



CO₂ MANAGEMENT

AVOID & REDUCE + REMOVE & REUSE

9th Annual Dry Bulk & Commodities Conference
Thursday, November 16, 2023

MAKE A DIFFERENCE.



WHO WE ARE

OUR VISION

To turn CO₂ into a valuable resource and create a sustainable net-zero system through direct air capture and geologic sequestration

DELIVERING THE SOLUTIONS WE NEED TO GET FROM NOW TO NET-ZERO

- Building our first direct air capture (DAC) facility – STRATOS
- Designed to capture up to 500kt CO₂/year
- Expected operations – mid-2025



SETTING STAGE WHY DECARBONIZE?

COMPLIANCE PRESSURE

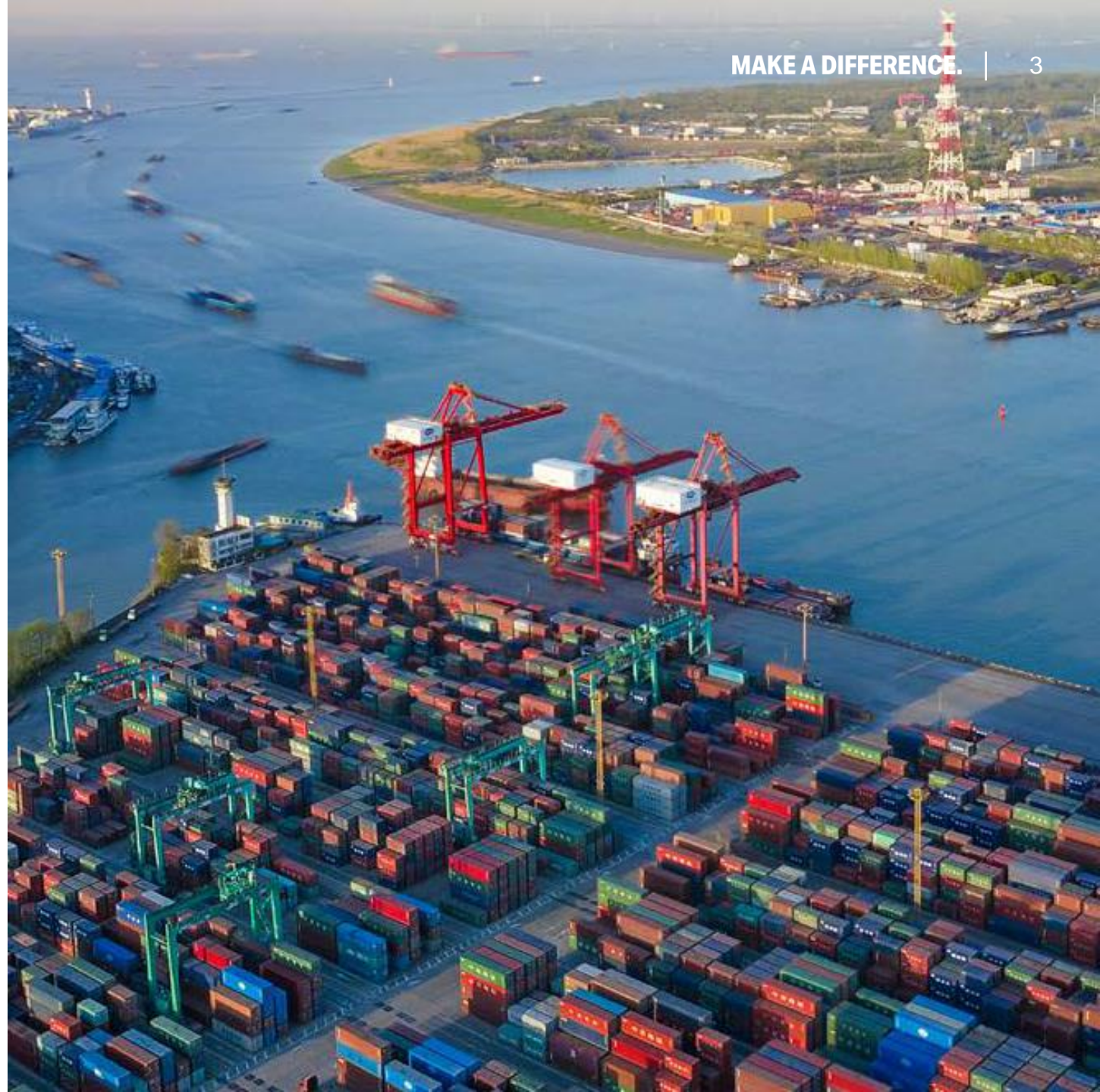
- MEPC80 was a watershed moment; even more ambitious targets potentially coming

