

DFDS' SUSTAINABILITY PROGRAMME

A presentation to



16th June 2016



DFDS provides shipping and transport services in Europe and has an **ANNUAL REVENUE OF MORE THAN DKK 13 BILLION.**

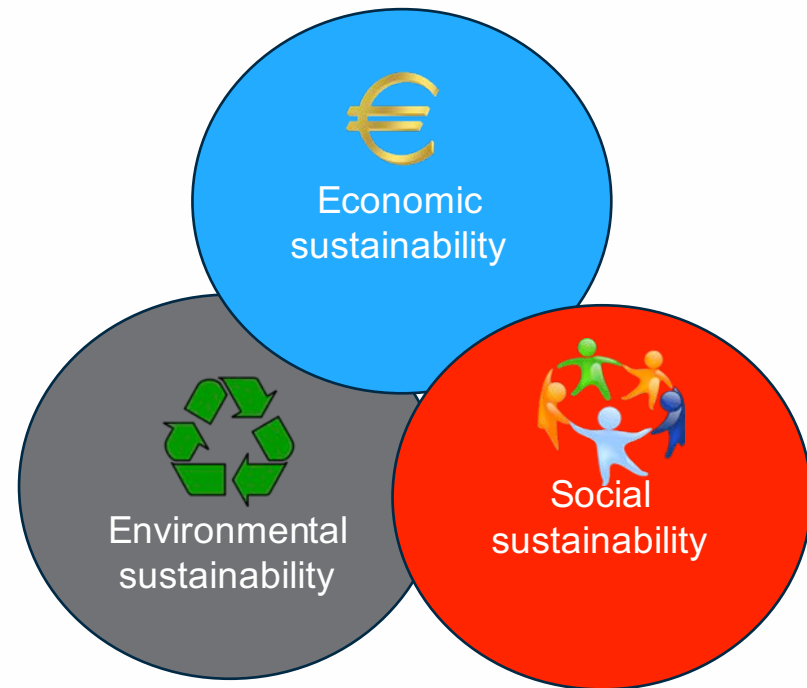
To **OVER 8,000 FREIGHT CUSTOMERS**, we deliver high performance and superior reliability through shipping and port terminal services, and transport and logistics solutions.

For **MORE THAN SIX MILLION PASSENGERS**, many travelling in their own cars, we provide safe overnight and short sea ferry services.

We have **6,600 EMPLOYEES** spread across offices in 20 countries. DFDS was established in 1866, is headquartered in Copenhagen and is **LISTED ON NASDAQ COPENHAGEN.**

