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### **Maersk Line announces fuel switch for vessels calling California**

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Pilot initiative is part of company's continuous development  
and evaluation of environmentally responsible operation

TERMINAL ISLAND, Calif. (May 26, 2006)— Maersk Line has announced a pilot environmental initiative that is expected to remove nearly 400 tons of vessel-related emissions annually from the company's fleet that calls the ports of Los Angeles and Oakland. Maersk Line's decision to initiate this California pilot program is part of the company's continuous development of environmentally responsible operations. The program has been aligned with and supports the significant air quality improvement efforts by Mayor Villaraigosa through the Port of Los Angeles. It is also consistent with the goals of Governor Schwarzenegger's Goods Movement Action Plan and the initiatives of the California Air Resources Board to improve air quality in the region.

Maersk Line has voluntarily switched from "bunker" fuel with relatively high sulfur content to low-sulfur distillate fuel on the main and auxiliary engines of its vessels as they approach 24 miles from port, while docked and until 24-miles out on departing journeys. Pilot results from this switch show substantial reductions in key pollutants that have potential health effects. Maersk Line projects a 73% annual reduction in particulate matter, a 92% reduction in sulfur dioxide (SO<sub>x</sub>), and at least a 10% reduction in nitrogen oxide (NO<sub>x</sub>). The first vessel that performed the fuel switch was SINE MÆRSK in Los Angeles on March 31, 2006. The program is presently being implemented on all vessels calling California.

The fuel switch enables the ports of Los Angeles and Oakland to achieve immediate emissions reductions, unlike shore-side power programs such as cold ironing that would take years to implement on this scale.

These changes are in addition to significant emissions reductions Maersk Line has already achieved at their APM Terminals Pier 400 facility at the Port of Los Angeles as a result of replacing its fleet of terminal vehicles, greatly reducing truck idling times at the terminal gates, and implementing the nation's largest on-dock rail program.

"Maersk is taking a bold, unprecedented step to reduce harmful ship emissions. By voluntarily converting to the least polluting diesel fuel, they are demonstrating the leadership, responsibility, and commitment to the environment that makes Maersk welcomed partners in my efforts to grow and green the Port of Los Angeles." said Mayor Villaraigosa.

The company will also continue research and development of selective catalytic reduction (SCR) technology which performs similar functions to that of a catalytic converter on an automobile. Based on 18 months of Maersk Line field tests, SCR technology reduced nitrogen oxide (NO<sub>x</sub>) emissions by 80-90% and holds promise for significant and long-term NO<sub>x</sub> reduction. This SCR

pilot program, which is being conducted on a ship that calls California ports, will provide long-term operating and maintenance data to allow full evaluation of this voluntary initiative.

“Maersk Line believes that it is important that solutions be found to provide consistent, cost effective and efficient international standards for ship emissions. In evaluating the options for reducing ship emissions, Maersk Line is convinced that mobile ship emission control solutions like fuel switches and catalytic converters provide great promise in effectively reducing emissions from ships in port areas. Mobile solutions can be implemented relatively rapidly, require no expensive shore infrastructure and do not shift emissions to other sources of power.” said Maersk Line executive Gene Pentimonti. “This program is one example of a mobile solution that provides immediate benefits to the city of Los Angeles and the state of California at no cost to the tax payer and without shifting air pollution in another area.”

Port of Los Angeles Commission President David Freeman saluted Maersk’s willingness to find a creative solution to reducing ship pollution. "This action by Maersk gives us a huge head start in greening our port," he said. "This company is going right after the primary source of the pollution – the main engine – and it’s reducing emissions while the ship is approaching the port, while it’s leaving the port, and while it’s sitting at the dock. I call that real progress."