolute GHG emissions from the maritime shipping in its supply chain. Unlike several of its competitors, there is no evidence that Adidas has made any effort to move freight to low and zero-emission vessels and fails to set short-term targets for moving increasing volumes of cargo on cleaner ships.

Adidas has not taken steps to quantify its criteria air pollution (e.g., nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions.

As a signatory of the United Nations Fashion Industry Charter for Climate Action ('UNFCCC'), Adidas appears to have an implementation plan for achieving climate neutrality of its "entire value chain" by 2050. Unfortunately, that plan does not appear to include or address maritime shipping. There is no evidence of Adidas expressing public support for shore power or offshore zero-emission charging stations, or of Adidas entering partnerships with ports or carriers to reduce air pollution in and near ports. Finally, Adidas defines its stakeholders as people or organizations who affect — or are affected by — its operations, and includes "human rights defenders: such as trade unions and community activists" and "community members," but fails to mention port communities explicitly. Neighborhoods around coastal ports are predominantly lower income and often black and brown communities and bear the greatest pollution burdens from corporate inaction to address emissions.

Adidas has not advocated for "green" zero-emission vessel (ZEV's) corridors nor has it offered financial support for ZEV infrastructure projects. The company failed to work with carriers, ports, regulators and policymakers to secure additional funding and/or incentives for ZEV infrastructure projects and newbuilds. Adidas has also failed to join Cargo Owners for Zero Emissions Shipping (coZEV), the Zero Emission Maritime Buyers Alliance (ZEMBA), or First Movers Coalition.

Adidas does not publicly advocate for environmentally and climate-responsible maritime fuels. The company has not publicly rejected blue/gray/pink (fossil-fuel and nuclear derived) hydrogen, heavy fuel oil (HFO) and HFO blends, long-term biofuel use, liquefied natural gas (LNG), or Exhaust Gas Cleaning Systems (i.e., "scrubbers"). Adidas does not publicly oppose LNG bunkering infrastructure expansion.

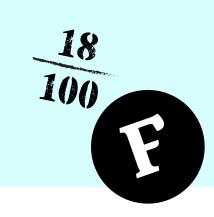
Adidas received credit for its transparency. Adidas participates in the Carbon Disclosure Project's annual climate survey, which covers Scope I-3 emissions and reports progress towards achieving interim benchmarks and long-term commitments. Adidas' report includes some of its methodology, but stops short of publicly reporting its maritime shipping routes and ports of lading, or the percentage of cargo moved to cleaner ports on shore power-ready ships. The company fails to disclose its cargo carriers and volumes or how its cargo is transported by various means. Adidas also fails to report on the percentage of its cargo, if any, that is moved with low-carbon fuels.

Ship It Zero calls on Adidas to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reduction solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Adidas to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.

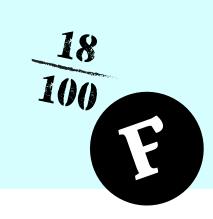






End Port Pollution Now TOTAL SCO	RE: 5	
Performance Criteria	Possible Points	Company Sco
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels	1	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	3 1.5	0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
Deducting points for LNG/CNG port operations and drayage	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	5
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	2
∘ Only Scope I & 2	(1)	
 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting 	(1.5) (2)	(2)
 Scope I-3 + criteria pollutants 	(3)	
Public disclosure of transport emissions Problem down by requisitions we to marketial transport type (a coop we lead)	3 3.5	3 0
 Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading 	0.5	0
 Public reporting of Poddes and ports of difficulty Public reporting of percent of cargo on cleaner and shore power-ready vessels 	0.5	0
Abandon Dirty Ships TOTAL SCORE:	2.5	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	0.5
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets 	2 2	0.5 ¹ 0
Maritime targets	2	0
Commitment to move cargo to lower-emission vessels immediately		0
 Benchmarks, including reductions by 2030 100% ZEV by 2030 	1.5 0.5	0
 Using LNG or carbon credits as a purported solution 	-2	<u> </u>





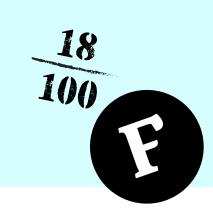
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	_
Absolute emissions reductions from transport	Bonus +2	+2
Abandon Dirty Ships: Advocacy (20% of category grade)	6	O
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	o
 Annual public disclosure of maritime cargo carriers and volumes of goods pe carrier 	r 0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	I	0
 Annual public reporting of transport emissions 	4.5	0
Annual public reporting of maritime emissions	2	0
Annual reporting of percentage of goods on lower & ZEV emission vessels	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	2.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	2
Upstream transport-specific commitment	3	0
Maritime-specific reduction commitment	2	0
 "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 		
Other	2.5	0.5
 Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) 	(0.5)	(0.5)
 ZEMBA membership 	(1)	
 CoZEV membership 	(1)	

TOTAL SCORE: 10.5

Put Zero at the Helm





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	1
 ZEMBA Benchmarks for moving cargo onto ZEVs 	2 I	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuild 	2 s	0
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	1
Efficiency and optimization (e.g., reducing packaging size and weight)	1	0
Put Zero at the Helm: Advocacy (20% of category grade)	7	O
First Movers Coalition	1.5	0
• CoZEV	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	y	0
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5 (1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0)

54.75 100

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Amazon earned an F in the ending port pollution category; a D in abandoning dirty ships; and a B in putting zero at the helm. Overall, Amazon earned 54.75 / 100 available points, or a D grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Amazon is a global retail giant with enormous power and influence in both global markets and over its own shipping pollution footprint. The company's score on its efforts to reduce its shipping pollution was disappointing. While this report card is particularly weighted towards ocean shipping emissions reduction, it also includes credit for steps taken to reduce air pollution impacts from other port operations and product transportation emissions more broadly.

