

The committed partner of progress for everything at sea.

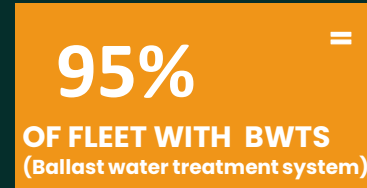
# ESG & Sustainability Dashboard | February 2024

## ENVIRONMENTAL

### CII RATINGS ACROSS GROUP



## SUSTAINABILITY

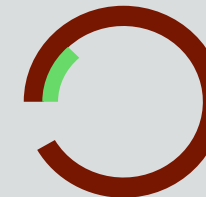
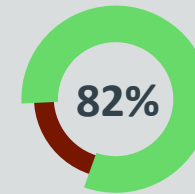


## SOCIAL



Fantastic to see so many of V's offices across the Globe coming together to celebrate International Women's Day. In celebration of this day, V interviewed six of our female colleagues at shore and at sea to hear their journey in the maritime industry to date. Check out the interview on V's website!

## GOVERNANCE



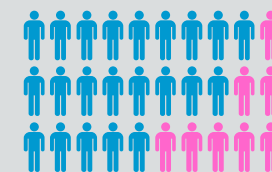
Onshore Retention Rate

ONSHORE/AT SEA SPLIT

● 25,937 90.0%  
Shipboard employees

● 2,849 10.0%  
Onshore employees

### MALE/FEMALE SPLIT (%)



89/11 Board

82/18 Snr mgmt

49/51 All colleagues



## World-first hydrogen test success for Mitsui using MAN Engine

Mitsui has announced a first for the maritime industry – a successful test of a marine engine running on hydrogen up to 100% load.

The 50-bore MAN B&W two-stroke engine was tested at Mitsui's Tamano facility with one of the four cylinders of the gas injection engine running on hydrogen delivered by Mitsui's hydrogen gas supply system.

Mitsui reported stable operation in a range of operational conditions up to 100% load and greenhouse gas emissions reduction of 95%.

The burning of hydrogen emits no greenhouse gases; the remaining emissions of the Mitsui hydrogen test were due to the pilot fuel used.

While successful combustion of hydrogen is a big win for decarbonization, it's worth remembering another big obstacle to the uptake of hydrogen within deep sea shipping is the high volume of fuel which is required due to its low energy density.

## Methodology for Calculating the GHG Intensity of Maritime Fuels

The Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping has released a methodology for the Life Cycle Assessment (LCA) of maritime fuels.

Throughout the life cycle of their production and use, different fuels generate emissions of greenhouse gases that drive climate change. The ability to select the fuels that will effectively lower the shipping industry's greenhouse gas emissions is essential to reaching the International Maritime Organization's (IMO) net-zero ambitions.

Building on established LCA standards from respected bodies such as the IPCC and the ISO, the MMMCZCS methodology can be applied to assess the well-to-wake greenhouse gas emissions of different marine fuels including biofuels, e-fuels, and blue fuels.

This methodology is valuable to colleagues who have clients with questions about biofuels or other alternative fuels. The methodology helps stakeholders identify suitable alternative fuels to support their decarbonizations goals, as well as document the performance of their chosen fuel.

**Access the full report using the QR Code**

