MAERSK

ALL THE WAY

A.P. Møller - Mærsk A/S | Interim Report | 2 May 2024
Esplanaden 50, DK-1263 Copenhagen K | Registration no. 22756214

Q1 2024

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Webcast and dial-in information

A webcast relating to the Q1 2024 Interim Report will be held on 2 May 2024 at 11.00 (CET). Dial-in information on investor.maersk.com.

Presentation material for the webcast will be available on the same page.

The Interim Report for Q1 2024 of A.P. Møller - Mærsk A/S (further referred to as A.P. Moller - Maersk as the consolidated group of companies) has been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and adopted by the EU and additional Danish disclosure requirements for interim financial reporting of listed companies.

The interim consolidated financial statements have not been subject to audit or review.

Comparative figures

Unless otherwise stated, all figures in parentheses refer to the corresponding figures for the same period prior year.

Financial calendar

07 August 2024
Interim Report Q2 2024

31 October 2024
Interim Report Q3 2024

ESEF data

Domicile of entity
Denmark

Description of nature of entity's operations and principal activities
Shipping company

Country of incorporation
Denmark

Principal place of business
Global

Legal form of entity
A/S (Danish Limited Liability Company)

Name of reporting entity or other means of identification
A.P. Møller - Mærsk A/S

Address of entity's registered office
Esplanaden 50, DK-1263 Copenhagen K

Improving life for all by integrating the world

At A.P. Moller - Maersk, we aspire to provide truly integrated logistics. Across oceans, ports, on land and in the air, we are combining our supply chain infrastructure with the power of our people and technology to drive end-to-end innovation that accelerates our customers' success.

With a dedicated team of around 100,000 employees, operating in more than 130 countries, we explore new frontiers and embrace new technologies because we see change as an opportunity. No matter the challenge, we stay confident and resilient because our values are constant. By living our values, we inspire trust in our efforts to integrate the world and improve life for all.

Produced in Denmark

Management Review

A.P. Moller - Maersk delivered results in line with expectations for Q1 2024, with a strong recovery in earnings since Q4 2023. These results were supported by a strong performance in Terminals, which continued a positive development both in volumes and profitability, but also mainly reflect the ongoing situation in the Red Sea/Gulf of Aden, which caused significant disruption during the quarter and implied increased rates and costs in Ocean. Logistics & Services returned to growth year-over-year with profitability still challenged in specific areas.

With the Red Sea crisis still ongoing, plans are made for the current rerouting south of the Cape of Good Hope to be extended potentially for the remainder of the year, while A.P. Moller - Maersk still expects overcapacity to prevail which implies lower rates during the second half.

As a result of the strong container market and the Red Sea/Gulf of Aden disruption likely to remain into the second half of the year, A.P. Moller - Maersk raises the lower end of its financial guidance with an underlying EBITDA in the range of USD 4.0-6.0bn (previously USD 1.0-6.0bn) and an underlying EBIT in the range of negative USD 2.0-0.0bn (previously negative USD 5.0-0.0bn).

Highlights Q1 2024

A.P. Moller - Maersk's results for Q1 were marked by increasing volumes while rates continued to be under pressure versus previous year, resulting in **revenue** for Q1 of USD 12.4bn (USD 14.2bn), a decrease of USD 1.9bn mainly from Ocean, however with an increase of USD 33m and USD 123m in Logistics & Services and Terminals, respectively. **EBITDA** decreased by USD 2.4bn to USD 1.6bn (USD 4.0bn), driven by Ocean. **EBIT** decreased by USD 2.1bn to USD 177m (USD 2.3bn) stemming from Ocean but with a significant increase of USD 93m in Terminals.

Ocean results increased sequentially given the strong volumes and tightened rates impacted by the Red Sea/Gulf of Aden situation but were significantly down from the previous year. The average loaded freight rate increased compared to Q4 2023 but decreased compared to Q1 2023. The rerouting south of Cape of Good Hope led to higher bunker consumption and higher operating costs. EBIT remained negative and significantly lower than in Q1 2023 but improved compared to Q4 2023.

Logistics & Services experienced growth in volumes across all product families. While Transported by Maersk and Managed by Maersk achieved good results in a strongly competitive environment, Fulfilled by Maersk was weak with lower capacity utilisation in Contract Logistics and contract implementation challenges in Ground Freight in North America weighing on margins.

Terminals delivered solid volume growth (like-for-like) across all regions, particularly in North America with a significant increase in US West Coast volumes.

Free cash flow of negative USD 151m (positive USD 4.2bn) declined due to decreased cash flow from operating activities, slightly offset by lower capital lease payments and capital expenditures.

Subsequent to Q1 2024, the Svitzer (towage) activities were separated through a demerger and the shares in the newly formed Svitzer Group were distributed to A.P. Moller - Maersk's shareholders and traded on Nasdaq Copenhagen as of 30 April 2024. Going forward, Maersk Container Industry and other businesses under Towage & Maritime Services will be included under Unallocated.

Highlights Q1

USD million

	Revenue		EBITDA		EBIT		CAPEX	
	2024	2023	2024	2023	2024	2023	2024	2023
Ocean	8,009	9,873	956	3,352	-161	1,969	325	538
Logistics & Services	3,504	3,471	266	316	54	135	201	128
Terminals	999	876	348	291	300	207	127	111
Towage & Maritime Services	484	602	80	83	48	85	31	64
Unallocated activities, eliminations, etc.	-641	-615	-60	-73	-64	-70	22	-3
A.P. Moller - Maersk consolidated	**12,355**	**14,207**	**1,590**	**3,969**	**177**	**2,326**	**706**	**838**

Summary financial information

Income statement	Q1 2024	Q1 2023	12M 2023
Revenue	12,355	14,207	51,065
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	1,590	3,969	9,591
Depreciation, amortisation and impairment losses, net	1,518	1,880	6,615
Gain on sale of non-current assets, etc., net	7	140	523
Share of profit/loss in joint ventures and associated companies	98	97	435
Profit/loss before financial items (EBIT)	177	2,326	3,934
Financial items, net	151	190	428
Profit/loss before tax	328	2,516	4,362
Tax	120	193	454
Profit/loss for the period	208	2,323	3,908
A.P. Møller - Mærsk A/S' share	177	2,284	3,822
Underlying profit/loss[1]	210	2,561	3,954
Balance sheet			
Total assets	81,598	85,490	82,100
Total equity	53,373	55,833	55,090
Invested capital	50,430	50,322	50,430
Net interest-bearing debt	-3,092	-7,002	-4,658
Cash flow statement			
Cash flow from operating activities	1,095	5,334	9,643
Repayments of lease liabilities	749	825	3,226
Gross capital expenditure, excl. acquisitions and divestments (CAPEX)	706	838	3,646
Cash flow from financing activities	-1,058	-10,726	-16,805
Free cash flow	-151	4,224	3,967
Financial ratios			
Revenue growth	-13.0%	-26.4%	-37.4%
EBITDA margin	12.9%	27.9%	18.8%
EBIT margin	1.4%	16.4%	7.7%
Cash conversion	69%	134%	101%
Return on invested capital after tax (ROIC) (last twelve months)	3.2%	49.1%	7.4%
Equity ratio	65.4%	65.3%	67.1%
Underlying ROIC[1] (last twelve months)	2.8%	49.0%	7.5%
Underlying EBITDA[1]	1,597	4,037	9,771
Underlying EBITDA margin[1]	12.9%	28.4%	19.1%
Underlying EBIT[1]	174	2,563	3,962
Underlying EBIT margin[1]	1.4%	18.0%	7.8%
Stock market ratios			
Earnings per share, USD	11	131	227
Diluted earnings per share, USD	11	131	227
Cash flow from operating activities per share, USD	69	306	572
Share price (B share), end of period, DKK	8,994	12,445	12,140
Share price (B share), end of period, USD	1,305	1,816	1,800
Total market capitalisation, end of period, USD	20,349	30,957	28,541

1 Definition of terms → See p. 23.

AMOUNTS IN USD MILLION

Review Q1 2024

Financials reflect the Red Sea/Gulf of Aden impact in Ocean with strong Terminals offsetting weakness in Logistics & Services

The situation in the Red Sea/Gulf of Aden had a significant impact on the Ocean business with the implementation of a new network, which caused market rates and costs to increase, due to the supply chain disruptions.

Revenue increased slightly in Logistics & Services, primarily driven by heightened volumes across all products. In Terminals, revenue increased, driven by significantly higher volumes at improved tariffs, offset by decrease in storage revenue. The situation in the Red Sea/Gulf of Aden did not materially affect the overall volumes in Terminals in Q1.