It is important to note that Amazon has been a leader in its commitments to reduce its maritime shipping pollution, including being a founding member of Cargo Owners for Zero Emission Shipping (coZEV) and the Zero Emission Maritime Buyers Alliance (ZEMBA). It also joined the First Movers Coalition, an international initiative to eliminate greenhouse gas emissions from so-called "hard-to-abate" sectors like ocean shipping. It has also invested research and development funds in companies developing zero-emission maritime fuels.

Despite Amazon's commitments and investments, the company performed particularly poorly on near-term implementation. Its target date for net-zero emissions from its ocean shipping is 2040, a level of ambition that falls far short of what is needed to address the urgency of the climate crisis. Amazon has also failed to address the outsized impact its fossil fueled shipping air pollution has on port and coastal neighborhoods. The company also scored poorly on transparency. This was due its insistence that its Carbon Disclosure Project report not be made publicly available and that its 2030 shipping target is solely cargo volume based target (i.e., just 10% of its cargo on zero-emission vessels by 2030). Meaningful measurement of its performance on its climate goals is impossible without absolute greenhouse gas reduction targets and full public disclosure of its transportation related emissions, particularly as its cargo volumes continue to grow.

Amazon is unique among retail brands in that it also owns and operates its own proprietary freight service through its subsidiary Amazon Global Logistics (AMZD)/ Beijing Century Joyo Courier Services. This service includes ocean container shipping, though AMZD is a non-vessel operating common carrier (NVOCC) or ocean forwarder. This means that other carriers (container shipping lines) are shipping cargo on the company's behalf under bills of lading issued by AMZD.

The company's performance was evaluated on both its retail brand performance and that of its in-house ocean freight service. There is no evidence to suggest that AMZD has implemented any changes in its logistics policies or engaged in negotiations with carriers to reduce air or greenhouse gas pollution. Some examples of what these measures could include are reduced ship speeds to conserve fuel, resulting in lower emissions (referred to as slow steaming) or prioritizing vessels that are equipped to plug into onshore power while in port, thus eliminating the need to run the ship engine while cargo is loaded or unloaded. To the contrary, AMZD offers expedited ocean shipping services and less than a container (LCL) shipments.

Amazon also lost points for its investments in compressed natural gas (CNG) fueled trucks. While Amazon claims the methane gas is sourced from waste products, bio-CNG is often mixed with fossil gas. It is also neither a scalable solution for the transportation sector nor the most efficient use of methane captured from wastes.

Further, regardless of its feedstock, methane is a potent greenhouse gas that has more than 80 times more climate disrupting impacts than an equivalent amount of CO_2 in a 20-year timeframe. CNG fueled vehicles emit fugitive methane emissions. This is not only a problem for the climate, but also for human health. Methane is a precursor to ground level ozone, which has significant impacts on respiratory health, especially in children. Finally, Amazon also lost points for its decision to back out of its Shipment Zero commitment earlier this year.

The Ship It Zero coalition calls on Amazon to commit to 100% zero-emission ocean shipping by 2030, rapidly implement shorter-term emissions reduction solutions, such as shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for and offering slow steaming for its cargo and cargo customers, and using cleaner burning fuels such as marine gas oil or biofuels in the very short term while zero-emission fuels and technologies are brought to scale.

We applaud the company's leadership in investing in zero-emission fuels development and in the role it has played in founding coZEV, ZEMBA, and in joining the First Mover's Coalition. We urge Amazon to further invest in zero-emission port infrastructure, end its use of CNG vehicles, and use its considerable political capital to promote fossil-free green shipping corridors.





Performance Criteria	Possible Points	Company Sc
End Port Pollution Now: Commitment 30% of category grade)	10.5	4.5
Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA	5 3 1.5	0 0 3 1.5
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0.5
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	1.51
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks Deducting points for LNG/CNG port operations and drayage 	2 -I	0 -1
End Port Pollution Now: Advocacy 20% of category grade)	7	3
Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels	2	0
Public support for policy or regulatory measures to reduce port pollution (climate)	4	2
Joining coZEV	1	1
End Port Pollution Now: Transparency 30% of category grade)	10.5	3.5
Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions	3	2
 Only Scope I & 2 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(I) (I.5) (2) (3)	(2)
Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) Public reporting of routes and ports of unlading	3 3.5 0.5	1.5 ² 0 0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	0.5	0

Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	4.75
 Absolute GHG reduction targets that include Scope 3 emissions 	2	2
Transport explicit targets	2	2
Maritime targets	2	03
Commitment to move cargo to lower-emission vessels immediately	1	0
Benchmarks, including reductions by 2030	1.5	0.754
• 100% ZEV by 2030	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	_

¹Cleaner fuels, but no infrastructure or short-term measures

² Transport emissions lumped in with other unrelated emissions, like packaging

³ Amazon has made a maritime-specific commitment in the past, but the company "decided to eliminate it."