CUSTOMER PRESSURE

- Cargo owners starting to take deep dives on their Scope 3

CAPITAL ACCESS

- Capital reallocation towards more sustainable investments



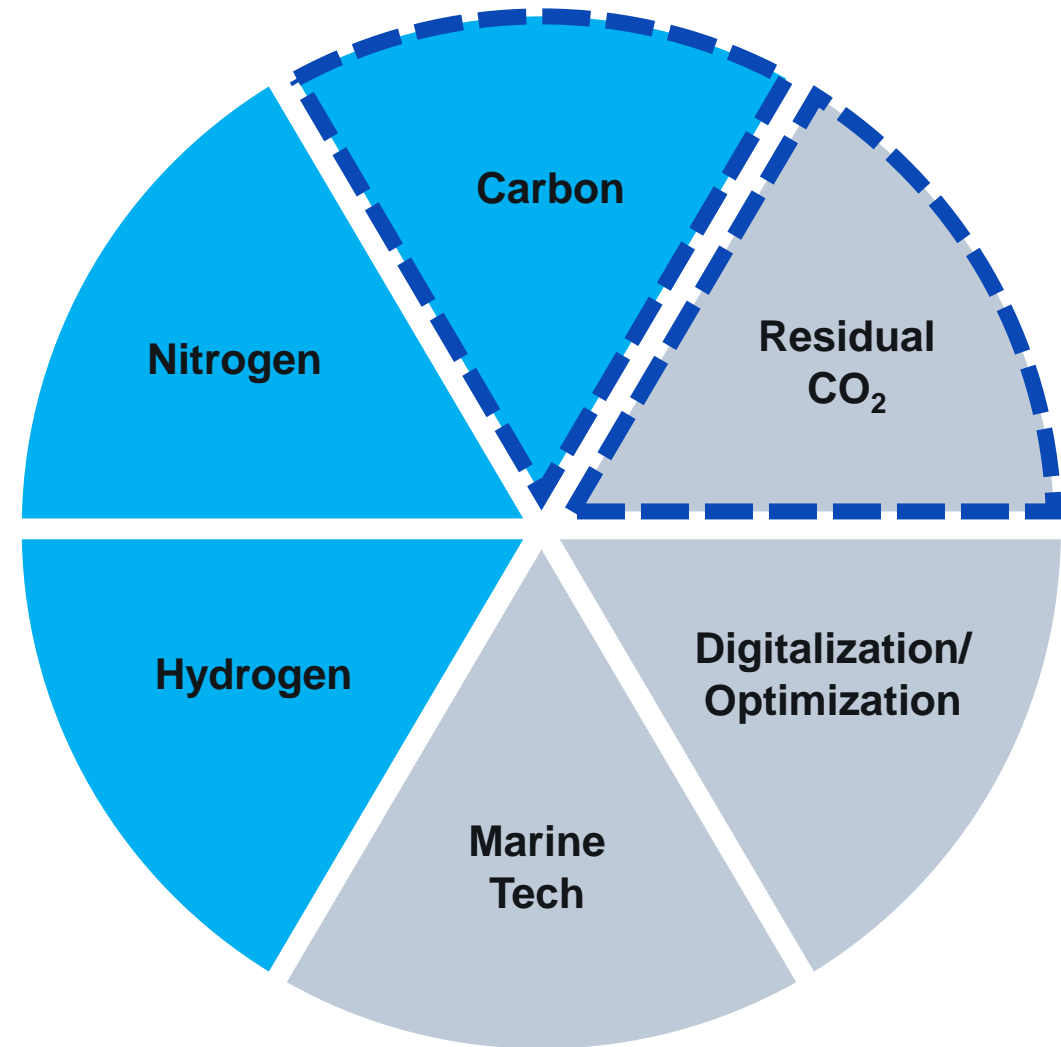
PILLARS OF MARITIME DECARBONIZATION

CARBON AS A FUEL

- Industrial CO₂ and biogenic CO₂
- Atmospheric CO₂ from DAC (and a few other removal technologies)

