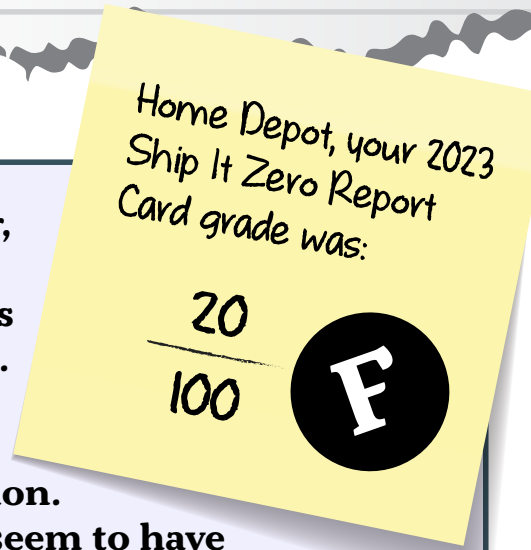




2024 ZERO-EMISSION SHIPPING PROGRESS REPORT



As the largest retailer in the home improvement sector, Home Depot holds the market shaping power to transform the industry’s maritime shipping operations from polluting fossil fuels to zero-emission operations. The company’s ambitious Scope 1 and Scope 2 emission reductions commitments of 40% by 2030 and 50% by 2035 indicate Home Depot’s climate ambition. However, beyond these targets, Home Depot does not seem to have taken significant action to achieve zero-emission maritime shipping, which would dramatically reduce its Scope 3 emissions.

How did Ship It Zero evaluate Home Depot’s trajectory for maritime shipping since the 2023 report card?

The struggle for emissions transparency. [Home Depot received](#) an F in our 2023 Decarbonization Report Card. In that report, Home Depot failed to clear the bar when it was evaluated on its plans to end port pollution, abandon dirty fuels and ships and prioritize decarbonization of its maritime shipping. Home Depot’s lack of [Greenhouse Gas \(GHG\)](#) reduction targets that include Scope 3 emissions are especially concerning. Disclosure on GHG emissions and any plans to reduce them are important because greenhouse gases can represent a [large share of a company’s supply chain](#) emissions. As a provider of goods and services to consumers, the process of how those goods are manufactured, where those goods are sourced from and how goods are transported are all critical operations Home Depot should track and disclose. In a world where Home Depot already keeps tabs on which manufacturers it considers to be [an “eco supplier” in its network](#), it is reasonable to expect that the company should allocate more resources to track emissions in its supply chain. Not doing due diligence to track Scope 3 emissions can result in a [company appearing “green”](#) without fully accounting for its carbon footprint. Not tracking Scope 3 emissions can result in companies, like Home Depot, remaining in a grey area where it can have decarbonization goals that outwardly seem ambitious, but upon further review do not show a complete picture of its emissions impact.

By not tracking Scope 3 emissions, Home Depot’s decarbonization goals seem ambitious, but do not show a complete picture of its emissions impact.





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AT RISK OF
FAILURE

Lack of definitive goals. Home Depot has not yet published a clear vision to achieve its proclaimed climate goals. Though its website does list vague [active and accomplished sustainability goals](#), what remains unclear is how that work is being done and what metrics it is using to evaluate progress. The lack of clarity makes it difficult for the company and the public to hold Home Depot accountable on its climate promises. If Home Depot had more specific goals, such as fully shifting its cargo to zero-emission vessels by 2030, or a commitment to using efficiency measures, the company and the public could more accurately assess Home Depot's progress. Specific goals such as these should be accompanied by timelines for completing them and established partnerships with industry peers to help pursue those goals. These actions are critical to ensuring Home Depot can identify and hit key benchmarks on its emissions reduction journey.

Leveraging its influence to activate industry peers. As it stands, there has been little indication that Home Depot is invested in long-term partnerships that help move zero-emission maritime shipping forward. Although it is a member of the [renewable energy collective RE100](#) and it joined the [Science-Based Target Initiative \(SBTi\)](#), it appears Home Depot has not made substantive efforts to move beyond simple participation in these spaces. In the pursuit of zero emissions, a massive corporation like Home Depot has the potential — and arguably the responsibility — to lead its peers and help advance long-term solutions that can transform global maritime shipping operations for the benefit of the planet. As of this progress report, Home Depot has not joined the [Cargo Owners for Zero Emission Shipping \(coZEV\)](#) initiative, or the [Zero Emission Maritime Buyers Alliance \(ZEMBA\)](#). These two spaces are designed for the purpose of bringing companies together to innovate and invest in solutions for the reduction of maritime shipping emissions. Home Depot's absence from these initiatives demonstrates a concerning lack of commitment to investing in zero-emission maritime shipping solutions and to mobilizing its industry peers to raise climate ambitions.

There have not been many indicators that Home Depot is invested in long-term partnerships that help move zero-emission maritime shipping forward.

With the increased frequency of [climate-fueled disasters](#) like hurricanes and wildfires and [corporate inaction continuing to be normalized](#), it's time for Home Depot to break the mold and become a real leader on zero emissions. Home Depot holds significant potential to affect change in the home improvement sector but has failed to publicly show it is on track to meet its own stated climate commitments, let alone be considered an industry leader. For the health of the planet and communities on the frontlines of maritime pollution, we believe that Home Depot should ambitiously commit to zero emissions by establishing specific, clear strategies and investing in spaces that will help it advance innovative solutions.



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