⁴ Cargo volume, not emissions target



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	4
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	45
RFP for lower-emission shipping	2	2
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	-2
 Absolute emissions reductions from transport 	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	6
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	4
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	26
Abandon Dirty Ships: Transparency (30% of category grade)	9	2.25
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	2.25
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

Put Zero at the Helm	TOTAL SCORE: 26.25
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Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	Ĭ
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	2.5 (0.5) (I) (I)

⁵ Maersk's EcoDelivery since 2020

⁶ First Mover's Coalition; are advocating for climate policies, but info is sparse on content



Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	7
◆ ZEMBA	2	2
 Benchmarks for moving cargo onto ZEVs 	1	1
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	2
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	1	I
• Efficiency and optimization (e.g., reducing packaging size and weight)	1	I
Put Zero at the Helm: Advocacy (20% of category grade)	7	4.5
First Movers Coalition	1.5	1.5
 CoZEV 	1.5	1.5
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	0
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	1.5
Put Zero at the Helm: Transparency (30% of category grade)	10.5	8.25
CDP Climate report	2	7
 Annual CSR report with GHG and air pollution disclosure 	8.5	7.25
• Includes Scope 3	(1.5)	(1.5)
 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) 	(1.5)	(1.5)
Discloses Category 4 ("upstream") transportation or "distribution"	(I) (LE)	(I) (O.75)
 Mentions maritime shipping specifically Methodology underlying calculations 	(1.5) (0.5)	(0.75) (0.5)
3rd party verification of calculations	(0.5)	(0.5)
 Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	(1.5)	(1.5)



The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Ashley Furniture Industries earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Ashley earned a shocking o out of 100 possible points, or an F, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution. It is tied with Living Spaces for being the worst performing retail company of all 18 retail brands analyzed.

Ashley Furniture Industries is the largest manufacturer of home furnishings in the world and has stores in 65 countries. It is the leading home furnishing brand in the United States. Ashley has not set climate reduction targets for its greenhouse gas emissions. It does not report its climate disrupting emissions in its corporate social responsibility (CSR) report, nor does it report to the Carbon Disclosure Project.

Ashley touts its support for medical research into diseases such as cancer and other life threatening illnesses. Disappointingly, it has failed to address its air pollution emissions which increase the risk for the diseases this research strives to cure. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address maritime air pollution emissions. Ashley's has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions.

Ashley notes that its in-house logistics service, Ashley Distribution Service (ADS), have focused on fuel efficiency and are EPA Smartway certified. However, since the company does not publicly report its transportation emissions data, it is impossible to verify the efficacy of its efficiency and fuel economy programs in reducing its transportation pollution.

Ashley Furniture's failure to address its climate and air pollution across its supply chain — including its ocean shipping — put it at risk of future obsolescence. Eco-conscious millennial and Gen Z consumers make up an increasing percentage of current and future markets. Brands that address these concerns expand in US and global markets.

Ship It Zero calls on Ashley to take immediate steps to address its climate and air pollution emissions across its supply chain. We urge Ashley to adopt science-based climate targets for reducing its Scope I, 2 and 3 emissions. These targets must include urgent action to reduce its impact on port and coastal communities through adopting maritime-specific pollution reduction targets.

We urge Ashley to rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero emission fuels and technologies are brought to scale.

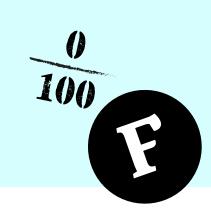
Ship It Zero also encourages Ashley to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero emission ocean shipping.





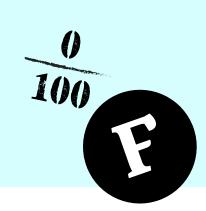
End Port Pollution Now

TOTAL SCORE: 0



Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	O
 Publicly-stated air pollution reduction commitment Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	5 I 3 I.5	0 0 0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	o
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	o
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions Only Scope I & 2 Scope I & 2 + partial criteria pollutant Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(I) (1.5) (2) (3)	0
 Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) 	3 3.5	0 0
 Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessel 	0.5 s 0.5	0 0
Abandon Dirty Ships TOTAL SCOR	E: o	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	0
 Absolute GHG reduction targets that include Scope 3 emissions Transport explicit targets Maritime targets Commitment to move cargo to lower-emission vessels immediately Benchmarks, including reductions by 2030 100% ZEV by 2030 Using LNG or carbon credits as a purported solution 	2 2 1 1.5 0.5 -2	0 0 0 0 0

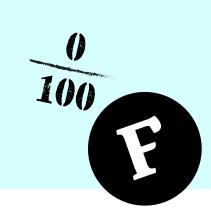




Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	O
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	_
Absolute emissions reductions from transport	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	0
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	0
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	0
Annual public reporting of maritime emissions	2	0
Annual reporting of percentage of goods on lower & ZEV emission vessels	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

