



2024 Green Finance Report

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Letter from our CFO



We are excited to share the progress we have made this year in advancing our sustainability agenda through our Green Finance Program. This year, we published an updated Green Finance Framework that covers a wider range of eligible investments, supporting our goal of integrating green finance across all business segments and furthering our decarbonization efforts in logistics and land-based operations.

In 2024, we successfully raised an additional USD 2.1bn under the updated framework. This includes USD 1.1bn in green bonds and USD 973m through bilateral green credit facilities. The strong reception of this year's bond transaction, reflecting heightened investor interest in our green initiatives, is deeply encouraging. We are truly grateful for the trust and support of the financial markets and the constructive dialogue with our bond investors, which moves us forward on our sustainability journey.

Our 2024 Green Finance Report highlights how we have allocated these green funds across all our business segments: In Ocean, we took delivery of our first large 16,000 TEU dual-fuel engine vessel, Ane Maersk, in February 2024. Building on this milestone, we took delivery of six additional dual-fuel sister vessels during the year, bringing the total of dual-fuel methanol vessels in the fleet to eight by year end. This year, we have allocated USD 627m towards payments related to the new dual-fuel vessels. In Logistics and Services, we are proud to allocate towards our newly established logistics facility in Jeddah, Saudi Arabia. This facility exemplifies our commitment to sustainable infrastructure, featuring solar power integration, and extensive electrification. In Terminals, our investments highlighted in this report focus on electrification and the construction of sustainable buildings in relation to the Maasvlakte II expansion in Rotterdam, Netherlands.

We remain committed to the alignment between our financing strategy and our decarbonization journey. Thank you for your continued support as we navigate this transformative journey.

Yours sincerely,

Patrick Jany,
CFO

Green financing highlights 2024

New green framework and green financing

In 2024, we updated our Green Finance framework to offer an expanded list of Eligible Project Categories supporting decarbonization across all segments and a high degree of EU Taxonomy alignment¹. During the first quarter, we issued two Green EUR bonds totalling USD 1.1bn, which garnered good market reception with 3.2x oversubscription. In January 2024, we signed two green ECA (Export Credit Agency) Loan Facilities totalling USD 973m.

Allocation made to the new project categories

In 2024, we have allocated proceeds to three new projects across three new categories; Maasvlakte II Terminal Expansion (Clean Transportation and Green Buildings), The Maersk Logistics Park in Jeddah (Clean Transportation, Energy Efficiency and Green Buildings) and engine retrofits (Clean Transportation). Through these allocations, we demonstrate impact across all business segments: Ocean, Logistics and Services, and Terminals.

Impacts of our total allocations

For the reporting period, we have avoided 33,381 Metric tonnes GHG emissions on a WTW CO2e (100 years) basis.

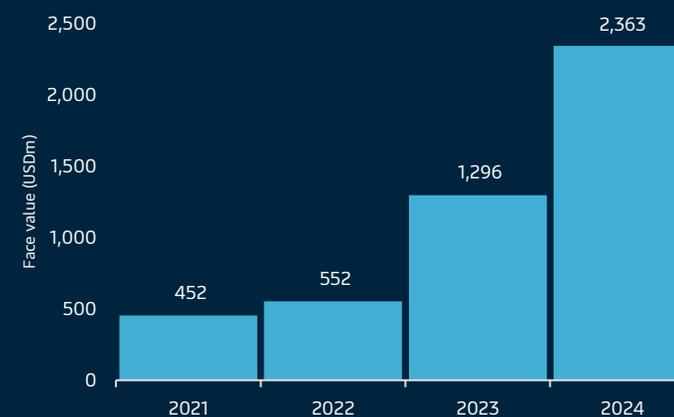
Overview of project category allocations

Project Categories	Business segment		Allocations 2024 (USDm)	Total allocations (USDm)
Clean Transportation	Ocean 		658	1,954
	Logistics & Services Terminals 		205	205
Green Buildings	Logistics & Services Terminals 		197	197
Energy Efficiency	Logistics & Services 		7	7
Total			1,067	2,363

¹The complete list of eligible project categories, including the extent of their alignment with the EU taxonomy, is available in Maersk's Green Financing Framework, which can be accessed at <https://investor.maersk.com/green-finance>



Overview of allocated green financing



Green Financing Allocations



Allocations by instrument (USDm)

In 2024, we have allocated USDm 777 of the proceeds from the bond issuance in February and USD 287m of drawdowns from one of our ECA facilities. All allocations were made based on the capital expenditures of the respective eligible projects. The majority of these allocations were directed toward investments in dual-fuel vessels, electrified material handling equipment, and the construction of green buildings. The remaining bond proceeds from the issuance in February are expected to be allocated towards further capex related to the construction of dual-fuel methanol vessel.

