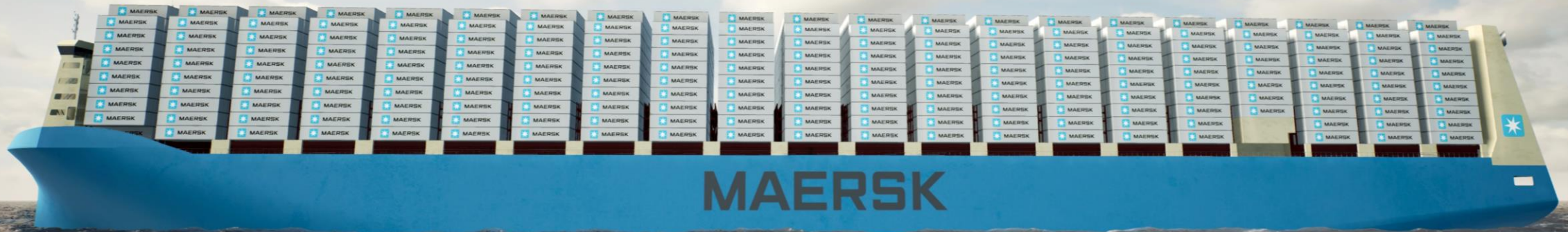
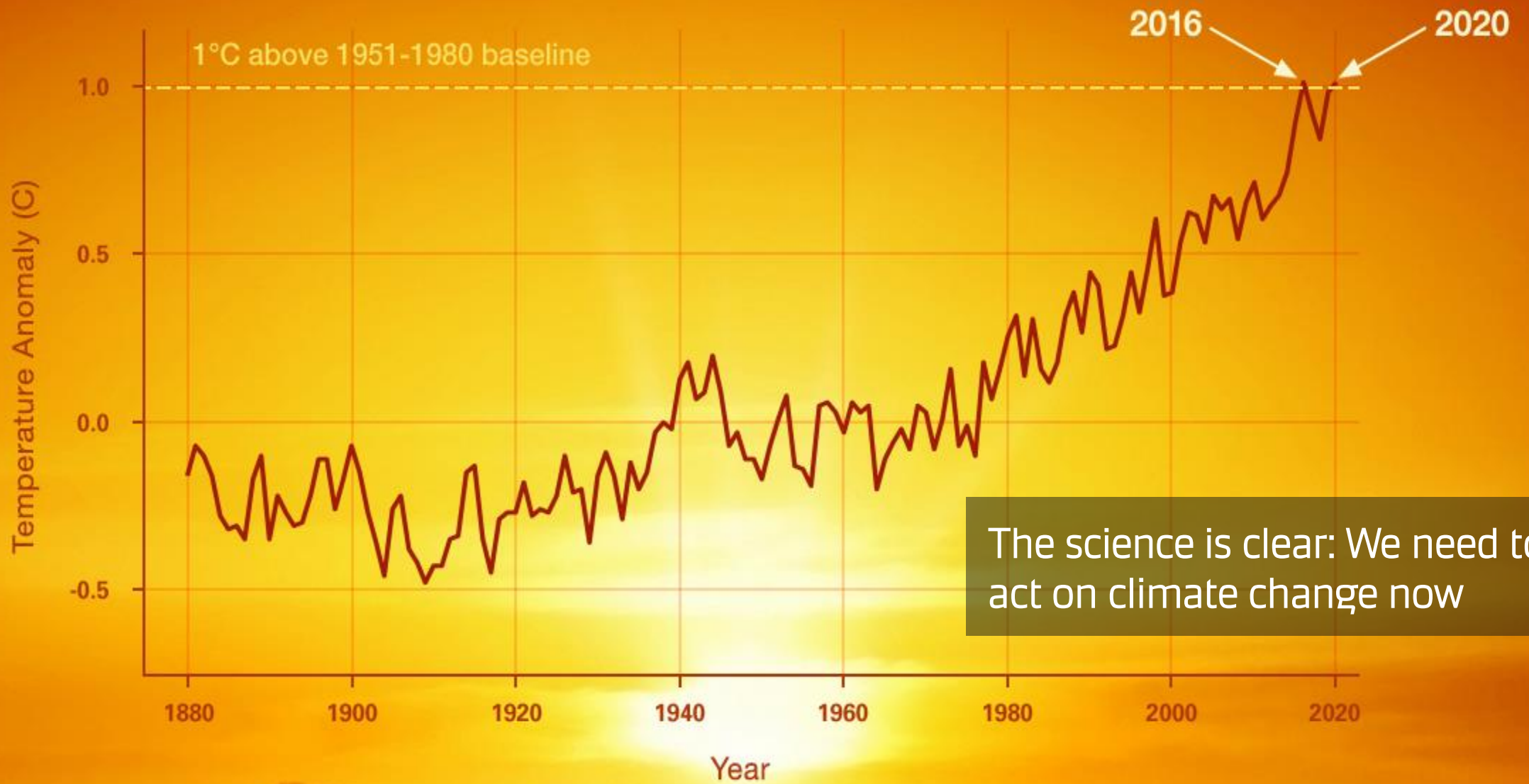