RESIDUAL CARBON

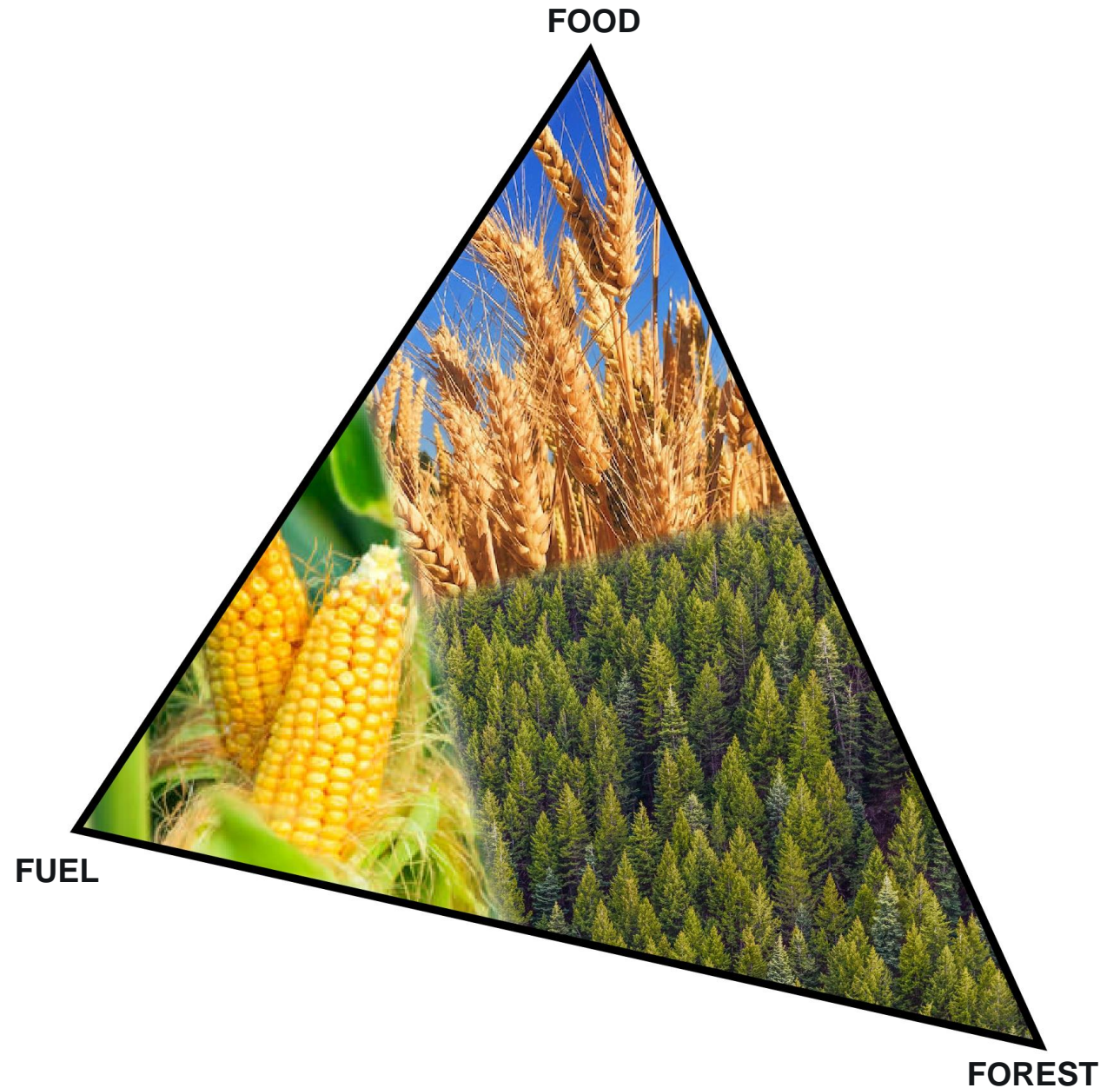
- Onboard carbon capture
- Higher-end nature-based solutions
- High-quality CDRs from DAC and other engineered solutions



■ FUELS - - - 1P5 FOCUS

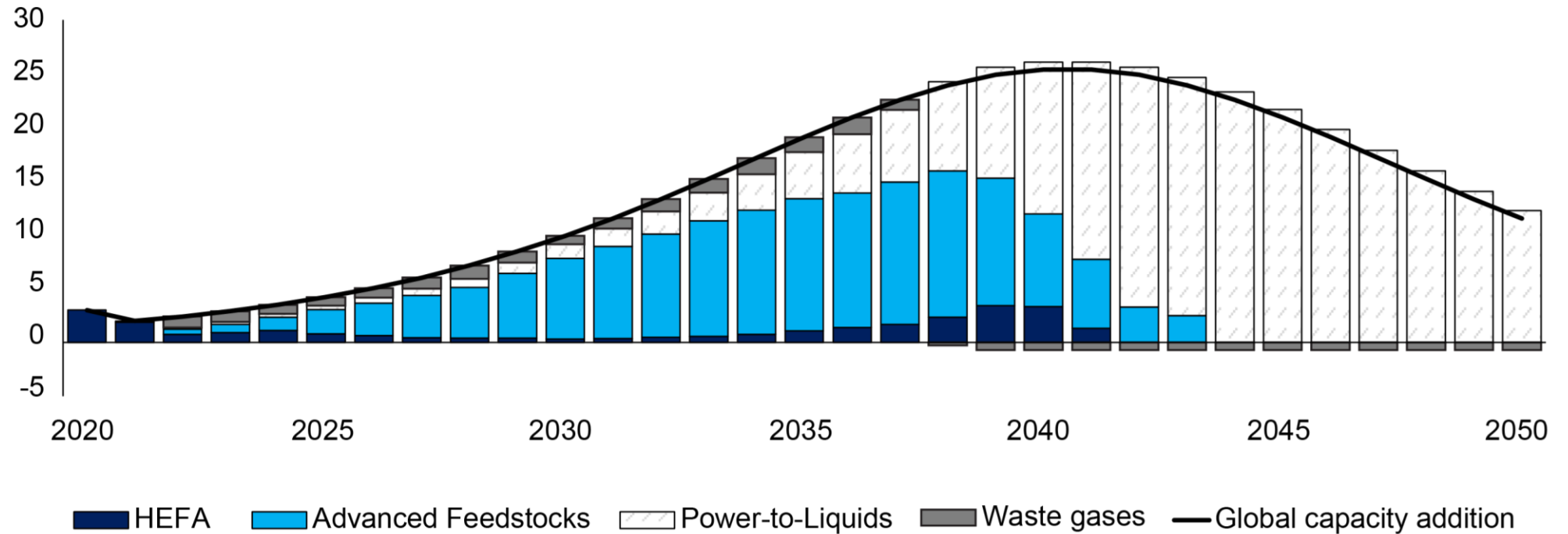
CO₂ FOR FUELS BIOGENIC CO₂

- Population Growth → Make more food
- Increased mobility and consumption → More travel and fuel requirement
- Climate change → CO₂ removal using NBRs

