

SHELL COMMERCIAL ROAD TRANSPORT

Shell
BioLNG

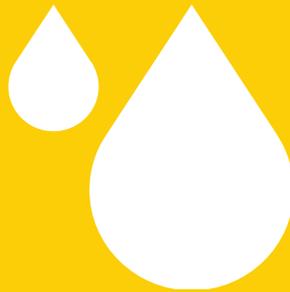
ON THE ROAD TOWARDS SUSTAINABILITY

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Commercial road transport

biogas 23
30.11. - 1.12. in Linz



Disclaimer Page

Cautionary Note

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Shell’s net carbon footprint

Also, in this [presentation] we may refer to Shell’s “Net Carbon Footprint” or “Net Carbon Intensity”, which include Shell’s carbon emissions from the production of our energy products, our suppliers’ carbon emissions in supplying energy for that production and our customers’ carbon emissions associated with their use of the energy products we sell. Shell only controls its own emissions. The use of the term Shell’s “Net Carbon Footprint” or “Net Carbon Intensity” are for convenience only and not intended to suggest these emissions are those of Shell plc or its subsidiaries.

Shell’s net-zero Emissions Target

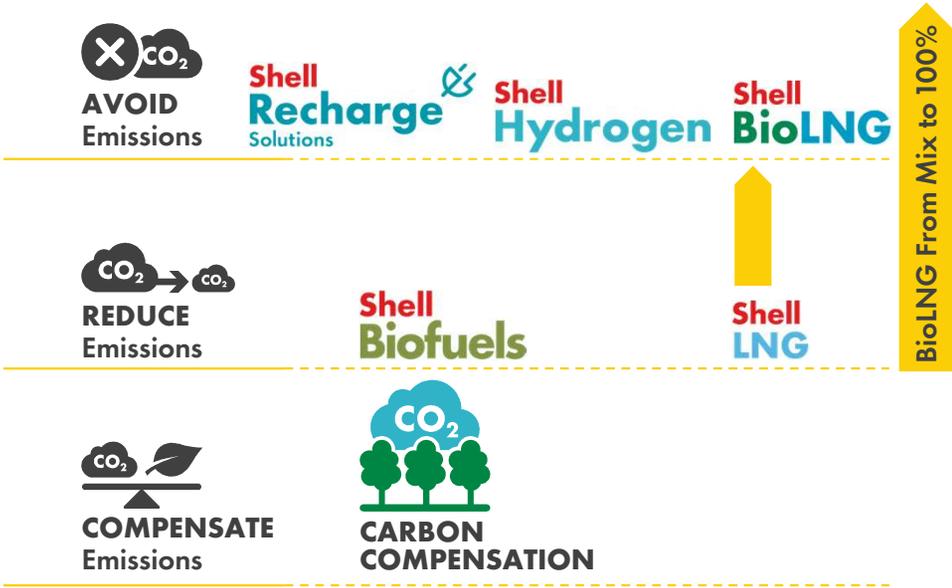
Shell’s operating plan, outlook and budgets are forecasted for a ten-year period and are updated every year. They reflect the current economic environment and what we can reasonably expect to see over the next ten years. Accordingly, they reflect our Scope 1, Scope 2 and Net Carbon Footprint (NCF) targets over the next ten years. However, Shell’s operating plans cannot reflect our 2050 net-zero emissions target and 2035 NCF target, as these targets are currently outside our planning period. In the future, as society moves towards net-zero emissions, we expect Shell’s operating plans to reflect this movement. However, if society is not net zero in 2050, as of today, there would be significant risk that Shell may not meet this target.

