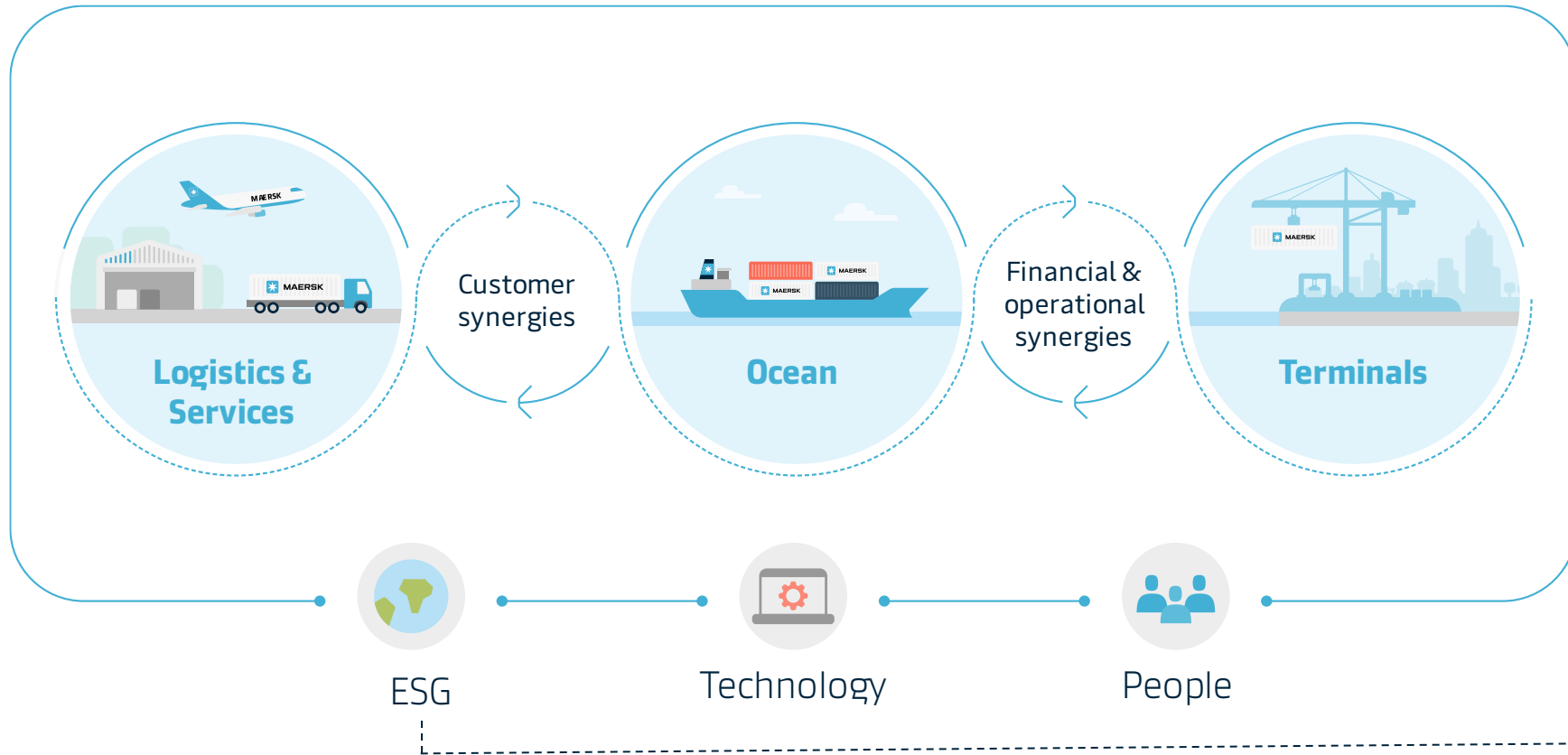


An aerial photograph of a city harbor. In the foreground, a large blue Maersk container ship is docked at a pier. The ship's hull is blue with the Maersk logo and the slogan "ALL THE WAY TO ZERO" visible. The deck is stacked with numerous white Maersk shipping containers. In the background, a large, modern stadium with a white, tent-like roof is situated on the waterfront. The rest of the city is visible, featuring a mix of historic and modern buildings, green parks, and a winding river or canal.

Decarbonising our global operations all the way

Last Updated: March 2024

Sustainability integrated into our business and enabler of strategic value creation



ESG



OUR PURPOSE

Improving life for all by integrating the world



— The integration illustrated by five years of Automatic Identification System (AIS) transponder data from AP.Moller - Maersk vessels registered in the company's scheduling system GSIS

● Gateway and hub terminals

AP.Moller - Maersk is an integrated logistics company working to connect and simplify its customers' supply chains. As a global leader in logistics services, the company has 100,000+ customers, operates in more than 130 countries and employs around 100,000 people. AP.Moller - Maersk is aiming to reach net zero emissions by 2040 across the entire supply chain with new technologies, new vessels and green energy solutions.

Ocean



Green methanol-enabled vessels on order 25

Containers per annum (m FFE), serving over 475 ports worldwide 11.9

Container vessels operated 670+

Logistics & Services



7,800k+ sqm warehousing capacity worldwide across 460+ sites

Electric vehicles in operation; 200+ more on order 100+

Intermodal volumes managed (m FFE) 4.0

Terminals*



Moves in 2023 21.7m

Vessel calls 27,000+

Operating facilities across 33 countries; 3 new port projects 60

* Gateway terminals and hubs

Committed to accelerating a green and equitable energy transition

2023 was a year of extraordinary challenges affecting millions around the world, from geopolitical conflicts to record-setting weather events. But there were also highlights we can celebrate, such as the International Maritime Organization setting ambitious intermediate and long-term targets for shipping to reach net zero, and the COP 28 agreement on the need to transition away from fossil fuels.

The arrival of Laura Mærsk, the world's first green fuel-enabled container vessel, is a major milestone in our ESG strategy and our efforts to decarbonise logistics. The vessel serves as a clear signal to green fuel producers, policy makers and our customers that the energy transition is happening and will play a pivotal role in shaping global supply chains.

We know the journey to achieve the targets will be challenging, and we cannot do it alone. Maersk continues to rely on support from the industry, regulators and, the starting point for all we do, our customers. Many of them have been willing to co-lead this journey with us, in support of their own ambitious climate goals.



- Vincent Clerc, CEO A.P. Møller - Mærsk

Shipping is responsible
for ~3% of global greenhouse gas emissions

~833 million
tonnes of GHG/2021*

Maersk's climate commitments validated by the Science Based Targets initiative

Aligned with 1.5 degree pathway by 2030

2030

Net Zero by 2040

2040

Main KPIs and targets: Baseline year 2022

Scope 1 <i>Own operation</i>	35% Absolute reduction in total scope 1 emissions
Scope 2 <i>Purchased electricity</i>	100% Renewable electricity sourcing
Scope 3 <i>Value chain</i>	22% Absolute reduction in total scope 3 emissions

96%	Absolute reduction in total scope 1 and 2 emissions*
90%	Absolute reduction in total scope 3 emissions*



* Residual emissions will be neutralised in accordance with the Net Zero criteria of the Science Based Targets initiative.



KPIs and targets across the business

2030

2040



Maritime Operations

- 35% Absolute reduction in **scope 1** and **scope 3** well-to-wake emissions from own container shipping operations
- 17% Absolute reduction in **scope 3** well-to-wake emissions from subcontracted container shipping operations



Other Operations

- 42% Absolute reduction in **scope 1** emissions from all other sources
- 25% Absolute reduction in **scope 3** fuel and energy related activities and upstream transportation
- 42% Absolute reduction in **scope 3** emissions from use of sold products covering distributed fossil fuels



Maritime Operations*

- 96% Absolute reduction in **scope 1** and **scope 3** well-to-wake emissions from own container shipping operations
- 97% Absolute reduction in **scope 3** well-to-wake emissions from subcontracted container shipping operations



Other Operations

- 90% Absolute reduction in **scope 1** and **scope 2** emissions from all other sources
- 90% Absolute reduction in **scope 3** emissions from all other sources

0

Net zero across our business and 100% green solutions to customers



* From 2022 baseline. Residual emissions will be neutralised in accordance with the Net Zero criteria of the Science Based Targets initiative.

