

# Moving to green

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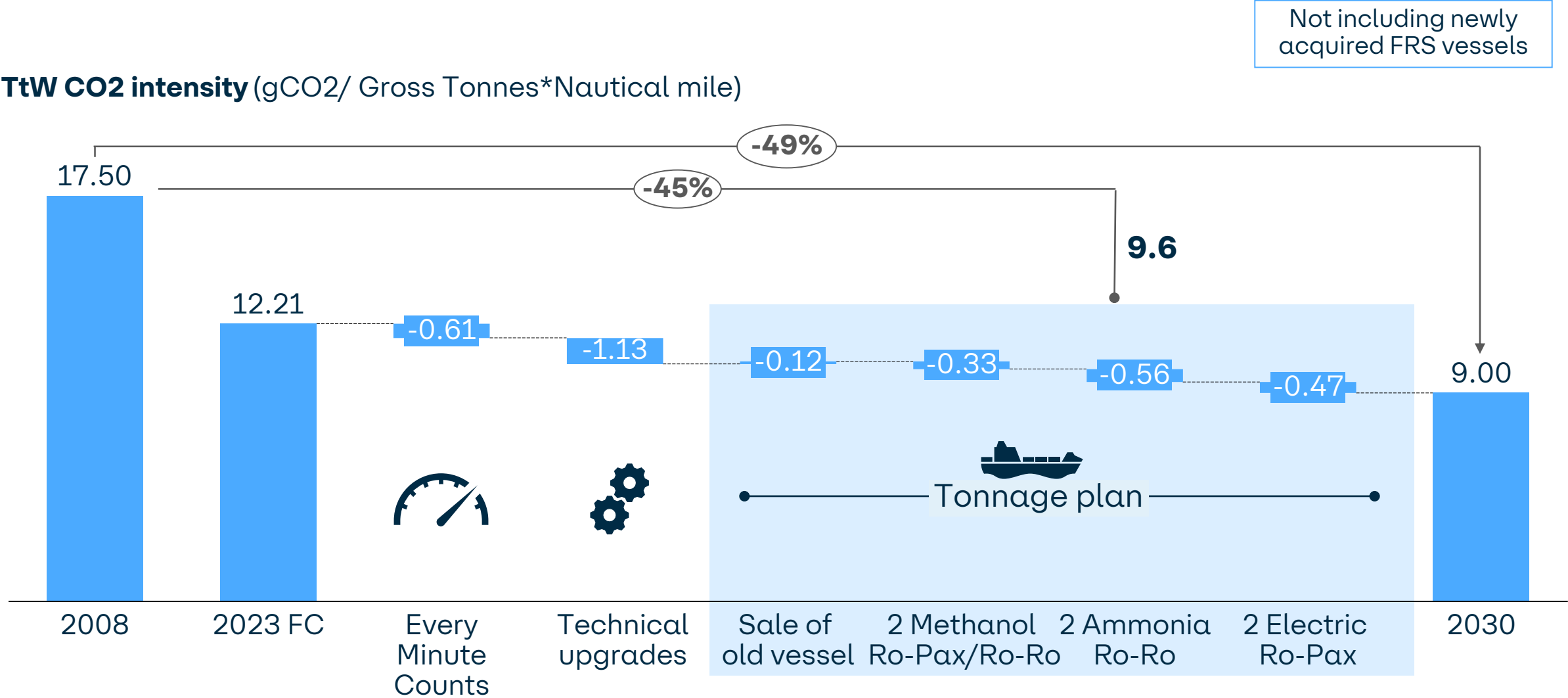


