How we're taking action to make our shipping more sustainable

International shipping carries about 90% of world trade, with maritime trade volumes expected to triple by 2050.

90%

To meet the objectives of the Paris Agreement to limit global warming to well below 2 degrees Celsius compared to pre-industrial levels, as an industry we need to considerably reduce our greenhouse gas emissions.

27.5%

To work towards a zero emissions future, we've set an ambitious target to reduce our carbon intensity by 27.5% by 2030, compared with 2019.

Already, our fleet's carbon intensity has decreased by 33.6% since 2008*.

CO_2

33.6%

We've developed a detailed trajectory to achieve this and will closely monitor our performance.

As part of our decarbonisation strategy, we've also launched a carbon footprint measurement tool – Carbon Compass 2.0 – to provide contract customers with transparent greenhouse gas emissions data to more accurately report on their Scope 3 supply chain emissions.

Operational improvements and technical upgrades

Given that 99% of our Scope 1 CO_2 emissions relate to our seagoing transportation, we recognise there is still work to be done. That's why we're investing time and resources in operational improvements and technical upgrades.

Scope 1 emissions are those we make directly when we fuel our vessels by burning fuel in our vessels.

Scope 2 emissions are those we make indirectly when the energy we buy is produced on our behalf.

Scope 3 emissions are those we are indirectly responsible for, up and down our value chain.

We're continuing to digitalise our fleet so we can gather performance data from engine and fuel flow monitoring systems to increase energy efficiency and reduce emissions.

Advanced weather routing systems installed on our vessels further optimise our voyages by estimating which route will involve the least energy consumption and subsequent emissions for a given arrival time.

To date, 24 of our vessels have been equipped with a scrubber – or exhaust gas cleaning systems – which remove harmful elements, such as sulphur dioxide, from exhaust gases.

SO_2

We also comply with the IMO global sulphur cap by using very low sulphur fuel oil.

We're considering a number of different fuel and engine technologies for the future. A shift to LNG and zero-emission fuels would drastically reduce our sulphur emissions and particulate matter.

By 2025, all our vessels will be equipped for zero emissions at berth using shore power where available. Powering ships with electricity during loading and unloading eliminates emissions of particulate matter.

Wind-powered vessels

As well as improvements to how we operate our existing fleet, we're looking at new vessel designs – like Ocealia Wind, the world's first wind-powered Rollo prototypes.

CO_2

90%

Designed to reduce CO_2 emissions by as much as 90% on a single voyage, we hope to have the first two vessels in operation by 2027, with an additional two ships delivered by 2030.

Protecting biodiversity

48%

To protect ocean biodiversity and reduce the risk of spreading invasive species, we've installed ballast water treatment systems on 48% of our vessels. On the remainder of the owned fleet we ensure appropriate ballast water exchange.

140,000

A new antifouling standard was adopted fleet-wide in 2020, helping us to avoid approximately 140,000 metric tonnes of greenhouse gas emissions (compared to 2019).

Our hull biofouling management programme includes regular underwater inspections, hull cleaning, propeller polishing and dry docking. We're also trialling innovative biofouling solutions, such as hull skater – a robot that skates across the surface of the hull to remove growth without using chemicals.

All these measures minimise the number of invasive species clinging to a vessel's hull. This reduces drag, lowers fuel consumption and emissions and protects local ecosystems.

Supporting research

As the first ocean carrier to join Woods Hole Oceanographic Institute's Science Research on Commercial Ships Initiative, we deploy free-drifting and towed-module instruments to monitor the ocean.

By measuring pH levels and concentrations of micro-plastics, and reporting sightings of plastic waste during our voyages, we're contributing to scientific monitoring of the high seas.

We also strive to adhere to voluntary speed reduction measures to protect whales during their feeding and migration seasons through the Blue Shirts Blue Whales programme.

We successfully pushed electronic chart display and information system suppliers to add voluntary speed reductions regions to electronic maps as standard.

Minimising waste

7,400 tonnes

Our ocean fleet landed 7,400 tonnes of waste to shore reception facilities in 2021, of which 2,200 tonnes were plastic. We're working hard to reduce this figure and increase the share of waste that is recycled.

By installing water fountains across our fleet, we're aiming to eliminate single-use plastic bottles. Introducing segregated waste compactors onboard means we can better recycle, too.

We've also helped to found and support many waste reduction initiatives such as the Shoreline Plastic Project, which uses packaging left onboard and the Mooring Rope Recycling initiative.

As a co-founder of the Ship Recycling Transparency Initiative, we're a longstanding leader on responsible vessel recycling.

Our teams across the globe support World Ocean's Day by taking part in numerous aquatic clean-ups, collecting plastics and other rubbish from rivers, lakes and beaches that might otherwise end up in the ocean.

*Carbon intensity is a measure of how many grams of CO_2 are produced per tonne-kilometre.