Maersk's GHG Emissions Footprint for 2023

Maersk's GHG emissions footprint 2023 (1,000 tonnes CO₂e)

79,462 **Total GHG emissions**
Including scope 1, scope 2 (location-based), and scope 3 emissions

34,138 **Scope 1 emissions – from financially controlled own operation**
Where 92% of the emissions come from our ocean operations related to fuel use

386 **Scope 2 emissions – from generation of purchased electricity (location-based)**
Where 56% of the emissions come from our terminals.

44,938 **Scope 3 emissions – created in the value chain as result of Maersk's business activities, including emissions from cargo transported under vessel sharing agreements and sourcing of marine fuels to third-party customers:**

20,465 • Upstream transportation and distribution

10,428 • Use of sold product (incl. sale of marine fuels and reefer containers to third parties)

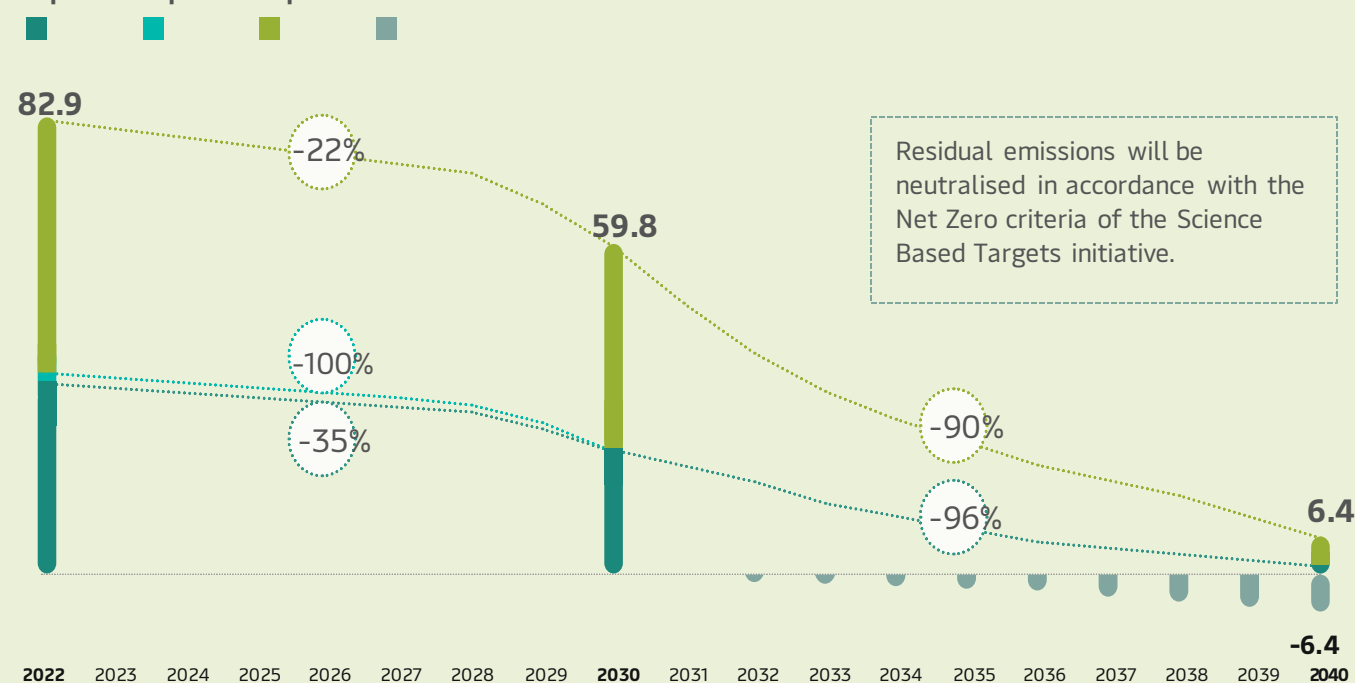
5,728 • Fuel and energy related activities

5,653 • Purchased goods and services

Emissions reduction pathways to achieve SBTi-aligned 2030 and 2040 targets

(m tonnes CO₂e/year)

Scope 1 Scope 2 Scope 3 GHG Removals



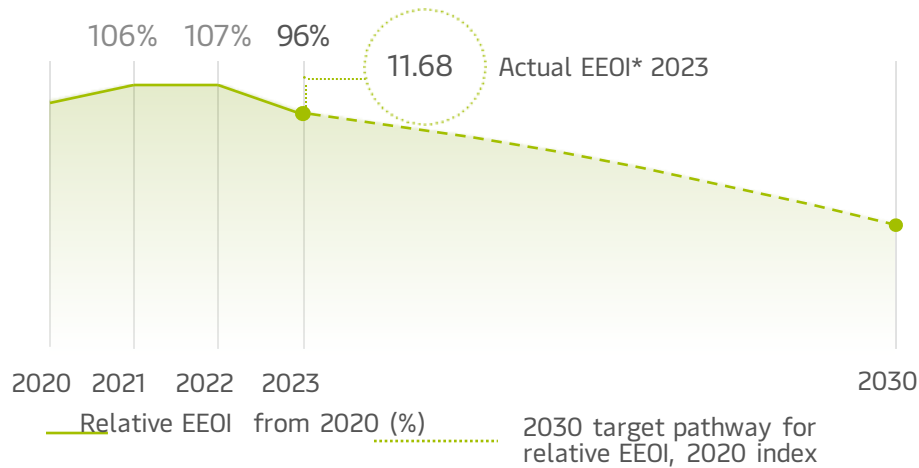


Decarbonising Ocean

Ocean Energy Performance 2023

Ocean energy efficiency performance 2023

Relative energy efficiency



*EEOI: Energy Efficiency Operational Indicator

The indicator underlying the relative CO₂ reduction is EEOI, Energy Efficiency Operational Indicator, calculated as g CO₂/(Ton x Nm).

In 2023, Maersk continued increasing the energy efficiency of our fleet through more fuel-efficient operations and the continuous roll-out of efficiency technologies on owned and time charter vessels including new and improved propellers, bulbous bows, shore power enablement and tech solutions like the Maersk's energy efficiency platform StarConnect.

Combined with the continued use of second-generation biodiesel in our fleet, we managed to lower our emissions intensity measure, EEOI⁵, from 13.0 in 2022 to a record low of 11.68 in 2023.

In 2023, we also implemented better governance and forecasting processes for EEOI and leading indicators to be able to better track and act on progress during 2024.

