

# DECARBONIZATION FOR AUTOMOBILE CUSTOMER

The project's scope was to accurately measure the emissions of our customer's Maritime transportation, respective emissions per Carrier/Trade Lane, and identify their financial exposure due to the impending inclusion of Maritime emissions in EU ETS. Subsequently, we aimed to recognize if our Customers using our data could reduce their GHG emissions and financial exposure due to EU ETS.

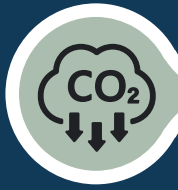
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## EXPLORE

We explored ~25k unique cargo sent from European ports to global ports. These represent ~1/3 of the total annual shipments of our customer.

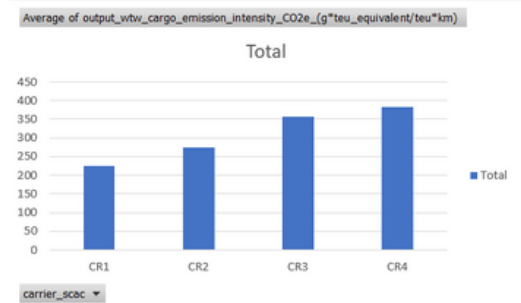
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## EMISSION OUTPUT

The Carriers used in the Trade Lanes have varying emissions intensities which range from ~224.000 to ~383.000.

CO2e\_(g\*teu\_equivalent/teu\*km)

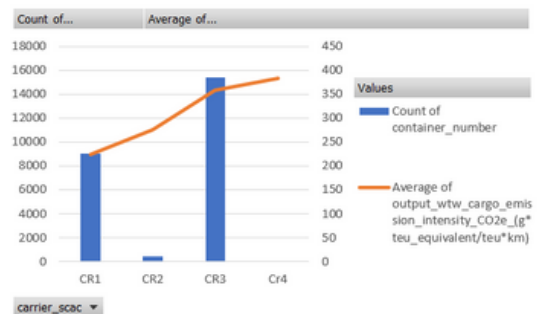


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## CARRIERS CHOICE

The customer was transferring cargo mainly with two carriers. CR1 36% cargo and CR3 62% cargo. The majority was carried by CR3, which has substantially higher (~58%) CO2 emissions than CR1.



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## COST

The cost our customer would incur for EU Allowances (EUA) which stem from Maritime emission inclusion in European Union Emissions Trading Scheme (EU ETS), would have been ~2 million € for these 25.000 shipments. The total cost of EUA for all their shipments would have been ~4 million €.

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## MAKE THE CORRECT CHOICE

By getting granular and accurate data, our customer identified their potential EUA financial cost exposure and could consider shifting a number of the cargo to the lower-emitting Carrier and reducing their EUA exposure by ~30%. Respectively reduce their Transportation emissions by almost the same percentage. This optimization would have resulted in cost savings related to EUAs of ~1,2 million € per year.