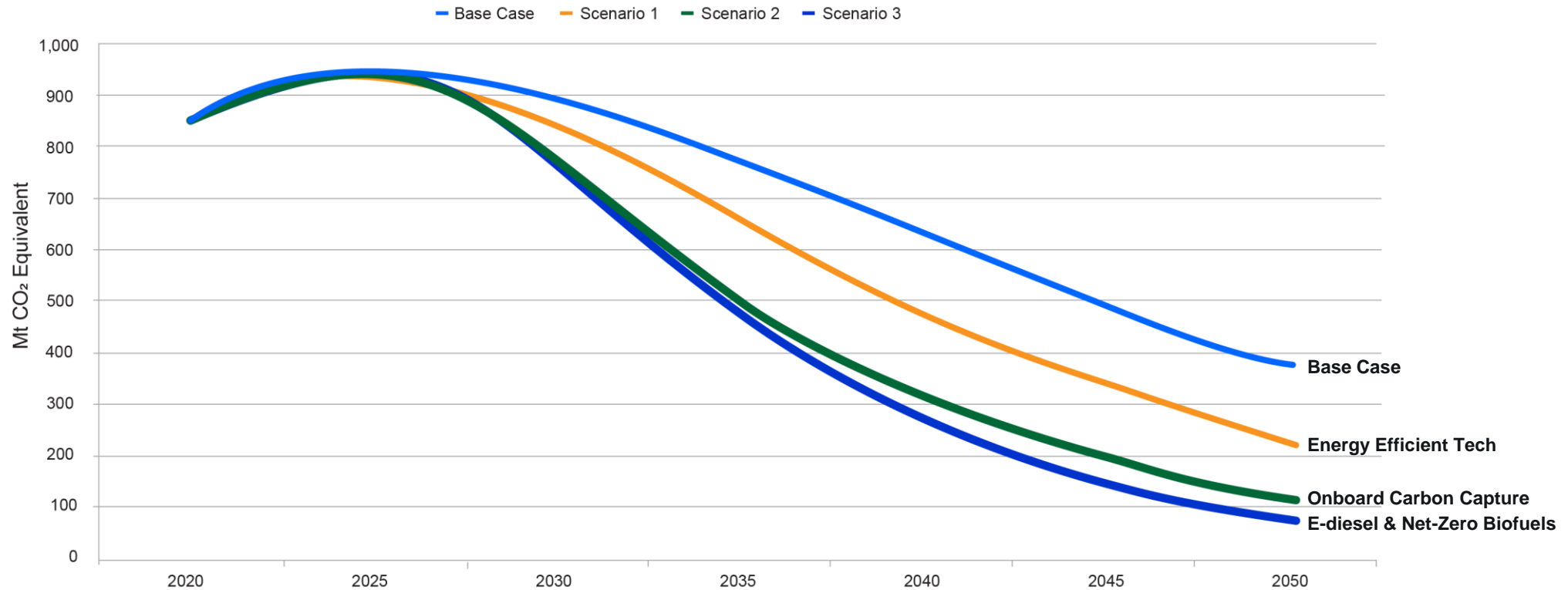


CO₂ FOR FUELS AVIATION EXPERIENCE

Annual capacity addition by feedstock,
Aggressive Sustainable Fuel development scenario (MT)