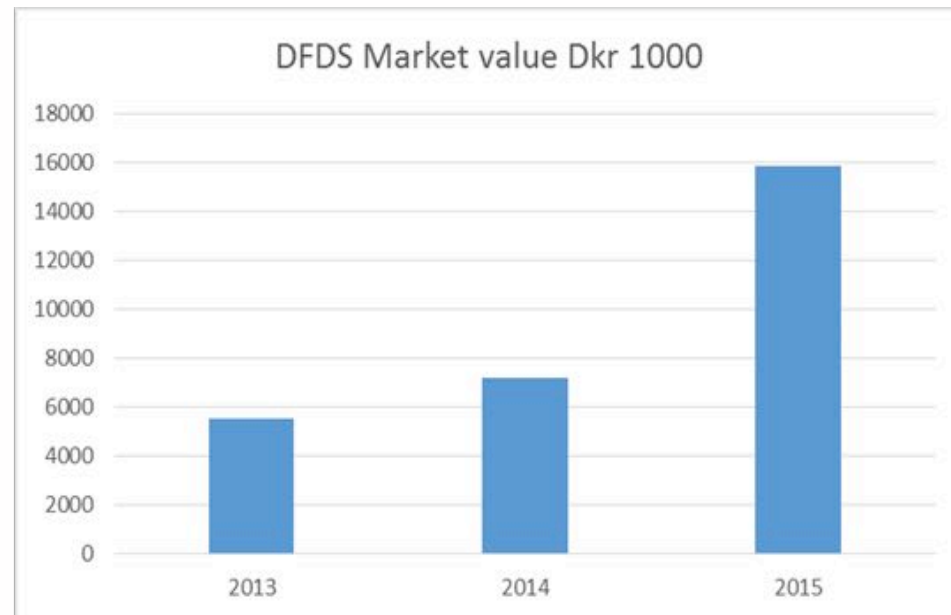


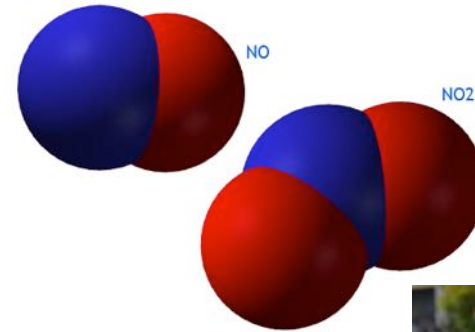
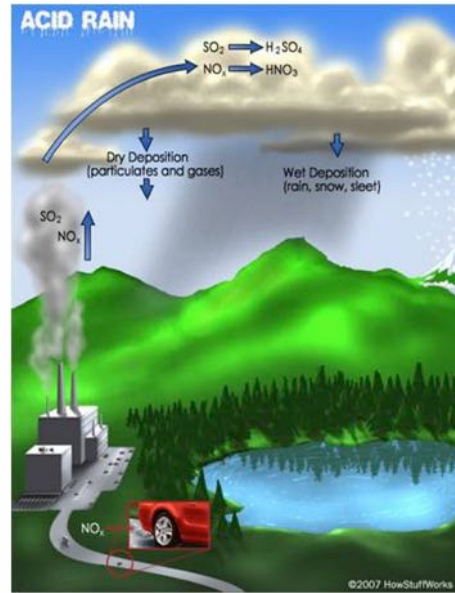
WHAT IS SUSTAINABILITY ?



“Achieving sustainability will enable the Earth to continue supporting human life”



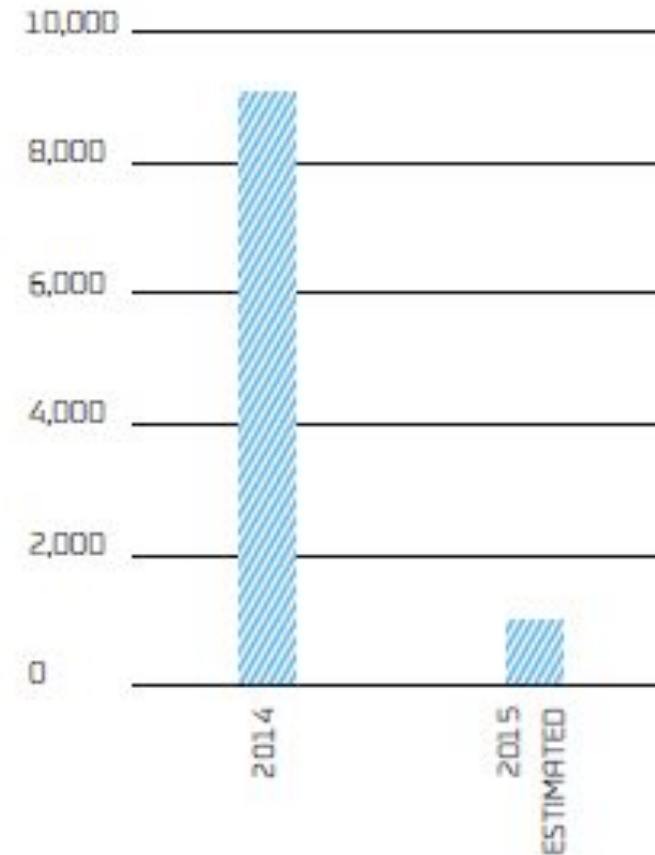




DFDS & SO_x



EMISSIONS OF SULPHUR DIOXIDE FROM DFDS' FLEET 2014 AND ESTIMATED FOR 2015





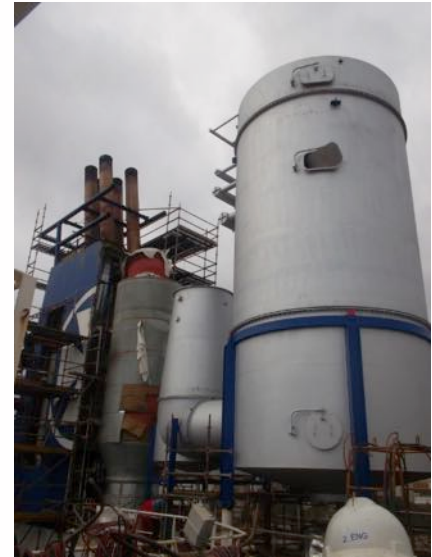
OPTIONS FOR SECA COMPLIANCE

- **Switch to MGO**
 - Pro : Easy, flexible
 - Con : Expensive to operate
- **LNG**
 - Pro : Politically correct
 - Con : Expensive to finance and operate
environmental issues
- **HFO + scrubber**
 - Pro: Inexpensive to operate
Environmental benefits
 - Con: Expensive to finance, regulative mess
- **Network changes**
 - Pro: Financial attractive
 - Con: Customer, job, image implications



SO WHERE IS DFDS TODAY ON SOX?