The proposed demerger and spin-off of Svitzer's towage activities was approved at an Extraordinary General Meeting in April 2024 and was listed on Nasdaq Copenhagen on 30 April 2024.

Revenue decreased by USD 1.9bn to USD 12.4bn (USD 14.2bn), stemming from Ocean, with an increase in Logistics & Services and in Terminals of USD 33m and USD 123m, respectively.

EBITDA decreased to USD 1.6bn (USD 4.0bn), mainly related to Ocean due to lower revenue and higher costs, a decrease in Logistics & Services by USD 50m due to lower rates, while EBITDA increased in Terminals by 20%.

Ocean (2023: 3.4bn)	Logistics & Services (2023: 316m)	Terminals (2023: 291m)
956m	266m	348m

EBIT decreased to USD 177m (USD 2.3bn), with an EBIT margin of 1.4% (16.4%). In Ocean, EBIT remained negative and significantly lower than in Q1 2023 but improved by USD 759m compared to Q4 2023, primarily as an outcome of the situation in the Red Sea/Gulf of Aden. In Logistics & Services, EBIT was affected by the lower EBITDA and higher depreciation with an EBIT margin of 1.5% (3.9%). EBIT increased in Terminals by 45% due to the higher EBITDA and strong results from joint ventures and associated companies.

Ocean (2023: 2.0bn)	Logistics & Services (2023: 135m)	Terminals (2023: 207)
-161m	54m	300m

Financial items, net, amounted to an income of USD 151m (USD 190m), impacted by lower interest income and higher interest expenses, partly offset by the positive foreign exchange rate impact on working capital.

Tax decreased to USD 120m (USD 193m), primarily due to decreased taxable income.

The underlying profit was USD 210m (USD 2.6bn).

Cash flow from operating activities of USD 1.1bn (USD 5.3bn) was driven by lower profits and an increase in net working capital of USD 474m mainly due to an increase in trade receivables, translating into a cash conversion of 69% (134%).

Gross capital expenditure (CAPEX) of USD 706m (USD 838m) was primarily driven by lower investments in Ocean.

Free cash flow of negative USD 151m (positive USD 4.2bn) was primarily impacted by the decreased cash flow from operating activities, slightly offset by lower capital lease payments and capital expenditures.

Capital structure and credit rating

Net interest-bearing debt amounted to a net cash position of USD 3.1bn (a net cash position of USD 4.7bn at year-end 2023), negatively impacted by free cash flow of negative USD 151m, share buy-backs of USD 443m, dividends of USD 1.0bn and CAPEX of USD 706m, partly offset by the sale of joint ventures and associated companies of USD 51m. Further, net new lease liabilities was USD 646m in Q1. Excluding lease liabilities, the Group had a net cash position of USD 13.4bn (USD 15.1bn at year-end 2023).

A.P. Moller - Maersk remains investment grade-rated and holds a Baa1 (stable, upgraded from positive outlook) from Moody's and a BBB+ (stable) rating from Standard & Poor's.

The **liquidity reserve** decreased to USD 24.0bn (USD 24.4bn at year-end 2023) and was composed of cash and bank balances (excluding restricted cash), term deposits and securities of USD 17.9bn (USD 18.4bn at year-end 2023) and undrawn revolving credit facilities of USD 6.1bn (USD 6.0bn at year-end 2023).

The **dividend** of DKK 515 per A.P. Møller - Mærsk A/S share of nominally DKK 1,000, a total of USD 1.2bn, declared at the Annual General Meeting on 14 March 2024, was paid on 19 March 2024. Withholding tax of approx. USD 159m will be paid in Q2 2024.

Share buy-back

During Q1, A.P. Moller - Maersk bought back 43,919 A shares and 174,723 B shares, worth DKK 2.8bn (approximately USD 416m), and no shares were bought for the long-term incentive programme. At 31 March 2024, A.P. Moller - Maersk owns a total of 350,555 A shares and 1,451,082 B shares as treasury shares, corresponding to 10.25% of the share capital. As previously mentioned, the Board of Directors decided to suspend the share buy-back programme in February 2024.

The Annual General Meeting has authorised the Board of Directors to allow the company to acquire own shares to the extent that the nominal value of the company's total holding of own shares at no time exceeds 15% of the company's share capital.

At the Annual General Meeting of A.P. Møller - Mærsk A/S on 14 March 2024, the shareholders decided on the cancellation of treasury shares whereby the share capital would be decreased by nominally DKK 1,740,773,000 in total divided into 350,555 A shares and 1,390,218 B shares of DKK 1,000. The cancellation is expected to be completed during Q2 2024.

ESG update

A.P. Moller - Maersk announced its updated climate targets, which have been validated by the Science Based Targets initiative (SBTi), in February. This makes A.P. Moller - Maersk the first in the shipping industry to have climate targets validated by SBTi under the new Maritime Guidance in line with the 1.5-degree pathway from the Paris Agreement. A.P. Moller - Maersk continues to aim for net zero greenhouse gas (GHG) emissions for the entire business in 2040 with significant milestones for 2030, and the validated targets include new specific and absolute targets to reduce emissions from A.P. Moller - Maersk's own operations and across its supply chains (covering all scope 1, 2 and 3 emissions).

For more information about A.P. Moller - Maersk's validated climate targets, please see → www.maersk.com/sustainability

A.P. Moller - Maersk continues to deliver concrete progress on its climate roadmap, with the most notable milestone during Q1 being the arrival of Ane Mærsk, the first of A.P. Moller - Maersk's 18 large methanol-enabled vessels that will be delivered between 2024 and 2025. Since February, it operates on the AE7 string connecting Asia and Europe, marking a significant step in the company's commitment to pioneering low-emissions shipping solutions.

To support further uptake of low-emissions shipping, it is critical to ensure regulatory support to level the playing field between black and green fuels. At the IMO MEPC81 meeting in March, A.P. Moller - Maersk was pleased to see progress on the development of measures to reduce GHG emissions from shipping. The World Shipping Council's proposal to introduce a Green Balance Mechanism (GBM) that will incentivise the use of green fuels, which A.P. Moller - Maersk supports, remains on the table for further debate in the upcoming MEPC82 in September.

Financial guidance and targets

Financial guidance for 2024

The lower end of the original financial guidance is raised based on a strong market demand with container volume growth towards the upper end of the 2.5-4.5% range and A.P. Moller - Maersk growing in line with the market. Further, the ongoing Red Sea/ Gulf of Aden situation is expected to continue into the second half of the year. Over-supply remains a challenge and will eventually prevail, but the impact is delayed.

For the full-year 2024, A.P. Moller - Maersk raises its financial guidance as seen in the table below.

USDbn

EBITDA Underlying (Previously: 1.0-6.0)	EBIT Underlying (Previously: -5.0-0.0)	Free cash flow (Previously -5.0 or higher) (FCF) or higher
4.0-6.0	-2.0-0.0	-2.0

CAPEX guidance, unchanged 2023-2024	CAPEX guidance, unchanged 2024-2025
8.0-9.0	9.0-10.0

Sensitivity guidance

Financial performance for A.P. Moller - Maersk for 2024 depends on several factors subject to uncertainties related to the given uncertain macroeconomic conditions, bunker fuel prices and freight rates. All else being equal, the sensitivities for 2024 for four key assumptions are listed below:

Factors	Change	Effect on EBIT (Rest of 2024)
Container freight rate	+/- 100 USD/FFE	+/- USD 1.0bn
Container freight volume	+/- 100,000 FFE	+/- USD 0.1bn
Bunker price (net of expected BAF coverage)	+/- 100 USD/tonne	+/- USD 0.3bn
Foreign exchange rate (net of hedges)	+/- 10% change in USD	+/- USD 0.2bn

Roadmap towards 2025

The mid-term financial targets introduced at the Capital Markets Day in May 2021 relate to the transformation towards becoming the integrator of container logistics.

Forward-looking statements
The Interim Report contains forward-looking statements. Such statements are subject to risks and uncertainties as several factors, many of which are beyond A.P. Moller - Maersk's control, may cause the actual development and results to differ materially from expectations contained in the Interim Report.

Consolidated

The return on invested capital (ROIC) (last twelve months) was 3.2%, below the target of above 7.5% every year under normalised conditions due to the declining profits in the latter half of 2023, which have continued into Q1 2024. The average return on invested capital for Q1 2021 - Q1 2024 was 34.8%, above the 12% target for the period 2021-2025.

