



Cepsa, Maersk, and Renfe successfully complete first 100 Spanish rail journeys with renewable fuels

- **This pioneer initiative in Spain has enabled the transport of more than 4,700 containers using renewable diesel, avoiding the emission of nearly 500 tons of CO₂**
- **The results of the test were highly satisfactory, demonstrating optimum engine performance. Renfe, Maersk, and Cepsa are analyzing the possibility of continuing to use renewable fuels along this route and even extending them to other non-electrified routes**
- **For more than three months, the companies tested this renewable fuel produced from used cooking oils on the Algeciras-Cordoba route, part of the Algeciras-Madrid route, which is not fully electrified**
- **Second-generation biofuels, produced by Cepsa at its energy park in La Rábida (Huelva), promote the circular economy and reduce CO₂ emissions by up to 90% compared with traditional fuels**

Cepsa, Maersk, and Renfe have successfully completed the first test in Spain of renewable fuels in rail transport. For 15 weeks, Renfe's locomotives used more than 130 tons of HVO (renewable diesel) to complete 100 journeys between Algeciras and Cordoba, a section of the corridor linking Algeciras and Madrid that is not electrified. This, together with the use of renewable energy along the rest of the route, made it possible to sustainably transport more than 4,700 containers (TEU) and avoid the emission of nearly 500 tons of CO₂.

This pilot has obtained very satisfactory results, demonstrating optimum engine performance. As a result Cepsa, Maersk, and Renfe are analyzing the possibility of continuing to cover this route with renewable diesel and even extending it to other non-electrified routes.

This second-generation biofuel, which replaced the conventional diesel used in Renfe's locomotives, was produced at Cepsa's La Rábida Energy Park (Huelva) from used cooking oils. This type of renewable fuel can be used in engines without the need for engine modifications, and during its entire life cycle (from production to use), it reduces CO₂ emissions by up to 90% compared to traditional fuels. In addition, second-generation biofuels promote the circular economy by using waste for their production that would otherwise be discarded or end up in landfills.



Collaboration for the decarbonization of heavy transport

After successfully running various tests in air and maritime transport, and starting to sell renewable diesel at its service stations and customer facilities, this pilot initiative represents another step forward for Cepsa, which is working to decarbonize heavy transport through the production of green molecules. As established in its Positive Motion strategy, the company aims to become a benchmark in the energy transition and to lead renewable fuel production in Spain and Portugal by 2030, with an annual production capacity of 2.5 million tons.

Maersk has announced that it will achieve net zero emissions by 2040 in all business areas, such as shipping, inland and air transport, as well as inland activities such as warehousing, terminals, and other land-based services. To achieve this, Maersk has already defined ambitious short-term targets for 2030. These include a 20% reduction in GHG emissions (compared to the 2020 baseline) from its overland logistics activities, such as rail and truck transport.

Renfe Mercancías, a leading operator in sustainable mobility, continues to reinforce its corporate strategy in a clear commitment to lead the decarbonization of transport. During the past year, almost 80% of the company's total traffic was carried by "CeroCO2" electric locomotives powered by renewable energy, a proportion that is being increased thanks to the acquisition of new, more modern, safer and more efficient electric traction equipment. Renfe Mercancías has put into service this year 12 new high-power electric locomotives to operate on Iberian gauge and awarded last March the contract for the supply of another 12 international gauge electric locomotives for 136.7 million euros with an option to supply an additional 6 locomotives for freight traffic on the Mediterranean Corridor and to operate in France. The implementation of this biofuel trial will make it possible to explore sustainable alternatives for rail transport on non-electrified lines.

A.P. Moller - Maersk is an integrated logistics company that works to connect and simplify its customers' supply chains. As a global leader in shipping services, it operates in more than 130 countries and employs more than 100,000 people worldwide. Maersk aims to achieve net-zero emissions by 2040 across the company with new technologies, new vessels, and environmentally friendly fuels.

Renfe Mercancías is the leading railway logistics operator, able to manage or participate in any integrated logistics chain at the domestic or international level. Renfe Mercancías is helping to promote the railroad as a sustainable, innovative, reliable, safe, interconnected, and intermodal means of transport, with which it participates significantly in the development of Spain's business and economic fabric.

Cepsa is a leading international company committed to sustainable mobility and energy with a solid technical experience after more than 90 years of activity. The company also has a world-leading chemicals business with increasingly sustainable operations.

In 2022, Cepsa presented its new strategic plan for 2030, Positive Motion, which projects its ambition to be a leader in sustainable mobility, biofuels, and green hydrogen in Spain and Portugal, and to become a benchmark in the energy transition. The company places customers at the heart of its business and will work with them to help them advance their decarbonization objectives.

ESG criterion inspire all of Cepsa's actions as it advances toward its net positive objective. Over the course of this decade, it will reduce Scope 1 and 2 CO₂ emissions by 55% and its carbon intensity index by 15-20%, with the goal of achieving net zero emissions by 2050.



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