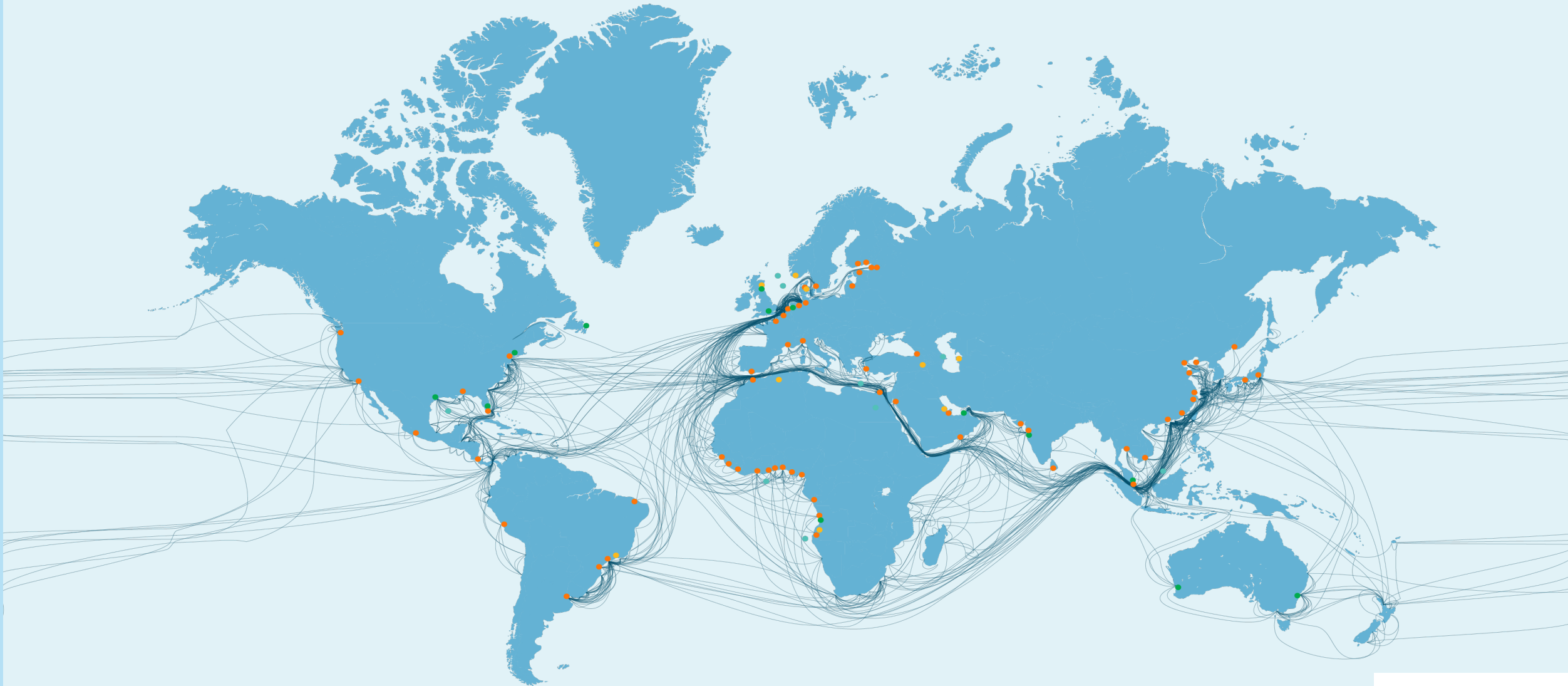


A.P. Moller – Maersk: Shipping's Third Revolution: from Oil to ?

A.P. Moller–Maersk at a glance



Working toward carbon -neutral shipping - A pledge and a call to action



Shipping is responsible for
2 – 3%
of global emissions



“ We have begun a journey towards having net-zero CO₂ emissions from our own operations by 2050. This is an important ambition and one we can only deliver on in collaboration with many other stakeholders. ”

Søren Skou, CEO of A.P. Møller - Mærsk A/S

New targets

ZERO

Net emissions from our own operations by 2050

60%

Relative reduction by 2030 (compared to 2008)