Put Zero at the Helm	TOTAL SCORE: 0

Pertormance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	0
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	0
Upstream transport-specific commitment	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (1) (1)	0



Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	o
• ZEMBA	2	0
Benchmarks for moving cargo onto ZEVs	1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)	1	0
Efficiency and optimization (e.g., reducing packaging size and weight)	1	0
Put Zero at the Helm: Advocacy (20% of category grade)	7	O
First Movers Coalition	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	0
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	o
	2	•
CDP Climate report	2	0
 Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	0

8.5

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Costco earned an F in the ending port pollution category; an F- in abandoning dirty ships; and an F in putting zero at the helm. Overall, Costco earned a shocking 8.5 out of 100 possible points, or an F, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution. It is among the three worst-performing companies. Only Living Spaces and Ashely's Furniture Industries performed more poorly, with each tying at 0/100. Costco is the only company of the 18 retail brands analyzed to receive negative points, an F-, in any category.

Costco is the largest wholesale club in the United States. In addition to its sizable US market, the company also operates in Canada, Mexico, Japan, South Korea, the United Kingdom, Taiwan, Australia, Spain, France, China, Iceland, New Zealand, and Sweden. While it has traditionally been categorized as a grocer, the company also sells a large range of products from home goods and furniture to electronics, large appliances, and clothing.

The company names multiple international climate agreements and frameworks in its corporate social responsibility report, proving that it understands the importance of climate action. It has committed to reaching net-zero emissions by 2050, one of the weakest climate neutrality targets among brands included in this analysis. It has set a target of reducing its absolute Scope I & 2 targets by I9% by 2030, though the baseline year is not clearly defined. Its emissions calculations were based on 2020 emissions, a year in which the COVID-I9 e-commerce boom rapidly inflated emissions. Reductions based on a 2020 baseline are thus far weaker than targets set with a more normal pre-COVID baseline. Costco has also failed to have its targets verified by the Science Based Targets Initiative (SBTi).

According to Costco's climate action plan, its Scope 3 emissions — which include upstream transportation — account for 98.2% of the company's greenhouse gas emissions. As of August 2023, Costco has not made a Scope 3 emissions reduction commitment. It has promised that a Scope 3 commitment will be forthcoming in December 2023.

Costco has largely failed to address its air pollution emissions. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. Costco has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions. The company was given partial credit for its commitment to zero-emission vehicles and efficiency measures. The wording of this commitment is vague, and it is unclear whether these vehicles will be related to port operations and drayage, warehousing, long haul trucking or last mile delivery. Costco does mention the use of shore power for its refrigerated trucks, and was also given partial credit for this in the End Port Pollution now category for this effort.

Costco has failed to address the emissions from its maritime shipping. In fact, it scored the worst across all 18 brands in the Abandon Dirty Ships category, with -4 points/30 available, or an F-. It lost points for its support of liquefied natural gas (LNG) vessels servicing its stores in Hawaii. LNG is a fossil fuel and is primarily composed of methane. Methane is more than 80 times more potent on a 20-year timeframe. Analysis has shown that the unintentional emissions of methane throughout the lifecycle and from marine ship engines worsens the climate impact of maritime shipping by between 70-82% compared to a business-as-usual scenario.

These fugitive methane emissions are not only a problem for the climate, but also for human health. Methane is a precursor to ground level ozone, which has significant impacts on respiratory health, especially in children.

Costco also lost points for its increasing year-over-year upstream transportation emissions.

Ship It Zero calls on Costco to set a strong Scope 3 commitment, with explicit transportation and ocean shipping emission reduction targets. We urge Costco to commit to 100% zero-emission ocean shipping by 2030, and to rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready marine vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Costco must also abandon its support for LNG-fueled marine vessels, and use its considerable public clout to advocate with its carriers for zero-emission ocean shipping. Ship It Zero also encourages Costco to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.







End Port Pollution Now TOTAL SCORE: 3		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (co.75)/ .75MBA)	1 3	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	1.5	0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	2
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	21
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	o
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	1
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) 	3	1
reductions ∘ Only Scope I & 2	(1)	(1)
 Scope I & 2 + partial criteria pollutant 	(1.5)	(7
 Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(2) (3)	
Public disclosure of transport emissions	3	0
Broken down by maritime vs. terrestrial transport type (ocean vs. land)	3.5	0
Public reporting of routes and ports of unlading	0.5	0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	0.5	0
Abandon Dirty Ships TOTAL SCORE	: -4	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	-2
 Absolute GHG reduction targets that include Scope 3 emissions 	2	0
Transport explicit targets	2	0
Maritime targets	2	0
 Commitment to move cargo to lower-emission vessels immediately 	1	0
Benchmarks, including reductions by 2030	1.5	0
100% ZEV by 2030 Using LNG or carbon credits as a purported solution.	0.5 2	0 -2
 Using LNG or carbon credits as a purported solution 	-2	-2





Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
 RFP for lower-emission shipping Absolute emissions increases from transportation/ failure to disclose transport emissions 	2 -2	0 -2
Absolute emissions reductions from transport	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	0
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	0
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	o
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions Annual public reporting of maritime emissions 	4.5 2	0 0
 Annual reporting of percentage of goods on lower & ZEV emission vessels Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5 0.5	0
Put Zero at the Helm TOTAL SCORE:	9.5	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment	10.5	0.5
 (30% of category grade) General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	0.5 ²
 2040 vs. 2050 Upstream transport-specific commitment 	3	0
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 	2	0
 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels 		
 Timeline: by 2030 vs. 2040 vs. 2050 Other 	2.5 (0.5)	0





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	1
 ZEMBA Benchmarks for moving cargo onto ZEVs 	2 1	0
 Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2	0
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) 	1	0.53
 Efficiency and optimization (e.g., reducing packaging size and weight) 	1	0.5
Put Zero at the Helm: Advocacy (20% of category grade)	7	1
First Movers Coalition	1.5	0
 CoZEV 	1.5	0
 Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	l	I
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	0
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5 (1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0)
, .	, ,	. ,



29.5 100

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Dell earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Dell earned only 29.5 / 100 available points, or an F grade, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Dell is an IT giant that has taken fairly robust action on an array of environmental and human impacts throughout its value chain, but has thus far failed to take substantive action on its transportation pollution.

While the company received partial credit for its stated commitment to reduce air pollution from its manufacturing, this commitment ignores the significant health-harming impact of its ocean transportation pollution on coastal and port neighborhoods. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. Dell has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint.

Ship It Zero was encouraged to see that ocean transportation emissions were included in its annual report to the Carbon Disclosure Project. However, the company has not taken any steps to reduce its ocean shipping related emissions. On the contrary, its greenhouse gas emissions from upstream transportation have grown year-over-year.

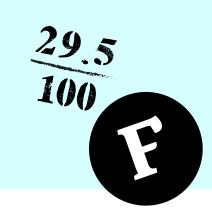
Dell has committed to reducing its Scope I & 2 emissions by 50% by 2030. The company has also committed to reducing its Scope 3 emissions by 45% by 2030 for purchased goods and services; it aims to achieve net-zero for Scope 3 emissions by 2050. It has not set 2030 or 2040 benchmark targets for Scope 3, category 4, under which upstream transportation falls.

Ship It Zero calls on Dell to set a more ambitious Scope 3 target, with 2030 and 2040 benchmarks for upstream transportation and ocean shipping emission reduction targets. We also urge the company to take immediate action to reduce its air pollution emissions from its ocean shipping. We call on Dell to rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready marine vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping for all its cargo — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages Dell to join more ambitious business coalition efforts to decarbonize maritime shipping, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission vessels. We also urge Dell to step into a leadership role in this space through a commitment to 100% zero-emission maritime shipping by 2030.

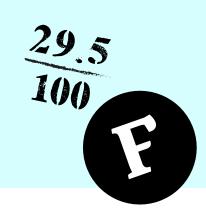






End Port Pollution Now TOTAL SCORE: 8		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	3
Publicly-stated air pollution reduction commitment	5	3¹
 Commitment to shipping goods on shore power-ready vessels Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) 	1 3	0
 Founding member of coZEV, ZEMBA 	1.5	0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	O
 Taking steps to quantify air pollution from transport of goods on oceangoing vessels 	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	0
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
 Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels 	2	0
 Public support for policy or regulatory measures to reduce port pollution (climate) 	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	5
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) 	3	2
reductions ∘ Only Scope I & 2	(1)	
 Scope I & 2 + partial criteria pollutant 	(1.5)	
 Scope I-3 + partial criteria pollutant reporting 	(2) (3)	(2)
Scope I-3 + criteria pollutants Dublia dia la coma of transport are insigna.	3	3
 Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) 	3.5	0
 Public reporting of routes and ports of unlading 	0.5	0
 Public reporting of percent of cargo on cleaner and shore power-ready vessels 	0.5	0
Abandon Dirty Ships TOTAL SCORE:	8.5	
Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	3
 Absolute GHG reduction targets that include Scope 3 emissions 	2	2
Transport explicit targets	2	0
Maritime targets	2	0
 Commitment to move cargo to lower-emission vessels immediately 	1	0
 Benchmarks, including reductions by 2030 	1.5	1
• 100% ZEV by 2030	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	_





Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	-2
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	0
 RFP for lower-emission shipping Absolute emissions increases from transportation/ failure to disclose 	2 -2	0 -2
transport emissions Absolute emissions reductions from transport	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	2
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	2²
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	5.5
• Annual public disclosure of maritime cargo carriers and volumes of goods per carrier	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions Annual public reporting of maritime emissions 	4.5 2	4.5
 Annual reporting of percentage of goods on lower & ZEV emission vessels Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5 0.5	0
Put Zero at the Helm TOTAL SCORE	E: 13	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	1.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 	3	3
 2040 vs. 2050 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG 	3 2	0 0
reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e.,		
MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050	2.5	
• Other	~ -	Λ 5

2.5

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Other

ZEMBA membership

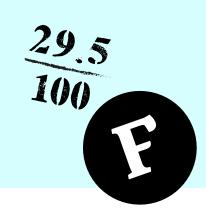
CoZEV membership

Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)