Decarbonising Ocean

2030 Targets



- **35%** Absolute reduction in **scope 1** and **scope 3** well-to-wake emissions from own container shipping operations
- **17%** Absolute reduction in **scope 3** well-to-wake emissions from subcontracted container shipping operations

Key Levers



Fuel efficiency improvements

- Network optimisation
- Network execution
- Technical management

Transitioning to green fuels

- Investment in green vessels via existing fleet renewal plan
- Retrofit select existing vessels
- Securing the green methanol needed today and continuing to explore green fuel options
- Introduce chartered green vessels
- Use of bio-diesel as a gap closer

Continued growth in Maersk ECO Delivery

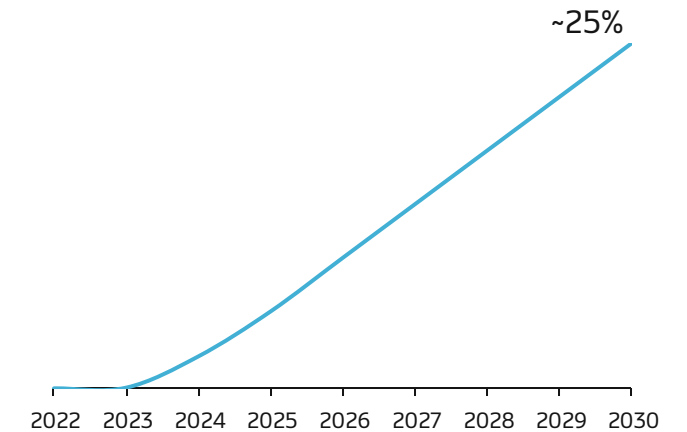
- Commitment from key customers for ECO Delivery shipping
- Improved methodology to support accurate emissions reporting

Actions



25 green methanol-enabled vessels on order through 2027

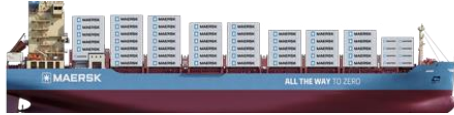
Green fuel enabled TEU capacity (% of total fleet by year end)



Maersk new generation of green fuel vessels

25 vessels with **dual-fuel engines**, able to operate on green methanol

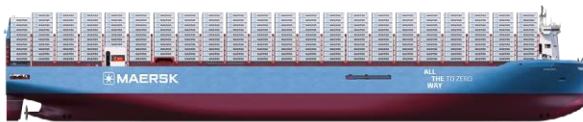
2,100 container capacity



Laura Mærsk

with a capacity of **2,100 TEU**, in operation since September 2023

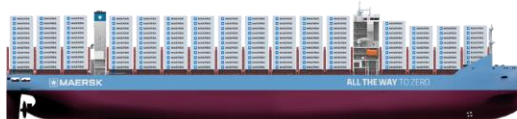
16,000 / 17,000 container capacity



18 vessels

with a capacity of **16,000/17,000 TEU**, powered by MAN G95 dual-fuel engines (main engine) and 16,000 m³ methanol tanks, to be delivered 2024-2025

9,000 container capacity



6 vessels

with a capacity of **9,000 TEU**, scheduled for delivery in 2026 and 2027

Sourcing green fuels at scale through strategic partnerships



Our current green fuel of choice is **green methanol**, while we continue to explore green fuel options and build a supply portfolio of different green fuels.

What is a green fuel?

In Maersk, 'green fuels' refers to **fuels with low to very-low GHG emissions over their life cycle**, compared to fossil fuels. 'Low' means a reduction of 65-80% in GHG emissions, and 'very low' means a reduction of 80-95% in GHG emissions, compared to fossil fuels.


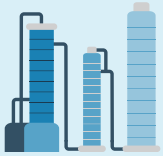
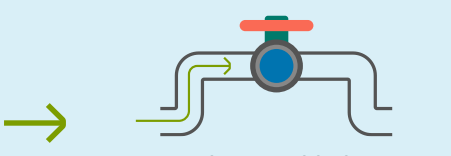



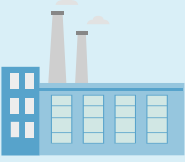
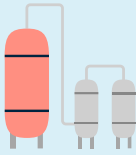


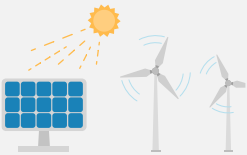





- We are **developing a diverse portfolio of partnerships for securing the green fuel needed** to sail our new vessels
- For the Laura Mærsk, the first methanol vessel sailing in 2023 and Ane Mærsk, the first large ocean-going dual fuel engine vessel. we have secured the needed volumes of bio-methanol from our partners OCI Global and Equinor.
- The **green fuel facility in Kassø, Denmark**, established by our partner European Energy, is expected to produce 16.000 tons of e-methanol a year, starting in 2024
- We have signed a long term offtake agreement with green methanol producer Goldwind for 500KT fuel, first volumes expected in 2026
- We expect a diverse green fuel mix for our methanol-enabled vessels in the transition years towards sufficiently scaled green methanol production

Pathways to green methanol, the current green fuel choice for Maersk

Learn more about what makes
green fuels green

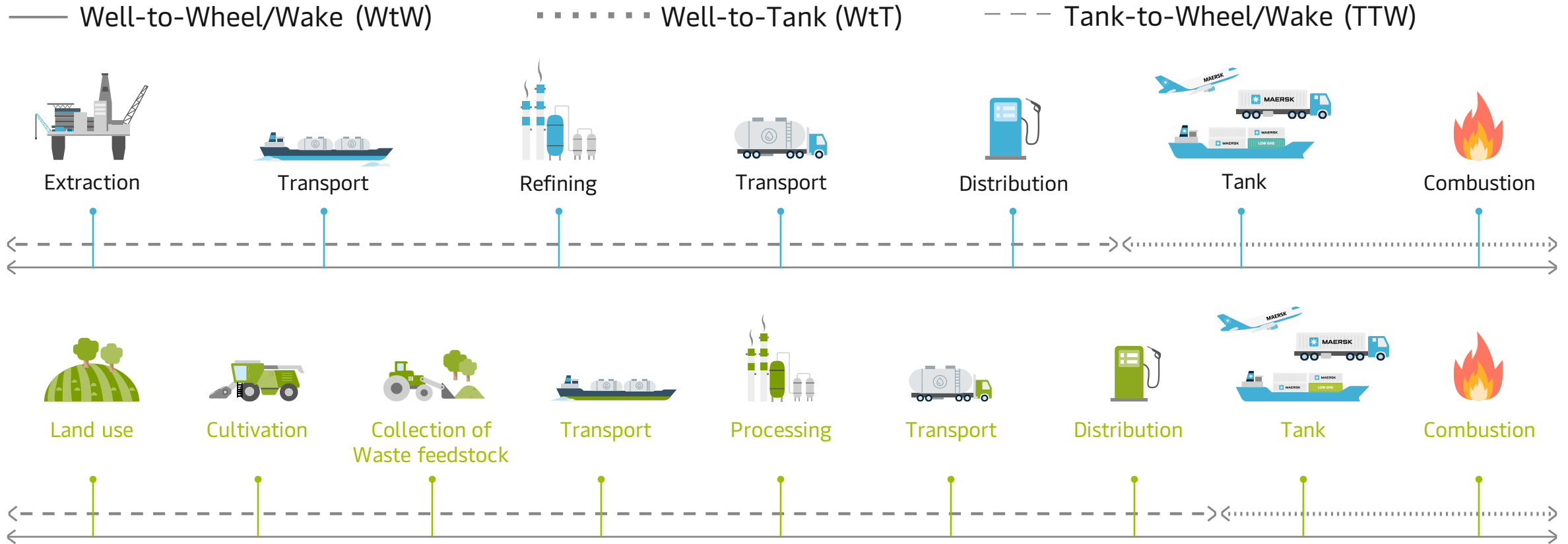
Watch Video →



Source	Production	Fuel Type	Min. lifecycle Greenhouse Gas Reduction in REDII
 Waste Biomass	 Biogas upgrade to bio-methane  Bio-methane added into gas grid and physically connected to production facility  Methanol plant produces green methanol from the grid on a mass-balance basis	=  Bio-methanol	≥65%
 Waste Biomass	 Gasification  Syngas  Methanol synthesis	=  Bio-methanol	≥65%
 Renewable Electricity	 Electrolysis  Green Hydrogen  CO ₂ Biogenic  Methanol synthesis	=  E-methanol	≥70%

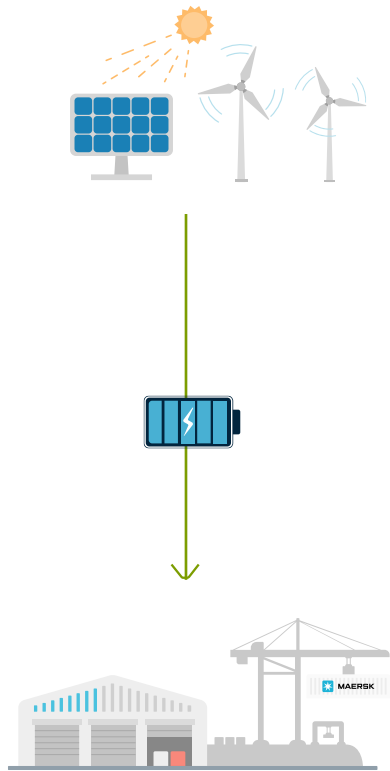
Maersk evaluates all new fuels on a 'well-to-wake' life cycle basis

Lifecycle assessment (LCA) is the compilation and evaluation of the inputs, outputs, and the potential environmental impacts of a product or service throughout its lifecycle.