Green Bonds										
Description	Pricing/Signing Date	ISIN	Net proceeds ¹	Amount Outstanding	Proceeds allocated 2021	Proceeds allocated 2022	Proceeds allocated 2023	Proceeds allocated 2024	Total allocated proceeds	Unallocated proceeds
EUR 500m 0.75% due November 2031	18/Nov/21	XS2410368042	USD 552m	USD 560m	452	100	-	-	552	Fully allocated
USD 750m 5.875% due September 2033	11/Sep/23	US00203QAF46/ USK0479SAG32	USD 744m	USD 750m	-	-	744	-	744	Fully allocated
EUR 500m 3.75% due March 2032	28/Feb/24	XS2776890902	USD 543m	EUR 500m	-	-	-	390	390	153
EUR 500m 4.125% due March 2036	28/Feb/24	XS2776891207	USD 543m	EUR 500m	-	-	-	390	390	153
Green Loans										
USD 725m bilateral ECA loan	05/Jul/22				-	-	-	287	287	438
USD 377m bilateral ECA loan	06/Oct/23				-	-	-	-	-	377
USD 408m bilateral ECA loan	26/Jan/24	Not applicable	Not applicable	Not applicable	-	-	-	-	-	408
USD 565m bilateral ECA loan	30/Jan/24				-	-	-	-	-	565
Total					452	100	744	1,067	2,363	2,094

¹Net proceeds in foreign currencies are converted to USD as per the FX applied to cross currency swap executed on the respective pricing date.

Allocations by project (USDm)

Debt Issue	ISIN	Clean Transportation (Ocean)		Clean Transportation (Land)		Energy Efficiency	Green Buildings	Total allocated proceeds
Green Eligible Project Category¹:								
		Methanol enabled dual-fuel container vessels	Efficiency improvement of existing vessels	Terminals infrastructure and equipment	Zero emission road transportation and warehouse equipment	Energy efficiency technologies in logistics centres and terminals	Construction or acquisition of new logistic centres	
Project Name(s)								
		2,000-17,000 TEU methanol feeder vessels	Retrofit of 11,000 TEU vessels / Blue World Technologies	MVII expansion	Jeddah Logistics Centre	Jeddah Logistics Centre	Maasvlakte X-Dock / Jeddah Logistics Centre	
EU taxonomy alignment								
		6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities	6.12. Retrofitting of sea and coastal freight and passenger water transport	6.16. Infrastructure enabling low carbon water transport	Not aligned	7.6. Installation, maintenance and repair of renewable energy technologies	Not aligned	
Green Bonds								
EUR 500m 0.75% due November 2031	XS2410368042	552	-	-	-	-	-	552
USD 750m 5.875% due September 2033	US00203QAF46/ USK0479SAG32	739	5	-	-	-	-	744
EUR 500m 3.75% due March 2032	XS2776890902	170	16	99	3	4	98	390
EUR 500m 4.125% due March 2036	XS2776891207	170	15	100	3	3	99	390
Green Loans								
USD 725m bilateral ECA loan		287	-	-	-	-	-	287
USD 377m bilateral ECA loan	Not applicable	-	-	-	-	-	-	-
USD 408m bilateral ECA loan		-	-	-	-	-	-	-
USD 565m bilateral ECA loan		-	-	-	-	-	-	-
Total		1,918	36	199	6	7	197	2,363

¹Only Green Eligible Projects that have received allocations are shown in the table. Additional categories are available in Maersk's Green Financing Framework, accessible on <https://investor.maersk.com/green-finance>.

Green Financing Impact



Our impact methodology

Our assessment of GHG emissions avoided with [new methanol container vessels](#) and [engine retrofits](#) focuses on three key factors:

- **Energy Efficiency:** Improved vessel design enhances energy efficiency, measured using the Energy Efficiency Design Index (EEDI), which is calculated by dividing total CO₂ emissions from combustion of fuel by transport work. Transport work is the ship's capacity as designed multiplied by the ship's design speed.
- **Green Fuels¹:** By tracking green fuel consumption and comparing it to conventional fuel oil using fuel certificates, we quantify avoided emissions. Emissions are reported on a well-to-wake basis, covering fuel production, delivery, and ship operations.
- **Shore-power:** Enabling vessels to connect to the local electrical grid at berth eliminates GHG emissions from auxiliary engines, which would otherwise burn fossil fuels for essential operations. Avoided emissions are calculated based on the vessel's electricity consumption, converted into savings compared to burning conventional fuel, and adjusted for the emissions intensity of the local electricity grid.

In 2024, we allocated proceeds to new categories, including the Maasvlakte II Terminal Expansion (Clean Transportation (Land) and Green Buildings) and the Maersk Logistics Park in Jeddah (Clean Transportation, Energy Efficiency, and Green Buildings). Since these assets are not yet operational or have been in operation long enough to report emissions saved, we plan to report on these investments starting next year.



33,381 Metric tonnes GHG emissions avoided²



Average Energy Efficiency Design Index (EEDI) rating 30% better than the International Maritime Organisation's (IMO) minimum³ performance requirements achieved due to advancements in the design and construction of dual-fuel vessels delivered to date.



