



MASK OFF MAERSK

- ✓ *Fuelling Genocide*
- ✓ *Destroying the Planet*
- ✓ *Exploiting Workers*



CLIMATE VANGUARD

**Maersk is fuelling
the genocide of
the Palestinian
people through
the transport of
millions of
kilograms of
military goods to
Israel.**

**But Maersk is
more than just a
merchant of war.
It is also wrecking
the planet and
exploiting its
workers →**



Image: APM Terminals.

Shipping the Planet to Extinction

If the shipping industry were its own country, it would be the 6th largest polluter in the world, accounting for 3% of global greenhouse gas emissions. Ship exhaust also degrades air quality, causing 60,000 premature deaths per year.

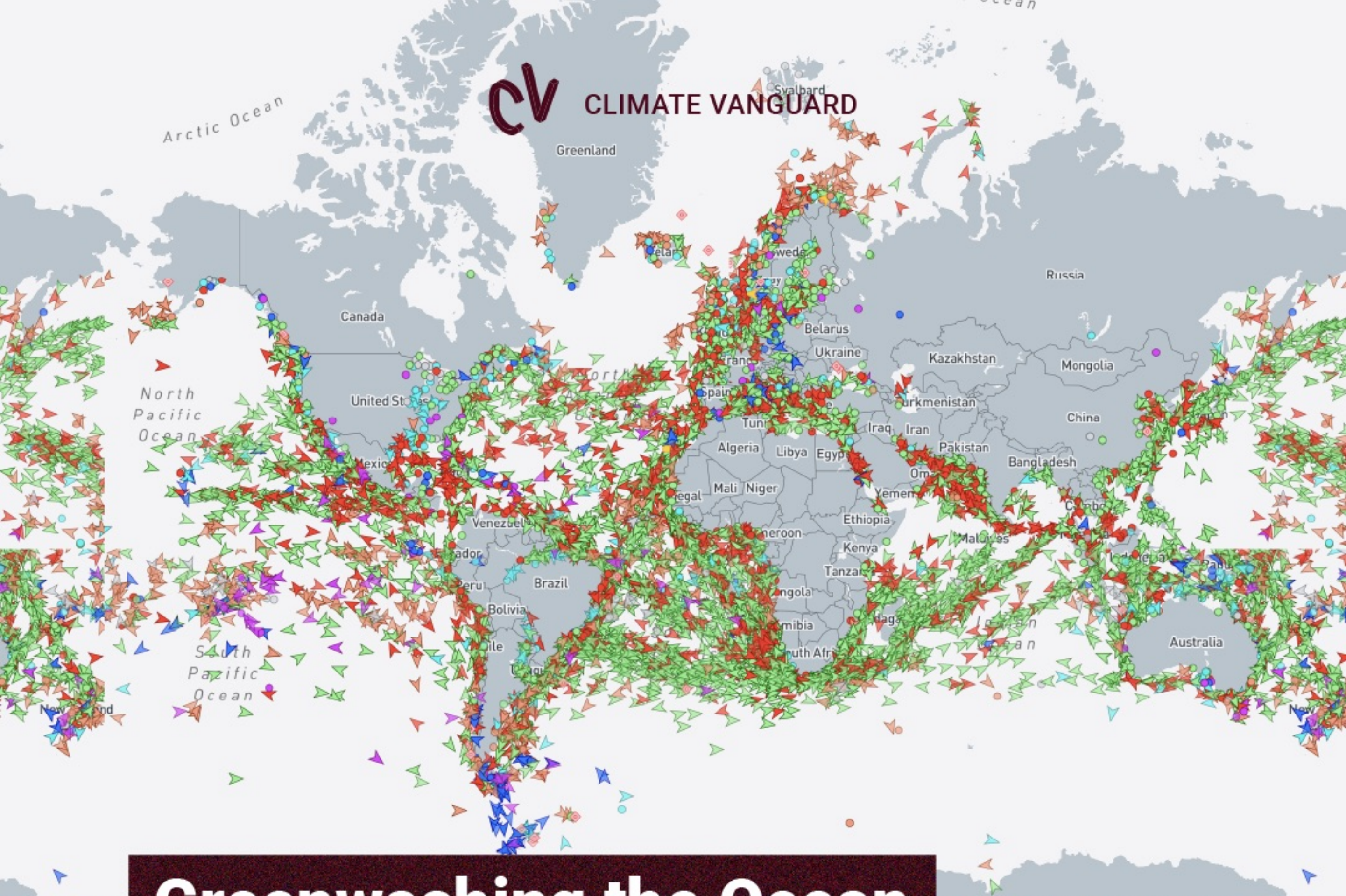
The shipping industry's **ecological harms** include oil spills, sewage disposal, marine litter, noise and light pollution, wildlife collisions, shoreline erosion, the transport of invasive species, and the leeching of toxic hull paint.

As the second-largest shipping company in the world (by carrying capacity and market capitalisation), Maersk plays an outsized role in the industry's ecological destruction.

In fact, in 2023, Maersk emitted 79.5 million tonnes of greenhouse gases (CO₂e), approximately 10% of the industry's entire annual emissions.

How much is 79.5 million tonnes of CO₂e? This is the same amount of emissions released by 18,453,793 gasoline-powered vehicles driven for one year.