ROIC (LTM)
Target: >7.5% **3.2%**

A.P. Moller - Maersk will prioritise the capital allocation to investments in the business, including acquisitions in Logistics & Services, repaying debt, paying dividends based on a pay-out ratio of 30-50% of underlying net profit and distributing excess cash to shareholders through share buy-backs and special dividends in that order.

The dividend payment for 2023 of DKK 515 per share represented a dividend yield of 4.2% and 30% of the net underlying profit. Of the share buy-back programme of USD 12.0bn over 2022-2025, A.P. Moller - Maersk bought back a total of USD 6.7bn. The share buy-back programme was suspended during Q1, with a re-initiation to be reviewed once market conditions in Ocean are settled.

Ocean

Ocean delivered an EBIT margin of 0.3% over the last twelve months, below the target of 6% under normalised conditions due to continued pressure on rates. Total average operated fleet capacity is within the range of 4.1-4.3m TEU.

EBIT margin	Execute with the existing fleet size
Target: >6% — 0.3%	Target: 4.1-4.3 TEUm — 4.2 TEUm

Logistics & Services

The organic growth of Logistics & Services was negative 13% over the last twelve months, below the target of positive 10%. The EBIT margin for the last twelve months was 2.6% versus the target of above 6% due to a combination of lower rates and higher costs.

Organic growth	EBIT margin
Target: >10% — -13%	Target: >6% — 2.6%

Terminals

The return on invested capital (ROIC) (LTM) was 11.3% for Terminals, exceeding the expectation of above 9% towards 2025.

ROIC
Target: >9% **11.3%**

Market environment

The global economy continues to demonstrate a certain strength amid increasingly confrontational geopolitics and high interest rates. Economic growth is expected to be around 2.5% in 2024, according to Oxford Economics, an upward revision from their forecasts at the beginning of the year. Growth is becoming increasingly balanced as activity improves in manufacturing. The Global Manufacturing Purchasing Managers Index (PMI) moved into expansionary territory (above the 50 threshold) in Q1. Moreover, manufacturing export orders and orders-to-inventories ratios have continued to rise at the start of 2024, providing near-term support for logistics demand.

The US consumer remains the bright spot in the global economy. Robust labour market conditions and real wage gains have contributed to a 2% increase in US goods consumption in Q1 y/y. In contrast, the European economy faced stagnation in Q1. Despite a strong labour market and wages growing above inflation, European consumers remain more cautious. Retail sales (excluding food and fuel) in the Euro Area were down 0.6% over the year in January-February, in line with downbeat sentiment. The growth outlook in China has slightly improved, driven by stronger-than-expected industrial production and exports, the latter supported by improved cost competitiveness. However, consumer demand remains subdued as households face the property market deleveraging.

Despite abundant risks to supply chains, demand for container trade increased in Q1 2024. Global container demand is estimated to have grown between 7-9% y/y, with all import regions contributing positively. The figure surprised on the upside. Import growth was strongest in North America, Latin America and Oceania. The top-3 fastest growing verticals in Q1 are retail, tech and lifestyle. Global container demand growth is expected to remain positive in coming quarters, but likely at a slower pace. On the export side, Chinese exports stand out with y/y growth around 16%. On the supply side, growth remained sustained in Q1 2024, driven by significant deliveries. At the end of the quarter the nominal fleet was 9.6% larger than at the same time in 2023, while inactive capacity dropped to levels not seen since the first half of 2022. The influx of newbuild capacity and the decline in the inactive fleet helped carriers tackle the pressure from the Red Sea/Gulf of Aden situation. As a result, spot rates, measured by the Shanghai Container Freight Index (SCFI), declined gradually after peaking in mid-January. The SCFI stood at USD 1,731 in the last week of March.

Global air freight forwarding demand growth turned positive in Q1, estimated between 4-5% y/y, after seven quarters of contraction. Improvements in demand resulted from a modal shift from container trade in reaction to the Red Sea/Gulf of Aden situation, a surge in e-commerce and favourable base effects. Trade in Far East Asia has driven growth, particularly Chinese exports, which grew 17% y/y in the first two months of 2024. Lifestyle and retail have rebounded in recent months, growing double-digits y/y. Global supply increased 11.5% y/y in Q1, driven by a strong inflow of belly capacity, but it did not curtail rates.

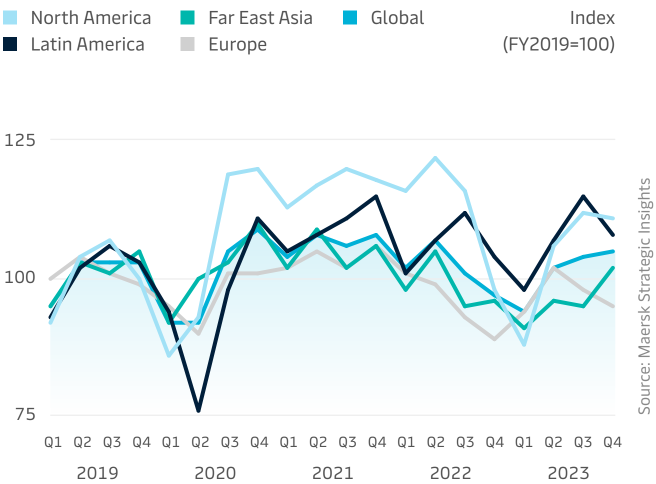
Global rates, measured by the TAC index, declined 25% y/y in Q1, but followed an upward trajectory during the quarter and exceeded 2 USD/kg by the end of March.

North America road freight volumes declined in Q1, however demand appears to have bottomed out. The supply side of North America road freight, however, is more challenged with carrier numbers still elevated compared to pre-pandemic trends. Excess supply in the trucking market has kept downwards pressure on Full Truckload (FTL) rates, although better supply/demand balance has held Less Than Truckload (LTL) rates up. Demand for road freight services in Europe has been similarly weak, weighed down by a manufacturing industry that is lagging behind the global recovery. Rate development has been stronger as costs rise, with spot rates up 7% across the region and contract prices gaining 1% y/y, according to Transporeon.

Warehouses vacancy rates have risen to 5.8% in the US (Cushman and Wakefield), up from 3.6% in Q1 2023. While demand growth remained positive in Q1, it has slowed after two years of rapid expansion. New construction starts fell 50% y/y according to the same source, and a thinning pipeline is likely to keep a higher floor under rents. In Europe, warehousing vacancy rates have likely risen, although a slowdown in new supply over the coming quarters means further rises in vacancies will be contained.

The global economy remained resilient in Q1 to the shock from the Red Sea/Gulf of Aden situation, and so did the logistics industry. Demand for container trade is still expected to grow between 2.5-4.5% in 2024, however, the strong start to the year places expectations closer to the upper side of the range. With no end in sight to existing conflicts, looming trade tensions, uncertainty on the economy and threats from climate events, risks are skewed to the downside.

Container trade volumes, by import region



Segments

Ocean

The start of 2024 has been significantly impacted by the ongoing situation in the Red Sea/Gulf of Aden with the implementation of a new network as crew safety and cargo protection were prioritised. The situation caused market rates and costs to increase, due to the supply chain disruptions. Irrespectively, EBIT remained in negative territory and significantly lower than in Q1 2023.

Loaded volumes increased by 7.5% compared to Q1 2023, led by an increase in contracts primarily in Asia-Europe, America and intra-Asia trades, reflecting the higher market demand. The average loaded freight rate decreased by 18% compared to Q1 2023 and increased by 23% compared to Q4 2023, impacted by the Red Sea/Gulf of Aden situation. The rerouting south of Cape of Good Hope led to a higher bunker consumption by 16% and higher operating costs by 7.0% compared to Q1 2023. Unit cost at fixed bunker decreased by 2.9% compared to Q1 2023, primarily due to higher volumes.

Efforts to reconfigure the network allowed Ocean to tackle the Red Sea/Gulf of Aden situation and improve utilisation to 95% while reliability suffered.

Financial and operational performance

Revenue decreased by USD 1.9bn to USD 8.0bn (USD 9.9bn), driven by a decrease in freight revenue of 20%, with loaded freight rates down by 18%, partly offset by 7.5% higher volumes. Revenue increased by 12% compared to Q4 2023.

EBITDA decreased by USD 2.4bn to USD 956m (USD 3.4bn) due to lower revenue. The EBITDA margin decreased by 22 percentage points to 11.9% (34.0%). Similarly, **EBIT** decreased by USD 2.1bn to negative USD 161m (positive USD 2.0bn).

