SHELL LNG
DROGA DO ZEROEMISYJNEGO
TRANSPORTU

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The companies in which Royal Dutch Shell plc directly and indirectly owns investments are separate legal entities. In this presentation "Shell", "Shell group" and "Royal Dutch Shell" are sometimes used for convenience where references are made to Royal Dutch Shell plc and its subsidiaries in general. Likewise, the words "we", "us" and "our" are also used to refer to subsidiaries in general or to those who work for them. These expressions are also used where no useful purpose is served by identifying the particular company or companies. "Subsidiaries" and "Shell companies" as used in this presentation refer to companies over which Royal Dutch Shell plc either directly or indirectly has control. Entities and unincorporated arrangements over which Shell has joint control are generally referred to as "joint ventures" and "joint operations" respectively. Entities over which Shell has significant influence but neither control nor joint control are referred to as "associates". The term "Shell interest" is used for convenience to indicate the direct and/or indirect ownership interest held by Shell in a venture, partnership or company, after exclusion of all third-party interest.

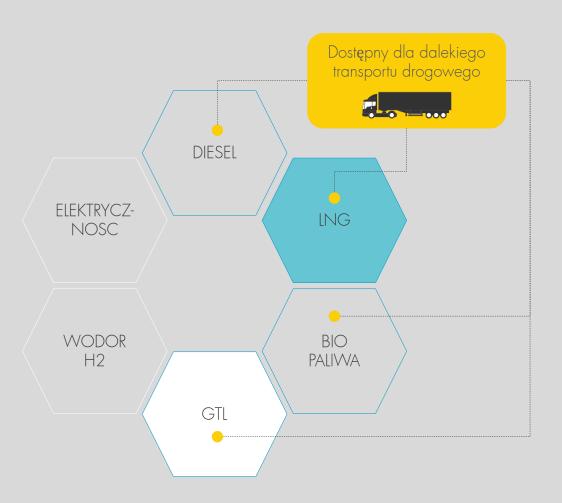
This presentation contains forward-looking statements concerning the financial condition, results of operations and businesses of Royal Dutch Shell. All statements other than statements of historical fact are, or may be deemed to be, forward-looking statements. Forward-looking statements are statements of future expectations that are based on management's current expectations and assumptions and unknown risks and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in these statements. Forward-looking statements include, among other things, statements concerning the potential exposure of Royal Dutch Shell to market risks and statements expressing management's expectations, beliefs, estimates, forecasts, projections and assumptions. These forward-looking statements are identified by their use of terms and phrases such as "anticipate", "believe", "could", "estimate", "expect", "goals", "intend", "may", "objectives", "outlook", "probably", "project", "risks", "schedule", "seek", "should", "target", "will" and similar terms and phrases. There are a number of factors that could affect the future operations of Royal Dutch Shell and could cause those results to differ materially from those expressed in the forward-looking statements included in this presentation, including (without limitation): (a) price fluctuations in crude oil and natural gas; (b) changes in demand for Shell's products; (c) currency fluctuations; (d) drilling and production results; (e) reserves estimates; (f) loss of market share and industry competition; (g) environmental and physical risks; (h) risks associated with the identification of suitable potential acquisition properties and targets, and successful negotiation and completion of such transactions; (i) the risk of doing business in developing countries and countries subject to international sanctions; (j) legislative, fiscal and regulatory developments including regulatory measures addressing climate change; (k) economic and financial market conditions in various countries and regions; (1) political risks, including the risks of expropriation and renegotiation of the terms of contracts with governmental entities, delays or advancements in the approval of projects and delays in the reimbursement for shared costs; and (m) changes in trading conditions. No assurance is provided that future dividend payments will match or exceed previous dividend payments. All forward-looking statements contained in this presentation are expressly qualified in their entirety by the cautionary statements contained or referred to in this section. Readers should not place undue reliance on forward-looking statements. Additional risk factors that may affect future results are contained in Royal Dutch Shell's Form 20-F for the year ended December 31, 2016 (available at www.shell.com/investor and <a href="www.shell.com/investor and <a href="www. contained in this presentation and should be considered by the reader. Each forward-looking statement speaks only as of the date of this presentation, 14 NOV 2018 Neither Royal Dutch Shell plc nor any of its subsidiaries undertake any obligation to publicly update or revise any forward-looking statement as a result of new information, future events or other information. In light of these risks, results could differ materially from those stated, implied or inferred from the forward-looking statements contained in this presentation.