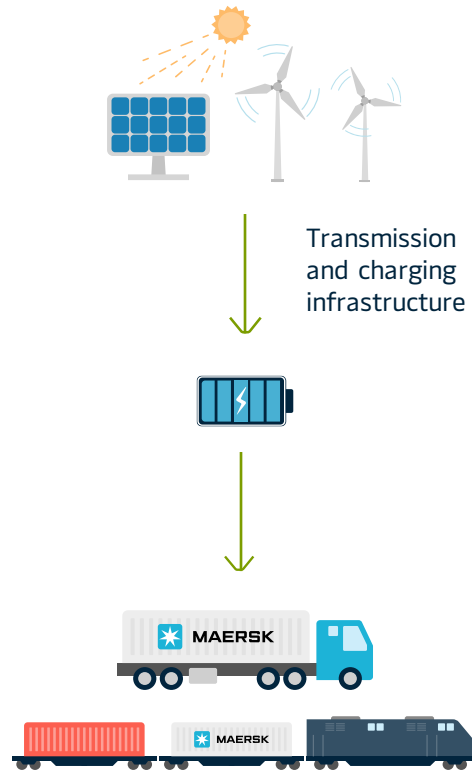


Our decarbonisation roadmap from renewables to Power-to-X

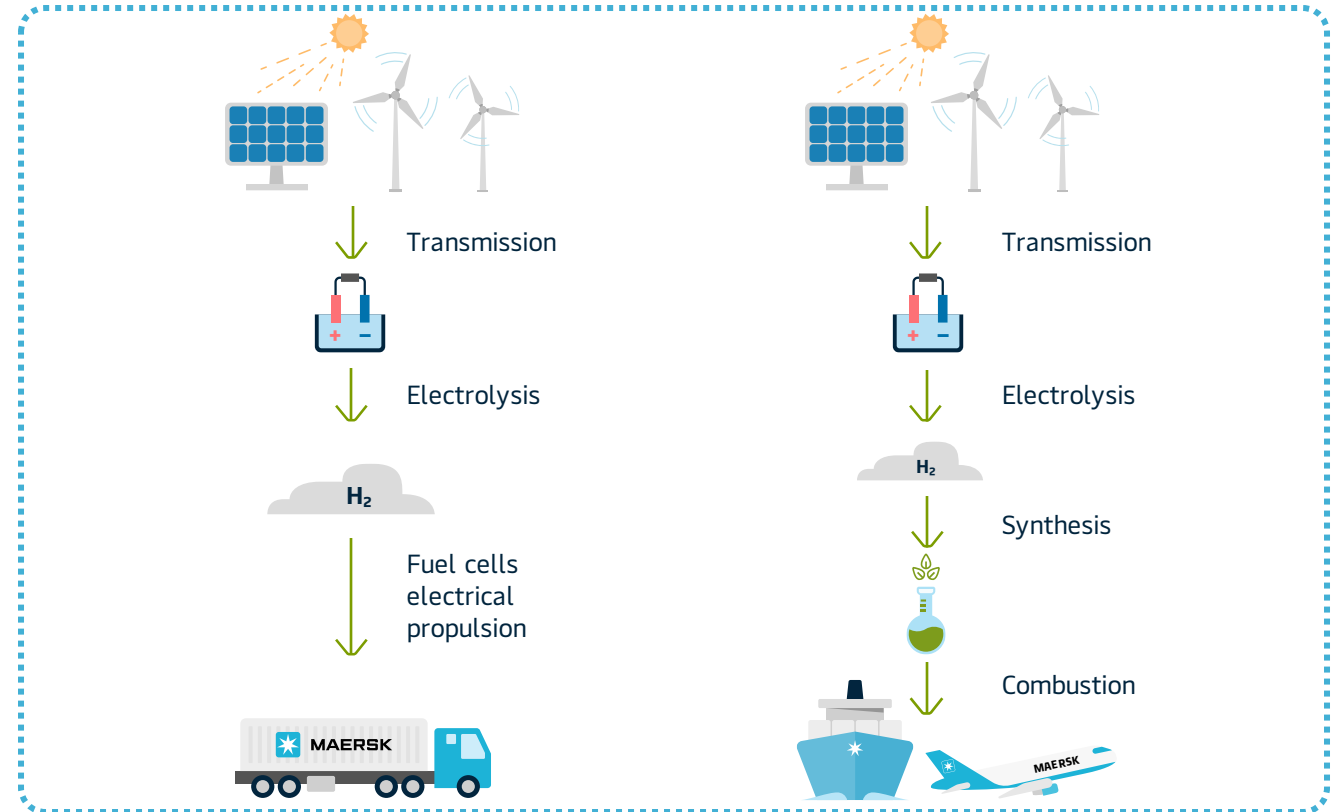
Direct electrification



Electric propulsion



Power-to-X



Decarbonising Logistics and Service



KPIs and targets across the business

2030

2040



Maritime Operations

- 35% Absolute reduction in **scope 1** and **scope 3** well-to-wake emissions from own container shipping operations
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Other Operations

- 42% Absolute reduction in **scope 1** emissions from all other sources
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Maritime Operations*

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Other Operations

- 90% Absolute reduction in **scope 1** and **scope 2** emissions from all other sources
- 90% Absolute reduction in **scope 3** emissions from all other sources

0

Net zero across our business and 100% green solutions to customers



* From 2022 baseline. Residual emissions will be neutralised in accordance with the Net Zero criteria of the Science Based Targets initiative.

Decarbonising landside transportation

Key Levers



Efficiency improvements

- Modal shifts (shifting of transport modes towards more sustainable ones)
- Digitally enabled optimized network and routing

Electrification

- Equipment: 100% indoor, outdoor where possible
- Renewable electricity sources, e.g. power purchase agreements or on-site installation

Energy transition

- Battery-electric trucks as the dominant energy system
- Potential use of biofuels

Actions



- 2021-2022: investments in Volvo e-trucks and Einride trucks



- 2023: Launch of ECO Delivery Inland product in select location in the US using owned/leased electric vehicles
- 2024: Broadening ECO Delivery Inland offerings across geographies and transport modes



- Investments in 12 warehouses with BREEAM, LEED, or Green 5-star certified
- 2024: Strategy for sourcing renewable electricity in 100+ key locations



Landside transportation road to 2030

Our landside footprint is **mainly indirect emissions from truck, rail and barge suppliers**
– local businesses where energy infrastructure and regulation decide the reduction potential.

Initiatives to reach our target by 2030 include:



Efficiency measures and promotion of modal shift from truck to low emission transport modes.



Driving energy consumption visibility and corresponding reduction targets in warehouses through development of site level energy transition roadmaps



Development of green alternatives and electrified transport based on renewable energy.



Investing in innovations and strong partnerships.

2030



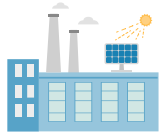
Contract Logistics and Cold Chain road to 2030

Our global portfolio of dry and reefer warehouses and depots will **serve our customers with green* contract logistics operations** (scope 1 and 2) by 2030.

**'Green' contract logistics refers to operations with reduced emissions and environmental impact*

This will be achieved through e.g.