Greenwashing the Ocean

The shipping industry is the lifeblood of capitalism, **transporting 80-90% of global commodities.** To match capitalism's ceaseless accumulation drive, the industry is expected to grow. By 2050, the shipping industry could account for 10% of all global emissions.

Maersk, which raked in \$55.5 billion in revenue in 2024 (its third-best financial year ever), has every intention to cash in on industry growth. But Maersk says this doesn't have to come at the expense of the planet 🤔

Maersk aims to be net-zero by 2040. To achieve this, its plans to replace its usage of heavy fuel oil (HFO) – a sulphurous sludge that powers most ships – with “green methanol.”

Methanol can also only be considered “green,” or more precisely, “low carbon,” if it is produced from biomass or hydrolysed water and sequestered CO₂.

Methanol produced from fossil gas actually releases the same amount of emissions as HFO.*

Currently, of the 90 million tons of methanol produced per year, 65% is produced from fossil gas and 35% from coal gasification, which means “green methanol” is virtually non-existent.

*However, methanol is a relatively pure substance that does not contain sulphur, which means its combustion leads to considerably less particulate emissions than HFO.





Although Maersk has signed a supply agreement for bio-methanol, it's unlikely that its “dual-fuel ships,” which can carry both HFO and methanol, will burn green methanol anytime soon. Instead, the green methanol will be used where it is produced, with Maersk claiming the credit.

But Maersk is more than just a greenwashing mega corporation, it is **also responsible for “reprehensible” labour exploitation.**

Sources: Maersk, Decarbonising Our Global Operations All the Way (2024); Barnard, CleanTechnica (2024); Sirota et al., The Lever (2024).

“Reprehensible” Labour Exploitation

In 2023, Maersk was sanctioned by the US Labor Department for its retaliation against a worker who reported unsafe working conditions to US government authorities.

Maersk’s reporting policy, approved by the company’s executives, mandated that employees report concerns to the company, rather than the government. Following complaints of unpermitted alcohol consumption, inoperable lifeboats, and faulty emergency fire suppression to government authorities (among others), the employee was first disciplined and then fired.

U.S. DEPARTMENT OF LABOR

Occupational Safety and Health
525 S. Griffin St.
Dallas, TX 75202
Tel: (972) 850-4300
www.whistleblower.gov

July 14, 2023

Jane Jacobs, Esq.
Tarter Krinsky & Drogin LLP
1350 Broadway
New York, NY 10018

Re: Maersk Line Limited [REDACTED] /3-1760-21-136

Dear Ms. Jacobs:

This is to advise you that we have completed our investigation filed by [REDACTED] (Complainant) against Maersk Line Limited (Respondent) on March 12, 2021, under the Seaman’s Protection Act, 46 U.S.C. § 2114 (SPA). The Respondent suspended and then terminated his employment, and the Complainant contacted the U.S. Coast Guard (USCG).

Following an investigation by a duly authorized investigator through her agent, the Regional Administrator for the Occupational Safety and Health Administration (OSHA), Region VI, finds that there is reasonable cause to believe that the Respondent violated SPA and issues the following findings:

Secretary’s Findings

Timeliness of complaint:

Respondent suspended Complainant on December 29, 2020, and terminated Complainant on March 12, 2021. On June 22, 2021, Complainant filed a complaint with OSHA alleging the Respondent retaliated against him in violation of the SPA. As the complaint was filed within 180 days of the alleged adverse actions, it is timely.

Coverage:

SPA protects a seaman from retaliation for activity set forth in 29 CFR 1986.101(d). Complainant was employed or engaged in any capacity aboard a U.S. flag vessel, the Mafadi, which is a citizen of the United States. See 29 CFR 1986.101(d). Complainant was employed as a relief captain on board a vessel that transported goods and passengers. The Mafadi, was a U.S. flag vessel. Maersk Line Limited employed Complainant from July 2010. Complainant’s duties routinely consisted of supervising the activities of the deck force, and he was responsible for assisting with navigation, safety, security, first aid, cleanliness, and small boat operations.

Safety and Health Administration
Street, Room 602
48
vers.gov



ation of the above-referenced complaint
e Limited (Respondent) on June 22,
SPA). In brief, [REDACTED] alleged
nt in retaliation for reporting unsafe

or, the Acting Secretary of Labor, acting
upational Safety and Health
sonable cause to believe that Respondent

ings

0, and subsequently discharged him on
complaint with the Secretary of Labor
of SPA. As this complaint was filed

h in the statute. A seaman is any person
essel or any other vessel owned by a
nplainant served as chief mate and acted
. The vessel, then named Safmarine
loyed Complainant as a chief mate since
serving, training, and coordinating
isting with the vessel's piloting,
l boat operations.

The Occupational Safety and Health Administration (OSHA) found Maersk's policy and actions to be a "reprehensible and an egregious violation of the rights of the employee." As a result, **OSHA ordered Maersk to reinstate the employee, pay over \$700,000 in damages, and issue back wages.**

Labour violations are not accidental, but systemic to Maersk's operations. Recently, Maersk was "grilled" by international labour unions over its shoddy performance, including its attempt to cut tugboat workers' pay by 47% in Australia and labour sub-contracting in Argentina.

Maersk is fuelling genocide, wrecking the planet, and exploiting its workers for colossal profits. It used to be able to carry out its crimes under the cloak of capital's invisibilised trade, transport, and commerce routes. But now the mask is off.

Together, we can hold Maersk accountable.

Start by signing the PYM's petition at the link in our bio!