- € 100 mill. allocated to SECA compliance
- 18 vessels fitted with scrubbers
 - 5  Co-financed by the European Union
Trans-European Transport Network (TEN-T)
 - 6  Co-financed by the European Union
Connecting Europe Facility
- Route network changed
 - Must mean modal shift
- Some use of ULSHFO



SO WHERE IS DFDS TODAY ON SOX?

DID WE DO THE RIGHT THING?

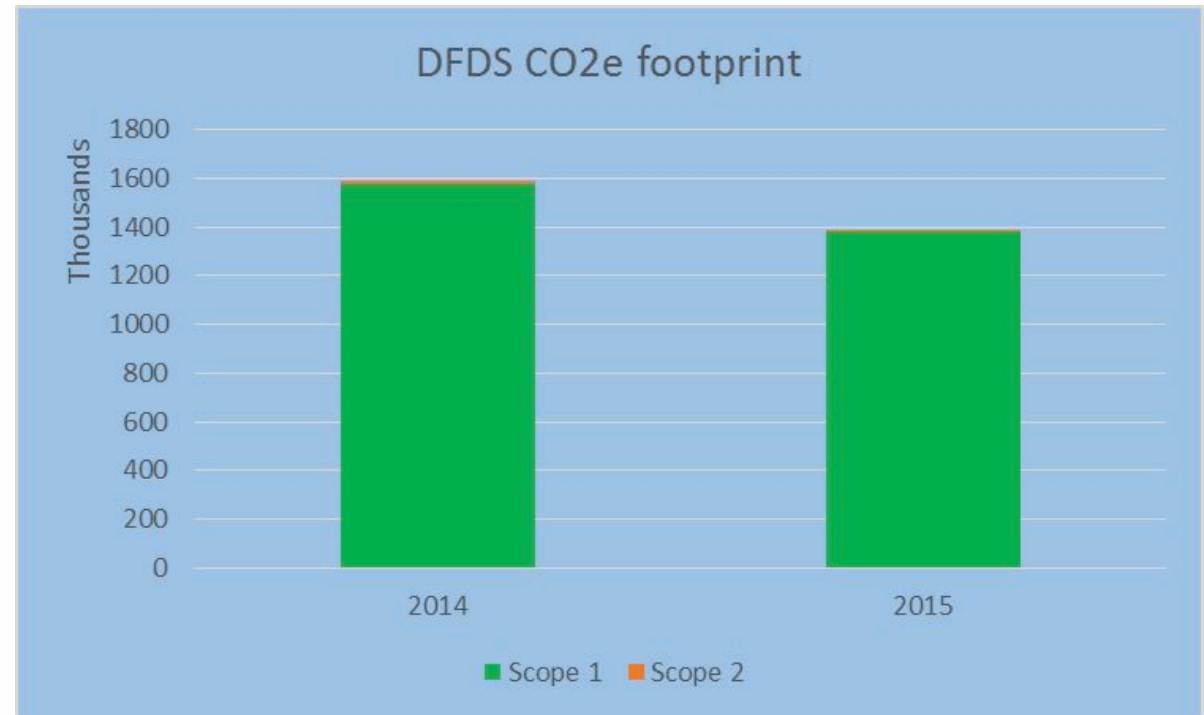
Oil/energy prices have changed
New oil products on the market
Political doubt about scrubber emissions levels



DFDS & CO2



> 96% of DFDS CO2 emissions comes from the ships we operate



DFDS & CO2



Without this continuous CO2 reduction programme DFDS would today be emitting 170,000 ts CO2 more than we actually do.

= 40,000 normal passenger cars



What lies ahead ?

What we **know** is coming :

- EU and IMO MRV
- 0.5% Sulphur limits EU and global
- Ballast Water Management Convention
- NOx Tier 3
- “Black water” regulation
- Vessel Re-circulation (The Hong Kong Convention)
- EEDI



What lies ahead ?

What we **believe** it coming :

- EU Re-cycling levy
- Biofouling regulation
- New limits for scrubber wash water discharge
- CO2 tax



DFDS &



GHG



Thank you



6/18/16