Forward Looking Non-GAAP measures

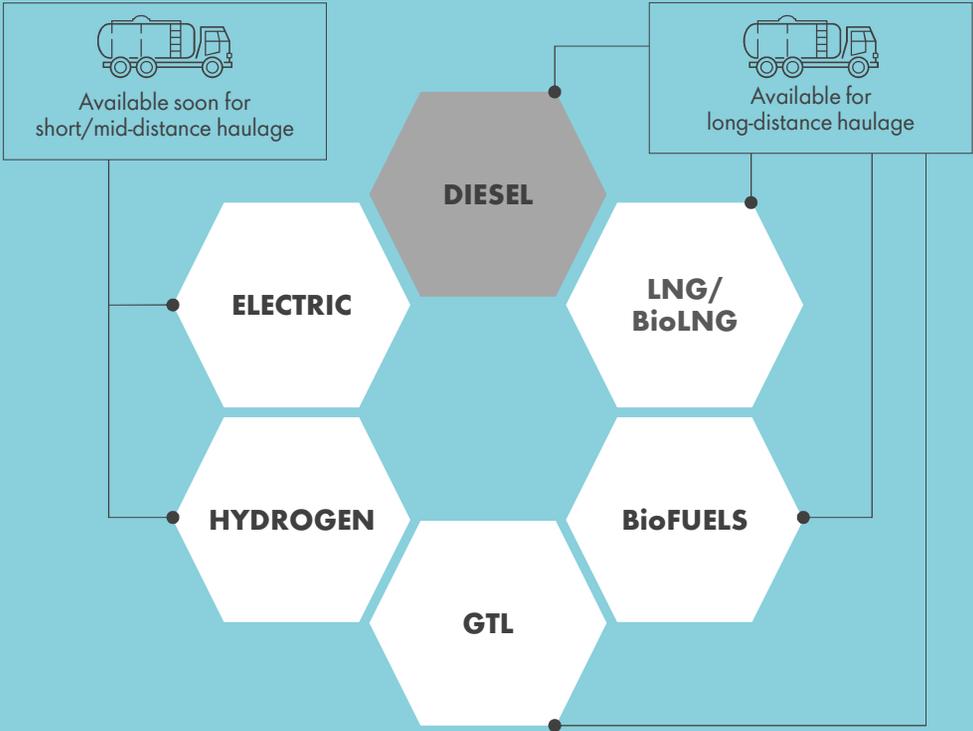
This [presentation] may contain certain forward-looking non-GAAP measures such as [cash capital expenditure] and [divestments]. We are unable to provide a reconciliation of these forward-looking Non-GAAP measures to the most comparable GAAP financial measures because certain information needed to reconcile those Non-GAAP measures to the most comparable GAAP financial measures is dependent on future events some of which are outside the control of Shell, such as oil and gas prices, interest rates and exchange rates. Moreover, estimating such GAAP measures with the required precision necessary to provide a meaningful reconciliation is extremely difficult and could not be accomplished without unreasonable effort. Non-GAAP measures in respect of future periods which cannot be reconciled to the most comparable GAAP financial measure are calculated in a manner which is consistent with the accounting policies applied in Shell plc’s consolidated financial statements. The contents of websites referred to in this [presentation] do not form part of this [presentation]. We may have used certain terms, such as resources, in this [presentation] that the United States Securities and Exchange Commission (SEC) strictly prohibits us from including in our filings with the SEC. Investors are urged to consider closely the disclosure in our Form 20-F, File No 1-32575, available on the SEC website www.sec.gov.

SHELL'S MOSAIC OF SOLUTIONS

MOVING TOWARDS CO₂ NEUTRALITY



FLEET PROJECTED TO REACH 400 MILLION VEHICLES WORLDWIDE BY 2050 (INCLUDING 80 MILLION HDV'S)





THE CHALLENGE IS REAL

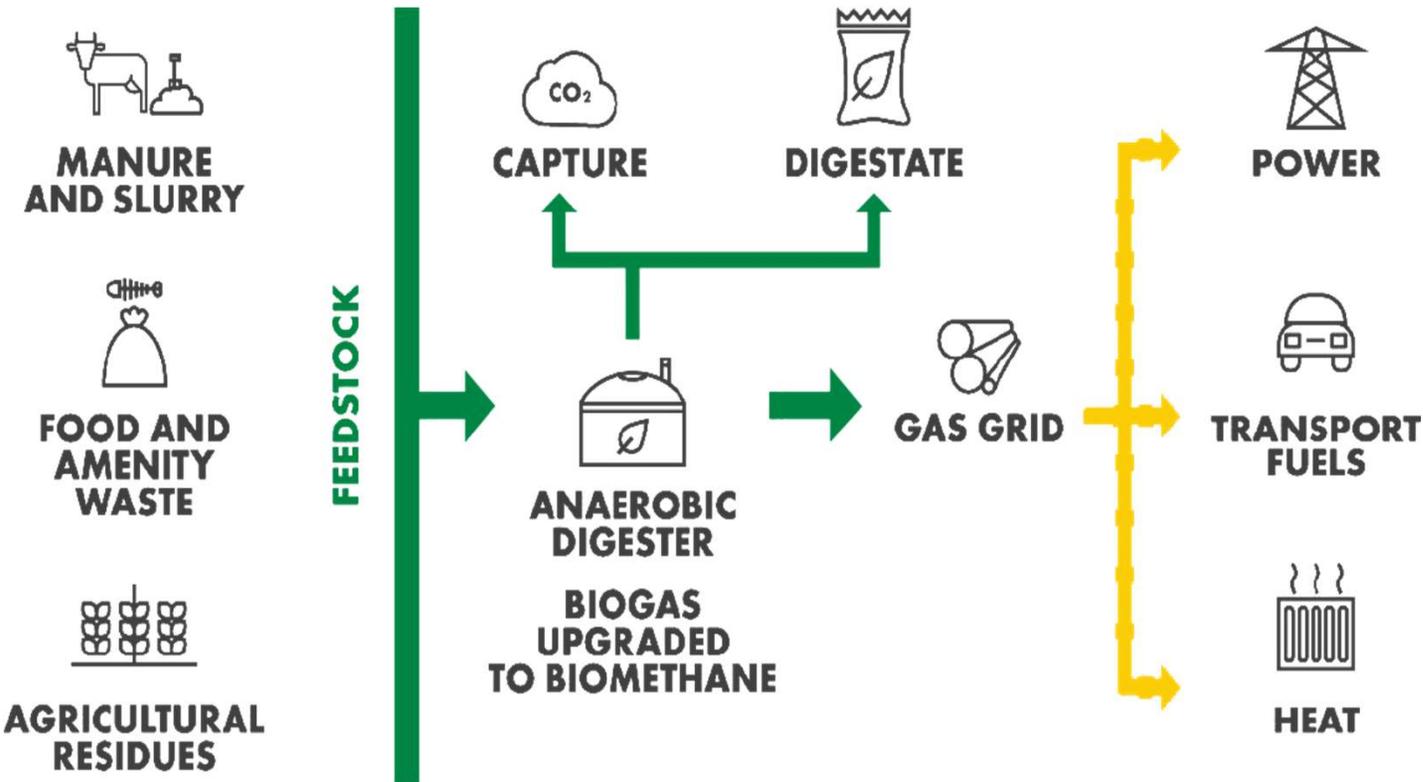
THERE IS A NEED TO DECARBONISE THE CRT SECTOR AS A KEY CONTRIBUTOR TO CO₂ EMISSIONS