LEED Gold and BREEAM Excellent certifications for a total of 188,000 square meter of logistics facilities

¹Maersk defines "green fuels" as fuels with low to very low GHG emissions over their life cycle compared to fossil fuels. Different green fuels achieve different life cycle reductions depending on their production pathway. By 'low' we refer to fuels with 65-80% life cycle GHG reductions compared to fossil fuels. This covers, e.g., some biodiesels. "Very low" refers to fuels with 80-95% life cycle GHG reductions compared to fossil fuels. For commodity biofuels like, e.g., biodiesel for road transport, the minimum GHG savings are typically governed by standards like the EU Renewable Energy Directive (RED), and we align our minimum reduction thresholds for fuels to the RED. For future fuels like methanol where Maersk is involved in the project design and development, we strive to achieve higher GHG reductions than the legislative thresholds.

²GHG emissions avoided during the reporting period, in Metric Tonnes on a WTW CO₂e (100 years) basis

³Refers to the IMO phase 3 regulation applicable as of 1st April 2022.



Impact of our allocated proceeds across categories

Project Category ¹	Clean Transportation (Ocean)		Clean Transportation (Land)		Energy Efficiency	Green Buildings	
Green Eligible Projects¹:	Methanol enabled dual-fuel container vessels	Efficiency improvement of existing container vessels	Terminals infrastructure and equipment	Zero emission road transportation and warehouse equipment	Energy efficiency technologies in logistics centres and terminals	Construction or acquisition of new logistic centres	
Project Name	2,000-17,000 TEU methanol feeder vessels	Retrofit of 11,000 TEU vessels	MVII expansion	Jeddah Logistics Centre	Jeddah Logistics Centre	Maasvlakte X-Dock	Jeddah Logistics Centre
Impact By Design	Average EEDI (Energy Efficiency Design Index) value 30% below IMO requirements ²	Average EEXI (Energy Efficiency Existing Ship Index) value 12,8% below IMO requirements ³ / Ability to plug in at berth	Electrified Equipment (292 items ⁴)		15 MWh Capacity Installed (Solar Power)	BREEAM Excellent certification	LEED Gold Certification
Project Status	In operation/under construction		These assets are either not yet operational or have not been in operation long enough to report emissions saved				
Impact from Operation⁵	Metric tonnes GHG emissions avoided on a well-to-wake CO2e (100 years) basis						
Debt Issue	ISIN						
EUR 500m 0.75% due November 2031	XS2410368042	8,795					
USD 750m 5.875% due September 2033	US00203QAF46/ USK0479SAG32	4,569					
EUR 500m 3.75% due March 2032	XS2776890902	1,762	904				
EUR 500m 4.125% due March 2036	XS2776891207	1,762	904				
Green Loans							
USD 725m bilateral loan KEXIM	Not applicable	14,686					
Total							

¹Only Project Categories and Green Eligible Projects that have received allocations are shown in the table. Additional categories are available in Maersk's Green Financing Framework, accessible on <https://investor.maersk.com/green-finance>.

²EEDI requirements defined as a percentage reduction factor, to be applied to the EEDI reference value, as agreed by the Marine Environment Protection Committee of the International Maritime Organization on its seventy-fifth session. See more here: [Marine Environment Protection Committee \(MEPC\) 75, 16-20 November \(virtual session\) \(imo.org\)](#)

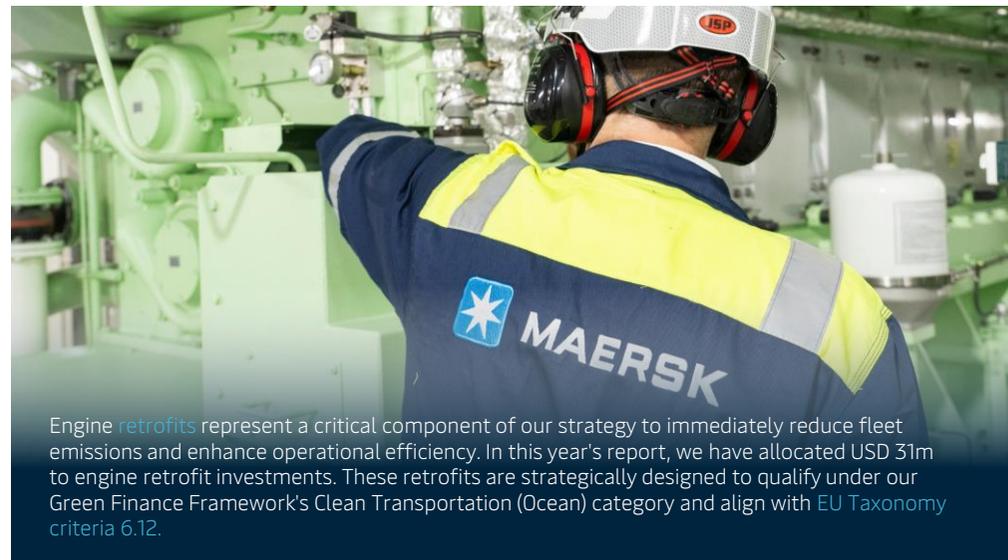
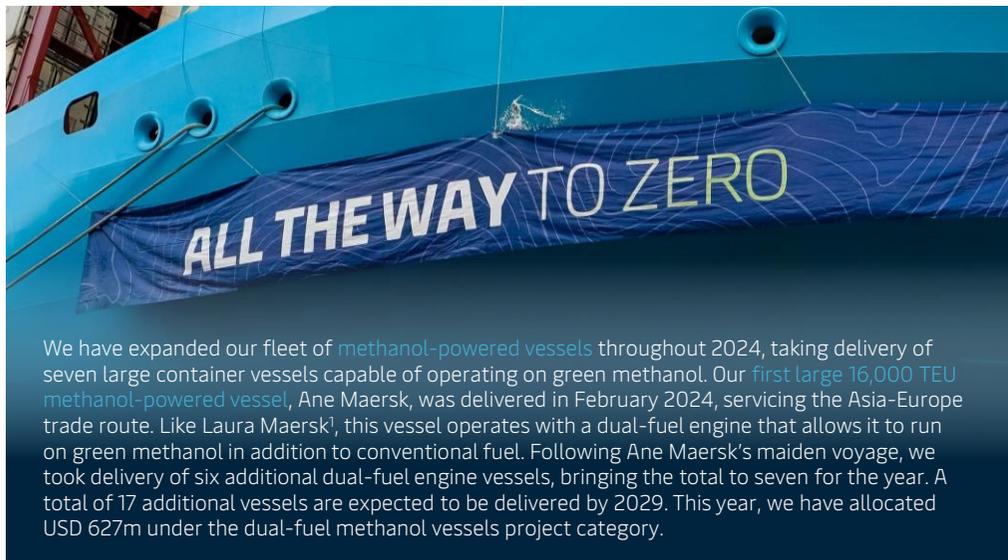
³EEXI requirements defined as a percentage reduction factor, to be applied to the EEXI reference value, as agreed by the Marine Environment Protection Committee of the International Maritime Organization on its seventy-sixth session. See more here: [EEXI and CII - ship carbon intensity and rating system \(imo.org\)](#)