# Decarbonising Maersk



Jacob Sterling  
Senior Director  
Decarbonisation Innovation  
& Business Development



The science is clear: We need to act on climate change now

# Our ambition to become climate-neutral - new ambitions launched in January 2022

**2040**

**Climate-neutral:** Net-zero emissions across entire business

**2030**

**Ocean:** ~50% reduction in carbon intensity; 25% of all cargo transported on green fuel

**Terminals:** ~70% absolute reduction of greenhouse gas emissions

**Air:** Min. 30% of cargo transported using Sustainable Aviation Fuels (SAF)

**Warehouses/depots:** Min. 90% green operations

**Inland transportation:** Industry leading green offering – targets tbd

# The climate challenge in shipping is huge

- While it is the most energy efficient way to move goods, shipping emits **3%** of global CO2 emissions.
- Maersk's 700 container ships emit **0.1%** of global CO2 emissions.
- One very large container ship consumes **7,000** ton of fuel oil on a trip from Europe to Asia and back.



# Potential fuels identified #1

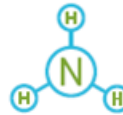
- none are available at scale today



**Green diesel**  
(incl. advanced biofuels)



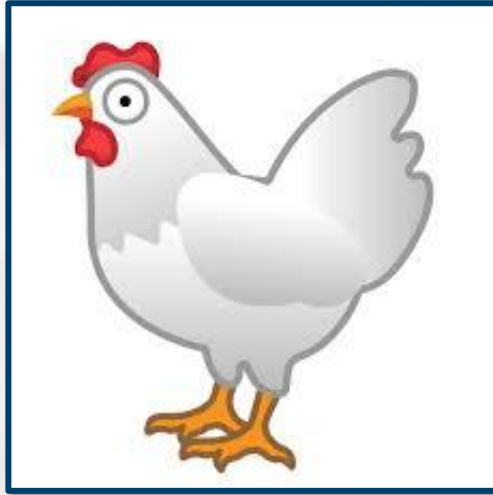
**Green methanol**  
(bio-methanol and e-methanol)



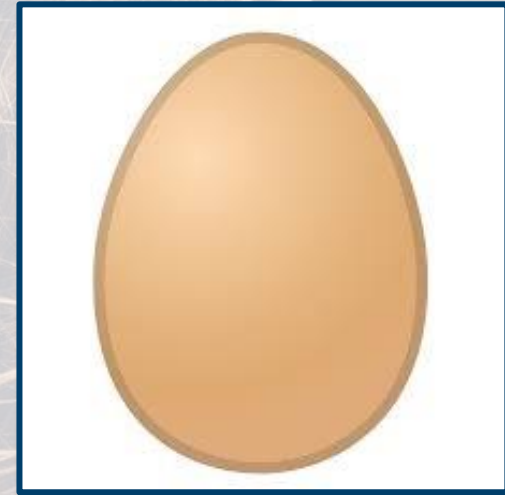
**Green ammonia**  
(e-ammonia)

Technical and  
operational  
readiness

# Chicken & egg dilemma - an obstacle to urgent action



Who will BUILD A NEW TYPE OF SHIP if there is no fuel or fuel infrastructure?



Who will produce a GREEN FUEL if there are no customers for it?