² Not specific to maritime

³ Scope 3 only included in 2050 target





Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	2
 ZEMBA Benchmarks for moving cargo onto ZEVs Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2 ! 2	0 0 0
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) Efficiency and optimization (e.g., reducing packaging size and weight) 	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	2
 First Movers Coalition CoZEV Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business Network 	1.5 1.5 1	0 0 1
 Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations 	3	[4
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7. 5
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5.5 (1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0.5)

46.5

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. H&M earned an F in the ending port pollution category; a D in abandoning dirty ships; and a C in putting zero at the helm. Overall, H&M earned 46.5 out of 100 possible points, or a D, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

H&M is among the ten largest global fashion retailers. The company has committed to reaching net-zero greenhouse gas emissions by 2040, and has committed to reduce its Scope 3 emissions — including upstream transportation — by 56% from a 2019 baseline by 2030. Its climate targets are verified by the Science Based Targets Initiative (SBTi). However, while the company has taken some initial steps to reduce its maritime-related emissions, H&M still has significant work to do to address its maritime shipping pollution footprint.

H&M performed particularly poorly in addressing the human health impact of air pollution from its maritime shipping. Port and coastal neighborhoods are predominantly black and brown communities, and bear the greatest pollution burdens from corporate inaction to address emissions. H&M has not taken steps to quantify its criteria air pollution (nitrogen oxides, sulfur oxides, particulate matter, ozone, carbon monoxide) footprint, nor has it made any commitments to reduce these emissions. The company was given partial credit for its commitment to zero-emission vehicles. The wording of this commitment is vague, and it is unclear whether these vehicles will be related to port operations and drayage, warehousing, long haul trucking or last mile delivery.

According to communications with H&M, it was the first company to trial Maersk's ECO delivery. This lower-carbon shipping program replaces fossil fuels with greener maritime fuels. It is unclear whether H&M has continued using this lower carbon ocean shipping program, and if so, what percentage of its goods are transported on lower-emission vessels. Given the lack of clarity on H&M's use of this program, it was given partial credit for its trial of this greener option.

Ship It Zero calls on H&M to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reduction solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale.

Ship It Zero also encourages H&M to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.





End Port Pollution Now TOTAL SCORE: 9		
Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels Mamber of corporate initiatives that reduces air pollution (co75), 75MBA)	1 3	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	1.5	0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	1.5
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	1.5
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	3
Dedicated staff negotiating with ports for pollution reduction operational	2	0
 measures, infrastructure and/or fuels Public support for policy or regulatory measures to reduce port pollution 	4	3
(climate) ◆ Joining coZEV	1	0
End Port Pollution Now: Transparency	10.5	4.5
(30% of category grade)		
 Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions 	3	1.51
 Only Scope I & 2 Scope I & 2 + partial criteria pollutant 	(I) (I.5)	
 Scope I-3 + partial criteria pollutant reporting 	(2) (3)	
• Scope I-3 + criteria pollutants	3	3
 Public disclosure of transport emissions Broken down by maritime vs. terrestrial transport type (ocean vs. land) 	3.5	0
 Public reporting of routes and ports of unlading 	0.5	0
Public reporting of percent of cargo on cleaner and shore power-ready vessels	0.5	0
Abandon Dirty Ships TOTAL SCORE:	16	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	5.5
 Absolute GHG reduction targets that include Scope 3 emissions 	2	2
Transport explicit targets	2	2
Maritime targets	2	0
Commitment to move cargo to lower-emission vessels immediately	1	0
Benchmarks, including reductions by 2030 1009/ 751/ htt 2070	1.5	1.5
 100% ZEV by 2030 Using LNG or carbon credits as a purported solution 	0.5 -2	<u>U</u>
• Osing Lind or carbon credits as a purported solution	-2	_



Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	4
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	22
 RFP for lower-emission shipping Absolute emissions increases from transportation/ failure to disclose transport emissions 	2 -2	0
Absolute emissions reductions from transport	Bonus +2	+2
Abandon Dirty Ships: Advocacy (20% of category grade)	6	2
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	23
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	4.5
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	4.5
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5 0.5	0
Put Zero at the Helm TOTAL SCORE:	21.5	
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	3
 Upstream transport-specific commitment Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., 	3 2	3 0

2.5

(0.5)

(I) (I) 0.5

(0.5)

MGO/Hybrid powered vessels, shore power-equipped vessels

Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)