Loaded volumes increased by 7.5% to 2,928k FFE (2,724k FFE) due to stronger demand for Asia-Europe, North and Latin America, and Africa as well as intra-regional trades. Loaded volumes decreased by 5.8% compared to Q4 2023 in line with normal seasonality.

Ocean highlights

USD million

	Q1 2024	Q1 2023	12M 2023
Freight revenue	6,715	8,431	28,421
Other revenue, including hubs	1,294	1,442	5,232
Revenue	**8,009**	**9,873**	**33,653**
Container handling costs	2,387	2,262	9,233
Bunker costs	1,791	1,507	6,064
Network costs, excluding bunker costs	1,703	1,689	6,917
Selling, General & Administration (SG&A) costs	603	770	2,921
Cost of goods sold and other operational costs	542	337	1,646
Total operating costs	**7,026**	**6,565**	**26,781**
Other income/costs, net	-27	44	68
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**956**	**3,352**	**6,940**
EBITDA margin	11.9%	34.0%	20.6%
Profit before financial items (EBIT)	**-161**	**1,969**	**2,227**
EBIT margin	-2.0%	19.9%	6.6%
Invested capital	**29,455**	**29,812**	**29,851**
Gross capital expenditure, excl. acquisitions and divestments (CAPEX)	325	538	1,987
Operational and financial metrics			
Loaded volumes (FFE in '000)	2,928	2,724	11,904
Loaded freight rate (USD per FFE)	2,368	2,871	2,313
Unit cost, fixed bunker (USD per FFE incl. VSA income)	2,478	2,552	2,371
Bunker price, average (USD per tonne)	625	625	616
Bunker consumption (tonne in '000)	2,796	2,412	9,838
Average operated fleet capacity (TEU in '000)	4,187	4,217	4,162
Fleet owned (end of period)	312	318	310
Fleet chartered (end of period)	367	373	362

The **average loaded freight rate** decreased by 18% to 2,368 USD/FFE (2,871 USD/FFE) across most trades and increased by 23% compared to Q4 2023 (1,925 USD/FFE), driven by Asia to Europe as well as India Middle East and North America trades.

Total operating costs were 7.0% higher at USD 7.0bn (USD 6.6bn), driven by higher bunker costs and container handling costs, which increased by 19% and 5.5%, respectively, due to the Red Sea/Gulf of Aden situation, and were partially offset by the lower port and canal costs associated with the decrease of Suez Canal crossings, as well as lower SG&A costs due to the restructuring related to rebranding in Q1 2023. The net impact of foreign exchange rates was negligible.

Bunker costs increased by 19% to USD 1.8bn (USD 1.5bn). In January 2024, the EU Emissions Trading System (ETS) was implemented, resulting in an additional cost of USD 44m. Excluding the ETS effect, bunker costs increased by 16% due to higher consumption by 16% linked to the vessel re-routing via Cape of Good Hope. Average bunker price remained stable at 625 USD/tonne (625 USD/tonne). Bunker efficiency improved by 12% to 38.4 g/TEU*NM (43.5 g/TEU*NM).

Unit cost at fixed bunker decreased by 2.9% to 2,478 USD/FFE (2,552 USD/FFE), driven by higher volumes, partially offset by the increase in operating costs deriving from the Red Sea/Gulf of Aden situation. The net impact of foreign exchange rates was negligible.

The average operated capacity of 4,187k TEU (4,217k TEU) decreased slightly by 0.7%. The current order book for carbon-neutral vessels totals 22 at the end of Q1 2024, in addition to the two vessels (Ane Mærsk and Astrid Mærsk) delivered in Q1. The fleet consisted of 312 owned and 367 chartered vessels, of which 111k TEU or 2.7% of the fleet were idle (18 vessels).

Key initiatives in Q1
Keeping efficiency and customer satisfaction a key priority, A.P. Moller - Maersk has on 17 January announced a new, long-term, operational collaboration with Hapag-Lloyd AG, called 'Gemini Cooperation', starting in February 2025. With focus on East-West trades, the new collaboration will comprise a fleet pool of around 290 vessels with a combined capacity of 3.4 million containers (TEU), having as strategic priority to deliver a flexible and interconnected ocean network with industry-leading reliability. The agreement is subject to regulatory approvals.

Parallel to advancing the new network, Ocean maintains its efforts in bringing down costs. Several cost reduction initiatives have been implemented across the organisation while preserving the focus on customer outcome.

Ocean continues to explore ways of further network optimisation with the objective of reducing emissions and improving reliability across all impacted services from the Red Sea/Gulf of Aden situation.

Fleet overview, end Q1 2024

	Q1 2024	Q4 2023
TEU		
Own container vessels	2,396	2,363
Chartered container vessels	1,789	1,754
Total fleet	**4,185**	**4,117**
Number of vessels		
Own container vessels	312	310
Chartered container vessels	367	362
Total fleet	**679**	**672**

Loaded volumes

FFE ('000)

	Q1 2024	Q1 2023	Change	Change %
East-West	1,327	1,254	73	5.8%
North-South	956	881	75	8.5%
Intra-regional	645	589	56	9.5%
Total	**2,928**	**2,724**	**204**	**7.5%**

Average freight rates

USD/FFE

	Q1 2024	Q1 2023	Change	Change %
East-West	2,706	2,825	-119	-4.2%
North-South	2,758	3,624	-866	-23.9%
Intra-regional	1,397	2,019	-622	-30.8%
Total	**2,368**	**2,871**	**-503**	**-17.5%**

Logistics & Services

Logistics & Services revenue stabilised sequentially with a return to year-over-year growth.

New business has been gained, and combined with a focus on productivity and resolution of the specific operational issues, it is expected that profitability will improve in the coming quarters.

Results were at a good level in Transported by Maersk and Managed by Maersk while Fulfilled by Maersk was challenged by underutilisation in Warehousing and difficulties in customer implementation in Ground Freight.

Financial and operational performance
Revenue increased by USD 33m or 1.0% to USD 3.5bn (USD 3.5bn), primarily driven by heightened volumes across all products.

Gross profit decreased by USD 35m to 1.0bn (USD 1.0bn) despite higher revenue, primarily due to lower rates across most products, resulting in a gross profit margin of 28.7%, (30.0%). Revenue decreased by 1.1% and gross profit by 4.1% compared to Q4 2023.

As a result of lower gross profit, **EBITDA** was down USD 50m at USD 266m (USD 316m), with an EBITDA margin of 7.6% (9.1%). Compared to Q4 2023, EBITDA decreased by 6.7%.

EBIT decreased to USD 54m (USD 135m) with an EBIT margin of 1.5% (3.9%). Compared to Q4 2023, EBIT decreased by 10%.

Changes to the service ‘by Maersk’ models
As the Integrator strategy continues to progress, product offerings are refined to align with customer demand. This has led to product reclassifications within the ‘by Maersk’ product families as per footnote 2 to the Logistics & Services highlights table.

Managed by Maersk revenue decreased by USD 103m to USD 468m (USD 571m) and by USD 17m from Q4 2023, driven by some rate pressure and lower mix. Higher productivity ensured a profitability increase.

Supply Chain Management volumes increased by 23% to 26,837k cbm. Customs volumes increased by 20% to 1,586k declarations (1,323k declarations), primarily due to new customer wins.

Fulfilled by Maersk revenue increased by USD 108m to USD 1.4bn (USD 1.3bn) or by USD 36m from Q4 2023, primarily driven by higher volumes in Maersk Ground Freight and Last Mile while Warehousing was challenged, particularly in North America due to a challenging market resulting in lower utilisation.

On the cost side, this implied a significant increase in costs related to the implementation of new contracts while warehousing also suffered from excess capacity. Both items are being addressed in coming quarters.

Transported by Maersk revenue increased by USD 28m to USD 1.6bn (USD 1.6bn) and decreased by USD 57m from Q4 2023. The increase from Q1 2023 is due to higher volumes in Air, LCL and First Mile.

Air freight volumes increased by 52% from Q1 2023 and was on par with Q4 2023 at 85k tonnes. First Mile volumes (previously Intermodal) increased by 17% to 1,651k FFE (1,406k FFE) due to higher Ocean volume.