2030



Retrofit of existing footprint and new projects receive state-of-the-art accreditation



Electrification of assets



Lower climate-impact refrigerants like CO₂ or ammonia in reefers



Decarbonising Air Freight*

Key Levers



Energy transition

- Use of Sustainable Aviation Fuel (SAF)

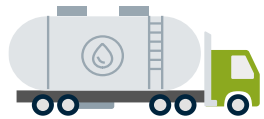
Actions



- Running SAF pilot to determine customer demand
- Piloting of ECO Delivery Air solution in 2023

*Our **air emissions** currently make up **less than 1%** of our total emissions but are set to increase with the growth projected to serve our customers.

2030



Strong collaboration with our carrier partners and engagement in SAF development and production



Expansion of our own aircraft fleet with fuel efficiency technology above industry-average.



Logistics & Services

Decarbonisation highlights to date



Electric vans for B2B middle-mile distribution in India aiming to eventually cover 77% of all postal codes

Shifting electric rail to renewable electricity (e.g. Germany and Spain)

Switching to lower impact cold storage refrigerants like CO₂ and ammonia, in Hamilton, New Zealand

- Piloting SAF offer to customers in partnership with selected airlines
- Launch of ECO Delivery Air pilot solution



← **Watch the video to learn more**

- Low/very low-emissions dry storage warehouses launched in UK, Malaysia, Colombia
- All new logistics buildings aim for LEED Platinum or BREEAM Excellent certification, like Taulov, Denmark, Sao Paulo, Brazil, and Doncaster, UK



- Heavy-duty battery-electric trucks deployed in the US, Germany, Norway, Sweden, UK, China, Brazil
- ECO Delivery Inland product launched in selected locations in the US



Decarbonising Terminals



MAERSK

Decarbonising Terminals

2030 Targets



65% Reduction of Scope 1 and Scope 2 terminal emissions*

* From the 2022 baseline

Key Levers



Energy transition

- Switching to renewable electricity
- Electrifying container handling equipment (direct and battery electric)
- Optimising energy consumption
- Adopting green fuels
- Shore power to vessels

Actions**



- Implementation of renewable electrification through power purchasing agreements, onsite installation and green electricity tariffs
- Piloting key equipment across locations
- Mobilizing the industry via Zero Port Emission Alliance
- Switching to battery-electric container handling equipment

** Site-specific, local roadmaps



Terminals decarbonisation 2023 highlights



13% reduction in absolute scope 1 and 2 emissions since 2020



40% electricity procured from renewable resources



- Implementation of dedicated green electricity tariffs in European terminals, Elizabeth (USA) and Callao (Peru)

- Electrification pilot initiated in Aqaba, Jordan to build decarbonisation backbone of terminal;
- 4 more pilots planned in 2024



- On-site solar panel installations in Pipavav (1MW), Aqaba (1 MW), and Barcelona (0.5 MW)




- Energy optimization assessments at 12 terminals to reduce fuel/electricity use
- Power purchase agreement covering 40% electricity in Pipavav (India)

- Launch of industry Whitepaper and ZEPA (Zero Emissions Port Alliance) to accelerate the electrification of container handling equipment (CHE) in ports & terminals

In practice, the value creation for customers and communities is multi-faceted and terminal specific

Benefit to local communities through decarbonisation of the broader port ecosystem & upskilling and engagement of our local workforce

- Installation of on-site renewables such as solar panels
- Reducing demands on local electricity grids

 Prioritise adding new renewable generation to support the greening of local grids

A future ambition is to offer shore power to reduce the emissions from vessels at berth, improving air quality and reducing environmental impact



Maximise rail opportunities

- Gate automation allowing for a reduction in truck turn time, reducing idling CO₂ emissions
- Green priority lanes to incentivise clean transportation



Electrifying container handling equipment to improve local air quality and reduce climate impact



Opportunity to reduce Scope 1 emissions via hybridization



We will achieve our target whilst developing competitive and reliable solutions with **high business and low environmental impact**, which anticipate our customers' challenges of today and **meet their needs of tomorrow.**

Leading decarbonisation in the port and terminals industry

The **Zero Emission Port Alliance (ZEPA)** is an industry-wide strategic coalition founded by APM Terminals and DP World in 2023, to drive decarbonisation of ports and terminals by accelerating electrification



MISSION

Make battery-electric container handling equipment (CHE) affordable, accessible and attractive by 2030.

What ZEPA will do | Collective action to accelerate the adoption of battery-electric CHE

1

Projected Demand



2

Voluntary Design Standards



3

Power Infrastructure Roll-out



4

Adoption Incentives



Objective

Encourage scaled up production capacity and shorter lead times & reduce product costs

Bring down cost of batteries and charging solutions and simplify implementation

Facilitate cost-efficient roll-out of power infrastructure required for BE-CHE and shore power

Create better market conditions and help accelerate the adoption of untethered BE-CHE

Adoption indicators

- 4-8 terminal operators **provided a BE-CHE demand projection** and estimated commitments
- 3-6 OEMs **confirm the aggregated demand projections** strengthened plans to increase production capacity

- **WS identified components and described standards** that have the potential to reduce the TCO of the 3 BE-CHE segments¹
- 10+ OEMs & terminal operators **consider to use the voluntary design standards**

- 5 port authorities, terminal operators and grid companies **share best practices** for power infrastructure roll-out²
- 5 port authorities, terminal operators and grid companies **use the best practice manuals** to guide their electrification roadmaps

- 2-3 international financial institutions **use insights and recommendations** to support port infrastructure development
- 2-3 **conversations are set-up between terminal operators, port authorities and governments** to discuss levers to increase BE-CHE adoption

• Note: (1) Proposed ZEPA scope for WS2 are battery-electric terminal tractors, straddle carriers and reach stackers (2) For container handling equipment, shore power and other cargo port segments

Creating value
for our customers

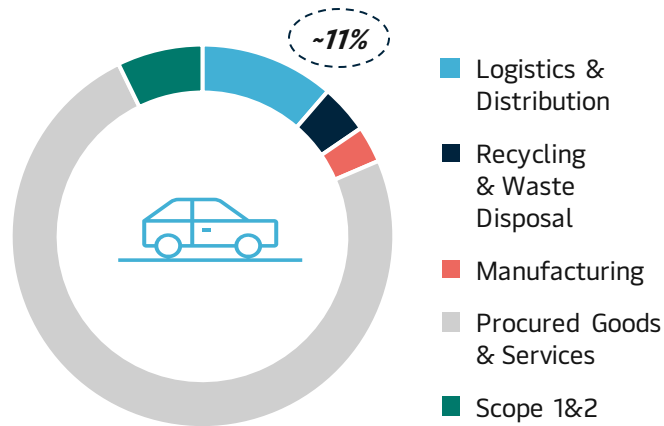


Solving the Scope 3 challenge for our customers

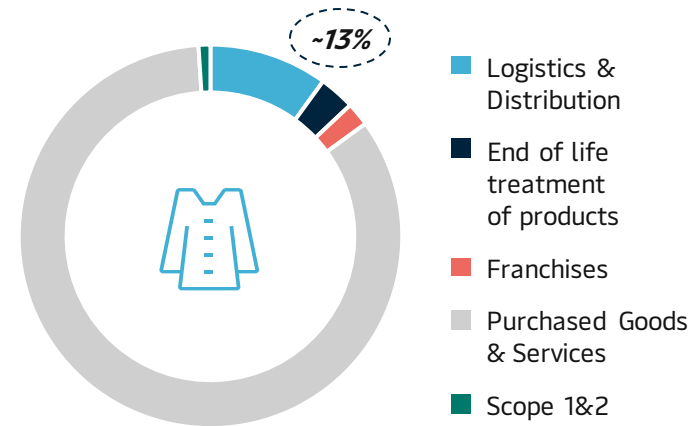
Select customer emission scopes* and characteristics

■ Scope 1+2 emissions
 ■ Logistics share of scope 3 emissions
 ■ ■ ■ Other scope 3 emissions

