



ZERO-EMISSION SHIPPING REPORT CARD

37
100

F

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 1 & 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 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.



**SHIP IT
ZERO**



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End Port Pollution Now | TOTAL SCORE: 7.5

Performance Criteria	Possible Points	Company Score
End Port Pollution Now: Commitment (30% of category grade)	10.5	3
<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	3 0 0 0
End Port Pollution Now: Implementation Plan (20% of category grade)	7	0
<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 0 0 —
End Port Pollution Now: Advocacy (20% of category grade)	7	0
<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 0 0
End Port Pollution Now: Transparency (30% of category grade)	10.5	4.5
<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	1.5 ¹ 3 0 0 0

Abandon Dirty Ships | TOTAL SCORE: 8

Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Commitment (30% of category grade)	9	3.5
<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 0 0 0 1.5 0 —

¹Scope 1-3



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Performance Criteria	Possible Points	Company Score
Abandon Dirty Ships: Implementation Plan (20% of category grade)	6	0
<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	2 ²
<ul style="list-style-type: none">RFP for lower-emission shipping	2	0
<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	0
<ul style="list-style-type: none">Publicly support strengthening the level of ambition of the GHG reduction policies	4	0
<ul style="list-style-type: none">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
<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	4.5
<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 | TOTAL SCORE: 21.5

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 ³
<ul style="list-style-type: none">Upstream transport-specific commitment	3	3 ⁴
<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	0
<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)	0.5 (0.5)

²Participating in a pilot study

³50% absolute reduction, Scopes 1-3 by 2030

⁴10% reduction by 2025



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Performance Criteria	Possible Points	Company Score
Put Zero at the Helm: Implementation Plan (20% of category grade)	7	3.5
<ul style="list-style-type: none">• 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• Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)• Efficiency and optimization (e.g., reducing packaging size and weight)	2 1 2	0 0 2
Put Zero at the Helm: Advocacy (20% of category grade)	7	4
<ul style="list-style-type: none">• 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, RE100, Ceres, LEO coalition, or WWF’s Climate Business Network• Publicly 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 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	1.5 1.5 1 3	0 0 1 3
Put Zero at the Helm: Transparency (30% of category grade)	10.5	7.5
<ul style="list-style-type: none">• CDP Climate report• Annual CSR report with GHG and air pollution disclosure<ul style="list-style-type: none">◦ 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)