Logistics & Services highlights

USD million

	Q1 2024	Q1 2023	12M 2023
Revenue	**3,504**	**3,471**	**13,916**
Direct costs (third-party costs)	2,497	2,429	9,694
Gross profit	**1,007**	**1,042**	**4,222**
Direct Operating Expenses[1]	535	525	2,064
Selling, General & Administration (SG&A)[1]	206	201	907
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**266**	**316**	**1,251**
EBITDA margin	7.6%	9.1%	9.0%
Profit after depreciation and impairment losses, before amortisations (EBITA)	**97**	**178**	**619**
EBITA margin	2.8%	5.1%	4.4%
Profit before financial items (EBIT)	**54**	**135**	**446**
EBIT margin	1.5%	3.9%	3.2%
Invested capital	**11,378**	**10,182**	**10,779**
Gross capital expenditure, excl. acquisitions and divestments (CAPEX)	201	128	771
Operational and financial metrics			
EBIT conversion (EBIT/gross profit - %)	5.4%	13.0%	10.6%
Managed by Maersk revenue[2]	468	571	2,182
Fulfilled by Maersk revenue[2]	1,423	1,315	5,238
Transported by Maersk revenue[2]	1,613	1,585	6,496
Supply chain management volumes (cbm in ’000)	26,837	21,739	102,252
First Mile volumes (FFE in ’000)[3]	1,651	1,406	6,092
Air freight volumes (tonne in ’000)	85	56	295

1 The 2023 Direct operating expenses and Selling, General & Administration (SG&A) have been restated due to the reclassification of Direct IT costs into Direct operating expenses from SG&A.
2 The 2023 ‘by Maersk’ revenue figures have been restated in order to reflect changes within the Logistics & Services model definition.
3 The 2023 First Mile volumes (previously called Intermodal volumes) have been restated to include volumes from newly integrated businesses.

In Transported by Maersk, the Less than Container Load (LCL) value proposition continues to be strengthened and more than 30 new lanes were added in Q1 2024 building a total LCL network of over 630 own direct consolidation lanes versus 450 in Q1 2023.

Key initiatives in Q1

Focus is on restoring profitable growth by continued growth and increasing asset utilisation in contract utilisation and overcoming the implementation issues in Ground Freight in North America.

Terminals

Terminals' volume grew significantly during Q1 with a 10% like-for-like increase, recovering from a weak Q1 2023. North America was the primary driver growing 29%, due to a significant recovery in US West Coast volume. The Red Sea/Gulf of Aden situation had a limited impact on revenue with the terminal in Aqaba, Jordan, being the only one significantly affected.

Utilisation increased by 4 percentage points to 70% with the significant increase in volumes partly offset by capacity increases from ongoing terminal modernisation programmes in North America and Europe. Revenue per move (like-for-like) increased by 4.7% driven by tariffs increases and positive customer mix, which offset a further decrease in storage revenue.

Cost per move (like-for-like) increased marginally by 0.5% as inflationary pressure was countered by the impact of higher volume and inflation offsetting cost initiatives. As a result, the EBITDA margin improved by 1.6 percentage points.

Financial and operational performance

Revenue increased by 14% to USD 999m (USD 876m), driven by higher volumes and improved tariffs, more than offsetting a continued decrease in storage revenue. Volume grew by 9.0% (10% like-for-like excluding exits) driven by strong growth of 29% in North America, due to a significant increase in West Coast volume, and a 6.7% increase in volume in Latin America. Volume from Ocean remained at par (1.6% increase like-for-like) and volume from external customers increased by 14% (14% like-for-like). Utilisation increased to 70% (66%) with the increase in volume being partially offset by an increase in capacity.

Revenue per move increased by 4.5% to USD 322 (USD 309) driven by tariff increases more than offsetting the continued drop in congestion-related storage. Cost per move increased by 1.1% to USD 254 (USD 251) due to unfavourable terminal mix, while like-for-like cost per move remained almost at par with the impact of higher volume offsetting the impact of higher concession fees and higher investment-driven depreciation.

At fixed foreign exchange rates, volume mix and portfolio mix, revenue per move improved by 4.7% and cost per move increased marginally by 0.5%.

Terminals highlights

USD million

	Q1 2024	Q1 2023	12M 2023
Revenue	**999**	**876**	**3,844**
Concession fees (excl. capitalised lease expenses)	83	65	308
Labour costs (blue collar)	294	247	1,121
Other operational costs	145	147	618
Selling, General & Administration (SG&A) and other costs, etc.	129	126	519
Total operating costs	**651**	**585**	**2,566**
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**348**	**291**	**1,278**
EBITDA margin	34.8%	33.2%	33.2%
Profit/loss before financial items (EBIT)	**300**	**207**	**980**
EBIT margin	30.0%	23.6%	25.5%
Invested capital	**7,799**	**7,676**	**7,813**
Gross capital expenditure, excl. acquisitions and divestments (CAPEX)	127	111	541
Operational and financial metrics			
Volumes – financially consolidated (moves in '000)	3,068	2,816	12,204
Ocean segment	985	984	4,245
External customers	2,083	1,832	7,959
Revenue per move – financially consolidated (USD)	322	309	313
Cost per move – financially consolidated (USD)	254	251	252
Result from joint ventures and associated companies (USDm)	88	50	282

EBITDA increased by 20% to USD 348m (USD 291m), due to the significant volume growth and higher tariffs, leading to an improved EBITDA margin of 34.8% (33.2%).

EBIT increased by 45% to USD 300m (USD 207) due to the higher EBITDA and strong results from joint ventures and associated companies.

ROIC (LTM average) decreased marginally to 11.3% (11.9%) due to the normalisation of storage revenue observed throughout 2023.

CAPEX increased to USD 127m (USD 111m), driven by the ongoing terminal modernisation programme in Los Angeles, USA.

In **North America**, volume increased by 29%, primarily driven by significant growth on the US West Coast, with growth across all terminals. Utilisation increased by 4.0 percentage points despite a significant capacity increase from the ongoing terminal modernisation programme.

In **Latin America**, volume increased by 6.7%, driven by strong fruit exports from Moin, Costa Rica, and Pecem, Brazil, partly offset by weaker volume in Buenos Aires, Argentina. Utilisation increased by 13 percentage points to 78% (65%).

In **Europe**, volume increased by 4.3% due to strong volume in Valencia and Barcelona, Spain, offset by the impact of the divestment of Castellón, Spain. Adjusted for the exit, volume increased by 6.2% and utilisation increased by 1.7 percentage points to 71% (70%).

In **Africa**, volume decreased by 7.4% due to the divestment of two terminals in Mauritania and lower volume in Onne, Nigeria. Adjusted for the exit, volume increased by 0.6%, mainly driven by strong volume in Apapa, Nigeria, while utilisation increased by 5.2 percentage points to 59% (54%).

Regional volume[1]

Moves ('000)

	Q1 2024	Q1 2023	Growth %
North America	792	613	29.2
Latin America	583	546	6.7
Europe, Russia and the Baltics	667	640	4.3
Africa	173	187	-7.4
Asia and Middle East	853	830	2.8
Total	**3,068**	**2,816**	**9.0**

1 Financially consolidated.

In **Asia and Middle East**, volume increased by 2.8%, driven by Mumbai, India, which was affected by construction in 2023 and Yokohama, Japan, partly offsetting the impact of Red Sea/Gulf of Aden situation in Aqaba, Jordan. Utilisation increased by 1 percentage point to 78% (77%).

Results from joint ventures and associated companies

The share of profits in joint ventures and associated companies increased by 76% to USD 88m (USD 50m), primarily driven by strong volume in Brazil and West Africa.

Key initiatives in Q1

Terminals completed the acquisition of a facility in Suape, Brazil, where a fully electrified terminal will be constructed, boosting trade, employment, and development in Brazil's northeast region.

The portfolio has been further streamlined as Terminals increased its stake in APM Terminals Monrovia, Liberia, to 100% through a share swap, divesting its stake in the terminal in Conakry, Guinea.