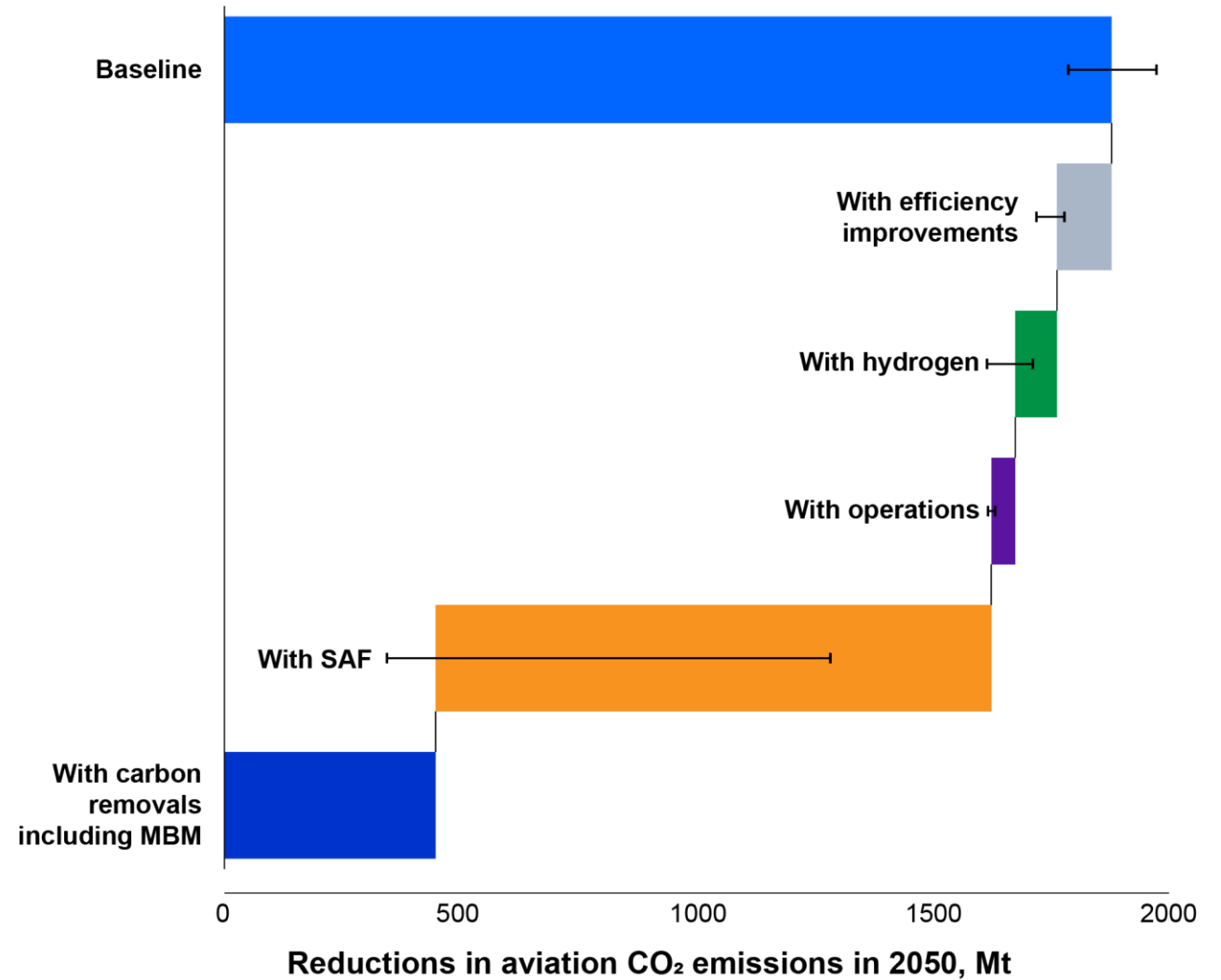
RESIDUAL CO₂ PETROLEUM-BASED FUELS ARE HERE TO STAY FOR A WHILE



Source: ABS, *Beyond the Horizon: View of the Emerging Energy Value Chains*, 2023

RESIDUAL CO₂ AVIATION EXPERIENCE

- Reduction in aviation CO₂ emissions in 2050 achieved through the different levers of action
- Solid bar indicates the central case
- Black lines indicate maximum and minimum reductions based on the scenarios modeled



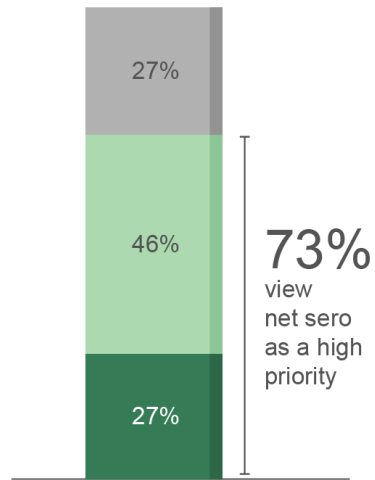
Source: IATA Sustainability and Economics, ICAO LTAG SAF availability scenarios

DECARBONIZATION AND NET-ZERO TARGETS TAKING HOLD IN THE INDUSTRY



Importance of net zero

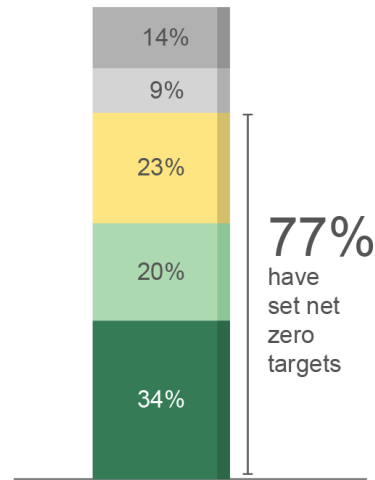
% of respondents¹



- Medium / low priority
- High priority
- Critical / essential to strategy



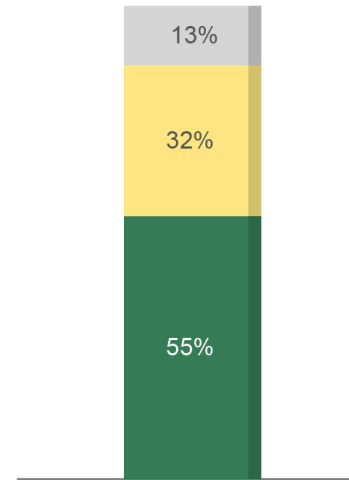
Decarbonization targets



- Do not have plans to set targets
- Setting targets within the year
- Have intermediate targets
- Have net zero targets
- Have net zero and intermediate targets