⁴Number of total items which includes electric material handling equipment (Forklifts, VNA trucks, Reach stackers) as well as electrified, heavy duty equipment used at terminals (Quay and Gantry Cranes, Automated Guided Vehicles)

⁵The impact figures are provided on a pro rata basis adjusted by the proportion of the total financing of an investment allocated towards a Green instrument, as well as on a per-instrument and per-project category basis.

Investment Highlights

Continuation of methanol vessel deliveries and engine retrofits



Debt Issue	Green Eligible Project	Contribution ²	Proceeds allocated in 2024 (USDm)
EUR 500m 3.75% due March 2032 and EUR 500m 4.125% due March 2036 USD 725m bilateral loan KEXIM	Efficiency improvement of existing container vessels	Climate Change Mitigation 6.12. Retrofitting of sea and coastal freight and passenger water transport 	31
USD 725m bilateral loan KEXIM	Methanol enabled dual-fuel container vessels	Climate Change Mitigation 6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities 	340 287
Total			658

¹Laura Maersk is A.P. Moller - Maersk's and the world's first green fuel-enabled container vessel (2,100 TEU), which was delivered in September 2023
²EU Substantial Contribution, EU Taxonomy Activity and/or UN Sustainable Development Goals

Maersk Logistics Park in the Jeddah Islamic Port

In August 2024, we opened our largest logistics facility in the Middle East at [Jeddah Islamic Port in Saudi Arabia](#). Covering 225,000 square meters, the facility is a key component of our integrated logistics strategy and supports a wide range of industries and verticals. With services such as multi-modal connectivity between sea, air, and land, as well as temperature-controlled warehousing, it is designed to streamline supply chains and enhance trade links.

Our new logistics facility in Jeddah stands out for its strong emphasis on [sustainability](#). One of its key features is its use of [solar energy](#). 70% of the facility's electricity is generated from 32,000 solar panels spread across 64,000 square meters on the rooftop. Additionally, the facility is equipped [with electric trucks and electric-powered equipment](#) to further reduce carbon emissions. Other sustainability measures include the use of LED lighting optimized with light sensors to reduce energy consumption.

The Jeddah facility meets the Green Finance Framework technical eligibility criteria: Investments in electric material handling equipment for warehouses, renewable energy on-site (solar panels), and the site's minimum [LEED Gold Certificate](#).



Debt Issue	Green Eligible Project	Contribution ¹	Proceeds allocated in 2024 (USDm)
	New Logistics Centres (Green Buildings)	Climate Change Mitigation  	159
EUR 500m 3.75% due March 2032 and EUR 500m 4.125% due March 2036	Energy Efficiency Technologies	7.6. Installation, maintenance and repair of renewable energy technologies   	7
	Electric Material Handling Equipment	Climate Change Mitigation  	6
Total			172

¹EU Substantial Contribution, EU Taxonomy Activity and/or UN Sustainable Development Goals

