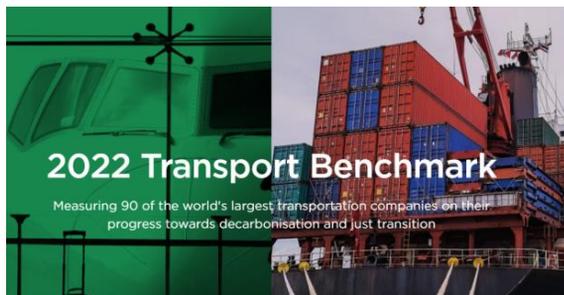


A.P. Moller - Maersk	
Sector	Transport
Latest full assessment published	October 2022
CDP Responder	Yes

**7.5C=\***      **#5/90**  
**ACT Score (2022)**    **Sector Rank (2022)**



**Company recommendations:**

**Targets:** The company has set a long-term decarbonisation target. However, it has not set sufficient intermediate targets. Setting regularly spaced intermediate targets will incentivise near-term actions on its longer-term goals.

**Emissions reductions and reporting:** The company's emissions contrast with its 1.5°C pathway which requires it to make substantial decreases in its emissions intensity.

**Transition plan:** The company can improve the elements of its transition plan by ensuring it includes medium and long-term targets, verifiable and quantifiable key performance indicators and financial commitments. The plan should be informed by scenario analysis to ensure that the plan's ambition is sufficient for a 1.5°C pathway.

For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/transport-benchmark)

Module	Last Assessment Performance (2022)	Current Performance (2023)		Module summary	Change in performance since latest assessment year
Targets		Net zero target?	Yes	Maersk aims to reach net zero in 2040. This target has been designed to align with the Science Based Targets initiative and is committed to validation. The company is not on track to achieve this target's ambitions. The company has disclosed a new target to reduce its scope 1 and scope 3 category 3 emissions intensity by 50% by 2030 (vs 2020).	 Improves
		Interim target(s)?	Yes		
		Targets cover all scopes?	Yes		
		All targets SBTi 1.5°C validated?	No		
Emissions reductions and reporting		Scope 1 and 2 emissions intensity disclosed?	Yes	Maersk's previous decrease in sea freight emissions intensity was likely driven by the rise of more efficient ships within its fleet. However, Maersk's emissions are now rising. To align with its 1.5°C pathway, it needs to reduce its average emissions intensity and commit to significantly increasing the number of low-carbon vessels in its fleet.	 Worsens
		Scope 1, 2 and 3 emissions intensity disclosed?	Yes		
Transition Plan		Public transition plan?	Yes	To achieve transition Maersk plans to offer more sustainable products to customers, invest in the development of low-carbon fuels, such as green methanol and green ammonia, increase sustainable aviation fuel for its air transportation, retrofit existing vessels and has so far purchased 19 green methanol-enabled ships.	 Remains the same
		Relevant expertise on the board?	Yes		
		Incentives linked to emissions reductions?	No		
		Financial content in plan?	No		
		Plan informed by scenario analysis?	Yes		

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\*ACT scores are constructed of three parts. The performance score out of 20, narrative score A – E and trend score + / = / -