Financials

Condensed income statement

Note		Q1 2024	Q1 2023	12M 2023
1	Revenue	12,355	14,207	51,065
1	**Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)**	**1,590**	**3,969**	**9,591**
	Depreciation, amortisation and impairment losses, net	1,518	1,880	6,615
	Gain on sale of non-current assets, etc., net	7	140	523
	Share of profit/loss in joint ventures and associated companies	98	97	435
1	**Profit/loss before financial items (EBIT)**	**177**	**2,326**	**3,934**
	Financial items, net	151	190	428
	Profit/loss before tax	**328**	**2,516**	**4,362**
	Tax	120	193	454
	Profit/loss for the period	**208**	**2,323**	**3,908**
	Of which:			
	Non-controlling interests	31	39	86
	A.P. Møller - Mærsk A/S' share	**177**	**2,284**	**3,822**
	Earnings per share, USD	**11**	**131**	**227**
	Diluted earnings per share, USD	**11**	**131**	**227**

Condensed statement of comprehensive income

	Q1 2024	Q1 2023	12M 2023
Profit/loss for the period	**208**	**2,323**	**3,908**
Translation from functional currency to presentation currency	-246	56	-16
Reclassified to income statement, gain on sale of non-current assets, etc., net	5	-	44
Cash flow hedges	-41	-2	16
Tax on other comprehensive income	-4	4	-6
Share of other comprehensive income of joint ventures and associated companies, net of tax	2	-1	-1
Total items that have been or may be reclassified subsequently to the income statement	**-284**	**57**	**37**
Other equity investments	-1	3	17
Actuarial gains/losses on defined benefit plans, etc.	8	-	9
Tax on other comprehensive income	-	-	3
Total items that will not be reclassified to the income statement	**7**	**3**	**29**
Other comprehensive income, net of tax	**-277**	**60**	**66**
Total comprehensive income for the period	**-69**	**2,383**	**3,974**
Of which:			
Non-controlling interests	7	41	71
A.P. Møller - Mærsk A/S' share	**-76**	**2,342**	**3,903**

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Condensed balance sheet at 31 March

Note		31 March 2024	31 March 2023	31 December 2023
	Intangible assets	**9,972**	**10,319**	**10,124**
	Property, plant and equipment	**27,037**	**27,838**	**27,059**
	Right-of-use assets	**9,567**	**10,523**	**9,670**
	Financial non-current assets, etc.	3,999	3,186	3,882
	Deferred tax	355	400	343
	Total non-current assets	**50,930**	**52,266**	**51,078**
	Inventories	1,644	1,481	1,658
2	Receivables, etc.	19,894	19,011	20,873
	Securities	-	245	-
	Cash and bank balances	7,365	11,652	6,701
4	Assets held for sale or distribution	1,765	835	1,790
	Total current assets	**30,668**	**33,224**	**31,022**
	Total assets	**81,598**	**85,490**	**82,100**

Note		31 March 2024	31 March 2023	31 December 2023
3	Equity attributable to A.P. Møller - Mærsk A/S	52,328	54,752	54,030
	Non-controlling interests	1,045	1,081	1,060
	Total equity	**53,373**	**55,833**	**55,090**
	Lease liabilities, non-current	7,816	8,221	7,798
	Borrowings, non-current	5,196	3,674	4,169
	Other non-current liabilities	2,604	2,819	2,652
	Total non-current liabilities	**15,616**	**14,714**	**14,619**
	Lease liabilities, current	2,529	2,916	2,650
	Borrowings, current	222	321	197
	Other current liabilities	9,635	11,543	9,296
4	Liabilities associated with assets held for sale or distribution	223	163	248
	Total current liabilities	**12,609**	**14,943**	**12,391**
	Total liabilities	**28,225**	**29,657**	**27,010**
	Total equity and liabilities	**81,598**	**85,490**	**82,100**

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Condensed cash flow statement

	Q1 2024	Q1 2023	12M 2023
Profit/loss before financial items	177	2,326	3,934
Non-cash items, etc.	1,506	1,926	5,973
Change in working capital	-474	1,220	417
Cash flow from operating activities before tax	1,209	5,472	10,324
Taxes paid	-114	-138	-681
Cash flow from operating activities	**1,095**	**5,334**	**9,643**
Purchase of intangible assets and property, plant and equipment (CAPEX)	-706	-838	-3,646
Sale of intangible assets and property, plant and equipment	44	209	601
Acquisition of subsidiaries and activities	-7	-126	-140
Sale of subsidiaries and activities	14	23	953
Acquisition of joint ventures and associated companies	-1	-1	-18
Sale of joint ventures and associated companies	51	-2	356
Dividends received	55	32	305
Sale of other equity investments	-	10	22
Financial investments, etc., net	1,231	7,774	5,644
Cash flow from investing activities	**681**	**7,081**	**4,077**
Repayments of/proceeds from borrowings, net	1,093	-100	185
Repayments of lease liabilities	-749	-825	-3,226
Financial payments, net	249	451	853
Financial expenses paid on lease liabilities	-139	-139	-563
Purchase of treasury shares	-443	-718	-3,120
Dividends distributed	-1,023	-9,373	-10,876
Dividends distributed to non-controlling interests	-25	-24	-92
Other equity transactions	-21	2	34
Cash flow from financing activities	**-1,058**	**-10,726**	**-16,805**
Net cash flow for the period	**718**	**1,689**	**-3,085**
Cash and cash equivalents, beginning of period	6,730	10,038	10,038
Currency translation effect on cash and bank balances	-67	-84	-223
Cash and cash equivalents, end of period	7,381	11,643	6,730
Of which classified as assets held for sale	-63	-15	-47
Cash and cash equivalents, end of period	**7,318**	**11,628**	**6,683**
Cash and cash equivalents			
Cash and bank balances	7,365	11,652	6,701
Overdrafts	47	24	18
Cash and cash equivalents, end of period	**7,318**	**11,628**	**6,683**

Cash and bank balances include USD 943m (USD 1.0bn at 31 December 2023) relating to cash and bank balances in countries with exchange control or other restrictions. These funds are not readily available for general use by the parent company or other subsidiaries.

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Condensed statement of changes in equity

Note		A.P. Møller - Mærsk A/S							
Note		Share capital	Translation reserve	Reserve for other equity investments	Reserve for hedges	Retained earnings	Total	Non-controlling interests	Total equity
	Equity 1 January 2024	3,186	-1,148	189	-19	51,822	54,030	1,060	55,090
	Other comprehensive income, net of tax	-	-154	-1	-45	-53	-253	-24	-277
	Profit for the period	-	-	-	-	177	177	31	208
	Total comprehensive income for the period	**-**	**-154**	**-1**	**-45**	**124**	**-76**	**7**	**-69**
	Dividends to shareholders	-	-	-	-	-1,190	-1,190	-32	-1,222
	Value of share-based payment	-	-	-	-	9	9	-	9
	Acquisition of non-controlling interests	-	-	-	-	-33	-33	-	-33
3	Purchase of treasury shares	-	-	-	-	-416	-416	-	-416
3	Sale of treasury shares	-	-	-	-	4	4	-	4
	Capital increases and decreases	-	-	-	-	-	-	10	10
	Total transactions with shareholders	**-**	**-**	**-**	**-**	**-1,626**	**-1,626**	**-22**	**-1,648**
	Equity 31 March 2024	**3,186**	**-1,302**	**188**	**-64**	**50,320**	**52,328**	**1,045**	**53,373**
	Equity 1 January 2023	3,392	-1,232	212	-27	61,646	63,991	1,041	65,032
	Other comprehensive income, net of tax	-	118	3	1	-64	58	2	60
	Profit for the period	-	-	-	-	2,284	2,284	39	2,323
	Total comprehensive income for the period	**-**	**118**	**3**	**1**	**2,220**	**2,342**	**41**	**2,383**
	Dividends to shareholders	-	-	-	-	-10,824	-10,824	-32	-10,856
	Value of share-based payment	-	-	-	-	6	6	-	6
	Acquisition of non-controlling interests	-	-	-	-	-16	-16	15	-1
	Sale of non-controlling interests	-	-	-	-	-	-	1	1
3	Purchase of treasury shares	-	-	-	-	-745	-745	-	-745
3	Sale of treasury shares	-	-	-	-	2	2	-	2
	Capital increases and decreases	-	-	-	-	-	-	15	15
	Transfer of gain/loss on disposal of equity investments to retained earnings	-	-	1	-	-1	-	-	-
	Transfer of cash flow hedge reserve to non-current assets	-	-	-	-4	-	-4	-	-4
	Total transactions with shareholders	**-**	**-**	**1**	**-4**	**-11,578**	**-11,581**	**-1**	**-11,582**
	Equity 31 March 2023	**3,392**	**-1,114**	**216**	**-30**	**52,288**	**54,752**	**1,081**	**55,833**