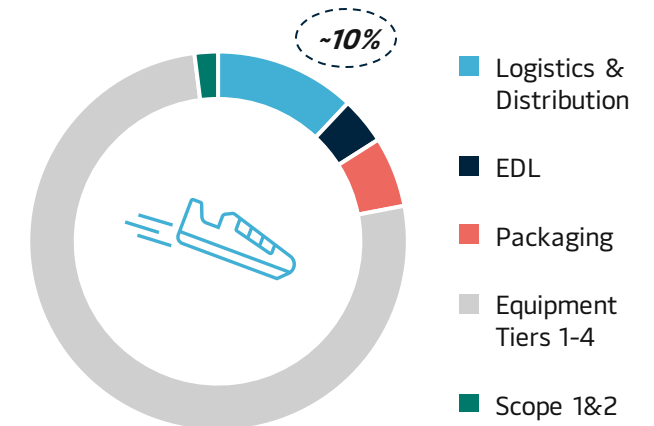
Automotive Customer



Apparel Customer



Sporting Goods Customer



ECO Delivery is an attractive and proven value proposition for customers

*Emissions from use of sold goods excluded in the above data.

Where are customers today?

Level 1: Explorers

- Acknowledge that sustainability in logistics is important
- Are defining their sustainability logistics priorities
- Are seeking information/guidance from suppliers on sustainability
- May be willing to invest in sustainable logistics options over time, but need guidance

35% of our top 200 customers

Level 2: Risk managers

- Have basic minimum sustainability requirements
- Have integrated sustainability parameters into logistics decisions
- Engage with industry forums (e.g., Clean Cargo)
- Are considering investing in sustainable logistics options

39% of our top 200 customers

Level 3: Implementers

- Have ambitious sustainability strategy integrated with logistics
- Have sustainability parameters integrated into logistics decisions
- Contribute financially to industry sustainability investment
- Are willing to invest in sustainable logistics options

15% of our top 200 customers

Level 4: Leaders

- Are visible first-movers interested in sustainable transformation
- Have high interest in long-term partnerships and co-innovation
- Engage in long term partnerships and investment
- Exhibit high willingness to invest in long-term sustainable logistics transformation

11% of our top 200 customers

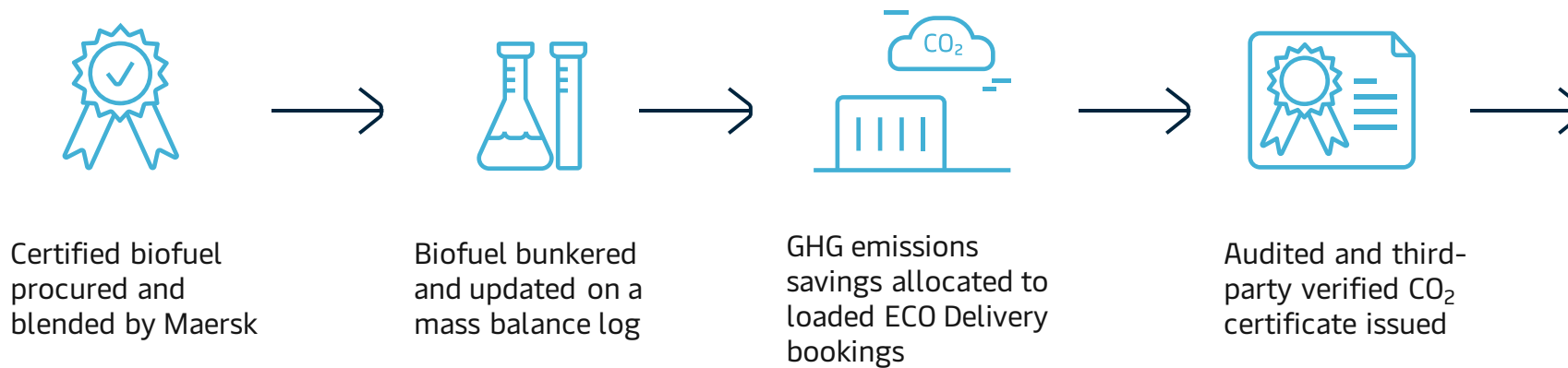


Customers are at differing levels of maturity. We can help them wherever they are.

ECO Delivery Ocean: the differentiator

ECO Delivery Ocean offers emissions reduced shipping based on green fuels, enabling immediate and externally verified GHG savings for customers

How it works (current ECO Delivery Ocean)



ECO Delivery helps solve the customer's Scope 3 problem in an easy and credible way

Customer benefits



Flexible & easy to contract, with up to 1-year fixed price



Low abatement cost (no BAF, LSS and EU ETS payment required)



Credible, based on improved methodology with 3rd party verification



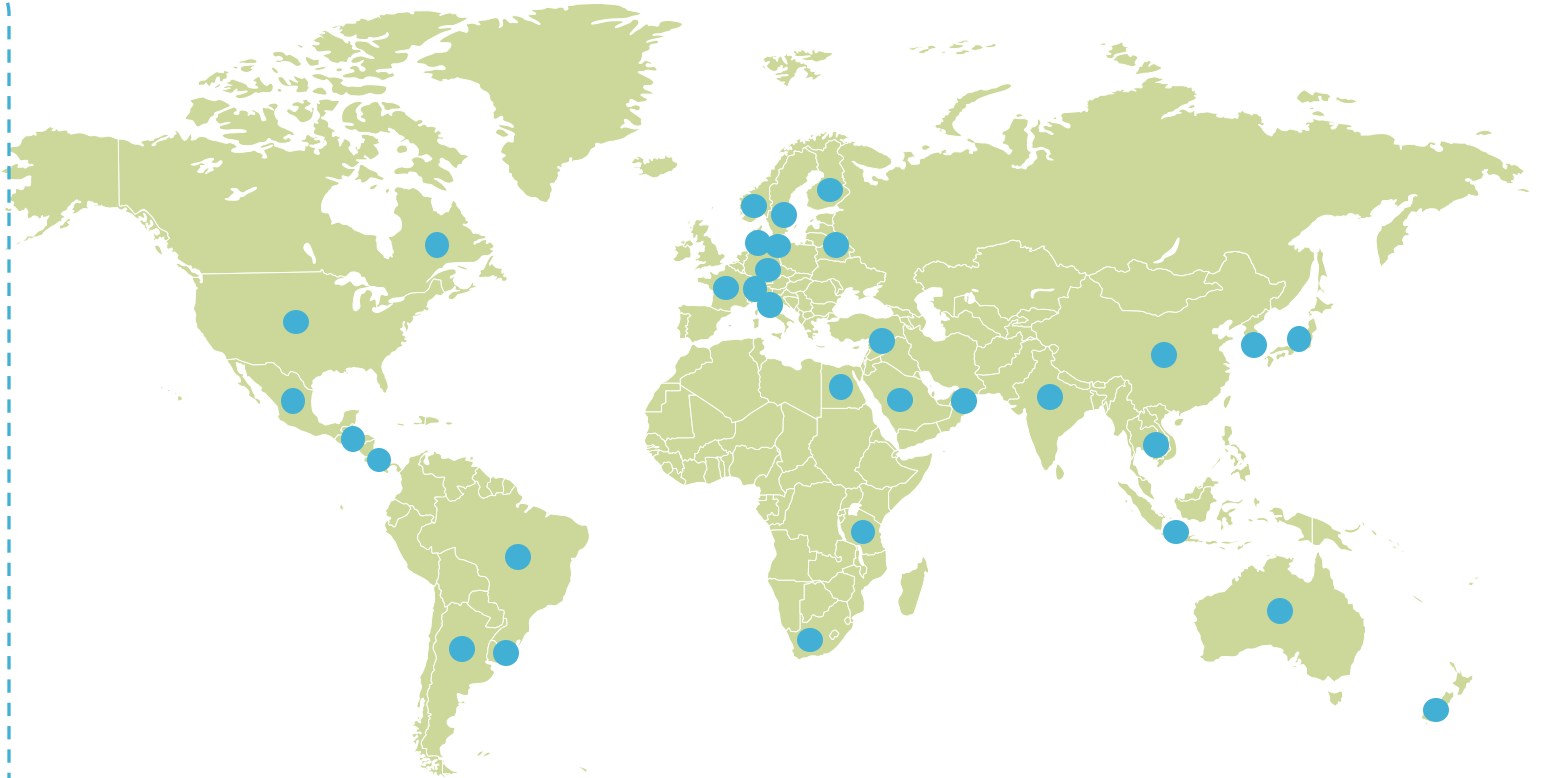
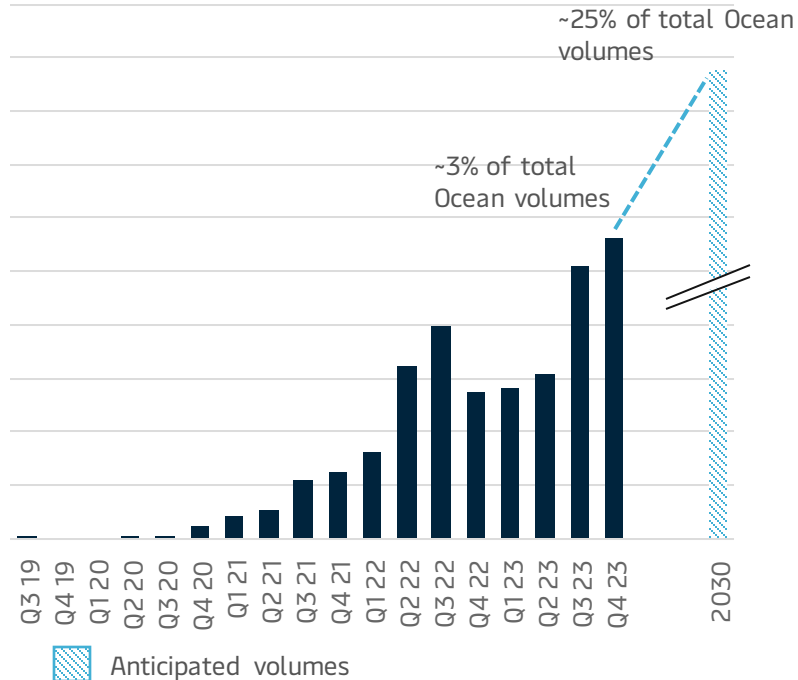
Impactful, over 80% wake-to-well GHG emission savings.

