

Electrification at DFDS



2030
45% reduction in CO₂e intensity from ferries



2030
75% reduction in CO₂e intensity from road transport, terminals & warehousing



2050
Net zero

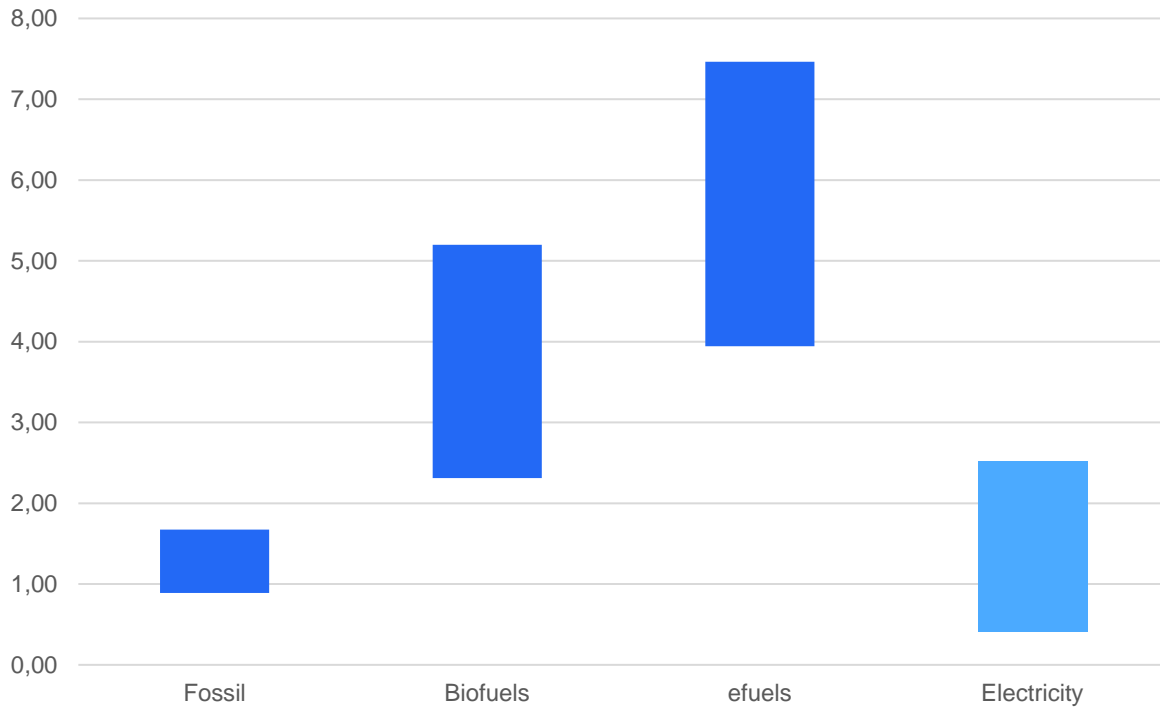


- Electric trucks & terminal equipment
- Charging infrastructure
- Shore power
- Energy production (wind & solar)
- Battery electric vessels for shorter routes

Technical efficiency drives cost-efficiency of electrification

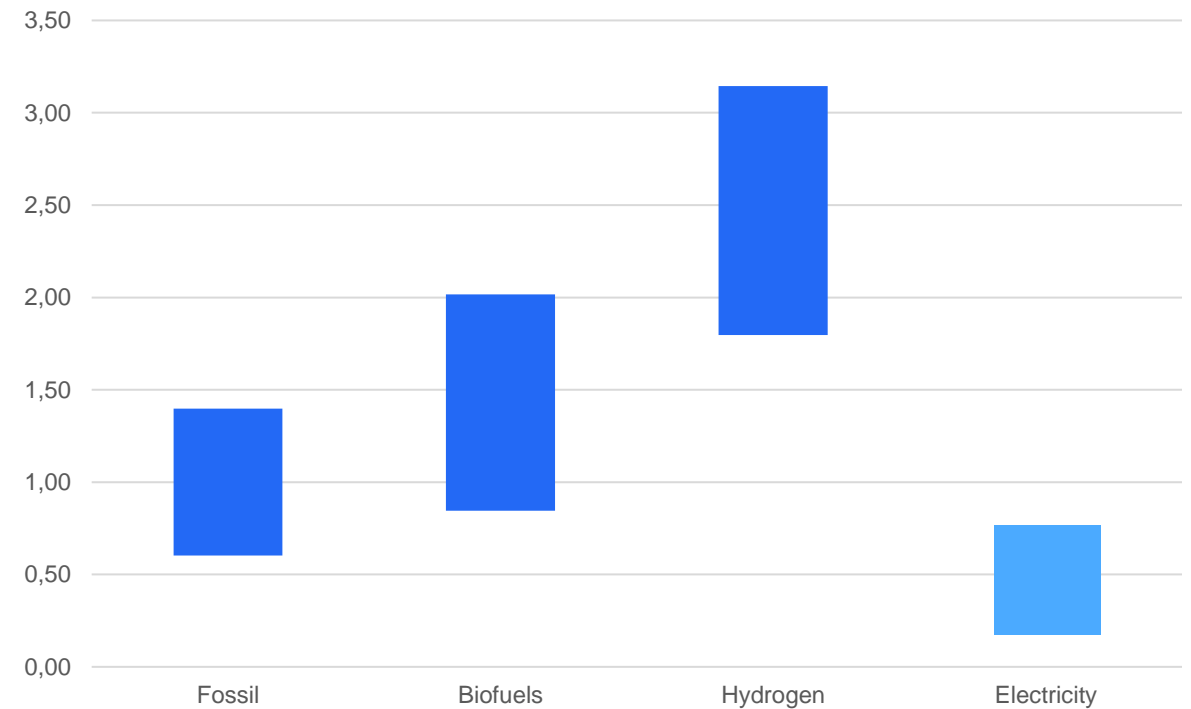
Relative cost of maritime fuels

Relative fuel OPEX for same energy content
(HFO as reference)



