



# ZERO-EMISSION SHIPPING REPORT CARD

39.5  
100

F

**Evergreen earned 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. 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. Evergreen earned a D in the ending port pollution category; an F in abandoning dirty ships; and an F in putting zero at the helm.**

Evergreen Marine Corporation is the world's 6th-largest container shipping company and the largest in the global shipping hub of Taiwan. While Evergreen is taking steps to address port pollution, the company has significant room for improvement.

Evergreen has committed to a shore power-compatible fleet and invested in shore power at their own terminals, though they do not list specific targets for shore power compatibility. Evergreen's Corporate Social Responsibility (CSR) report notes the impact of air pollutants on local communities, and the company has received recognition from the Port of Vancouver for its pollution reduction efforts. However, the company does not list all of their criteria pollutants. Ship It Zero calls Evergreen to provide more specificity on its shore power use and the full emissions data for criteria pollutants; in addition to its reporting on its emissions of nitrogen oxides and sulfur oxides, the company also needs to report particulate matter, ozone, and carbon monoxide emissions. Evergreen should also use its position as Taiwan's largest shipping carrier to advocate for regulations to reduce port pollution and partner with other stakeholders on zero-emission infrastructure projects.

Evergreen has an interim greenhouse gas emissions reduction target of 50% by 2030 from a 2008 baseline. While the company has invested significantly in efficiency retrofits and operational measures like slow steaming, Evergreen should invest more in readily available lower emission fuels. The company's CSR report only mentions a biofuels project.

The company also lost points for relying on Exhaust Gas Cleaning Systems (i.e., "scrubbers"). Scrubbers are installed on vessels to reduce sulfur air emissions resulting from the use of high-sulfur fuel. Most vessels are equipped with scrubbers in order to allow ship operators to continue to use one of the dirtiest fossil fuels on earth, heavy fuel oil. This is a thick, tar-like waste product from the world's oil refineries. It is high in not only sulfur, but also in other dangerous contaminants such as heavy metals. Scrubbers use seawater to "wash" sulfur from the exhaust plume. When sulfur reacts with water, it forms sulfuric acid (this is the reason sulfur oxides air emissions cause acid rain). The scrubber wastewater is acidic, toxin-laden, thermal pollution. It is an entirely voluntary wastestream, as ship operators can choose cleaner, low-sulfur distillate fuel which comply with air emission standards and do not produce water pollution.

Scrubbers either continuously discharge the wastewater directly into the oceans (open-loop) or can hold most of the wastewater onboard (closed-loop). Closed loop systems still discharge waste, referred to as bleed-off. Bleed-off is smaller in volume than the wastewater from open loop operation, but more highly concentrated in toxins. Closed loop systems can be operated in zero-discharge mode, but there is little evidence that ship operators choose this option unless required by law.

The use of scrubbers also requires energy, thus increasing fuel demand and potentially greenhouse gas emissions. The California Air Resources Board also found that the use of scrubbers increases the amount of particulate matter emitted by vessels, after extensively studying ships operating the systems as compared to ships using lower sulfur fuels. It is for this reason the state, also the 5th largest economy in the world, disallowed the use of scrubbers as an air pollution compliance mechanism within 24 nautical miles of its coastline. It has also mandated the use of cleaner marine fuels.

Evergreen received credit for reporting their fleet's total CO<sub>2</sub>e emissions and fuel use. However, Ship It Zero urges Evergreen to advocate for stronger greenhouse gas reduction standards, push for rapid decarbonization through industry groups, and publicly reject HFO and false solutions like liquified natural gas (LNG).

Evergreen has publicly committed to carbon neutrality by 2050, which is too long a timeframe given the urgency of the climate crisis. Moreover, the company's CSR report states that the carbon emissions of its fleet "will be further reduced by 70% in 2050," suggesting that Evergreen's carbon neutrality strategy will be highly reliant on carbon offsets. Evergreen has methanol newbuilds on the order book, but we urge the company to create a detailed pathway toward decarbonization and provide meaningful updates on their progress toward this goal. The company should also join industry-led decarbonization efforts and express support for green shipping corridor development.

Ship It Zero calls on Evergreen to commit to a 70% reduction in absolute greenhouse gas emissions, without the use of carbon credits, by 2030. This would be in line with the Intergovernmental Panel on Climate Change urgent call for global emissions across all sectors to be halved by that date. We also urge the company to reject false solutions like LNG and invest in zero-emission fuels and green newbuilds moving forward.





