



Moving forward climate action – Maersk perspective



MAERSK

Integrating the world

Our global network enables people in every corner of the world to trade with anyone, anywhere – ultimately creating opportunities for people and communities to thrive, and for businesses to grow.

Facilitate and impact

Customers worldwide, large and small	100,000+
Containers moved in the world by the Ocean fleet	~16%
Countries on all continents where we call on 500+ ports	130+
Number of suppliers worldwide	60,000+
Number of employees worldwide	110,000+



Maersk targets

net zero in 2040 across the entire business

- We have ambitious targets to become a **net zero company in 2040** and ensure significant progress in this decade.
- This ambition advances Maersk's net zero commitment by an entire decade and holds a **societal commitment** addressing the urgency of acting now and a **commitment to customers** calling for climate neutral supply chains before 2040.

2040 Net-zero CO₂ Operation



How do we get there?

Maersk initiatives



Green Fuels

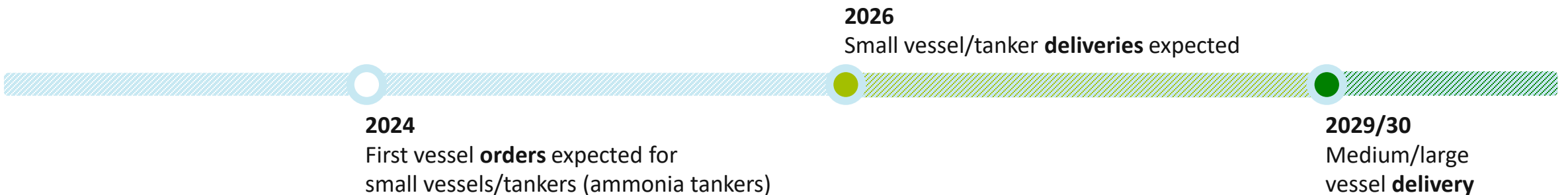
Expected technology maturation timeline

Green methanol

//// Piloting //// Scaling



Green ammonia (current expectations; scalable late this decade)



Sourcing green fuels at scale

9 strategic fuel partnerships in 2022

Annual capacity in 1,000 tonnes expected by 2025 after incremental phase up

Ørsted

- 300,000 tonnes per year
- E-methanol
- United States

CIMC ENRIC
中集安瑞科

- 200,000 tonnes per year
- Bio-methanol
- China

**PRO
MAN**

- 100,000 tonnes per year
- Bio/e-methanol
- North America

**Carbon
Sink^{LLC}**

- 100,000 tonnes per year
- Green methanol
- North America

**EUROPEAN
ENERGY**

- 2-300,000 tonnes per year
- E-methanol
- South America & United States

Green Technology Bank

- 300,000 tonnes per year
- Bio-methanol
- China

WASTEFUEL

- 30,000 tonnes per year
- Bio-methanol
- South America

Debo

- 200,000 tonnes per year
- Bio-methanol
- China

SunGas
RENEWABLES

- 390,000 tonnes per year
- Green methanol
- North America

Plus collaboration with authorities in Spain and Egypt to explore possibilities for green fuels projects



2023 year of the IMO?

A low-angle photograph of the International Maritime Organization (IMO) building. The building's facade is a mix of grey concrete and brown vertical-slatted panels. At the top, a long row of national flags from various countries is flying against a clear blue sky. The IMO logo, a circular emblem with a globe, is mounted on the brown slatted section. Below the logo, the words "INTERNATIONAL MARITIME ORGANIZATION" are inscribed in large, raised, metallic letters. A blue flag is also visible on the right side of the building.

INTERNATIONAL
MARITIME
ORGANIZATION

A level regulatory playing field is key to achieving full decarbonisation

Maersk position



A market based GHG price/carbon tax of at least USD 150/ton is required



A well-to-wake approach is required (lifecycle perspective to decarbonisation)



Must look beyond CO₂ and include all GHG, notably methane and nitrous oxide



Higher IMO ambitions for 2030 and 2050 and rigorous implementation required



US and EU measures will only address part of the problem – need global rules