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Note 1 Segment information

	Ocean	Logistics & Services	Terminals	Towage & Maritime Services	Unallo-cated items	Elimi-nations	Consoli-dated total
Q1 2024							
External revenue	7,583	3,570	756	421	25	-	12,355
Inter-segment revenue	426	-66	243	63	-1	-665	-
Total revenue	**8,009**	**3,504**	**999**	**484**	**24**	**-665**	**12,355**
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**956**	**266**	**348**	**80**	**-61**	**1**	**1,590**
Profit/loss before financial items (EBIT)	**-161**	**54**	**300**	**48**	**-64**	**-**	**177**
Key metrics							
Invested capital	29,455	11,378	7,799	1,991	-153	-40	50,430
Gross capital expenditures, excl. acquisitions and divestments (CAPEX)	325	201	127	31	11	11	706

	Ocean	Logistics & Services	Terminals	Towage & Maritime Services	Unallo-cated items	Elimi-nations	Consoli-dated total
Q1 2023							
External revenue	9,441	3,539	653	543	31	-	14,207
Inter-segment revenue	432	-68	223	59	13	-659	-
Total revenue	**9,873**	**3,471**	**876**	**602**	**44**	**-659**	**14,207**
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**3,352**	**316**	**291**	**83**	**-73**	**-**	**3,969**
Profit/loss before financial items (EBIT)	**1,969**	**135**	**207**	**85**	**-74**	**4**	**2,326**
Key metrics							
Invested capital	29,812	10,182	7,676	2,807	-101	-54	50,322
Gross capital expenditures, excl. acquisitions and divestments (CAPEX)	538	128	111	64	5	-8	838

Segment	Types of revenue	Q1 2024	Q1 2023	12M 2023
Ocean	Freight revenue	6,715	8,431	28,421
	Other revenue, including hubs	1,294	1,442	5,232
Logistics & Services	Managed by Maersk[1]	468	571	2,182
	Fulfilled by Maersk[1]	1,423	1,315	5,238
	Transported by Maersk[1]	1,613	1,585	6,496
Terminals	Terminal services	999	876	3,844
Towage & Maritime Services	Towage services	227	205	839
	Sale of containers and spare parts	86	109	496
	Offshore supply services[2]	-	95	111
	Other shipping activities[2]	27	73	263
	Other services	144	120	451
Unallocated activities and eliminations		-641	-615	-2,508
Total revenue		**12,355**	**14,207**	**51,065**

1 The 2023 by Maersk revenue figures have been restated in order to reflect changes within the Logistics & Services model definition.
2 Revenue from US Marine Management and Maersk Supply Service is included in Other shipping activities and Offshore supply services, respectively, for the period 1 January 2023 until divestment.

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Note 2 Term deposits

Receivables, etc. amount to USD 19.9bn (USD 21.0bn at 31 December 2023) and consist primarily of term deposits with a maturity of more than three months amounting to USD 11.6bn (USD 12.8bn at 31 December 2023).

Note 3 Share capital

Development in the number of shares:

	A shares of		B shares of		Nominal value	
	DKK 1,000	DKK 500	DKK 1,000	DKK 500	DKK million	USD million
1 January 2023	10,334,329	214	8,372,645	160	18,707	3,392
31 March 2023	**10,334,329**	**214**	**8,372,645**	**160**	**18,707**	**3,392**
1 January 2024	10,106,940	212	7,462,590	158	17,570	3,186
31 March 2024	**10,106,940**	**212**	**7,462,590**	**158**	**17,570**	**3,186**

All shares are fully issued and paid up.

One A share of DKK 1,000 holds two votes. B shares have no voting rights.

At the Annual General Meeting of A.P. Møller - Mærsk A/S on 14 March 2024, the shareholders decided on the cancellation of treasury shares whereby the share capital would be decreased from nominally DKK 17,569,715,000 to nominally DKK 15,828,942,000. The cancellation is expected to be completed during Q2 2024.

Development in the holding of treasury shares:

	No. of shares of DKK 1,000		Nominal value DKK million		% of share capital	
Treasury shares	2024	2023	2024	2023	2024	2023
A shares						
1 January	306,636	201,717	307	202	1.75%	1.08%
Additions	43,919	72,068	44	72	0.25%	0.38%
31 March	**350,555**	**273,785**	**351**	**274**	**2.00%**	**1.46%**
B shares						
1 January	1,279,120	887,557	1,279	888	7.28%	4.74%
Additions	174,723	268,698	175	269	1.00%	1.44%
Disposals	2,761	1,874	3	2	0.02%	0.01%
31 March	**1,451,082**	**1,154,381**	**1,451**	**1,155**	**8.26%**	**6.17%**

The share buy-back programme was carried out with the purpose to adjust the capital structure of the company. Cancellation of shares which are not used for hedging purposes for the long-term incentive programmes was approved at the Annual General Meeting.

Disposals of treasury shares are related to the share option plan and the restricted share unit plan.

From 1 January 2024 to 7 February 2024, A.P. Møller - Mærsk A/S bought back as treasury shares 22,599 A shares with a nominal value of DKK 23m and 68,181 B shares with a nominal value of DKK 68m from A.P. Møller Holding A/S as well as 21,481 B shares with a nominal value of DKK 21m from A.P. Møller og Hustru Chastine Mc-Kinney Møllers Familiefond, which are considered related parties.

The dividend of DKK 515 per share of DKK 1,000 – a total of DKK 8.1bn is equivalent to USD 1.2bn, excluding treasury shares. Of this, USD 1.0bn was paid to shareholders on 19 March 2024 and the withholding tax of USD 0.2bn is payable during Q2 2024. Payment of dividends to shareholders does not trigger taxes for A.P. Moller - Maersk.

Note 4 Assets held for sale or distribution

Svitzer (towage) within Towage & Maritime Services and one terminal within Terminals remain to be classified as held for sale or distribution due to management's commitment to the sale or distribution as of the balance sheet date. They are therefore presented separately in the condensed balance sheet. Svitzer's results continue to be included in the Towage & Maritime Services segment and are included in Note 1 Segment information as such. The cumulative translation reserve as presented in the condensed statement of changes in equity of USD 233m (USD 217m as of 31 December 2023) relates to Svitzer (towage) activities which are classified as assets held for distribution.

	31 March 2024	31 December 2023
Intangible assets	58	59
Property, plant and equipment	1,267	1,303
Deferred tax assets	49	52
Other assets	167	167
Non-current assets	**1,541**	**1,581**
Current assets	224	209
Assets held for sale or distribution	**1,765**	**1,790**
Provisions	12	12
Deferred tax liabilities	26	27
Other liabilities	185	209
Liabilities associated with assets held for sale or distribution	**223**	**248**

Note 5 Commitments

The total commitment across segments of USD 5.3bn (USD 4.9bn at 31 December 2023) is related to investments in new methanol container vessels, tugs and aircraft as well as commitments towards terminal concession grantors.

Note 6 Accounting policies, judgements and significant estimates

The interim consolidated financial statements have been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and adopted by the EU and additional Danish disclosure requirements for interim financial reporting of listed companies. The accounting policies, judgements and significant estimates are consistent with those applied in the Annual Report 2023.

Note 7 Subsequent events

At the Extraordinary General Meeting on 26 April 2024, the shareholders of A.P. Moller - Maersk approved the Board of Directors proposal to complete the demerger of A.P. Møller - Mærsk A/S as described in the demerger plan of 22 March 2024.

A.P. Møller - Mærsk A/S injected 100% of the shares in Svitzer A/S, including this company's subsidiaries as well as certain other assets and liabilities related to A.P. Møller - Maersk's towage activities to the new company, Svitzer Group A/S.

The shares of Svitzer Group A/S have been admitted to trading and are officially listed on Nasdaq Copenhagen A/S, with the first trading day being 30 April 2024.

AMOUNTS IN USD MILLION

Management's statement

The Board of Directors and the Executive Board have today discussed and approved the Interim Report of A.P. Møller - Mærsk A/S for the period 1 January 2024 to 31 March 2024.

The Interim Report has not been audited or reviewed by the company's independent auditors.

The Interim Report has been prepared in accordance with IAS 34 Interim Financial Reporting as adopted by the EU and additional Danish disclosure requirements for interim financial reporting of listed companies.

In our opinion, the interim consolidated financial statements (p. 14-20) give a true and fair view of A.P. Moller - Maersk's consolidated assets, liabilities and financial position at 31 March 2024 and of the results of A.P. Moller - Maersk's consolidated operations and cash flows for the period 1 January 2024 to 31 March 2024.

Furthermore, in our opinion, the Management review (p. 3-13) includes a fair review of the development in A.P. Moller - Maersk's operations and financial conditions, the results for the period, cash flows and financial position as well as a description of the most significant risks and uncertainty factors that A.P. Moller - Maersk faces, relative to the disclosures in the Annual Report for 2023.

