

Ship Green* Terms

Valid From: 2026-09-21



Any Merchant may opt to add [Ship Green* service](#) to his offer or booking subject to these general terms and conditions (the Ship Green* Terms) and the payment of a Ship Green* Fee (BIO) per TEU as per [Hapag-Lloyd's standard tariff](#). Ship Green* is provided by Hapag-Lloyd ("Carrier") to allocate certified alternative fuel to a shipment, thereby reducing the well-to-wake (WTW) CO2e emissions associated with it.

If a Merchant selects the Ship Green* service in his offer or booking, the Ship Green* Terms will form an integral part of the contract of carriage once the booking is confirmed by the Carrier. The Carrier will then issue a quarterly Ship Green* Declaration to the Merchant detailing the WTW CO2e reduction allocated to the Merchant's shipments over the quarterly period.

The Ship Green* service can also be requested by a Merchant for a specified larger amount of CO2e reduction across multiple bookings under a separate frame contract.

Details regarding the Ship Green* Fee (BIO) are available on Hapag-Lloyd's [website](https://www.hapag-lloyd.com/de/online-business/quotation/tariffs/local-charges-service-fees.html) (<https://www.hapag-lloyd.com/de/online-business/quotation/tariffs/local-charges-service-fees.html>).

Payment of the Ship Green* Fee (BIO) must adhere to tariff payment terms unless expressly agreed otherwise.

Further conditions of service:

1. By purchasing Ship Green*, the Merchant is allocated emission reductions which the Carrier creates by using certified alternative fuel (e.g., biofuel, biomethane or methanol) instead of conventional fossil fuel. The allocated reductions are documented in the Ship Green* Declaration for use in the Merchant's own sustainability reporting. The Merchant is responsible for determining how the allocated reductions are treated under the reporting framework it applies. Ship Green* 25, 50 or 100 allocates respectively 25%, 50% or 100% of the shipment's WTW energy demand to certified alternative fuels. The product names refer to the share of the shipment's energy allocated to certified alternative fuels and not to the percentage of emissions reduced. The products currently correspond to minimum WTW emission reductions of at least 21%, 42% and 84% respectively, compared with conventional transport using Very Low Sulphur Fuel Oil (VLSFO). The resulting WTW CO2e reduction is determined by the certified fuel assigned to the shipment and is stated on the Ship Green* Declaration. The underlying emissions calculations per shipment are based on a standard routing model. Adjustments to routes resulting from changing geopolitical circumstances (e.g., rerouting via the Cape of Good Hope) are not considered.
2. Ship Green* operates on the 'Book and Claim' chain of custody principle, which involves tracking the global fuel mix used by the Carrier's network, calculating the WTW CO2e reduction achieved through the use of certified alternative fuels throughout the network, and allocating that reduction to the Merchant's shipments. The WTW CO2e reduction generated by a given certified fuel quantity is allocated uniquely and in full to a specific shipment; the same reduction is not allocated to more than one shipment, customer, or claim. By participating, Merchants support the physical fuel switch in Hapag-Lloyd's network and contribute to the reduction of greenhouse gas emissions on a global scale. For the sake of clarity, the alternative fuel allocated under Ship Green* is not necessarily used on the vessel carrying the Merchant's cargo. Blending rates vary by vessel and by fuel, and the majority of shipments are carried on vessels operating wholly or partly on conventional fossil fuel.

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3. Where the Merchant has satisfied all the conditions for Ship Green* service and the Carrier fails to provide the Ship Green* Declaration, the exclusive remedy available to the Merchant shall be limited to a refund and/or cancellation of the Ship Green* Fee. In such event, the Carrier will either refund any Ship Green* Fee already received or allow cancelation of the Ship Green* Fee in a booking confirmation or invoice.
4. The Merchant may not cancel the Ship Green* service once he has already received the booking confirmation issued by the Carrier.
5. When Ship Green* is purchased, the payment of the Ship Green* Fee is to be made in the same currency as the freight, as further specified on the invoice. However, Merchant and Carrier may agree on a different currency. The Ship Green* Fee is shown as a component on the freight invoice.
6. The Ship Green* service is available for the ocean leg only. It does not cover any inland move including truck, rail, barge nor terminal operations.
7. The Merchant is eligible to receive a Ship Green* Declaration every quarter. The values in this Ship Green* Declaration issued by Hapag-Lloyd are calculated in accordance with the methodology documented in the Hapag-Lloyd Ship Green* Process Report 2025. The implementation of the process described in the report is subject to a limited assurance engagement according to ISAE 3000 (Revised) by an independent auditing firm. This assurance covers the Carrier's methodology and allocation process and does not constitute assurance of the Merchant's own emissions inventory. The Ship Green* Process Report is refreshed annually following each fiscal year, and methodology updates may be applied to Ship Green* Declarations issued in the course of the year prior to the corresponding report's publication.
8. Since the Ship Green* service forms an integral part of the contract of carriage the Hapag-Lloyd Bill of Lading or Sea Waybill terms and Conditions shall apply unless stated otherwise in the contract of carriage.

*Ship Green is a service that can be added to a Hapag-Lloyd ocean shipment. Hapag-Lloyd uses certified alternative fuels for part of its fuel consumption within its network and allocates the associated emission reductions to booked Ship Green shipments through a Book & Claim approach. This does not necessarily mean that a specific shipment is physically transported on vessels using these alternative fuels. Ship Green 25, 50 and 100 refer to the share of a shipment's energy allocated to certified alternative fuels, not to the percentage of emissions reduced. The numbers currently correspond to Well-to-Wake emission reductions of at least 21%, 42% and 84% compared with conventional transport using Very Low Sulphur Fuel Oil (VLSFO). Further information on the methodology and the fuels used is available at hapag-lloyd.com/ship-green.