



LNG as a Marine Fuel: a Cornerstone for Ports & Shipping

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Definitions & cautionary note

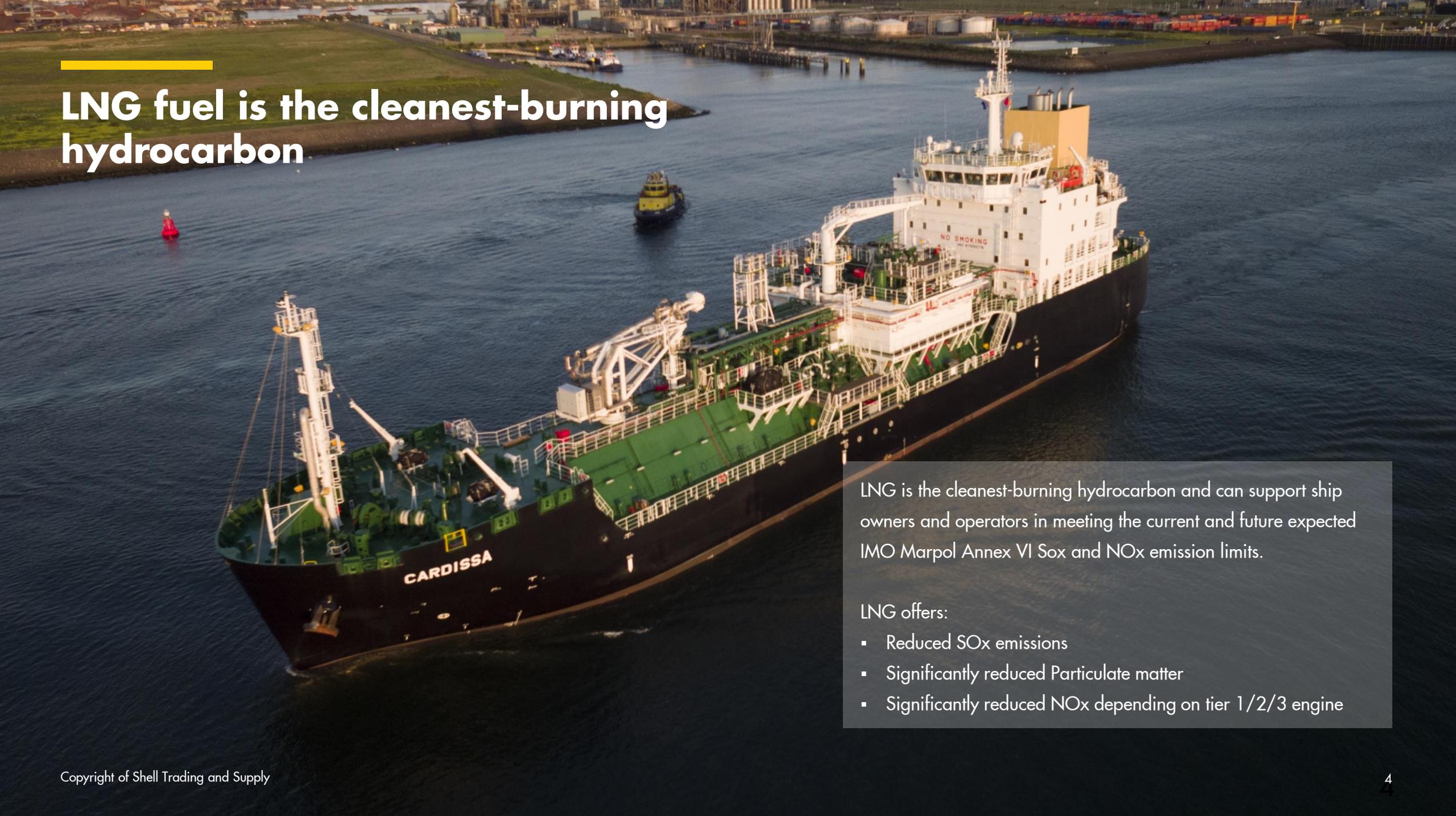
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Environmental Benefits



An aerial photograph of the LNG carrier ship CARDISSA, a large black vessel with a white superstructure and green deck, navigating through a harbor. The ship's name 'CARDISSA' is visible on the hull. In the background, there are industrial facilities, piers, and other smaller boats on the water. A yellow horizontal bar is positioned above the main title text.

LNG fuel is the cleanest-burning hydrocarbon

LNG is the cleanest-burning hydrocarbon and can support ship owners and operators in meeting the current and future expected IMO Marpol Annex VI Sox and NOx emission limits.