ECO Delivery Ocean

strong and expanding demand from our customers

ECO Delivery Volume (FFE*)

Illustrative & scaled



● Countries with Ocean ECO Delivery customers

*FortyFoot Equivalent Units

Maersk's latest investments to accelerate green logistics solutions

Ocean



Air



Inland Transportation



Logistics Facilities



Emissions Visibility
End to end with the Emissions Dashboard



On the horizon the end-to-end challenge

Industry-leading green offerings across the supply chain by 2030 – net zero by 2040

A holistic approach in which we partner with our customers

- Create and provide **visibility tools** for customer emissions for all our services (e.g, end-to-end Emissions Dashboard)
- Understand **supplier engagement** for innovation and engage in pilot projects
- Collaborate using long-term commitments including **co-investment** for network coverage
- **Co-create solutions** with our customers
- Aggregate demand in order to **scale**





Regulatory drivers
of progress

A level regulatory playing field is key to achieving full decarbonisation

Five critical policy levers for a level regulatory playing field to achieve full decarbonisation



A market based GHG price/carbon tax of at least USD 150/ton is required



A well-to-wake approach is required (lifecycle perspective to decarbonisation)



Must look beyond CO₂ and include all GHG, notably methane and nitrous oxide



Continued high IMO ambitions for 2030 and 2050, backed by rigorous implementation



Global regulation is needed. US and EU measures only address part of the problem

Advocating for global solutions through the IMO



Maersk is committed to conducting all our policy outreach in alignment with the goal of limiting global temperature rise to 1.5°C.

We actively engage with policymakers and stakeholders to advocate for regulations

Two important short-term emission-reducing measures adopted by the IMO are effective in 2023:

- **Energy Efficiency Existing Ship Index (EEXI)** is a technical measure for existing ships requiring them to attain a certain minimum energy efficiency standard
- **Carbon Intensity Indicator (CII)** determines the operational energy efficiency performance of vessels via a rating system from A to E



Learn more about the Carbon Intensity Indicator and how it will help decarbonise shipping

Watch now →



Regulatory progress in 2023

- **The EU Emissions Trading System** – aimed at reducing net GHG emissions by min. 55% by 2030 (1990 baseline)
- **FuelEU Maritime Standard** – ‘well-to-wake’ approach to ensure emissions are not merely shifted from sea to shore
- **IMO revised strategy for reducing emissions** from shipping and reaching net-zero GHG by 2050, including mandate to develop:
 - [a global fuel standard](#) – a global fuel standard of 5-10% green fuels by 2030 will ramp up production/use of green fuels
 - [a maritime GHG emissions pricing mechanism](#) – Maersk has put forward a proposal for a Green Balance Mechanism
- **UN COP28** – agreement calling all countries to move away from fossil fuels, and commitment from 118 countries to increase renewable energy.



Maersk CEO Vincent Clerc, together with the CEOs of CMA-CGM, Hapag Lloyd, MSC and Wallenius Wilhelmsen, jointly called for a phase out of fossil-fueled vessels and a global green balance mechanism at COP28.

We cannot do it alone: Key **partnerships** and coalitions



THE B TEAM ▶



Road Freight Zero



Alliance for Clean Air



Alliance of CEO Climate Leaders

Getting to Zero Coalition

Sustainable Air Freight Alliance



CLIMATE GROUP STEELZERO



The importance of a just transition

1. **Responsibly supporting green fuel supply chains creation**

We are committed to ensuring that our green fuels are sourced sustainably: the development of green fuels should not come at the expense of people, including workers and local communities

2. **Preparing the workforce of tomorrow**

The green transition will create new job opportunities in the value chain, and we are committed to supporting the shift in workforce skills to enable decent work

3. **Policy advocacy**

We actively advocate for a low-carbon transition in the industry and promote a human-centred approach to make sure that this transition is just