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End Port Pollution Now | TOTAL SCORE: 18.5

Performance Criteria	Possible Points	Company Score
<b>End Port Pollution Now: Commitment</b> (30% of category grade)	10.5	6.5
<ul style="list-style-type: none"><li>Publicly-stated commitment to reduce/eliminate criteria air pollution (PM, NOX, SOX) from maritime shipping</li><li>Commitment to converting fleet/ordering newbuilds that are shore power-compatible</li><li>Commitment to using shore power/ZEV offshore charging stations</li><li>Publicly committing to prioritize shore power-ready/green ports</li><li>Member of corporate initiatives to reduce air pollution (First Movers, Getting to Zero)</li><li>Founding member (First Movers, Getting to Zero)</li></ul>	<div>5</div> <div>2</div> <div>1</div> <div>1</div> <div>1</div> <div>0.5</div>	<div>2.5</div> <div>2</div> <div>1</div> <div>1</div> <div>0</div> <div>0</div>
<b>End Port Pollution Now: Implementation Plan</b> (20% of category grade)	7	6.5
<ul style="list-style-type: none"><li>Investment in or implementation of ZEV port infrastructure (e.g., bunkering ZE fuels, shore power)</li><li>Investment in or implementation of zero-emission offshore charging stations</li><li>Implementation of a plan to reduce air pollution and clean air for port communities</li></ul>	<div>4.5</div> <div>0.5</div> <div>2</div>	<div>4.5<sup>1</sup></div> <div>0</div> <div>2<sup>2</sup></div>
<b>End Port Pollution Now: Advocacy</b> (20% of category grade)	7	0
<ul style="list-style-type: none"><li>Public support for policy or regulatory measures to reduce port pollution</li><li>Partnerships with carriers, ports, and regulators to ZEV infrastructure projects</li></ul>	<div>4</div> <div>3</div>	<div>0</div> <div>0</div>
<b>End Port Pollution Now: Transparency</b> (30% of category grade)	10.5	5.5
<ul style="list-style-type: none"><li>Public disclosure of progress toward criteria air pollution reduction benchmarks</li><li>Broken down by vessel and route</li><li>Public disclosure of shore power use</li></ul>	<div>7</div> <div>1</div> <div>2.5</div>	<div>3.5<sup>3</sup></div> <div>0</div> <div>2<sup>4</sup></div>

Abandon Dirty Ships | TOTAL SCORE: 12

Performance Criteria	Possible Points	Company Score
<b>Abandon Dirty Ships: Commitment</b> (30% of category grade)	9	4.5
<ul style="list-style-type: none"><li>Commitment to immediate (2023) reductions in GHG emissions from maritime shipping</li><li>Commitment to switch to readily available cleaner burning fuels</li><li>Commitment to high efficiency retrofitting and operational measures like slow steaming for vessels</li><li>Deduction for commitments that rely on LNG (which is a false solution) and carbon offsets</li></ul>	<div>3.5</div> <div>3.5</div> <div>2</div> <div>-2</div>	<div>2.5<sup>5</sup></div> <div>0</div> <div>2</div> <div>—</div>

<sup>1</sup> Electrification/shore power at Evergreen terminals  
<sup>2</sup> Significant focus on reducing criteria pollutants with mention of impact on community  
<sup>3</sup> NOX/SOX reporting, no specific benchmarks  
<sup>4</sup> Reporting on shore power use, but only at Evergreen terminals  
<sup>5</sup> Lots of focus on efficiency on day-to-day level, but other commitments are lacking



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Performance Criteria	Possible Points	Company Score
<b>Abandon Dirty Ships: Implementation Plan</b> (20% of category grade)	6	1.5
<ul style="list-style-type: none"><li>Benchmarks for percentage of fleet using short-term cleaner fuels and lower-carbon technologies (e.g., responsibly sourced biofuels)</li><li>Benchmarks for percentage of existing fleet with efficiency &amp; hybrid retrofits</li><li>Offering slow steaming options for customers</li><li>Deduction for scrubber use</li><li>Deduction for absolute emissions increasing despite commitments</li><li>Bonus for absolute emissions reduction</li></ul>	3 2 1 -2 -2 Bonus +2	1 <sup>6</sup> 1.5 1 -2 — —
<b>Abandon Dirty Ships: Advocacy</b> (20% of category grade)	6	-2
<ul style="list-style-type: none"><li>Publicly support strengthening the level of ambition of the GHG reduction policies</li><li>Publicly reject HFO, LNG and false solutions</li><li>Advocate for rapid decarbonization through trade organizations</li><li>Deduction for advocating for scrubber use</li></ul>	2 3 1 -2	0 0 0 -2
<b>Abandon Dirty Ships: Transparency</b> (30% of category grade)	9	8
<ul style="list-style-type: none"><li>Annual public reporting of fleet metrics, including:<ul style="list-style-type: none"><li>Propulsion technologies and efficiency retrofits</li><li>Fuel types and volumes consumed</li><li>CO<sub>2</sub>e emissions for entire fleet</li></ul></li></ul>	2 3 4	1 <sup>7</sup> 3 4

