



# ZERO-EMISSION SHIPPING REPORT CARD

20  
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. 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 2021. 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 1 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 100% 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 15 U.S. supply chain facilities with emissions-free hydrogen fuel cells for forklifts.

Home Depot is a member of RE100 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 unloading 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 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.





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End Port Pollution Now | TOTAL SCORE: 4

Performance Criteria	Possible Points	Company Score
<b>End Port Pollution Now: Commitment</b> (30% of category grade)	10.5	0
<ul style="list-style-type: none"><li>Publicly-stated air pollution reduction commitment</li><li>Commitment to shipping goods on shore power-ready vessels</li><li>Member of corporate initiatives that reduce air pollution (coZEV, ZEMBA)</li><li>Founding member of coZEV, ZEMBA</li></ul>	<div>5</div> <div>1</div> <div>3</div> <div>1.5</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div>
<b>End Port Pollution Now: Implementation Plan</b> (20% of category grade)	7	1.5
<ul style="list-style-type: none"><li>Taking steps to quantify air pollution from transport of goods on oceangoing vessels</li><li>Providing funding directly or indirectly for air pollution reduction measures/fuels/infrastructure in ports (ZEV, operations, drayage)</li><li>Have a logistics policy that prioritizes clean ports/carriers, air pollution reductions with benchmarks</li><li>Deducting points for LNG/CNG port operations and drayage</li></ul>	<div>2</div> <div>3</div> <div>2</div> <div>-1</div>	<div>0</div> <div>1.5</div> <div>0</div> <div>—</div>
<b>End Port Pollution Now: Advocacy</b> (20% of category grade)	7	0
<ul style="list-style-type: none"><li>Dedicated staff negotiating with ports for pollution reduction operational measures, infrastructure and/or fuels</li><li>Public support for policy or regulatory measures to reduce port pollution (climate)</li><li>Joining coZEV</li></ul>	<div>2</div> <div>4</div> <div>1</div>	<div>0</div> <div>0</div> <div>0</div>
<b>End Port Pollution Now: Transparency</b> (30% of category grade)	10.5	2.5
<ul style="list-style-type: none"><li>Annual reporting on overall GHG and criteria pollutant emissions (Scope 1-3) reductions<ul style="list-style-type: none"><li>Only Scope 1 &amp; 2</li><li>Scope 1 &amp; 2 + partial criteria pollutant</li><li>Scope 1-3 + partial criteria pollutant reporting</li><li>Scope 1-3 + criteria pollutants</li></ul></li><li>Public disclosure of transport emissions</li><li>Broken down by maritime vs. terrestrial transport type (ocean vs. land)</li><li>Public reporting of routes and ports of unloading</li><li>Public reporting of percent of cargo on cleaner and shore power-ready vessels</li></ul>	<div>3</div> <div>(1)</div> <div>(1.5)</div> <div>(2)</div> <div>(3)</div> <div>3</div> <div>3.5</div> <div>0.5</div> <div>0.5</div>	<div>1</div> <div>(1)</div> <div>1.5<sup>1</sup></div> <div>0</div> <div>0</div> <div>0</div>

Abandon Dirty Ships | TOTAL SCORE: 1.5

Performance Criteria	Possible Points	Company Score
<b>Abandon Dirty Ships: Commitment</b> (30% of category grade)	9	0.5
<ul style="list-style-type: none"><li>Absolute GHG reduction targets that include Scope 3 emissions</li><li>Transport explicit targets</li><li>Maritime targets</li><li>Commitment to move cargo to lower-emission vessels immediately</li><li>Benchmarks, including reductions by 2030</li><li>100% ZEV by 2030</li><li>Using LNG or carbon credits as a purported solution</li></ul>	<div>2</div> <div>2</div> <div>2</div> <div>1</div> <div>1.5</div> <div>0.5</div> <div>-2</div>	<div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0.5<sup>2</sup></div> <div>0</div> <div>—</div>

<sup>1</sup>Land only

<sup>2</sup>Have benchmarks but unrelated to shipping



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Performance Criteria	Possible Points	Company Score
<b>Abandon Dirty Ships: Implementation Plan</b> (20% of category grade)	6	0
<ul style="list-style-type: none"><li>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</li></ul>	4	<sup>3</sup>
<ul style="list-style-type: none"><li>RFP for lower-emission shipping</li></ul>	2	0
<ul style="list-style-type: none"><li>Absolute emissions increases from transportation/ failure to disclose transport emissions</li></ul>	-2	-  <sup>4</sup>
<ul style="list-style-type: none"><li>Absolute emissions reductions from transport</li></ul>	Bonus +2	—
<b>Abandon Dirty Ships: Advocacy</b> (20% of category grade)	6	1
<ul style="list-style-type: none"><li>Publicly support strengthening the level of ambition of the GHG reduction policies</li></ul>	4	
<ul style="list-style-type: none"><li>Advocate against fossil fuel bunkering infrastructure expansions/for ZEV infrastructure with legislators, regulators, and/or ports</li></ul>	2	0
<b>Abandon Dirty Ships: Transparency</b> (30% of category grade)	9	0
<ul style="list-style-type: none"><li>Annual public disclosure of maritime cargo carriers and volumes of goods per carrier</li></ul>	0.5	0
<ul style="list-style-type: none"><li>Annual public reporting of modes of product transport by percentage of goods</li></ul>	1	0
<ul style="list-style-type: none"><li>Annual public reporting of transport emissions</li></ul>	4.5	0
<ul style="list-style-type: none"><li>Annual public reporting of maritime emissions</li></ul>	2	0
<ul style="list-style-type: none"><li>Annual reporting of percentage of goods on lower &amp; ZEV emission vessels</li></ul>	0.5	0
<ul style="list-style-type: none"><li>Annual disclosure of fuels or technologies employed by reported lower emission and ZEVs</li></ul>	0.5	0