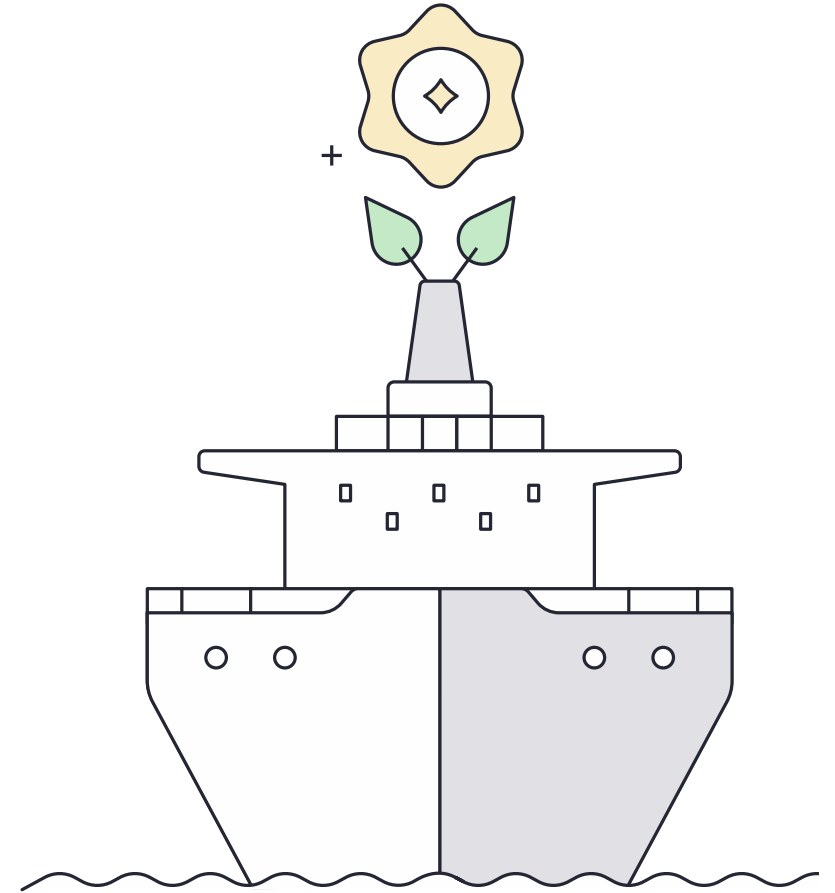
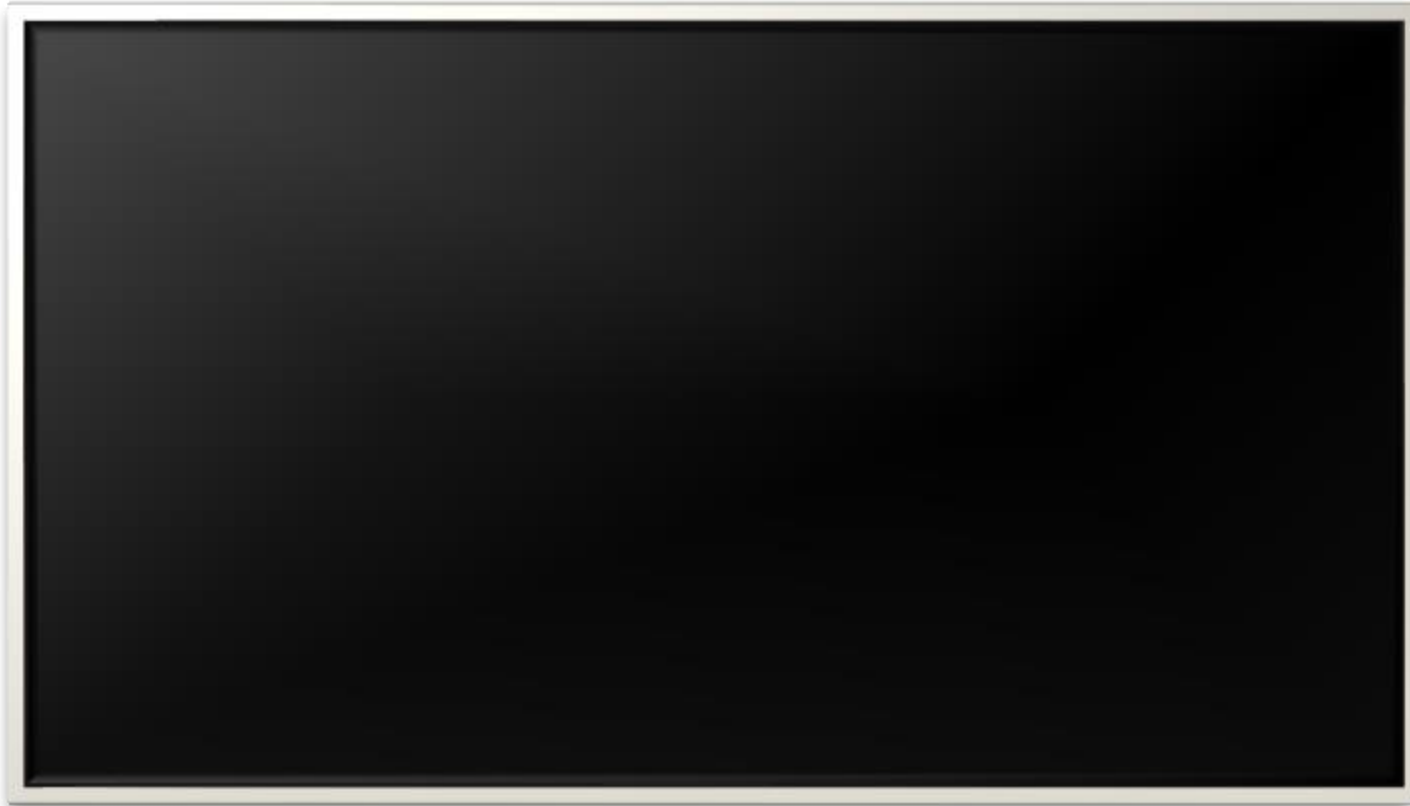
Appendix / Other

Natural Climate Solutions

- SBTi Net Zero standard recommends that companies compensate for emissions above and beyond what is required to deliver net zero.
- Maersk continues to evaluate the options for building a portfolio of **Natural Climate Solutions** - voluntary activities to avoid and remove GHG emissions from the atmosphere through projects such as reforestation, renewable energy and methane capture.



Maersk Mc-Kinney Møller Center for Zero Carbon Shipping



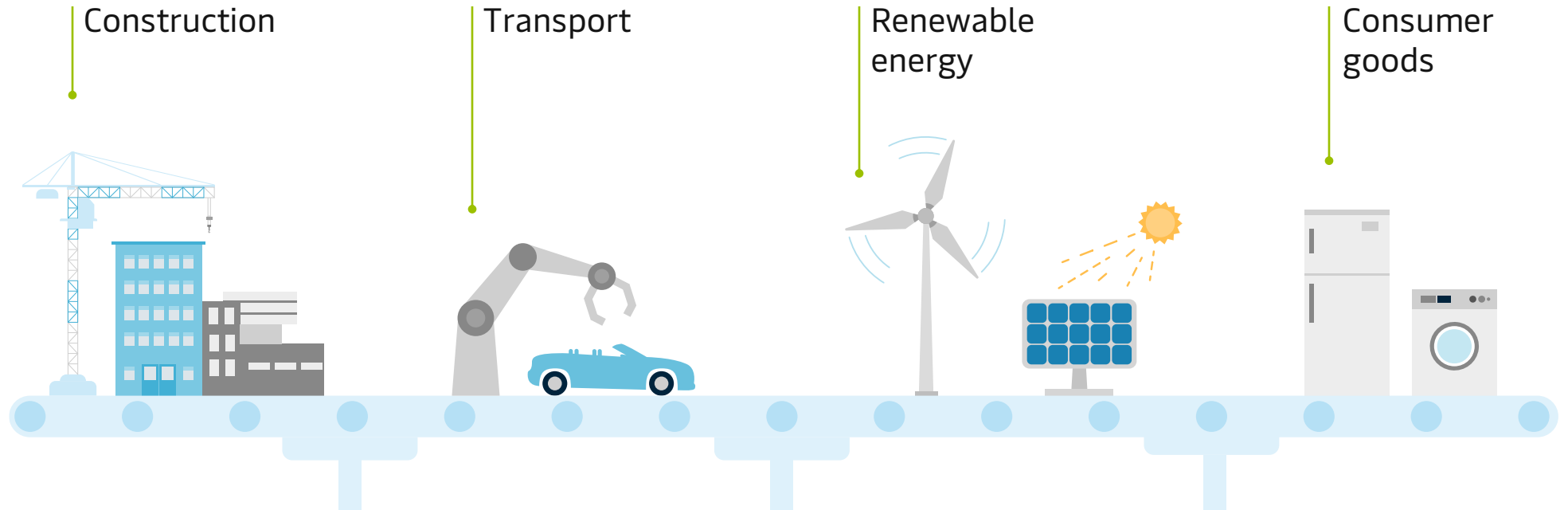
Join us to decarbonize
the Shipping Sector now

Steel

– an integral part of our value chain

CLIMATE GROUP STEELZERO

Organisations showing leadership across:



In partnership with



...can drive the transition to a responsible, net zero steel industry with SteelZero