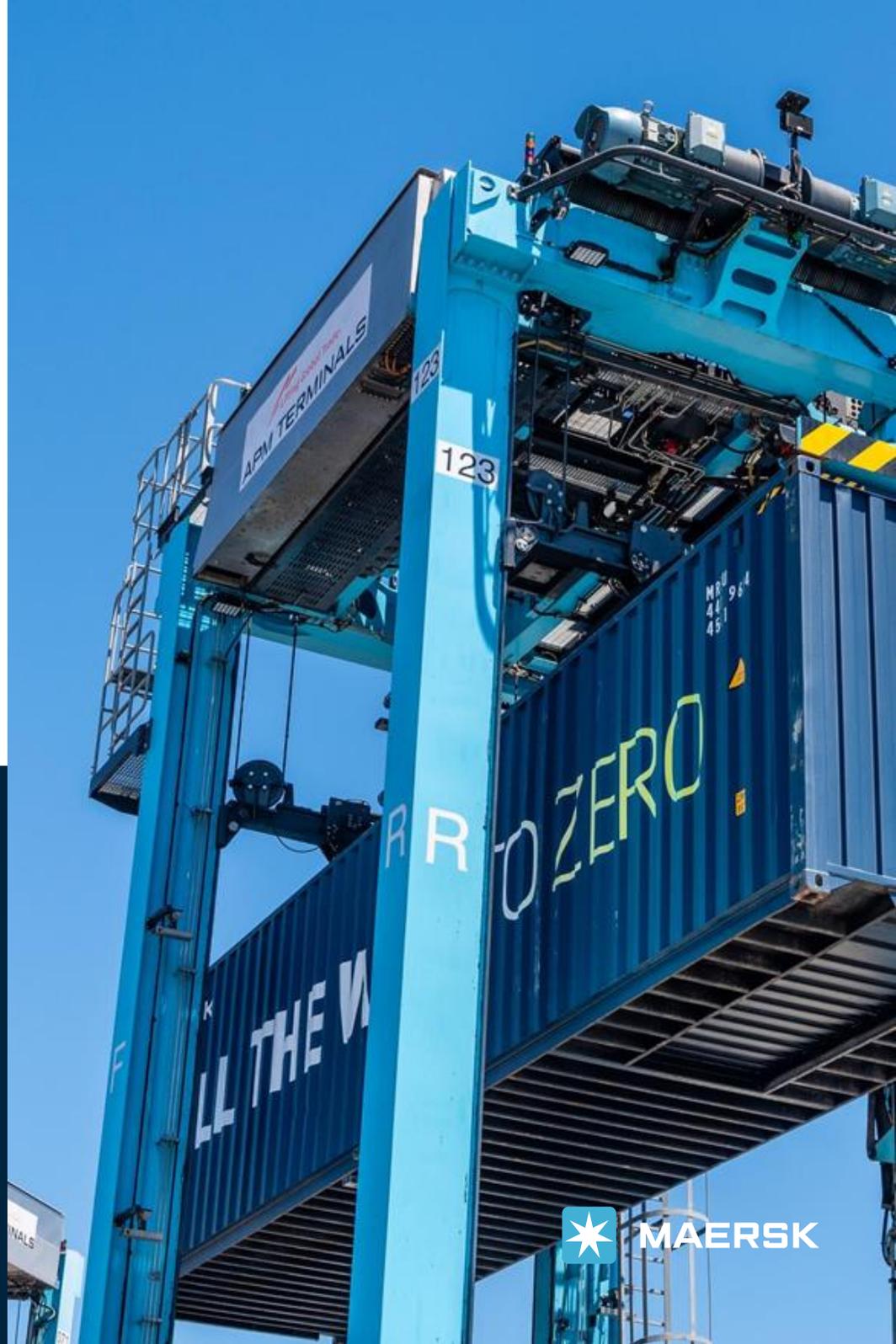
The Maersk Maasvlakte II expansion

Operated by APM Terminals, [Maasvlakte II \(MVII\) terminal](#) at the Port of Rotterdam is already one of the world's most advanced and sustainable container facilities and is a CO₂ emission free terminal. In 2019, we announced a major expansion of the terminal which aims to increase throughput, improve operational efficiency, and support our environmental objectives.

One of the standout features of the MVII terminal is its advanced automation. The expansion will add even more unmanned [electric cranes](#), [automated guided vehicles \(AGVs\)](#), and [other robotic solutions](#) to streamline container handling. These technologies significantly enhance precision in operations while also significantly reducing CO₂ emissions relative to traditional diesel-powered equipment. This year, we allocate USD 196m towards investments related to new electric equipment.

In May 2024, we have inaugurated a specialized [Cross Dock warehouse](#) in Rotterdam located on the Maasvlakte II terminal. The new Cross Dock is built according to the [BREEAM Excellent](#) sustainability standard. Furthermore, it will benefit from the existing cold-store warehouse next to it. By re-using the left-over heat from the cold-store in the Cross Dock, we will save annually more than 200,000 Kilo-Watt-hours in electricity.

Debt Issue	Green Eligible Project	Contribution ¹	Proceeds allocated in 2024 (USDm)
EUR 500m 3.75% due March 2032 and EUR 500m 4.125% due March 2036	Terminal Infrastructure and Equipment (Electrification)	Climate Change Mitigation 6.16. Infrastructure enabling low carbon water transport 	199
	New Logistics Centres (Green Buildings)	Climate Change Mitigation 	38
Total			237



Management Statement and Assurance Report



Statement of the Board of Directors and the Executive Board

The Board of Directors and the Executive Board have today discussed and approved the Green Finance Report of A.P. Møller - Mærsk A/S for 2024.