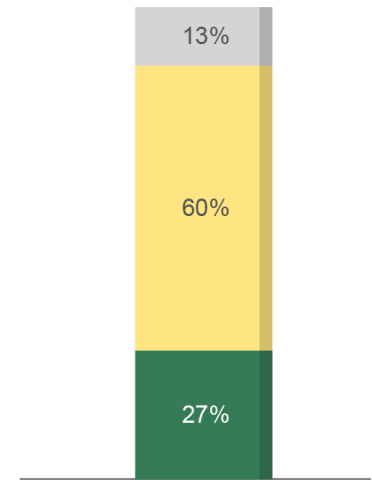
Sustainability teams



- Do not have sustainability teams
- Do not have sustainability teams but have individuals focused on specific initiatives
- Have dedicated sustainability teams



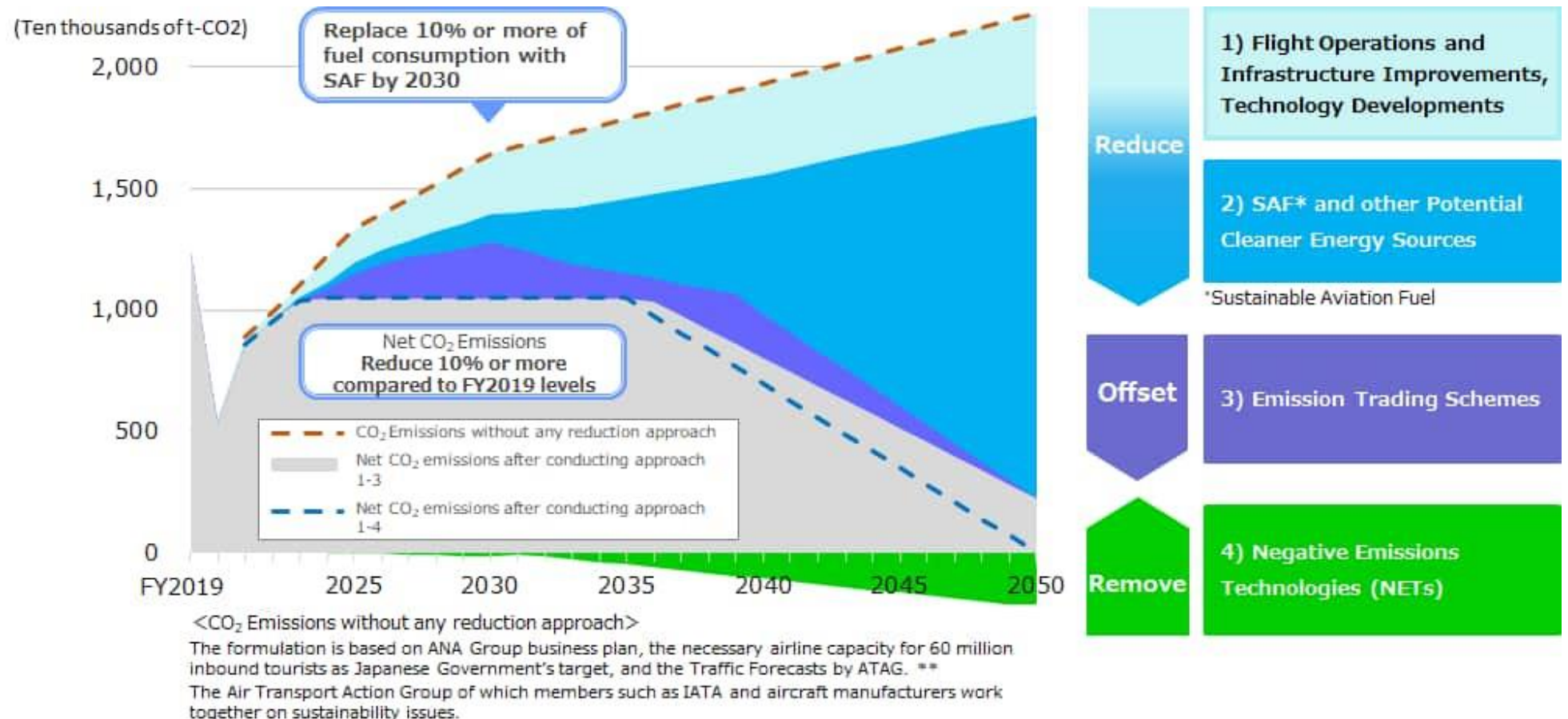
Decarbonization roadmap



- Do not have plans to develop roadmap
- Developing roadmap now
- Have roadmap in place