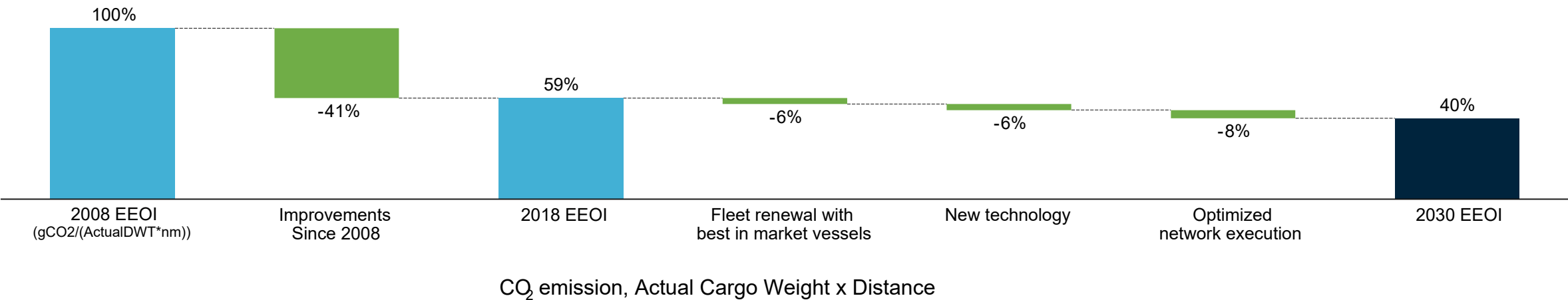
2018 performance

41%

Relative reduction YTD (compared to 2008)

Achieving 60% reduction by 2030

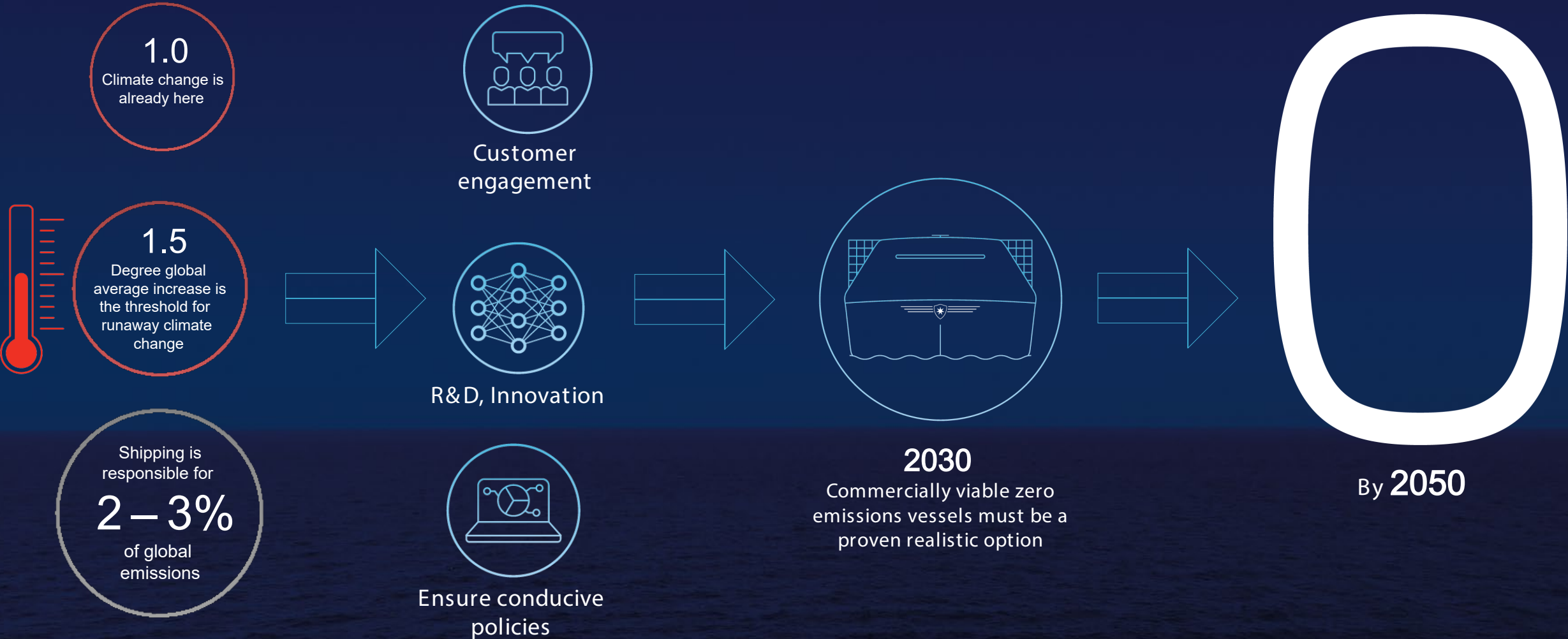
Reaching our targets requires both fleet renewal, new technology and optimizing network execution