The Green Finance Report for 2024 has been prepared in accordance with A.P. Møller - Mærsk A/S Green Financing Framework of February 2024, presented on A.P. Møller - Mærsk's website.

In our opinion, the Green Finance Report for 2024 gives a fair presentation of A.P. Møller - Mærsk A/S green financing activities, projects and allocations as well as a balanced presentation of A.P. Møller - Mærsk A/S' efforts and impact of the allocated proceeds presented from the financing agreements.

Copenhagen, 6 February 2025

Executive Board

Vincent Clerc
CEO

Patrick Jany
CFO

Board of Directors

Robert Mærsk Uggla
Chair

Marc Engel
Vice Chair

Bernard L. Bot

Marika Fredriksson

Arne Karlsson

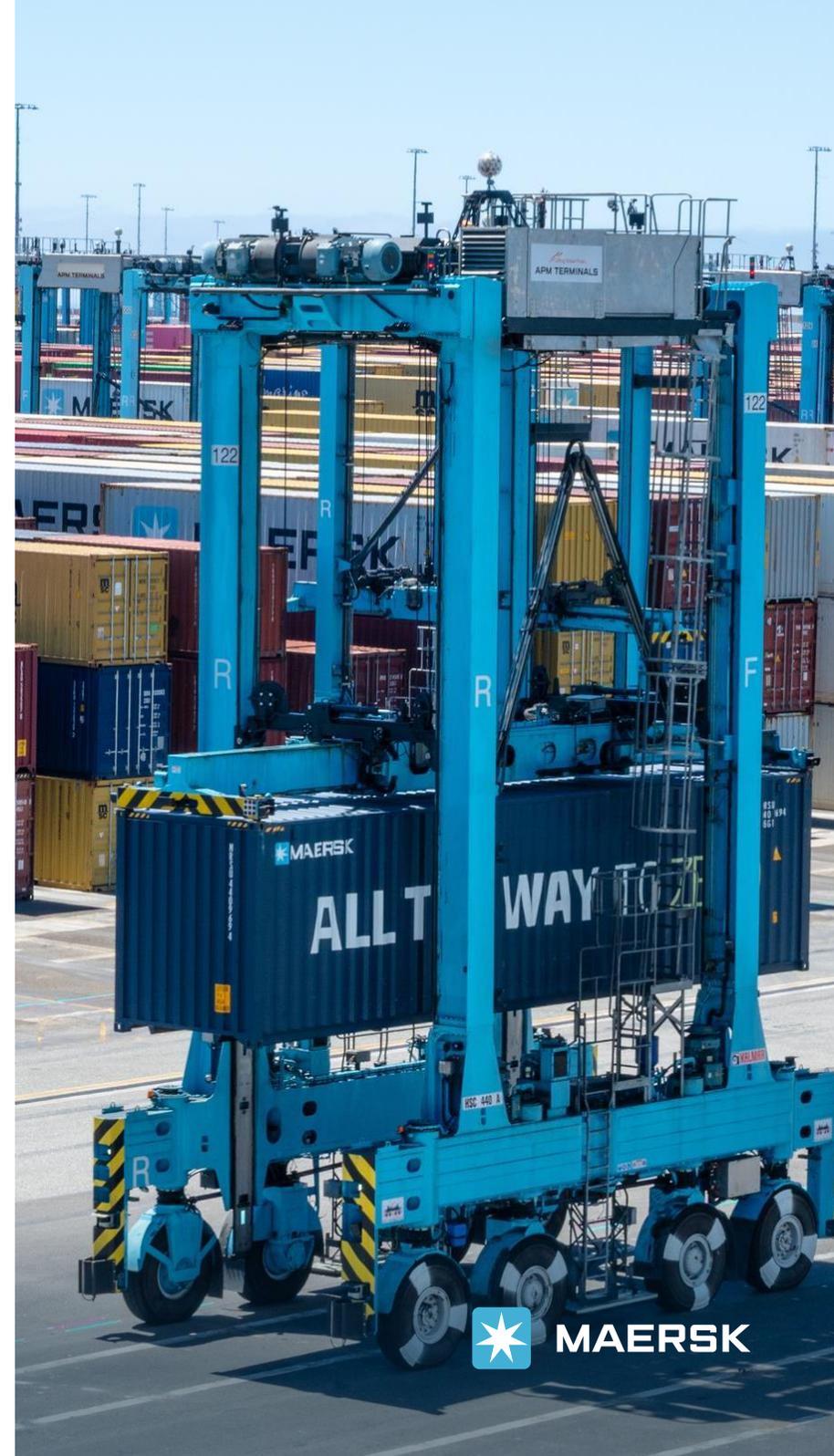
Thomas Lindegaard Madsen

Amparo Moraleda

Kasper Rørsted

Allan Thygesen

Julija Voitiekute



Independent Auditor's limited assurance report

To the lenders and green bond investors of A.P. Møller - Mærsk A/S

Limited assurance conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the Selected Information for the 2024 reporting year has not been prepared, in all material respects, in accordance with A.P. Møller - Mærsk A/S' Green Financing Framework of February 2024, presented on A.P. Møller - Mærsk A/S' website.