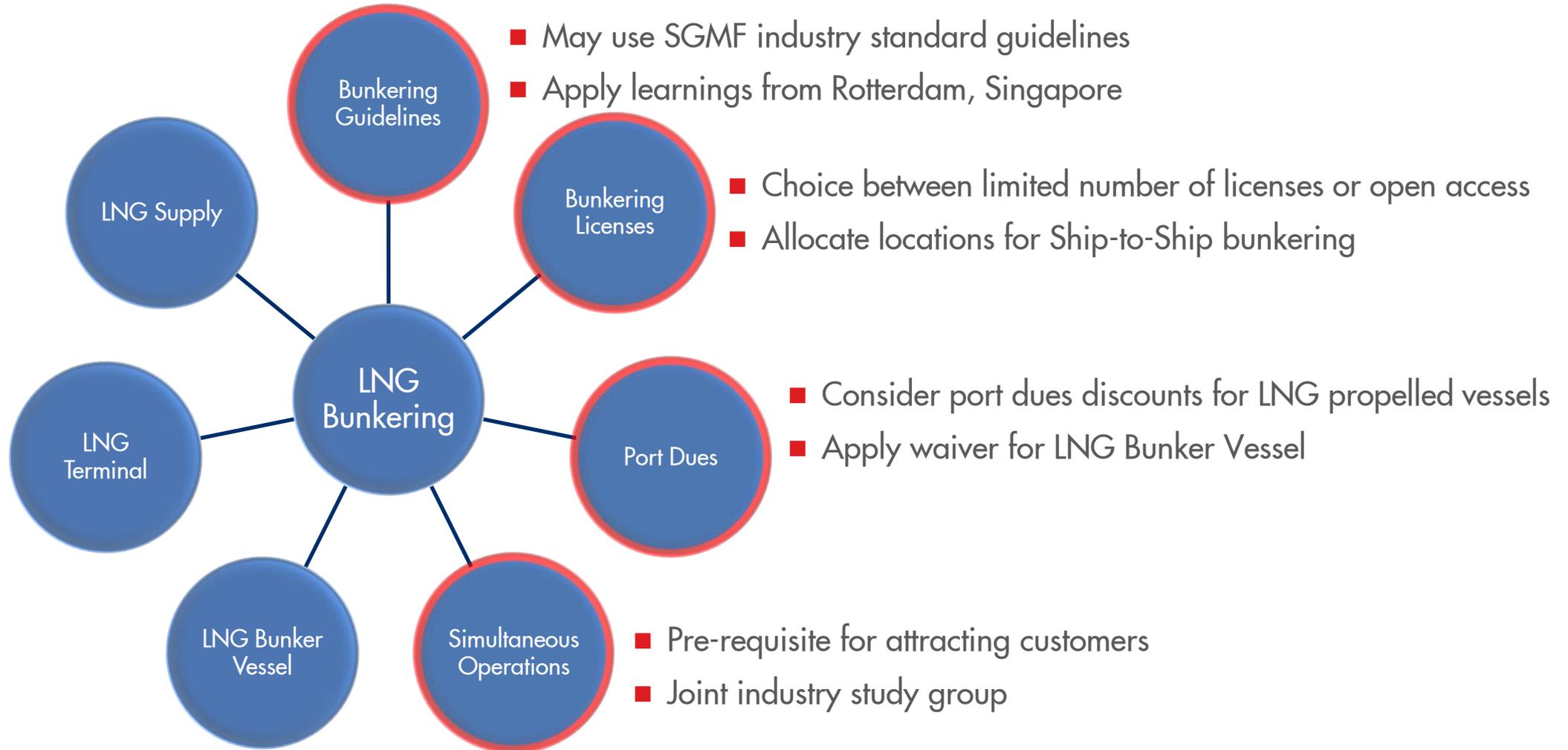
LNG offers:

- Reduced SOx emissions
- Significantly reduced Particulate matter
- Significantly reduced NOx depending on tier 1/2/3 engine

Making LNG Bunkering happen: the Port's role



Making LNG Bunkering happen



Roadmap Towards LNG Bunkering in Singapore



- Launch of \$12 million co-funding programme for LNG-fuelled vessels



- Signing of MOU with key ports along Asia-Europe/Transpacific Trade Routes
- Inaugural LNG Bunkering Round Table in Singapore

- First two LNG powered tugs commenced operation in Singapore
- FID on Singapore LNG Bunker Vessel; FuelNG to own this first SE Asian LBV