Put Zero at the Helm | TOTAL SCORE: 9

Performance Criteria	Possible Points	Company Score
<b>Put Zero at the Helm: Commitment</b> (30% of category grade)	10.5	2.5
<ul style="list-style-type: none"><li>General climate commitment<ul style="list-style-type: none"><li>Absolute CO<sub>2</sub>e reduction benchmarks for 2025, 2030 and 2035</li><li>No use of carbon offsets to meet goal</li><li>Net Zero vs. Absolute Zero</li><li>2040 vs. 2050</li><li>Commitment to move freight onto low- and zero-emission vessels (with time-bound targets)</li><li>Set short-term targets for moving increasing volumes of cargo on cleaner ships, i.e., MGO/hybrid-powered vessels, shore power-equipped vessels</li><li>Mentions low- and zero-emission vessels</li></ul></li><li>Other<ul style="list-style-type: none"><li>Expressions of public support for zero-emission shipping development</li><li>Member of Science-Based Target Initiative (a We Mean Business Coalition commitment)</li><li>Getting to Zero (GTZ) Coalition (managed by the Global Maritime Forum, the World Economic Forum and Friends of Ocean Action)</li></ul></li></ul>	9 (3) (1) (1) (1) (1) (1) (1) 1.5 (0.5) (0.5) (0.5)	2.5 (1.5) <sup>8</sup> (0) (0) (0) (0) (1) <sup>9</sup> (0) 0 (0) (0) (0)

<sup>6</sup> Biofuels projects  
<sup>7</sup> Some information is available, but no comprehensive reporting  
<sup>8</sup> Interim goal of 50% reduction by 2030 using 2008 baseline  
<sup>9</sup> Emphasis on shore power



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Performance Criteria	Possible Points	Company Score
<b>Put Zero at the Helm: Implementation Plan</b> (20% of category grade)	<b>7</b>	<b>3</b>
<ul style="list-style-type: none"><li>Ships<ul style="list-style-type: none"><li>Number of orders or leases for new ZEVs and ZEV-ready ships</li><li>Deduction for number of LNG newbuilds or leases</li><li>Working with other carriers and/or entering conglomerations/partnerships on the development of ZEV technologies</li><li>Working with ports and/or investing financially in ZEV infrastructure and/or shipping corridors</li></ul></li><li>Fuels<ul style="list-style-type: none"><li>Bunkering contracts for zero-emission fuels</li><li>Investment in R&amp;D in fossil-free ZEV fuels and propulsion technologies</li><li>Using MGO/hybrid-powered vessels</li><li>Bonus for green fuel contracts</li></ul></li><li>Efficiency<ul style="list-style-type: none"><li>Implement efficiency measures (e.g., hull coatings, routes, etc.)</li></ul></li></ul>	<div>3</div> <div>(1)</div> <div>(-2)</div> <div>(1)</div> <div>(1)</div> <div>3</div> <div>(1)</div> <div>(1)</div> <div>(1)</div> <div>(Bonus +2)</div> <div>1</div>	<div>1</div> <div>(1)<sup>10</sup></div> <div>—</div> <div>(0)</div> <div>(0)</div> <div>1</div> <div>(1)</div> <div>(0)</div> <div>(0)</div> <div>—</div> <div>1</div>
<b>Put Zero at the Helm: Advocacy</b> (20% of category grade)	<b>7</b>	<b>0</b>
<ul style="list-style-type: none"><li>Publicly support the rapid development of green (ZEV) shipping corridors for high-volume routes per the Clydebank Declaration</li><li>Join First Movers Coalition and/or Getting to Zero (GTZ) Coalition (managed by the Global Maritime Forum, the World Economic Forum and Friends of Ocean Action)</li><li>Deduction for membership in the Society for Gas as a Marine Fuel</li></ul>	<div>3</div> <div>4</div> <div>-2</div>	<div>0</div> <div>0</div> <div>—</div>
<b>Put Zero at the Helm: Transparency</b> (30% of category grade)	<b>10.5</b>	<b>3.5</b>
<ul style="list-style-type: none"><li>Publish ZEV transition pathway for fleet with short-, mid- and long-term fuels and/or technologies that will allow the carrier to meet both interim absolute CO<sub>2</sub>e reduction targets and achieve a 100% zero emission fleet by 2040</li><li>Annual public reporting of transition progress toward emissions reduction benchmarks and long-term targets, including fuels, technologies and operational measures implemented to achieve reported emissions reductions</li></ul>	<div>6.5</div> <div>4</div>	<div>1<sup>11</sup></div> <div>2.5<sup>12</sup></div>

<sup>10</sup> Methanol new builds

<sup>11</sup> Only information on efficiency technologies; little information on long-term fuel strategy

<sup>12</sup> Insufficient reporting on fuel use and propulsion technologies