This conclusion is to be read in the context of what we state in the remainder of our report.

Selected Information

The scope of our work was limited to obtain limited assurance over the information presented in the A.P. Møller - Mærsk A/S' Green Finance Report 2024 on page 6 and 7 in the tables 'Allocations by instrument' and 'Allocations by project' under the columns 'Proceeds allocated 2024', 'Total allocated proceeds' and 'Unallocated proceeds' (the 'Selected Information').

Basis for conclusion

We conducted our limited assurance engagement in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised), *Assurance Engagements other than Audits or Reviews of Historical Financial Information* ("ISAE 3000 (Revised)") and the additional requirements applicable in Denmark. The procedures in a limited assurance engagement vary in nature and timing from and are less in extent than for

a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed. We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion. Our responsibilities under this standard are further described in the "Auditor's responsibilities" section in our report.

Our independence and quality management

We are independent of A.P. Møller - Mærsk A/S in accordance with the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (IESBA Code) and the additional ethical requirements applicable in Denmark. We have also fulfilled our other ethical responsibilities in accordance with these requirements and the IESBA Code. Our firm applies International Standard on Quality Management 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.



Management's responsibilities

The Management of A.P. Møller - Mærsk A/S are responsible for:

- Designing, implementing and maintaining internal control over information relevant to the preparation of the Selected Information that is free from material misstatement, whether due to fraud or error;
- Establishing objective criteria for preparing the Selected Information as described in A.P. Møller - Mærsk A/S' Green Financing Framework;
- Measuring and reporting the Selected Information based on A.P. Møller - Mærsk A/S' Green Financing Framework; and
- The content of the Selected Information.

Auditor's responsibilities

We are responsible for:

- Planning and performing the assurance engagement to obtain limited assurance about whether the Selected Information are free from material misstatement, whether due to fraud or error and are prepared, in all material respects, in accordance with A.P. Møller - Mærsk A/S' Green Financing Framework. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence decisions of users taken on the basis of the Selected Information;
- Forming an independent conclusion, based on the procedures we have performed and the evidence we have obtained; and
- Reporting our conclusion to the lenders and green bond investors of A.P. Møller - Mærsk A/S.

As part of a limited assurance engagement in accordance with ISAE 3000 (Revised) we exercise professional judgement and maintain professional scepticism throughout the engagement.

Summary of work performed

We are required to plan and perform our work in order to consider the risk of material misstatement of the Selected Information. In doing so, we:

- Made inquiries of relevant A.P. Møller - Mærsk A/S management to assess whether the reporting has been prepared in accordance with A.P. Møller - Mærsk A/S' Green Financing Framework;
- Performed analytical review of the Selected Information and checked on a sample basis to underlying documentation; and
- Evaluated the evidence obtained.

This report, including our conclusions, has been prepared solely for the lenders and green bond investors.

We permit this report to be disclosed online at A.P. Møller - Mærsk A/S' website in respect of the 2024 reporting year. The maintenance and integrity of A.P. Møller - Mærsk A/S' website and its content are the responsibility of the Management; the work carried out by us will not involve consideration of these matters and, accordingly, we will accept no responsibility for any changes that may have occurred to the Green Financing Framework of February 2024, presented on A.P. Møller - Mærsk A/S' website.