Sep 2015

Jan 2016

Oct 2016

2017

2018

2020 onwards

- Award of LNG Bunkering Licenses

FUELNG
A venture between Keppel and Shell



- 1st January 2020 Effective date of Global 0.5% Sulphur Cap

- Launch of LNG Bunkering Pilot Programme
- Launch of Technical References
- Feasibility study for harbourcraft to use cleaner fuel
- Port dues incentives

Shell's Shipping and LNG Experience



Shell's Shipping & Maritime footprint

2,000

Vessels on the water on any given day

35 million

Tons of LNG delivered per year

3,500

Maritime professionals

40+

Number of LNG vessels we manage and operate

138,000 +

Assurance requests per year

12%

Of the global LNG fleet is managed by Shell

+4,000

Ports, terminals and berths utilised every year

10 months

Timeframe our annual LNG delivered could power the Netherlands for

600

Maritime Contractors chartering pool available and 18,000 eligible vessels

17

Involved in all of Shell's floating Oil & Gas terminals: FPSO, FLNG, FSRU

5 million

Nautical miles per annum covered by our managed ships

5 minutes

Frequency of one of our cargo transfers somewhere in the world



28%

Shell has been involved in the design and construction of world LNG fleet

Leveraging Gasnor

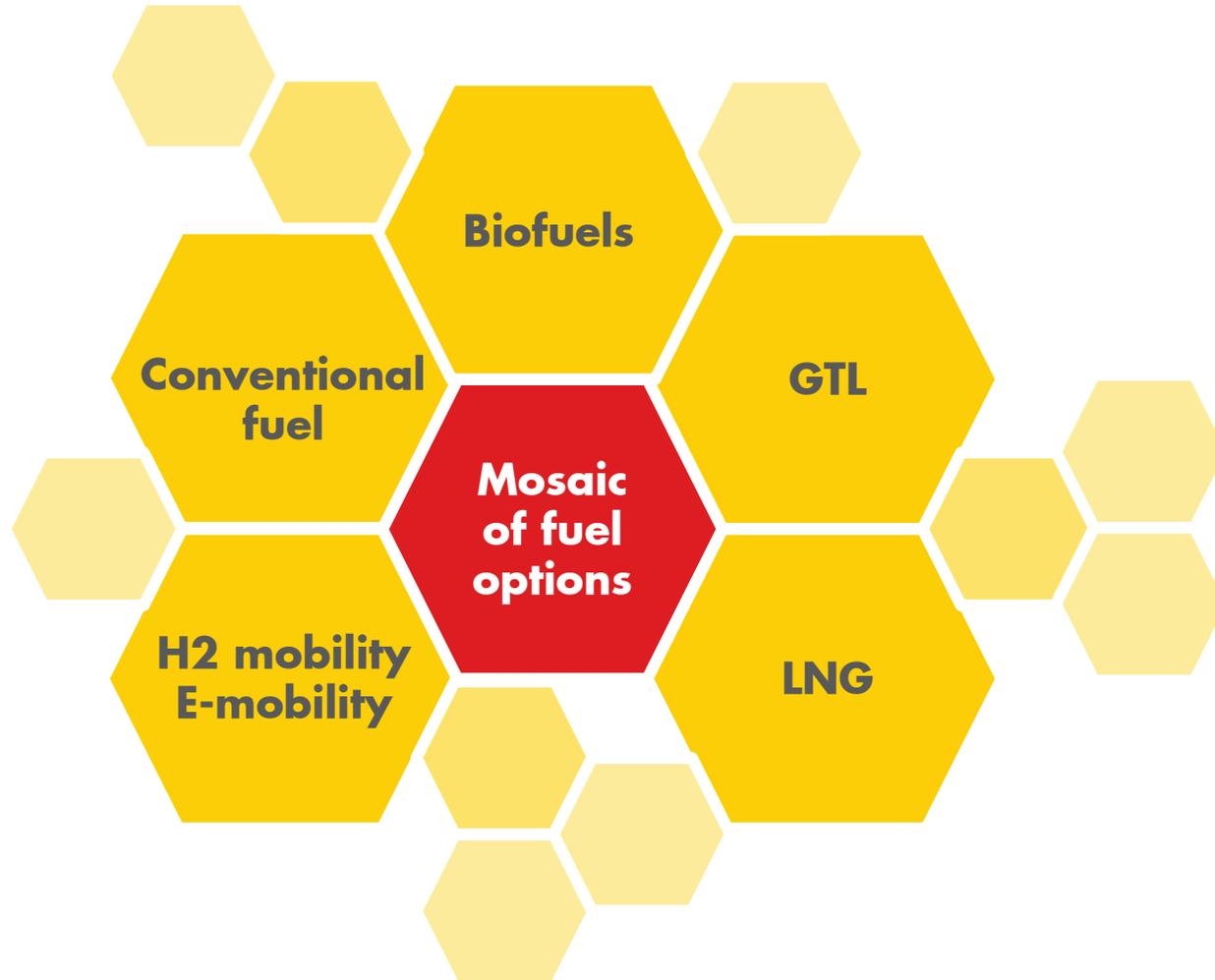


- Shell's 100% subsidiary, Gasnor, is a market leader in Norway, distributing 140,000 tons per year of LNG to Norway and Scandinavia
- 10 year of operational experience serving Marine and Industrial customers by Road and Ship delivery
- Three production plants for LNG and distributes LNG by two ships and 22 tanker lorries
- Gasnor has performed > 75,000 LNG transfers