Relative cost of land-based fuels

Relative fuel OPEX for same energy content
(Diesel as reference)



eTrucks show promise despite higher purchase price



140 eTrucks on EU and UK roads



4.868 tCO2e reduced in 2024



~ 5.000 kW installed charging



400+ customers

10

Belgium



3

Lithuania



4

UK



8

Netherlands



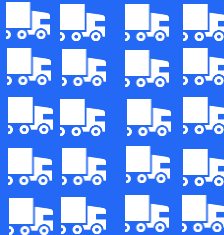
78

Sweden



20

Germany



15

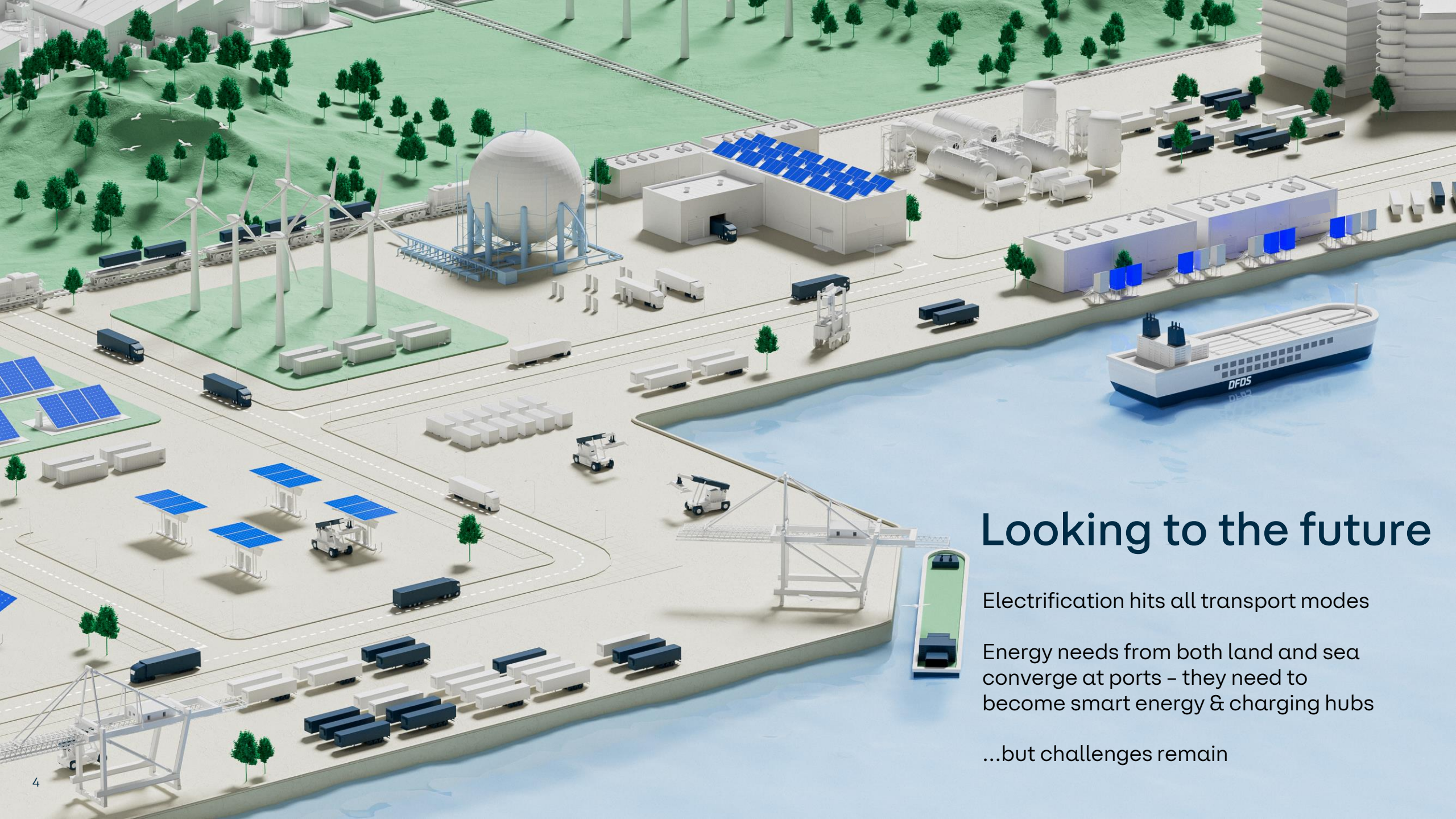
Denmark



2

Finland





Looking to the future

Electrification hits all transport modes

Energy needs from both land and sea converge at ports – they need to become smart energy & charging hubs

...but challenges remain

Similar challenges across different types of operation

Road operations



Terminal operations



Ferry operations



Infrastructure

Lack of grid capacity and suitable charging infrastructure



Financial

Significant Capex premium for battery-operated trucks, terminal equipment and vessels



Technical limitations

Limited range of all assets (especially in colder months);
difficult to manage charging for assets in constant use



The human factor

Introduction of detailed charging schedules for assets increases complexity
and requires changed operational paradigm



Regulatory

Specific safety considerations; regulatory approval may not be in place for all cargo types