Hellerup, 6 February 2025

PricewaterhouseCoopers

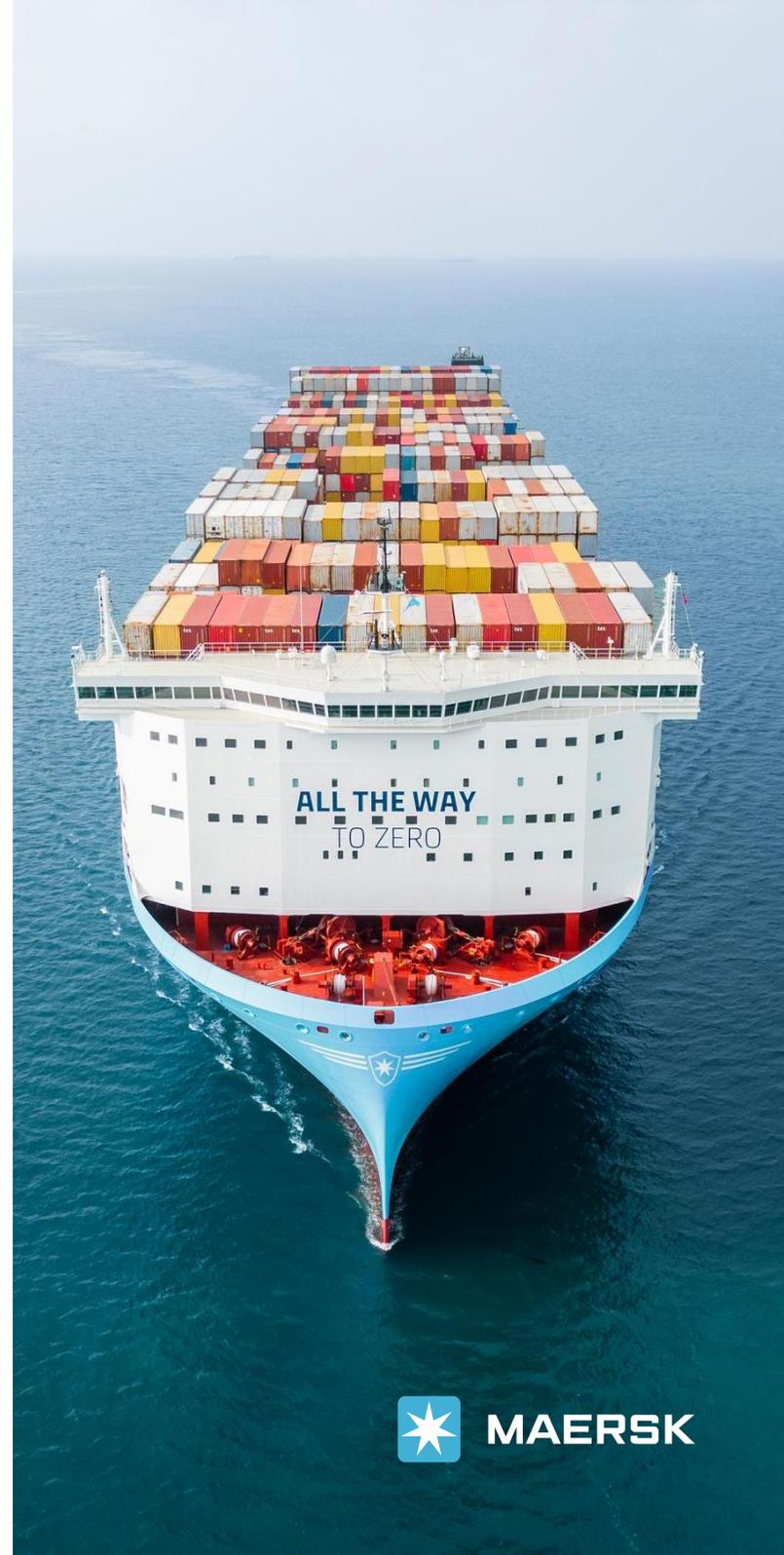
Statsautoriseret Revisionspartnerselskab
CVR no 3377 1231

Lars Baungaard

State Authorised Public Accountant
mne23331

Søren Ørjan Jensen

State Authorised Public Accountant
mne33226



Appendix



Appendix: Overview of allocated projects

Project Name	Project Category	Green Eligible Project ¹	Country (construction)	Status	EU Taxonomy activities	UN Sustainability Goals	Total allocated proceeds
2,000 TEU methanol feeder vessel	Clean transportation (Ocean)	Investments related to methanol-enabled dual-fuel container vessels or dual-fuel methanol retrofits	Korea	In operation	6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities		52
9,000 TEU methanol vessels	Clean transportation (Ocean)	Investments related to methanol-enabled dual-fuel container vessels or dual-fuel methanol retrofits	China	Under construction	6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities		68
16,000 TEU methanol vessels	Clean transportation (Ocean)	Investments related to methanol-enabled dual-fuel container vessels or dual-fuel methanol retrofits	Korea	In operation/ Under construction	6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities		1,387
17,000 TEU methanol vessels	Clean transportation (Ocean)	Investments related to methanol-enabled dual-fuel container vessels or dual-fuel methanol retrofits	Korea	Under construction	6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities		411
Blue World Technologies	Clean transportation (Ocean)	Investments related to efficiency improvement of existing container vessels as well as the installation of shore power equipment	Denmark	Under development	6.12. Retrofitting of sea and coastal freight and passenger water transport.		5
Retrofit of 11,000 TEU vessels	Clean transportation (Ocean)	Investments related to efficiency improvement of existing container vessels as well as the installation of shore power equipment	China	In operation	6.12. Retrofitting of sea and coastal freight and passenger water transport.		31

Appendix: Overview of allocated projects

Project Name	Project Category	Green Eligible Project ¹	Country (construction)	Status	EU Taxonomy activities	UN Sustainability Goals	Total allocated proceeds
APM Terminals Maasvlakte II Expansion	Clean transportation (Land)	Investments related to the construction, modernization, operation and maintenance of terminals infrastructure and equipment	The Netherlands	In operation/ Under construction	6.16. Infrastructure enabling low carbon water transport	 	199
Maasvlakte X-Dock	Green Buildings	Investment in the construction or acquisition of new logistic centres	The Netherlands	In operation	Not Aligned	 	38
Jeddah Logistic Centre	Clean transportation (Land)	Electric material handling equipment for warehouses	Saudi Arabia	In operation	Not Aligned	 	6
Jeddah Logistic Centre	Green Buildings	Investment in the construction or acquisition of new logistic centres	Saudi Arabia	In operation	Not Aligned	 	159
Jeddah Logistic Centre	Energy Efficiency	Investments related to the installation, maintenance and repair of energy efficiency technologies in existing logistic centres and terminals	Saudi Arabia	In operation	7.6. Installation, maintenance and repair of renewable energy technologies	  	7
Total allocation							2,363