Demand & Infrastructure Developments



A mosaic of fuel options will be required

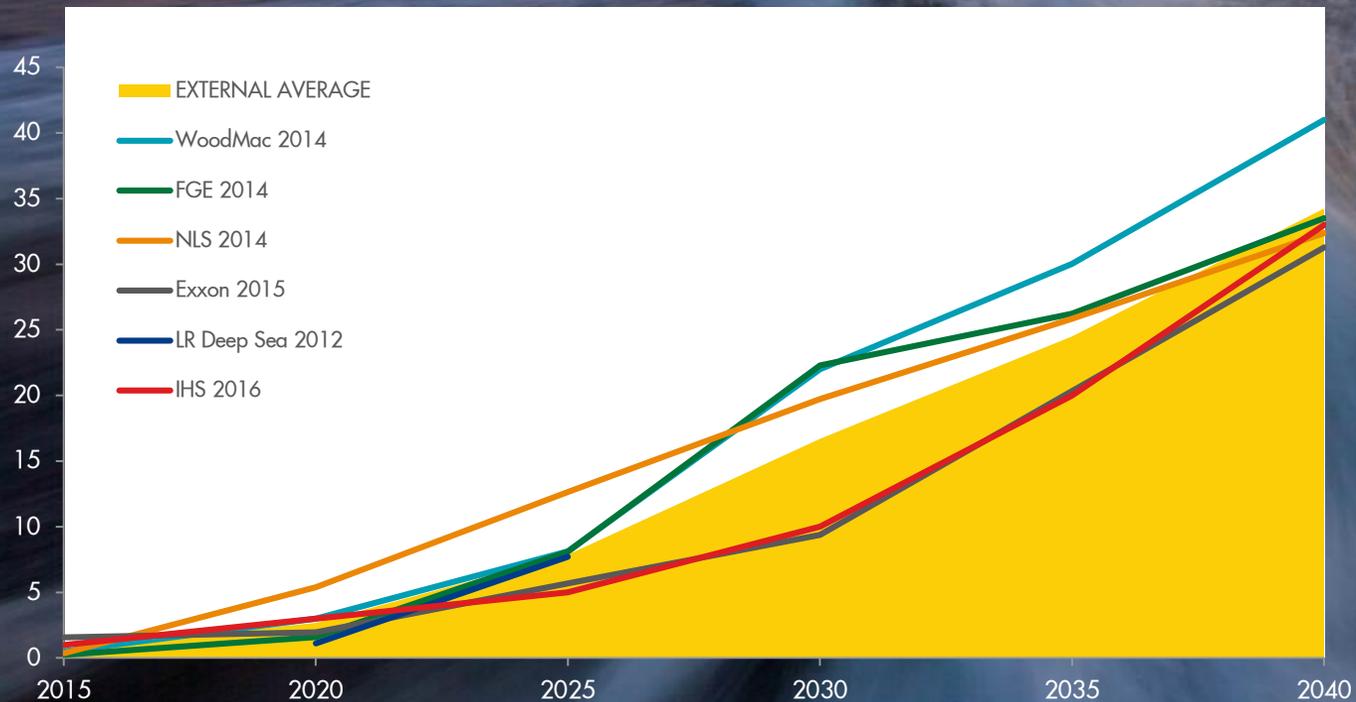


**There is no
"silver bullet"**

**LNG is one option
in an evolving
fuel mix**

**LNG is:
Available,
Acceptable &
Affordable**

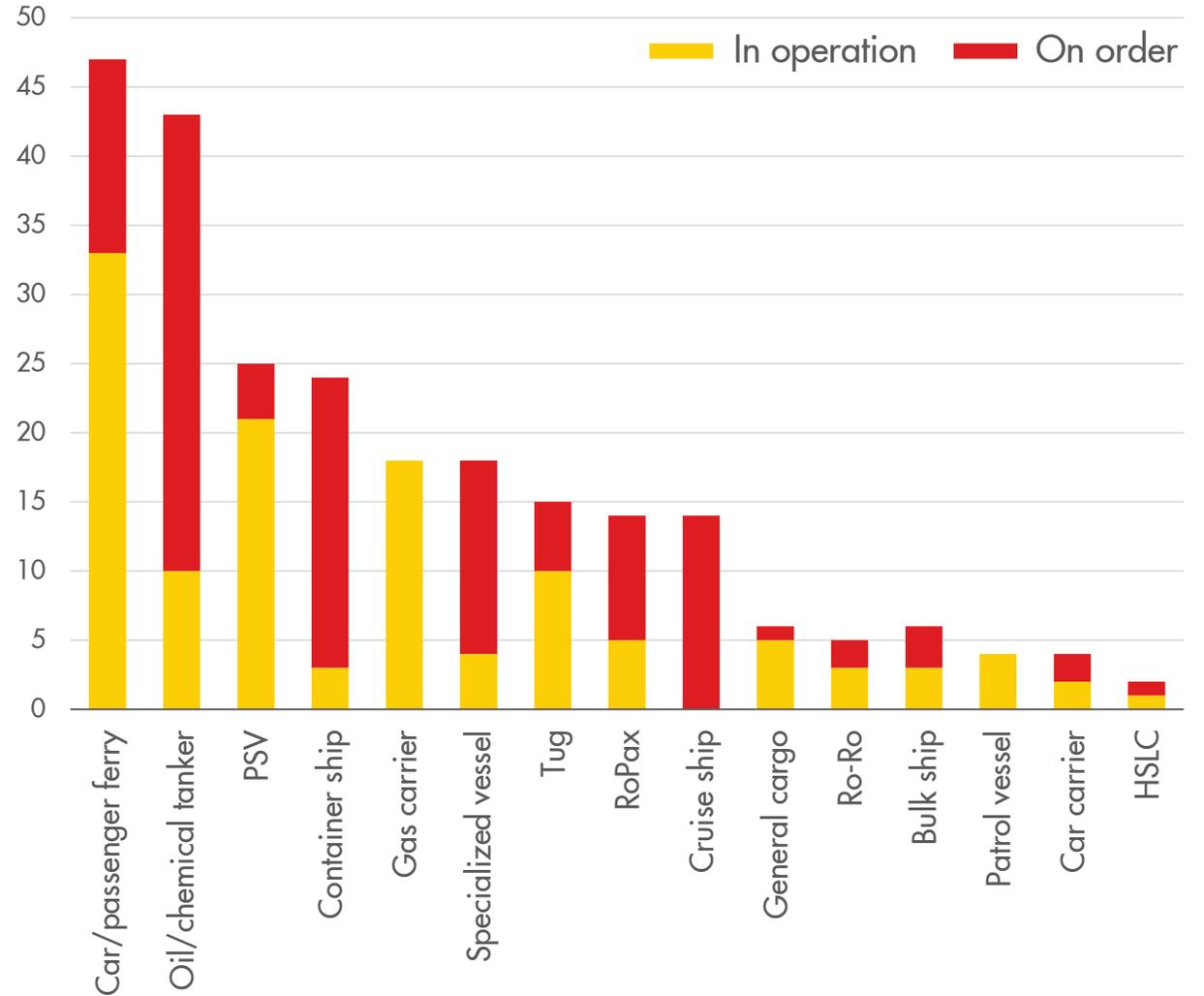
LNG demand expected to have a sustained increase*



*2035-2040 extrapolated numbers

Orders for LNG-fuelled vessels are growing

Currently 122 LNG-fuelled vessels operating globally, with 132 more in the order book and over 70 'LNG Ready' vessels on order.



Source: DNV GL, Updated as of 18 May 2018

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Shell is investing in its LNG bunkering portfolio and infrastructure



- LNG Bunker Barge
- 4,000 m3



- Cardissa
- 6,500 m3



- LNG Bunker Barge
- 3,000 m3



- Coral Methane
- 7,500 m3



- Pioneer Knutsen
- 1,000 m3



- FueLNG (Shell/Keppel)
- 7,500 m3