So we decided to get going ...  
- to remove barriers and trigger investments

1

Our first "pilot scale" carbon neutral container ship in 2023

➤ 10,000 ton/year of green methanol secured

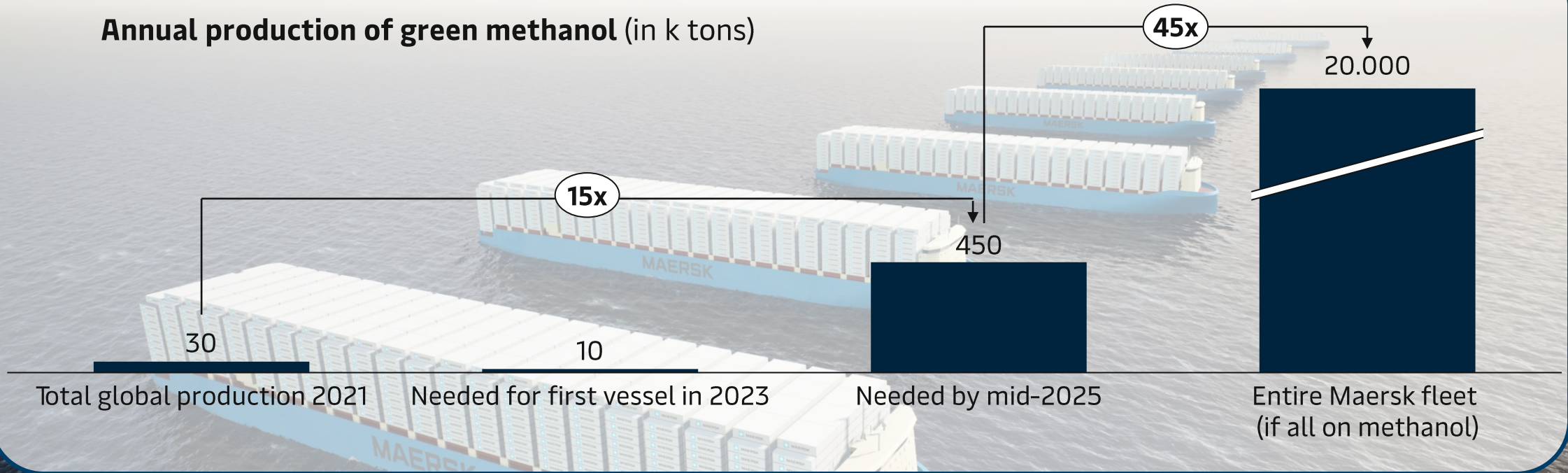
2

Our first series of 12 large carbon neutral container ships in 2024

➤ We are now looking to source approx 450,000 ton/year of green methanol ...

# It will be quite a leap to get to scale green fuels – but it can be done

## Annual production of green methanol (in k tons)



# Green methanol supply is developing fast - and it is becoming quite global



- Whereas green methanol supply is very insignificant right now, we expect a fast ramp-up from 2025 onwards.
- Europe and North America are most progressed, but South America and Asia is also on the move.
- It is realistic that methanol supply will be counted in millions of tonnes per year towards the end of the decade.

# Our new partnerships on methanol supply

- broad range of companies and geographies

**Ørsted**



- 300,000 ton/year
- First delivery in 2025
- North America

**CIMC ENRIC**  
中集安瑞科



- 50,000 ton/year.
- First delivery in 2024
- China

**PRO  
MAN**



- 200,000 ton/year
- First delivery in 2025
- North America

**EUROPEAN  
ENERGY**



- 2-300,000 ton/year
- First delivery in 2025/2026
- North & South America



Green Technology Bank



- 50,000 ton/year
- First delivery in 2024
- China

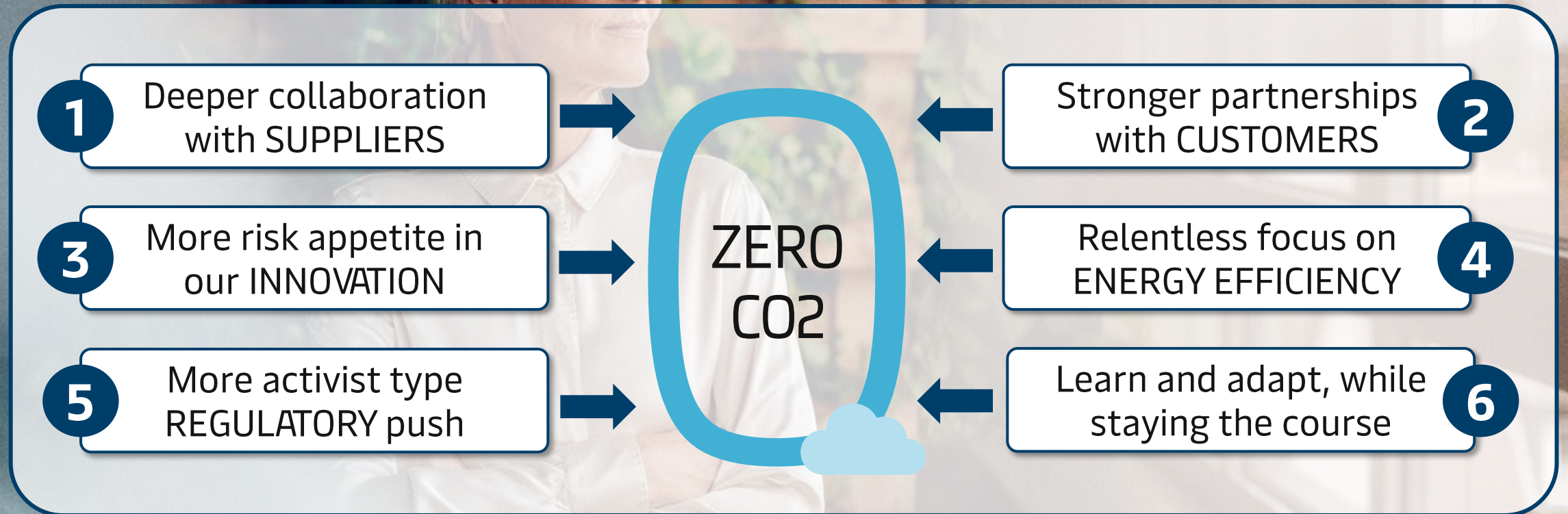
**WASTEFUEL**



- 30,000 ton/year
- First delivery in 2024
- South America

# To be successful...

- we need to change the way we work...





Thank you.