Working toward carbon -neutral shipping - A pledge and a call to action



Creating a pull towards zero carbon

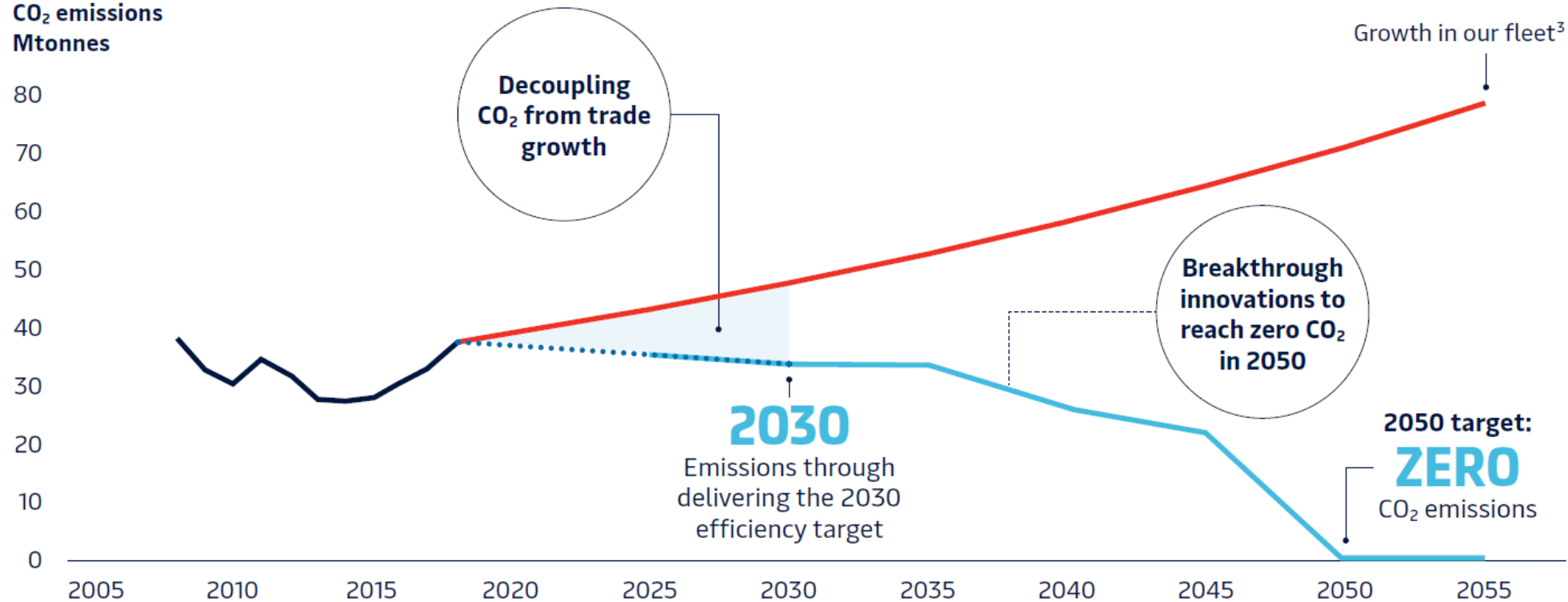


Emissions pathway from the 2030 and 2050 targets

2050 SCENARIO

— Historic emissions — Number of vessels ... Projected emissions 2030 efficiency target — Pathway to zero CO₂

CO₂ emissions
Mtonnes



1 Global Warming of 1.5°C, Intergovernmental Panel on Climate Change, 2018.

2 Our target is net-zero CO₂ emissions, because using e.g. biofuels will emit CO₂ when burned on a vessel. However, if the feedstock used to produce the biofuel absorbs CO₂ equal to the emissions produced when burned (and the production process of the fuel is also CO₂-neutral) then specific biofuels can be CO₂ neutral.

3 The 2050 scenario is based on a simulation, which builds on our expectations for the development of our business activities until 2050 and the reductions coming from exchanging old vessels with zero carbon vessels. It does not however, include post 2030 reductions coming from further reductions on the remaining part of the old fleet.

IMPACT ON SUSTAINABLE DEVELOPMENT GOALS



Mette Mærsk

“A successful trial on biofuels”

- Mette Mærsk is a Triple E class vessel with 18000 TEU capacity and uses about 20.000-30.000 fuel tons pr. year
- Successful trial between Asia and Europe on 20% sustainable second-generation biofuels.
- No modifications were made to the ship or engine.
- The performance of the ship was not affected.





MAERSK

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– Maersk