Copenhagen, 2 May 2024

Executive Board

Vincent Clerc
CEO

Patrick Jany
CFO

Board of Directors

Robert Mærsk Uggla
Chair

Marc Engel
Vice Chair

Bernard L. Bot

Marika Fredriksson

Arne Karlsson

Thomas Lindegaard Madsen

Amparo Moraleda

Kasper Rørsted

Allan Thygesen

Julija Voitiekute

Quarterly summary

	2024	2023			
Income statement	Q1	Q4	Q3	Q2	Q1
Revenue	12,355	11,741	12,129	12,988	14,207
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	1,590	839	1,878	2,905	3,969
Depreciation, amortisation and impairment losses, net	1,518	1,580	1,584	1,571	1,880
Gain on sale of non-current assets, etc., net	7	84	136	163	140
Share of profit/loss in joint ventures and associated companies	98	120	108	110	97
Profit/loss before financial items (EBIT)	177	-537	538	1,607	2,326
Financial items, net	151	101	153	-16	190
Profit before tax	328	-436	691	1,591	2,516
Tax	120	20	137	104	193
Profit/loss for the period	208	-456	554	1,487	2,323
A.P. Møller - Mærsk A/S' share	177	-436	521	1,453	2,284
Underlying profit[1]	210	-442	489	1,346	2,561
Balance sheet					
Total assets	81,598	82,100	83,459	83,500	85,490
Total equity	53,373	55,090	55,973	56,427	55,833
Invested capital	50,430	50,430	49,080	49,343	50,322
Net interest-bearing debt	-3,092	-4,658	-6,844	-7,090	-7,002
Cash flow statement					
Cash flow from operating activities	1,095	166	1,385	2,758	5,334
Repayments of lease liabilities	749	763	816	822	825
Gross capital expenditure, excl. acquisitions and divestments (CAPEX)	706	1,251	819	738	838
Cash flow from financing activities	-1,058	-1,545	-1,200	-3,334	-10,726
Free cash flow	-151	-1,714	-124	1,581	4,224
Financial ratios					
Revenue growth	-13.0%	-34.1%	-46.7%	-40.0%	-26.4%
EBITDA margin	12.9%	7.1%	15.5%	22.4%	27.9%
EBIT margin	1.4%	-4.6%	4.4%	12.4%	16.4%
Cash conversion	69%	20%	74%	95%	134%
Return on invested capital after tax (ROIC) (last twelve months)	3.2%	7.4%	17.7%	34.3%	49.1%
Equity ratio	65.4%	67.1%	67.1%	67.6%	65.3%
Underlying ROIC[1] (last twelve months)	2.8%	7.5%	17.5%	34.1%	49.0%
Underlying EBITDA[1]	1,597	911	1,907	2,916	4,037
Underlying EBITDA margin[1]	12.9%	7.8%	15.7%	22.5%	28.4%
Underlying EBIT[1]	174	-520	450	1,469	2,563
Underlying EBIT margin[1]	1.4%	-4.4%	3.7%	11.3%	18.0%
Stock market ratios					
Earnings per share, USD	11	-27	31	85	131
Diluted earnings per share, USD	11	-27	31	85	131
Cash flow from operating activities per share, USD	69	16	87	163	306
Share price (B share), end of period, DKK	8,994	12,140	12,735	11,975	12,445
Share price (B share), end of period, USD	1,305	1,800	1,809	1,745	1,816
Total market capitalisation, end of period, USD	20,349	28,541	29,490	29,273	30,957

1 Underlying is computed as the relevant performance measure adjusted for the net gains/losses from the sale of non-current assets, etc. and net impairment losses as well as transaction, restructuring and integration costs related to major transactions. The adjustments include A.P. Moller - Maersk's share of mentioned items in joint ventures and associated companies and, when applicable, the adjustments are net of tax.

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Definition of terms

Technical terms, abbreviations and definitions of key figures and financial ratios.

A

A.P. Moller - Maersk
A.P. Moller - Maersk is referred to as the consolidated group of companies and A.P. Møller - Mærsk A/S as the parent company.

B

Backhaul
The direction of the trade route with the lowest volumes, whereas the opposite direction is referred to as headhaul.

C

CAPEX
Cash payments for intangible assets and property, plant and equipment, excluding acquisitions and divestments.

Cash conversion
Cash flow from operating activities to EBITDA ratio.

Cash flow from operating activities per share
A.P. Moller - Maersk's operating cash flow from continuing operations divided by the number of shares (of DKK 1,000 each), excluding A.P. Moller - Maersk's holding of treasury shares.

E

EBIT
Earnings Before Interest and Taxes.

EBITA
Earnings Before Interest, Tax and Amortisation.

EBITDA
Earnings Before Interest, Taxes, Depreciation and Amortisation.

Equity ratio
Calculated as equity divided by total assets.

F

FFE
Forty Foot container Equivalent unit.

Free cash flow (FCF)
Comprised of cash flow from operating activities, purchase/sale of intangible assets and property, plant and equipment, dividends received, repayments of lease liabilities, financial payments and financial expenses paid on lease liabilities.

G

Gross profit
The sum of revenue, less variable costs and loss on debtors.

H

Headhaul
The direction of the trade route with the highest volumes, whereas the return direction is referred to as backhaul.

I

Invested capital
Segment operating assets less segment operating liabilities, including investments and deferred taxes related to the operation.

L

Logistics & Services, First Mile volumes (FFE in '000)
Previously known as intermodal volumes includes intermodal, barge, rail and trucking drayage moves from manufacturing to port and port to warehouse.

N

Net interest-bearing debt (NIBD)
Equals interest-bearing debt, including leasing liabilities, fair value of derivatives hedging the underlying debt, less cash and bank balances as well as other interest-bearing assets.

Net zero greenhouse Gas (GHG)
Defined as, reducing scope 1, 2, and 3 emissions to zero or to a residual level that is consistent with reaching net zero emissions at the global or sector level in eligible 1.5°C-aligned pathways and neutralising any residual emissions at the net zero target year and any GHG emissions released into the atmosphere thereafter.

Normalisation
The company's business returning to a more stable and expected level of activity driven by GDP/industry growth following a period of abnormal fluctuations and disruptions during the COVID-19 pandemic.

O

Ocean, average operated fleet capacity (TEU in '000)
Average Ocean fleet capacity for the period excluding idle vessels.

Ocean, loaded freight rate (USD per FFE)
Average freight rate per FFE for all the A.P. Moller - Maersk containers loaded in the period in either Maersk Line or Hamburg Süd vessels or third parties (excluding intermodal). Hamburg Süd is not excluding intermodal.

Ocean, loaded volumes (FFE in '000)
Loaded volumes refer to the number of FFEs loaded on a shipment which are loaded on first load at vessel departure time, excluding displaced FFEs.

Ocean, unit cost, fixed bunker (USD per FFE incl. VSA income)
Cost per FFE assuming a bunker price of USD 550/tonne excluding intermodal but including hubs and time charter income. Hamburg Süd is not excluding intermodal.

R

Return on invested capital after tax (ROIC)
Profit/loss before financial items for the year (EBIT) less tax on EBIT divided by the average invested capital, last twelve months.

T

Terminals, revenue per move
Includes terminal revenue, other income, government grants and excludes IFRIC12 construction revenue.

TEU
Twenty-foot container Equivalent Unit.

Time charter
Hire of a vessel for a specified period.

Total market capitalisation
Total number of shares – excluding A.P. Møller - Mærsk A/S' holding of treasury shares – multiplied by the end-of-quarter price quoted by Nasdaq Copenhagen.

U

Underlying EBITDA
Underlying EBITDA is earnings before interest, taxes, depreciation and amortisation adjusted for restructuring and integration costs.

Underlying EBIT
Underlying EBIT is operating profit before interest and taxes adjusted for restructuring and integration costs, net gains/losses from sale of non-current – assets and net impairment losses.

Underlying profit/loss
Underlying profit/loss is profit/loss for the year from continuing operations adjusted for net gains/losses from sale of non-current assets, etc., and net impairment losses as well as transaction, restructuring and integration costs related to major transactions. The adjustments are net of tax and include A.P. Moller - Maersk's share of mentioned items in joint ventures and associated companies.

V

VSA
A vessel sharing agreement is usually reached between various partners within a shipping consortium who agree to operate a liner service along a specified route using a specified number of vessels.