Put Zero at the Helm | TOTAL SCORE: 14.5

Performance Criteria	Possible Points	Company Score
<b>Put Zero at the Helm: Commitment</b> (30% of category grade)	10.5	2.25
<ul style="list-style-type: none"><li>General climate commitment<ul style="list-style-type: none"><li>Commitment applies to Scope 3</li><li>Scope 3 commitment mentions logistics, distribution, upstream transportation, supply chain</li><li>2040 vs. 2050</li></ul></li></ul>	3	<sup>5</sup>
<ul style="list-style-type: none"><li>Upstream transport-specific commitment</li></ul>	3	0.75 <sup>6</sup>
<ul style="list-style-type: none"><li>Maritime-specific reduction commitment<ul style="list-style-type: none"><li>"100% zero-emission maritime shipping by 2030" — with benchmark absolute GHG reduction targets</li><li>Publicly commit to 100% ZEV by 2030</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><li>Timeline: by 2030 vs. 2040 vs. 2050</li></ul></li></ul>	2	0
<ul style="list-style-type: none"><li>Other<ul style="list-style-type: none"><li>Member of Science-Based Target Initiative (a We Mean Business Coalition commitments)</li><li>ZEMBA membership</li><li>CoZEV membership</li></ul></li></ul>	2.5 (0.5) (1) (1)	0.5 (0.5)

<sup>3</sup> Specifically mention packaging cargo containers as efficiently as possible

<sup>4</sup> Disclosed, but only for trucks

<sup>5</sup> No Scope 3 commitment, but strong interim targets for Scopes 1 & 2

<sup>6</sup> Some efficiency commitments, route reductions



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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>2</b>
<ul style="list-style-type: none"><li>• ZEMBA</li><li>• Benchmarks for moving cargo onto ZEVs</li><li>• 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</li><li>• Engage suppliers and urge them to adopt the SBTi (Science-Based Targets initiative)</li><li>• Efficiency and optimization (e.g., reducing packaging size and weight)</li></ul>	2 1 2  1 1	0 0 0  1 1
<b>Put Zero at the Helm: Advocacy</b> (20% of category grade)	<b>7</b>	<b>1</b>
<ul style="list-style-type: none"><li>• First Movers Coalition</li><li>• CoZEV</li><li>• 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</li><li>• Publicly demanding and/or advocating carriers incorporate existing or future GHG reduction technologies and operational measures<ul style="list-style-type: none"><li>◦ Public support for green corridors</li><li>◦ Expressions of public support for zero-emission shipping development</li><li>◦ Zero-emission, fossil-free cargo ships</li><li>◦ Cleaner fuels</li><li>◦ Fossil-free propulsion technologies</li><li>◦ Efficiency retrofits such as wind-assisted propulsion, hull coatings, slow steaming, and route planning, shore power, and offshore zero-emission charging stations</li></ul></li></ul>	1.5 1.5 1  3	0 0 1  0
<b>Put Zero at the Helm: Transparency</b> (30% of category grade)	<b>10.5</b>	<b>9.25</b>
<ul style="list-style-type: none"><li>• CDP Climate report</li><li>• Annual CSR report with GHG and air pollution disclosure<ul style="list-style-type: none"><li>◦ Includes Scope 3</li><li>◦ Mentions more than CO<sub>2</sub> (NOX, SOX, PM, HC<sub>4</sub>, NFCs, etc.)</li><li>◦ Discloses Category 4 ("upstream") transportation or "distribution"</li><li>◦ Mentions maritime shipping specifically</li><li>◦ Methodology underlying calculations</li><li>◦ 3rd party verification of calculations</li><li>◦ Reporting progress toward achieving interim benchmarks and long-term commitment</li><li>◦ Uses and/or requires vendors to use the Global Logistics Emissions Council Framework</li></ul></li></ul>	2 8.5 (1.5) (1.5) (1) (1.5) (0.5) (0.5) (1.5) (0.5)	2 7.25 (1.5) (0.75) <sup>7</sup> (1) (1.5) (0.5) (0.5) (1.5) (0)

<sup>7</sup>CO<sub>2</sub>e