

1.1 About Scandlines

Scandlines is a modern and innovative ferry operator with a green vision for the future. We have a proud culture based on a strong German-Danish cooperation and a maritime history dating back to 1872.

Scandlines operates two ferry routes with high capacity and frequency. Six of our ferries are hybrid ferries, and two are furthermore fitted with an innovative rotor sail – and that contributes to making our ferries greener.

Our core business is to provide an efficient and reliable transport service for both passengers and freight customers. The focus for all our activities – on board the ferries as well as in our BorderShops – is to give our customers a great experience.

With more than 38,000 departures on seven ferries, Scandlines in 2021 transported over 3.6 million passengers, 950,000 cars and around 720,000 freight units on the routes Puttgarden-Rødby and Rostock-Gedser.

1.2 ZE 80 project introduction

Scandlines has the intention to reduce the use of fossil fuels, for the 4 Ferries sailing on the Rødby-Puttgarden Route. Changing to a Shore Charging Solution connected to the National Grid in Germany and Denmark.

Scandlines intent to modify the existing four Rødby-Puttgarden ferries to charge electrical energy from shore.

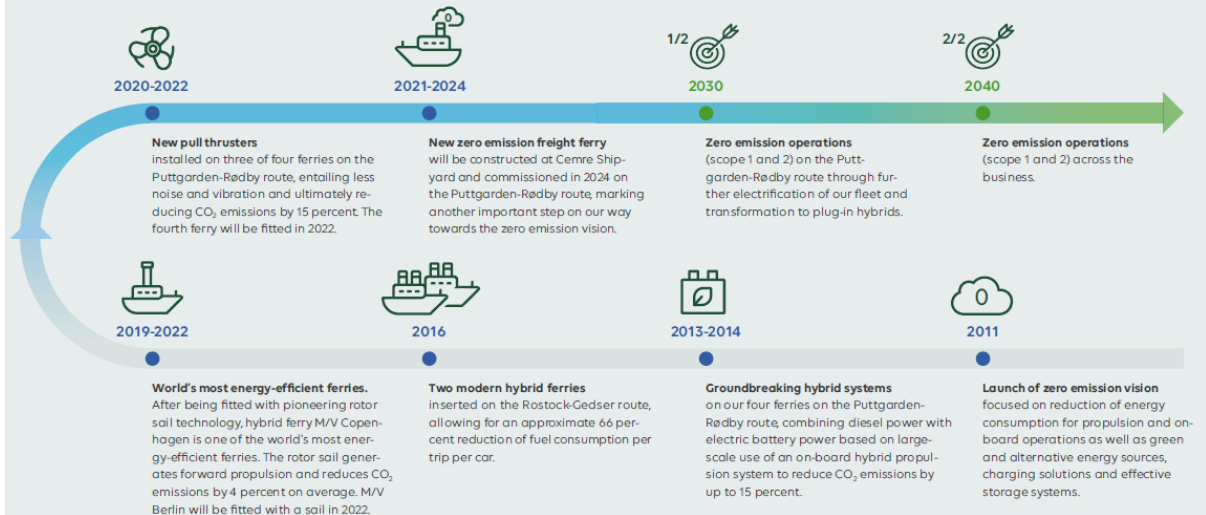
The basic principle of the projects is replacing two current Gen-sets with Electrical Energy Storage, as a Plugin hybrid solution. This is a part of Scandlines 2040 ESG Targets, implemented in the company to fulfil the Global Compact objectives, which the Company has signed in 2021.

After completion onboard all 4 ferries, the Rødby – Puttgraden route will be in operation with 40 MWh battery capacity installed and have reduced use of fuel oil with 80 GWh renewably shore power yearly. This is a big step towards the full zero emission in 2030.

Our zero emission journey

We have committed to transform our business to zero direct emissions by 2040 - with our route on Puttgarden-Rødby to be free of direct emissions as early as 2030. We aim to exceed the ambitions of a 1.5°C scenario to fight global warming and lead the transformation to climate-neutral operations. Our expected green investments of around EUR 400 million between 2013-2024 further remove direct scope 1 and 2 emissions and drive technological advances to future-proof our position as a true pioneer in green ferry operations.

**ZERO DIRECT
EMISSIONS BY
2040**



The name of the Project will be referred to as ZE80, abbreviated from "Zero Emission 80%" defined by 80% of vessel total power consumption after project is fully implemented, is covered by Shore feed Energy System.

The ferries were built in 1997, and until 2013 operated as Diesel electrical propulsion. From 2013 and until today the ferries have been operating as a hybrid ferry.
Scandlines

The philosophy of the ZE 80 project will be to charge as much energy as possible during port stay, to be used for the following transit.

Now the port stay varies between 6 and 15 minutes (average 8.5 minutes) and thus the vessel will not be able to charge the energy needed, in order to operate as a zero emission. In the future the length of the port stay will be subject for optimization.

To operate on shore power, ESS, including subsystems must be installed onboard the vessels. Ferry Charger and power supply ashore is delivered in another project (PR24), making the charge port location on the Vessels fixed.

1.3 Yard Execution plan (preliminary)

- M/V Deutschland: Q4-2024 (4 weeks) (Implementing Zero Emission)
- M/F Schleswig-Holstein: Q1-2025 (4 weeks) (Implementing Zero Emission)
- M/F Prins Richard: Q2-2025 (4 weeks) (Implementing Zero Emission)
- M/V Prinsesse Benedikte: Q3-2025 (4 weeks) (Implementing Zero Emission)

1.4 Tender timeline – high level

- December 22, 2022: Pre-qualification announcement by Scandlines
- January 22, 2023: Pre-qualification deadline
- January 31, 2023: Pre-qualification decision announcement from Scandlines
- February 2023: Tender start – tender material issued to all pre-qualified suppliers