Mentions low- and zero-emission vessels
Timeline: by 2030 vs. 2040 vs. 2050

ZEMBA membership CoZEV membership

Other

² Trialed Maersk's biofuel program; unclear as to whether this has continued

³ General climate advocacy



Performance Criteria	Possible Points	Company Sco
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	4
 ZEMBA Benchmarks for moving cargo onto ZEVs Working with carriers, ports, regulators and policymakers and/or entering partnerships or investing financially in the development of ZEV shipping corridors and/or ZEV technologies, ZEV infrastructure projects and newbuilds 	2 2	0 0 2
 Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative) Efficiency and optimization (e.g., reducing packaging size and weight) 	1	1
Put Zero at the Helm: Advocacy (20% of category grade)	7	4
 First Movers Coalition CoZEV Sustainable Freight Buyers Alliance, "Clean Cargo" (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project's Supply Chain program, REI00, Ceres, LEO coalition, or WWF's Climate Business 	1.5 1.5 1	0 0 1
Network Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures Public support for green corridors Expressions of public support for zero-emission shipping development Zero-emission, fossil-free cargo ships Cleaner fuels Fossil-free propulsion technologies Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations	3	3
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7
 CDP Climate report Annual CSR report with GHG and air pollution disclosure Includes Scope 3 Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.) Discloses Category 4 ("upstream") transportation or "distribution" Mentions maritime shipping specifically Methodology underlying calculations 3rd party verification of calculations Reporting progress toward achieving interim benchmarks and long-term commitment Uses and/or requires vendors to use the Global Logistics Emissions Council Framework 	2 8.5 (1.5) (1.5) (1.5) (0.5) (0.5) (1.5) (0.5)	2 5 (1.5) (0) (1) (0) (0.5) (0.5) (1.5) (0)

The Ship it Zero Report Card grades companies based on the Ship it Zero campaign's three campaign demands, which are End Port Pollution Now, Abandon Dirty Ships, and Put Zero at the Helm. Home Depot earned an F in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm. Overall, Home Depot earned a paltry 20 out of 100 possible points, or an F, on the Ship it Zero 2023 Report Card for the company's actions to date to end its ocean shipping pollution.

Home Depot is the largest home improvement retailer in the United States with annual revenue over \$157B USD. It is ranked of #20 on the Fortune 500. Home Depot is also the sixth largest United States-based employer and had 490,600 employees in 202I. Despite its size and high marks with consumers, Home Depot needs to "Get More Done" on maritime shipping pollution.

Home Depot has fairly ambitious Scope I and Scope 2 emissions reductions commitments of 40% by 2030 and 50% by 2035. The company did earn partial credit for pledging to produce or procure I00% renewable electricity equivalent to the electricity needs for all Home Depot facilities by 2030.

However, Home Depot's climate commitments exclude Scope 3 supply chain emissions and fail to address maritime shipping or port pollution head on. Home Depot has no published plans to shift its cargo to cleaner ships or prioritize zero-emission vessels (ZEVs), cleaner fuels or reducing air pollution in port communities. Its emissions reductions strategies focus on Home Depot-owned facilities and domestic, land-based shipping.

Ship It Zero did credit Home Depot for its efforts on efficiency and optimization, including its explicit efforts on the efficient packing of ocean cargo containers. The company also earned points for having I5 U.S. supply chain facilities with emissions-free hydrogen fuel cells for forklifts.

Home Depot is a member of REI00 and joined the Science-Based Target Initiative (a We Mean Business Coalition) in 2021, but does not claim to engage or encourage its suppliers to join. Home Depot has not yet joined Cargo Owners for Zero Emission Shipping (coZEV) or the Zero Emission Maritime Buyers Alliance (ZEMBA). Home Depot has failed to publicly demand or advocate for cargo carriers to incorporate existing greenhouse gas reduction technologies and operational measures, such as efficiency retrofits (e.g., wind-assisted propulsion, hull coatings and design), slowing ship speeds, route planning, and using currently available lower-emission fuels. Home Depot has failed to make any expressions of public support for the development of zero-emission shipping such as fossil-free cargo ships and propulsion technologies, cleaner fuels, and green ocean shipping corridors. Home Depot does not advocate for increased shore power or zero-emission offshore charging stations. Home Depot has not publicly rejected liquified natural gas (LNG) or other false solutions such as blue/gray/pink hydrogen (fossil fuel and nuclear derived).

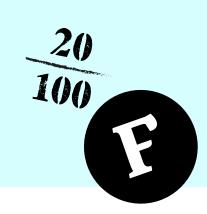
Finally, Home Depot scored reasonably well on transparency. It does participate in the Carbon Disclosure Project's annual surveys, discloses Scope 3 emissions, and includes base year emissions for Scope 3 category 4 "Upstream transportation and distribution." Unfortunately, Home Depot does not provide public disclosures of GHG/air pollution emissions for maritime shipping. Home Depot also scored points for disclosing its methodology and underlying calculations, third party verification, and reporting progress towards achieving interim benchmarks and long-term commitments. Unfortunately, Home Depot does not provide information on its cargo transport patterns, any lower emission ocean shipping use, or plans for transitioning their cargo onto zero-emission vessels.

The company fails to report criteria pollutant emissions from maritime shipping. Home Depot also fails to report its routes and ports of unlading and the percent of cargo on cleaner and shore power-ready vessels. Home Depot has not taken steps to quantify air pollution from transport of goods on oceangoing vessels. Finally, Home Depot's absolute emissions for trucking have increased.

Ship It Zero calls on Home Depot to commit to 100% zero-emission ocean shipping by 2030 and rapidly implement shorter-term greenhouse gas and air pollution emissions reductions solutions. Examples of such steps include shipping exclusively on shore power-ready vessels, prioritizing ports with shore power availability for container ships, opting for slow steaming for its cargo, and opting for for lower emission ocean shipping — whether through Maersk's ECO delivery or some other negotiated agreement with carriers — while zero-emission fuels and technologies are brought to scale. Ship It Zero also encourages Home Depot to join business coalition efforts, such as the Zero Emission Maritime Buyers Alliance (ZEMBA) and Cargo Owners for Zero Emission Vessels (coZEV), which offer collaboration and collective power to accelerate the transition to zero-emission ocean shipping.