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SPEKTRUM PALIW

KIERUNEK KU NEUTRALNOSCI CO2

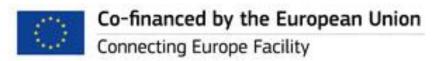




bioLNG

-100% CO2





BioLNG EuroNet - KONSORCJUM DLA LNG



Zrownowazony
Transport Drogowy
w Europie



39 Stacji Shell LNG w Europie



2'000 pojazdow ciężarowych LNG



1 skraplarnia Bio-LNG















SHELL INWESTUJE W PAN-EUROPEJSKA SIEC LNG WSPÓLPRACA W RAMACH EKOSYSTEMU JEST KLUCZOV SHELL LNG +39 STACJI Operational & Under Construction FIRMY TRANSPORTOWE OEMs +2000 pojazdow **IVECO** KRAJOWE i EUROPEJSKIE WSPARCIE Co-financed by the European Union Connecting Europe Facility



INFRASTRUKTURA LNG JEST ROZWIJANA W EUROPE

PRZEWIDYWANY SILNY WZROST LICZBY STACJI I POJAZDOW

+238

Dostepnych stacji LNG

+400% Wzrost od 2013

280.000

Przewidywania liczby ciezarowek LNG do 2030

22 Shell LNG

Source: Statistical Report 2017, NGVA. Published on January 2018 (ngva.eu/stations-map/) Źródło – Shell LNG study 2018

Stacja Shell LNG we Wroclawiu













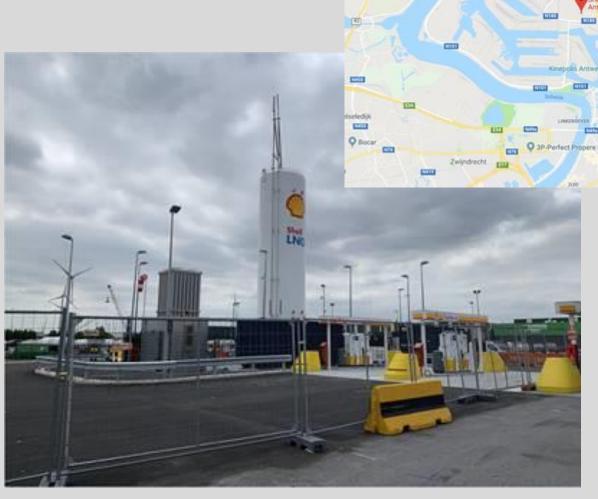




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Nowa stacja Shell LNG w Belgii - Antwerpia





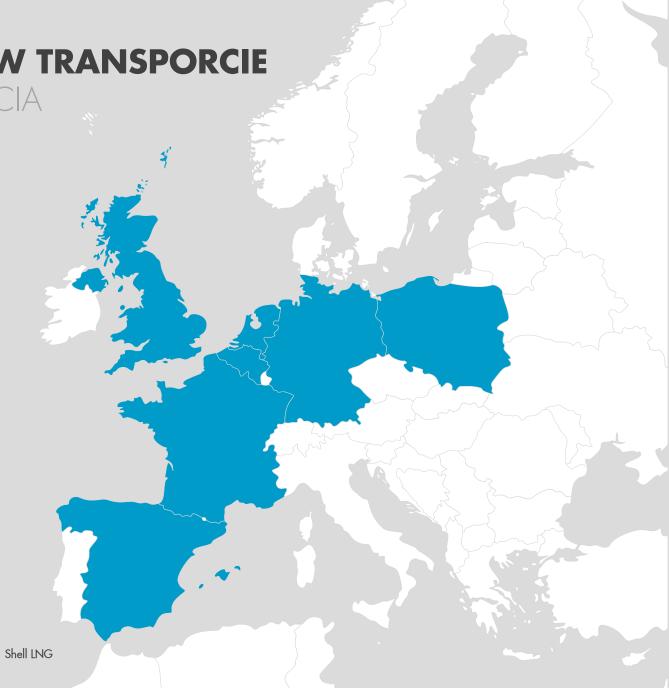
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EU WSPIERA LNG JAKO PALIWO W TRANSPORCIE

PRZEGLAD KRAJOWYCH FORM WSPARCIA

	LNG DOFINANSOWANIE ZAKUPU* Up to € 6.000	PODATEK AKCYZOWY PALIWO LNG € 0,219/kg (-0,12€ Jan 2020)
	Up to € 24.000 (Flanders only)	€ 0,00/kg
	€ 12.000	€ 0,213/kg
N N	£ 0.00	£ 0,247/kg
	€ 0.00	€ 0,077/kg
	€0.00***	€ 0,00/kg**
	€ 0.00	€0,19/kg

^{*} Limited to spark ignition engines with sound intensity measured in watts/m2 at peak load and idle conditions



^{**} Subject to government confirmation

^{***} Plan powolania Funduszu Niskoemisyjnego Transportu