¹ N=128

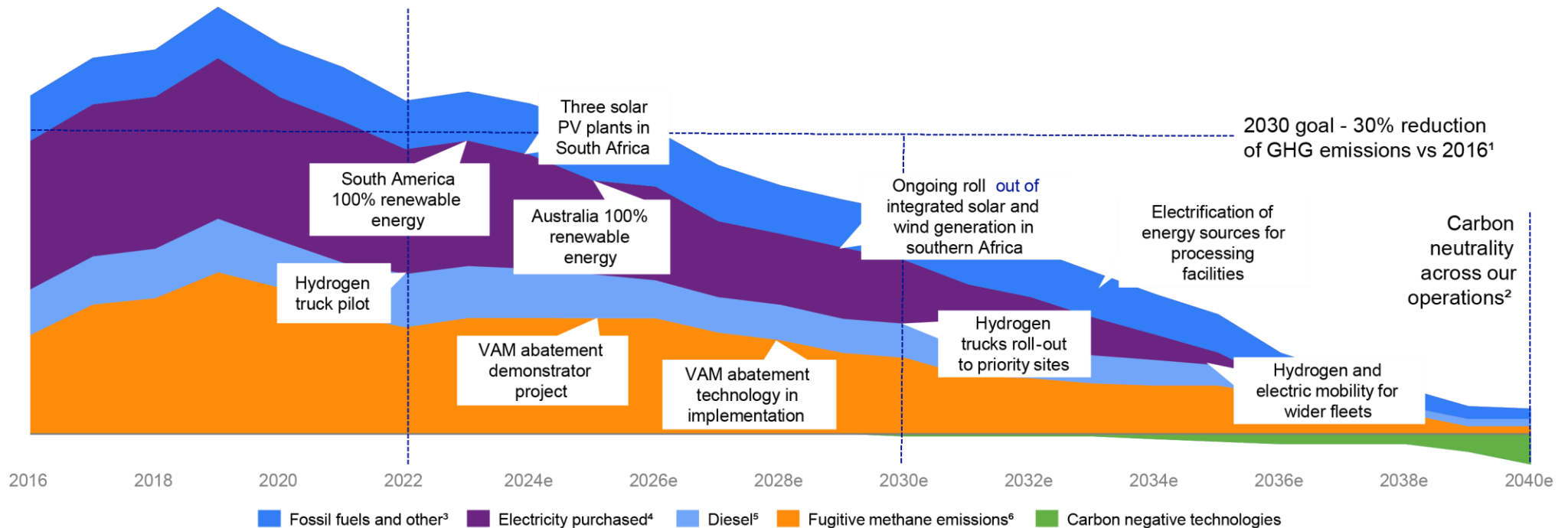
A WELL-DEVELOPED DECARBONIZATION STRATEGY ALL NIPPON AIR (ANA)



A WELL-DEVELOPED DECARBONIZATION STRATEGY

ANGLO AMERICAN

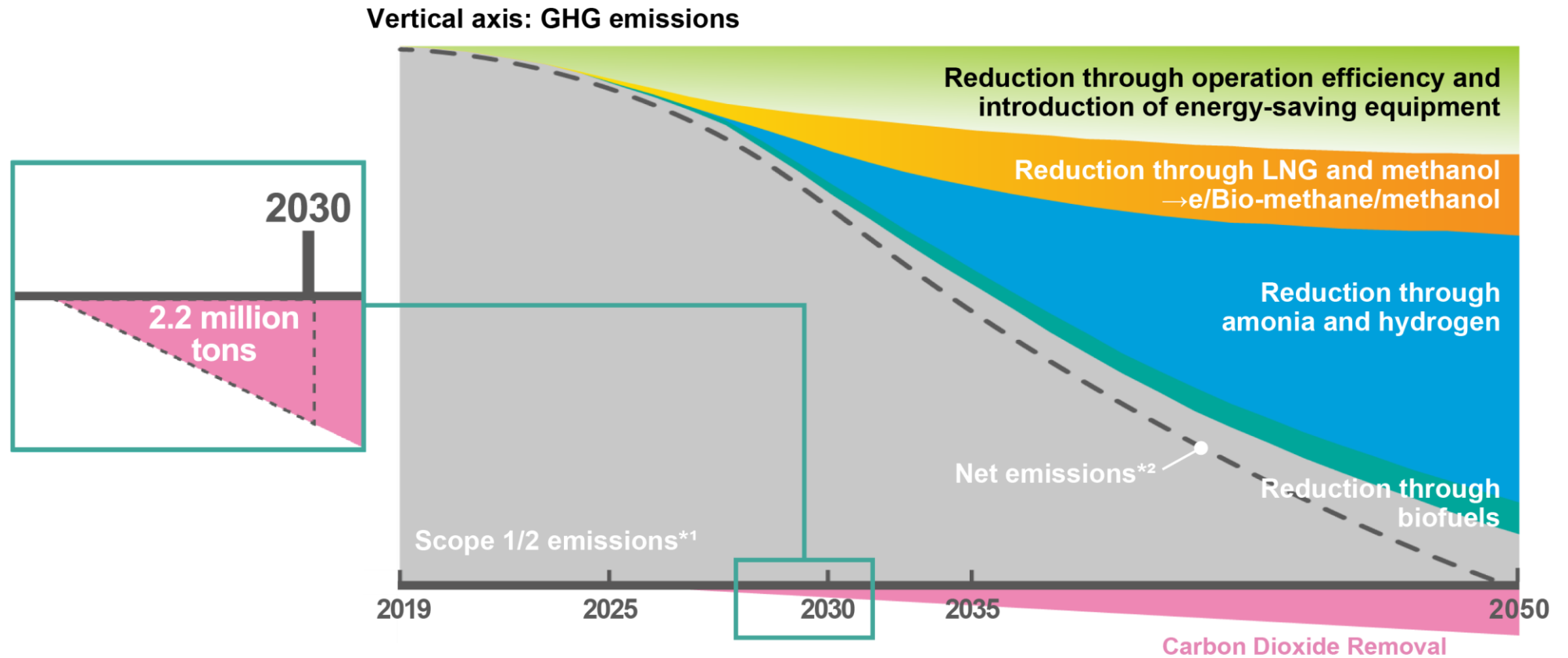
Scopes 1 & 2 - GHG emissions



1. 2030 target based on an absolute reduction in GHG emissions across the business vs 2016 baseline adjusted for structural changes.
2. Targets and guidance as announced on 7 May 2020.
3. CO₂ from fossil fuel consumption (excluding diesel) used in processing, and other activities.
4. CO₂ emissions from electricity consumption (all Scope 2).
5. CO₂ sub-set from fossil fuel consumption.
6. Fugitive emissions from steelmaking coal mining.

