

amazon ZERO-EMISSION SHIPPING REPORT CARD

54.75
100

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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. 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 CO₂ 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.



End Port Pollution Now | TOTAL SCORE: 11.5

Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	4.5
<ul style="list-style-type: none">Publicly-stated air pollution reduction commitmentCommitment to shipping goods on shore power-ready vesselsMember of corporate initiatives that reduce air pollution (coZEV, ZEMBA)Founding member of coZEV, ZEMBA	5 1 3 1.5	0 0 3 1.5
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0.5
<ul style="list-style-type: none">Taking steps to quantify air pollution from transport of goods on oceangoing vesselsProviding funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage)Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarksDeducting points for LNG/CNG port operations and drayage	2 3 2 -1	0 1.5 ¹ 0 -1
End Port Pollution Now: Advocacy (20% of category grade)	7	3
<ul style="list-style-type: none">Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuelsPublic support for policy or regulatory measures to reduce port pollution (climate)Joining coZEV	2 4 1	0 2 1
End Port Pollution Now: Transparency (30% of category grade)	10.5	3.5
<ul style="list-style-type: none">Annual reporting on overall GHG and criteria pollutant emissions (Scope 1-3) reductions<ul style="list-style-type: none">Only Scope 1 & 2Scope 1 & 2 + partial criteria pollutantScope 1-3 + partial criteria pollutant reportingScope 1-3 + criteria pollutantsPublic disclosure of transport emissionsBroken down by maritime vs. terrestrial transport type (ocean vs. land)Public reporting of routes and ports of unloadingPublic reporting of percent of cargo on cleaner and shore power-ready vessels	3 (1) (1.5) (2) (3) 3 3.5 0.5 0.5	2 (2) 1.5 ² 0 0 0

Abandon Dirty Ships | TOTAL SCORE: 17

Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	4.75
<ul style="list-style-type: none">Absolute GHG reduction targets that include Scope 3 emissionsTransport explicit targetsMaritime targetsCommitment to move cargo to lower-emission vessels immediatelyBenchmarks, including reductions by 2030100% ZEV by 2030Using LNG or carbon credits as a purported solution	2 2 2 1 1.5 0.5 -2	2 2 0 ³ 0 0.75 ⁴ 0 —

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

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

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

⁴Cargo volume, not emissions target

Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	4
<ul style="list-style-type: none">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 ⁵
<ul style="list-style-type: none">RFP for lower-emission shipping	2	2
<ul style="list-style-type: none">Absolute emissions increases from transportation/ failure to disclose transport emissions	-2	-2
<ul style="list-style-type: none">Absolute emissions reductions from transport	Bonus +2	—
Abandon Dirty Ships: Advocacy (20% of category grade)	6	6
<ul style="list-style-type: none">Publicly support strengthening the level of ambition of the GHG reduction policies	4	4
<ul style="list-style-type: none">Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports	2	2 ⁶
Abandon Dirty Ships: Transparency (30% of category grade)	9	2.25
<ul style="list-style-type: none">Annual public disclosure of maritime cargo carriers and volumes of goods per carrier	0.5	0
<ul style="list-style-type: none">Annual public reporting of modes of product transport by percentage of goods	1	0
<ul style="list-style-type: none">Annual public reporting of transport emissions	4.5	2.25
<ul style="list-style-type: none">Annual public reporting of maritime emissions	2	0
<ul style="list-style-type: none">Annual reporting of percentage of goods on lower & ZEV emission vessels	0.5	0
<ul style="list-style-type: none">Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs	0.5	0

Put Zero at the Helm

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TOTAL SCORE: 26.25

Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Commitment (30% of category grade)	10.5	6.5
<ul style="list-style-type: none">General climate commitment<ul style="list-style-type: none">Commitment applies to Scope 3Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain2040 vs. 2050	3	3
<ul style="list-style-type: none">Upstream transport-specific commitment	3	0
<ul style="list-style-type: none">Maritime-specific reduction commitment<ul style="list-style-type: none">"100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targetsPublicly commit to 100% ZEV by 2030Commitment 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 vesselsMentions low- and zero-emission vesselsTimeline: by 2030 vs. 2040 vs. 2050	2	1
<ul style="list-style-type: none">Other<ul style="list-style-type: none">Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)ZEMBA membershipCoZEV membership	2.5 (0.5) (1) (1)	2.5 (0.5) (1) (1)

⁵ Maersk's EcoDelivery since 2020

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

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Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	7
<ul style="list-style-type: none">ZEMBABenchmarks for moving cargo onto ZEVsWorking 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 newbuildsEngage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)Efficiency and optimization (e.g., reducing packaging size and weight)	<div>2</div> <div>1</div> <div>2</div> <div>1</div> <div>1</div>	<div>2</div> <div>1</div> <div>2</div> <div>1</div> <div>1</div>
Put Zero at the Helm: Advocacy (20% of category grade)	7	4.5
<ul style="list-style-type: none">First Movers CoalitionCoZEVSustainable Freight Buyers Alliance, “Clean Cargo” (hosted by Smart Freight Centre), Clean Energy Buyers Association, Carbon Disclosure Project’s Supply Chain program, RE100, Ceres, LEO coalition, or WWF’s Climate Business NetworkPublicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures<ul style="list-style-type: none">Public support for green corridorsExpressions of public support for zero-emission shipping developmentZero-emission, fossil-free cargo shipsCleaner fuelsFossil-free propulsion technologiesEfficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations	<div>1.5</div> <div>1.5</div> <div>1</div> <div>3</div>	<div>1.5</div> <div>1.5</div> <div>0</div> <div>1.5</div>
Put Zero at the Helm: Transparency (30% of category grade)	10.5	8.25
<ul style="list-style-type: none">CDP Climate reportAnnual CSR report with GHG and air pollution disclosure<ul style="list-style-type: none">Includes Scope 3Mentions more than CO₂ (NOX, SOX, PM, HC₄, NFCs, etc.)Discloses Category 4 ("upstream") transportation or "distribution"Mentions maritime shipping specificallyMethodology underlying calculations3rd party verification of calculationsReporting progress toward achieving interim benchmarks and long-term commitmentUses and/or requires vendors to use the Global Logistics Emissions Council Framework	<div>2</div> <div>8.5</div> <div>(1.5)</div> <div>(1.5)</div> <div>(1)</div> <div>(1.5)</div> <div>(0.5)</div> <div>(0.5)</div> <div>(1.5)</div> <div>(0.5)</div>	<div>1⁷</div> <div>7.25</div> <div>(1.5)</div> <div>(1.5)</div> <div>(1)</div> <div>(0.75)</div> <div>(0.5)</div> <div>(0.5)</div> <div>(1.5)</div> <div>(0)</div>

⁷ Filed a CDP report but asked that it not be made public