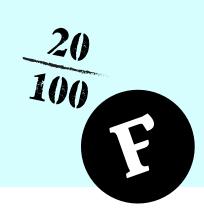




End Port Pollution Now TOTAL SCO	PRE: 4	
Performance Criteria	Possible Points	Company Scor
End Port Pollution Now: Commitment (30% of category grade)	10.5	0
Publicly-stated air pollution reduction commitment	5	0
Commitment to shipping goods on shore power-ready vessels	1	0
 Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA) Founding member of coZEV, ZEMBA 	3 1.5	0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	1.5
Taking steps to quantify air pollution from transport of goods on oceangoing vessels	2	0
 Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage) 	3	1.5
 Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks 	2	0
 Deducting points for LNG/CNG port operations and drayage 	-1	_
End Port Pollution Now: Advocacy (20% of category grade)	7	0
• Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels	2	0
Public support for policy or regulatory measures to reduce port pollution (climate)	4	0
Joining coZEV	1	0
End Port Pollution Now: Transparency (30% of category grade)	10.5	2.5
• Annual reporting on overall GHG and criteria pollutant emissions (Scope I-3) reductions	3	1
 Only Scope I & 2 Scope I & 2 + partial criteria pollutant 	(I) (I.5)	(1)
 Scope I-3 + partial criteria pollutant reporting Scope I-3 + criteria pollutants 	(2) (3)	
Public disclosure of transport emissions	3	1.5 ¹
Broken down by maritime vs. terrestrial transport type (ocean vs. land)	3.5	0
 Public reporting of routes and ports of unlading Public reporting of percent of cargo on cleaner and shore power-ready vessels 	0.5 0.5	0
Abandon Dirty Ships TOTAL SCORE:	1.5	
Performance Criteria	Possible Points	Company Sco
Abandon Dirty Ships: Commitment (30% of category grade)	9	0.5
 Absolute GHG reduction targets that include Scope 3 emissions 	2	0
Transport explicit targets Maritima targets	2	0
Maritime targetsCommitment to move cargo to lower-emission vessels immediately	<u> </u>	0
 Commitment to move cargo to tower-emission vessels immediately Benchmarks, including reductions by 2030 	1.5	0.5 ²
• 100% ZEV by 2030	0.5	0
 Using LNG or carbon credits as a purported solution 	-2	_

¹Land only

² Have benchmarks but unrelated to shipping



Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	o
 Contracts for lower-emission maritime transportation or goods transported on lower-emission maritime transportation and/or use of lower-emission vessels in cargo owner owned or chartered vessels 	4	[3
RFP for lower-emission shipping	2	0
 Absolute emissions increases from transportation/ failure to disclose transport emissions 	-2	- 4
 Absolute emissions reductions from transport 	Bonus +2	_
Abandon Dirty Ships: Advocacy (20% of category grade)	6	1
 Publicly support strengthening the level of ambition of the GHG reduction policies 	4	1
 Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports 	2	0
Abandon Dirty Ships: Transparency (30% of category grade)	9	o
 Annual public disclosure of maritime cargo carriers and volumes of goods per carrier 	0.5	0
 Annual public reporting of modes of product transport by percentage of goods 	1	0
 Annual public reporting of transport emissions 	4.5	0
Annual public reporting of maritime emissions	2	0
 Annual reporting of percentage of goods on lower & ZEV emission vessels 	0.5	0
 Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs 	0.5	0

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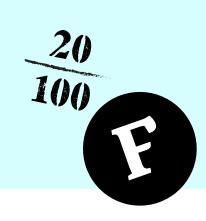
Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	2.25
 General climate commitment Commitment applies to Scope 3 Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain 2040 vs. 2050 	3	 5
Upstream transport-specific commitment	3	0.75 ⁶
 Maritime-specific reduction commitment "100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets Publicly commit to 100% ZEV by 2030 Commitment to move freight onto low- and zero-emission vessels (with time-bound targets) Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/Hybrid powered vessels, shore power-equipped vessels Mentions low- and zero-emission vessels Timeline: by 2030 vs. 2040 vs. 2050 	2	0
 Other Member of Science-Based Target Initiative (a We Mean Business Coalition commitments) ZEMBA membership CoZEV membership 	2.5 (0.5) (I) (I)	0.5 (0.5)

³ Specifically mention packaging cargo containers as efficiently as possible

⁴ Disclosed, but only for trucks

⁵No Scope 3 commitment, but strong interim targets for Scopes I & 2

⁶Some efficiency commitments, route reductions



Possible Points	Company Score
7	2
2	0
_ 1	0
2	0
1	1
1	ſ
7	1
1.5	0
1.5	0
1	I
3	0
10.5	9.25
2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5)	2 7.25 (1.5) (0.75) ⁷ (1) (1.5) (0.5) (0.5) (0.5) (1.5)
	7 2 1 2 1 2 1 7 1.5 1.5 1.5 (1.5) (1.5) (1.5) (1) (1.5) (0.5) (0.5)