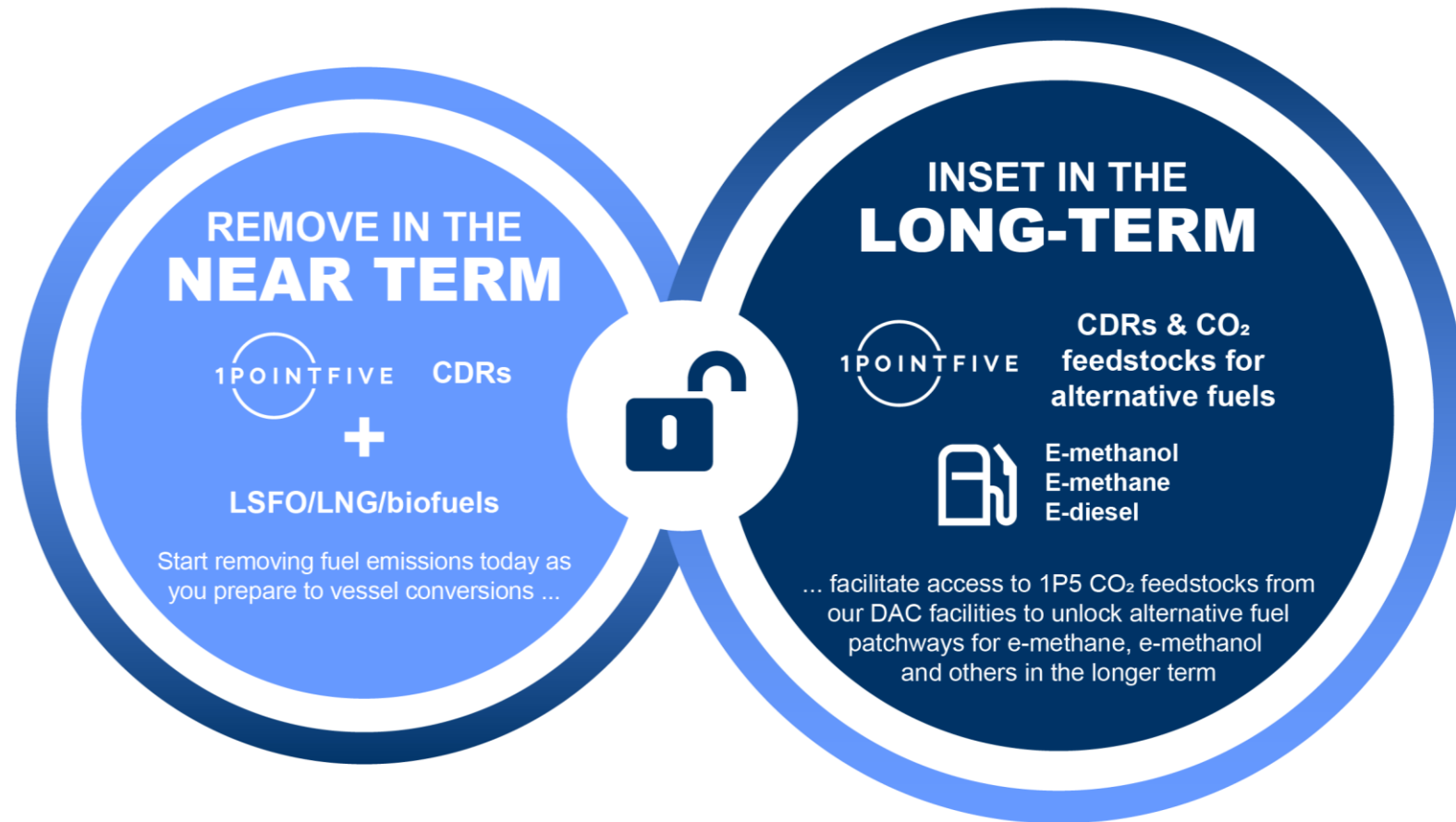


A WELL-DEVELOPED DECARBONIZATION STRATEGY MITSUI O.S.K. LINES (MOL)



Source: MOL Group, *Environmental Vision 2.2 - Our BLUE ACTION for Net Zero*, April 2023

WHAT DAC OFFERS TO MARITIME A POWERFUL TOOL TO ADDRESS RESIDUAL EMISSIONS... AND NOT ONLY THAT



GET IN TOUCH


LET'S START A CONVERSATION ABOUT YOUR CLIMATE GOALS

Curbing global temperature rise to 1.5°C by 2050 will take commitment, partnership and tonnes of carbon removal. That's why 1PointFive is working closely with leading organizations. Are you next?

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THANK YOU