# Targets and pathways

# Our greenhouse gas reduction targets



# 2030 pathway for vessels



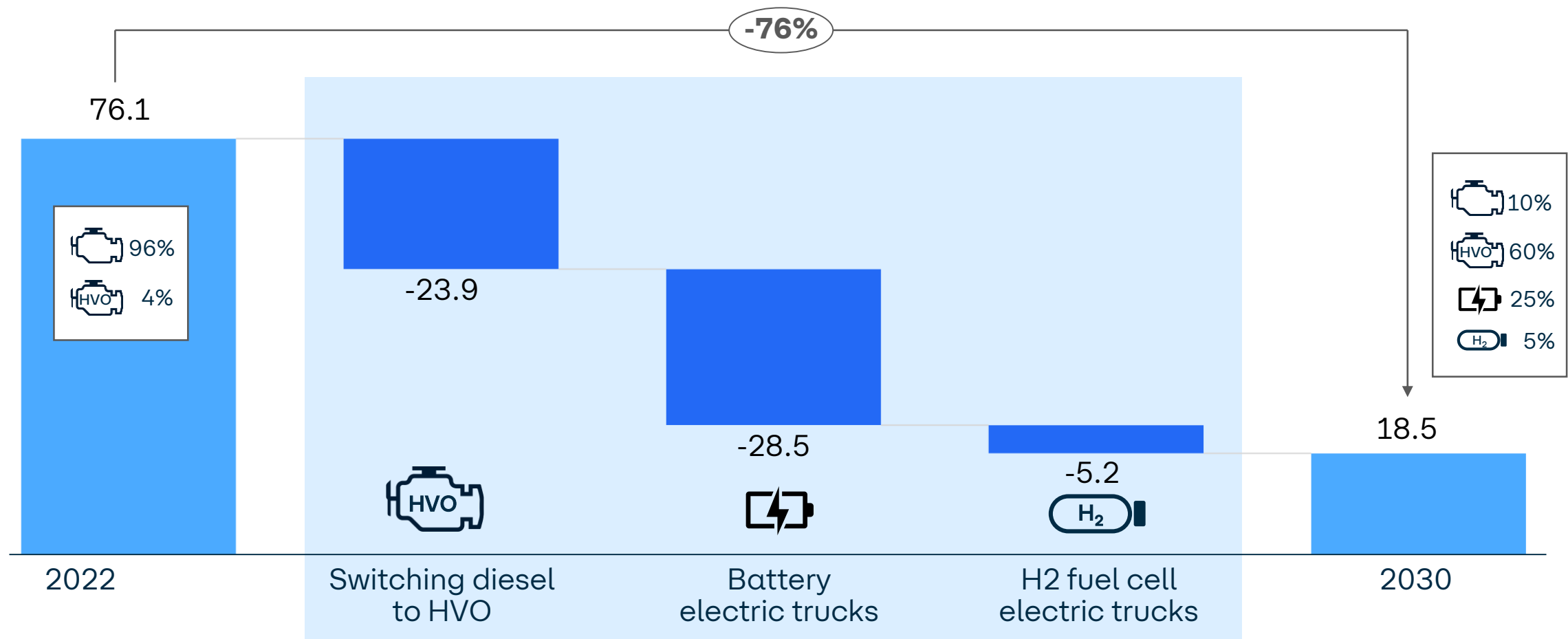
# Vessels of Tomorrow: Ferry transition to 2030 and beyond fuelled by low and zero-emission fuels



- Collaboration with authorities on the risk-based approval process
- Collaboration with ports on bunker standards, procedures and safety aspects
- Collaboration with equipment suppliers, monitoring and sourcing of new fuels and technologies

# 2030 pathway for road transport

gWtW CO<sub>2</sub>e/ t-km



# 87 out of first 125 eTrucks in operation by end 2023

## Trucks deployed

<b>5</b> Gent	<b>46+</b> Gothenburg
<b>3</b> Klaipeda	<b>12</b> Hobro
<b>2</b> Winterswijk	<b>2</b> Vlaardingen

## Customer agreements



## CO2e reductions

**97%** of eTruck flows  
are **0 emissions** WtW

**12 - 132 CO2e tonnes**  
saved per truck per year



# Electrification of terminals & warehousing

Example of Ghent terminal: 8 GWh per year | 6 MW grid connection | 2 MW peak





# Regulation and funding

# Adapting to upcoming IMO and EU regulation



CII, EEXI and EEDI



Ship energy efficiency index (new *and* existing vessels) and carbon intensity rating system

Fleet compliant



ETS I



European taxation of GHG emissions extends to Maritime



Fuel EU Maritime



The GHG intensity of the fuel mix needs to reduce by 2% (percentage increasing every 5 years)



ETS II



European taxation of GHG emissions extends to tax on fuel providers (from 2025)  
Member state road tolls/ tariffs

# Customers collaborate to decarbonise, can buy reduced emission products, or pay CO2 taxation

## Collaborative decarbonisation

Green corridor projects –  
Esbjerg-Immingham and  
Gothenburg-Ghent



**V O L V O**

## Direct reduction

Intervention along customer's  
own  
transportation flow



Electrical trucks



Marine biofuel

## Indirect reduction

Intervention within  
the DFDS network



## CO2 taxation



ETS surcharge passed  
through to customers



Fuel surcharge + road tolls  
surcharge applied per market

# EU and national funding targeted for key projects



## EU Innovation funding

- Up to 60% of difference in cost between 'black' and 'green'
- **April 2024**, ammonia vessels for North Sea
- **April 2025**, electric vessels for Channel



## EU hydrogen bank

- Feb 2024 and spring 2024, possible opportunities via fuel partners to apply for ammonia and/ or methanol support



## National and infrastructure funding

- 2024/ 2025 targeting UK Innovate and French FID in support of Channel electrification
- Zero-emission vehicle subsidies
- Increased focus on dialogue with policy-makers

# Summary



Clear pathways in pursuit of 2030 targets – continued analysis of possible net-zero scenarios



Prepared for coming regulation – investing to be green in preference to paying to be black



Customers, partners & funding central to a faster transition

# Q&A