

A photograph of a port at sunset. In the foreground, a dark, wet beach reflects the sky. In the middle ground, two large container ships are docked at a pier. The ship on the left is blue and white, and the one on the right is white with a red stripe. Several large blue gantry cranes are positioned over the ships. The sky is filled with dramatic, dark clouds, with a bright glow from the setting sun behind the cranes. The water in the harbor is calm, reflecting the light from the sky.

Decarbonization of shipping: New fuels, new regulatory framework, new reality around the corner

Simon C. Bergulf, Director Regulatory Affairs



A.P. Moller – Maersk at a glance

Present in
130+
Countries

Revenues¹ of
38,890
USD million

Profits¹
509
USD million

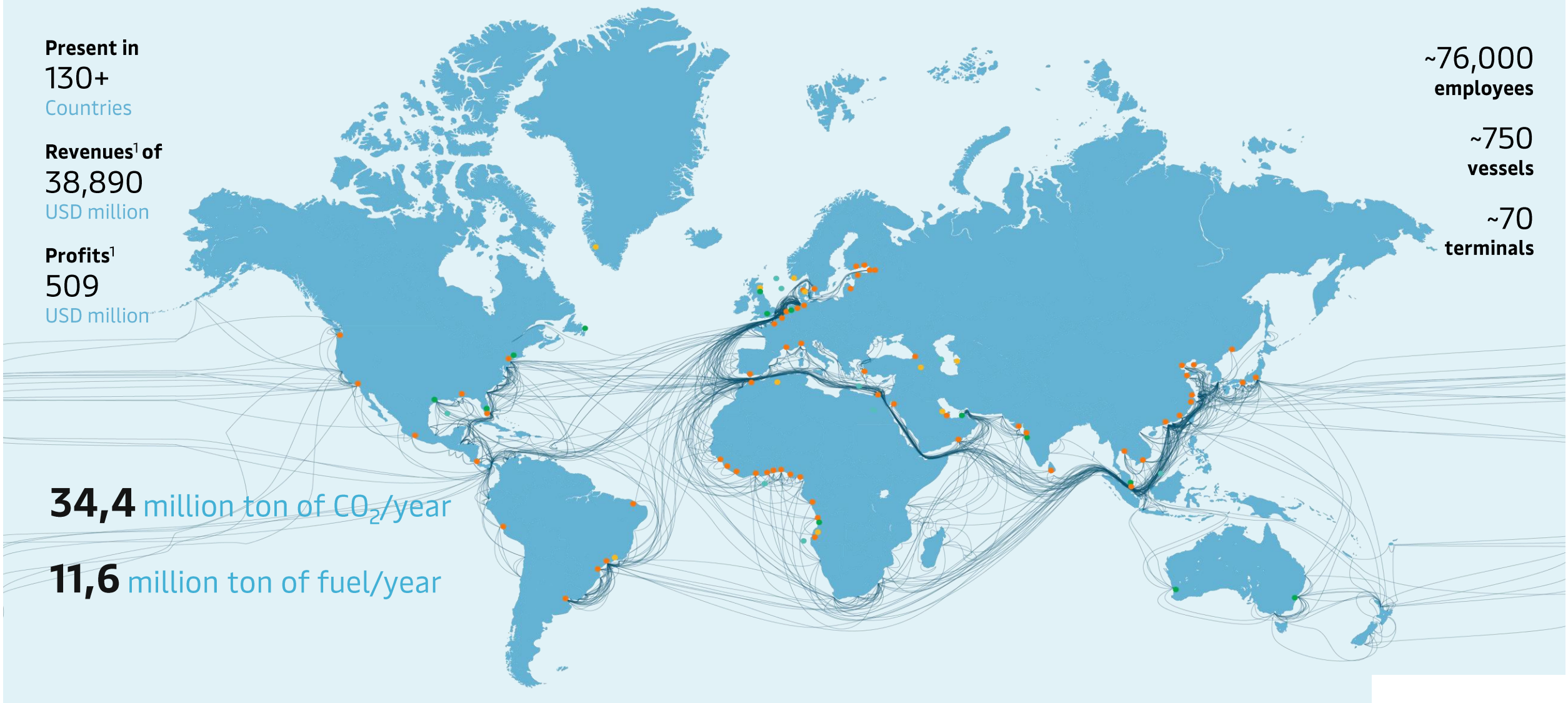
~76,000
employees

~750
vessels

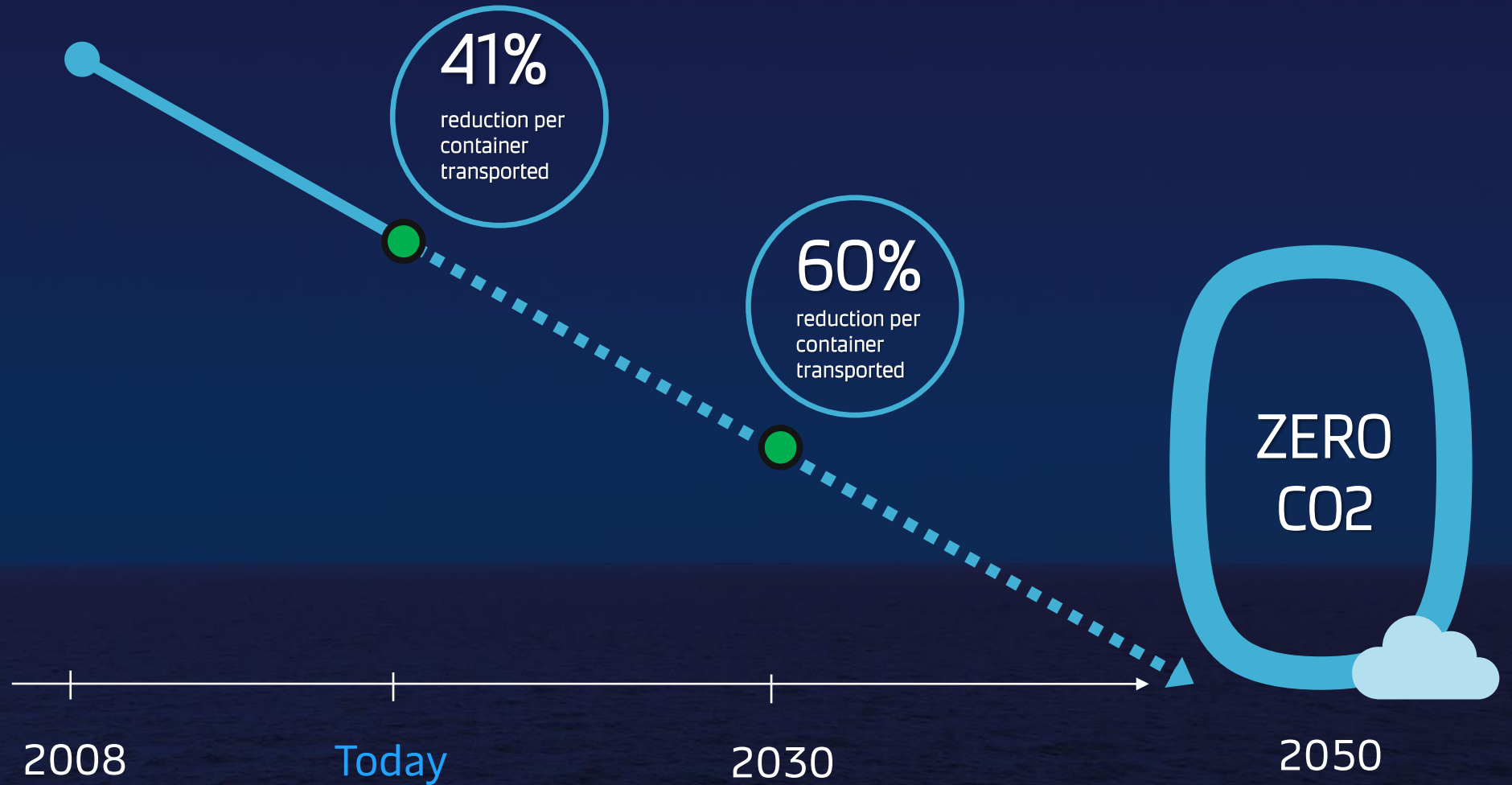
~70
terminals

34,4 million ton of CO₂/year

11,6 million ton of fuel/year



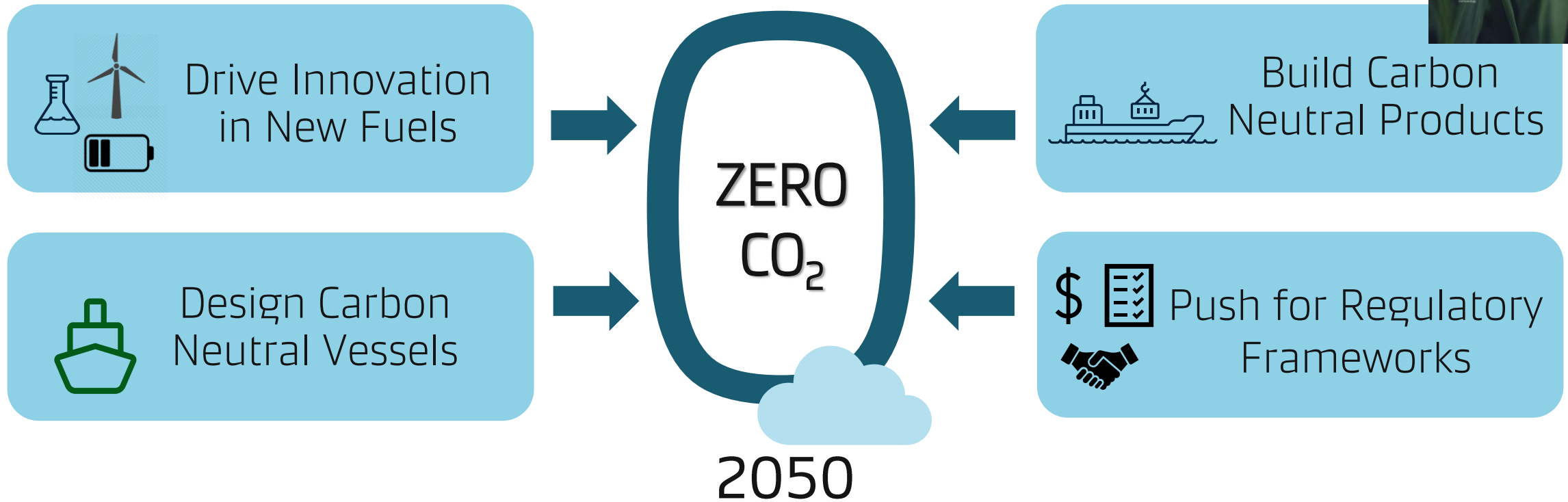
Maersk has committed to NET-ZERO CO2 EMISSIONS by 2050...



... and broad-based action is urgently needed to reach this goal



Maersk initiatives



Our Current Four Priority Fuel Bets

Drop in Fuel
BUT
availability and other sectors
also need it



Biodiesel



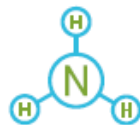
Methanol

(bio-methanol and e-methanol)



Lignin fuels

A new biofuel based on biomass
residue (lignin) and alcohols
(methanol or ethanol)



Ammonia

(green ammonia)

Already in operation and Liquid at
normal conditions
BUT
scalability and green production
questions

Price-competitive
BUT
In development stage, scalability
and infrastructure for supply
questions

Fully zero emissions fuel
and can be produced at scale
BUT
Safety, toxicity and
infrastructure challenges.
Dependent on
cost/maturity of electrolyser
technology

Regulatory Challenges

Action is needed now. We need to stop talking about shaving off a percentage here and there and look at transition.

Secure RD&D (IMRB Proposal is long overdue) and start to look at MBM.

This is uncharted territory, we cannot rely on "this is how we have always done this".

Look at mechanisms to reward first movers and punish laggards (clear and complete data, fleet approach to compliance,...).

Enforcement cannot be an afterthought.



Thank you.