GLOBAL CO₂ EMISSIONS – ROAD FREIGHT



- Regulatory pressure continues to accelerate.
- Highly competitive sector with focus on low costs.
- Different decarb options, with unknown variables.
- Fragmented sector with a large base of smaller hauliers.
- Stark contrast in regulations concerning technology, infrastructure and timelines.

What is BioLNG?



SHELL COMMERCIAL ROAD TRANSPORT

Shell
BioLNG

On the road toward sustainability

THE BENEFITS



OUR BIOLNG ONLY COMES FROM SUSTAINABLE BIOMASS SOURCES FOLLOWING THE EU'S GUIDELINES (REDII).



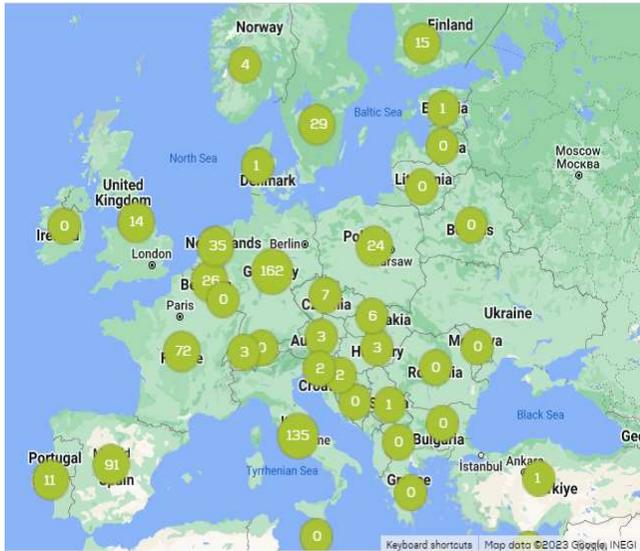
OVER 100% GREENHOUSE GAS EMISSION SAVINGS ACHIEVABLE. BIOLNG SOURCED FROM A VARIETY OF FEEDSTOCKS CAN RESULT IN SIGNIFICANT REDUCTION (EVEN CARBON NEGATIVE) IN LIFE-CYCLE GREENHOUSE GAS EMISSIONS.



ALL MAJOR VEHICLE MANUFACTURERS ARE READY FOR THEIR LNG TRUCKS TO RECEIVE BIOLNG WITHOUT THE NEED FOR MODIFICATION.

LNG NETWORK

PAVING THE WAY FOR BIO-LNG





90,000t*
GHG emissions saved in 2021 and 2022 with LNG only.
The equivalent of:



63 Shell LNG sites in 9 countries



150+ TPN accepting Euroshell



Emissions of
182 MM
kilometers driven on a diesel truck



185,000
Trees needed to store the equiv. of CO₂e

European Network

- 668 LNG stations
- 104 bioLNG stations (blend)
- 50 bioLNG stations (100%)

Source: NGVA

SHELL COMMERCIAL ROAD TRANSPORT

LNG NETWORK AUSTRIA

PAVING THE WAY FOR BIO-LNG



Walsenberg



BIO-LNG

A RESOURCE THAT
CAN HELP MEET DEMAND

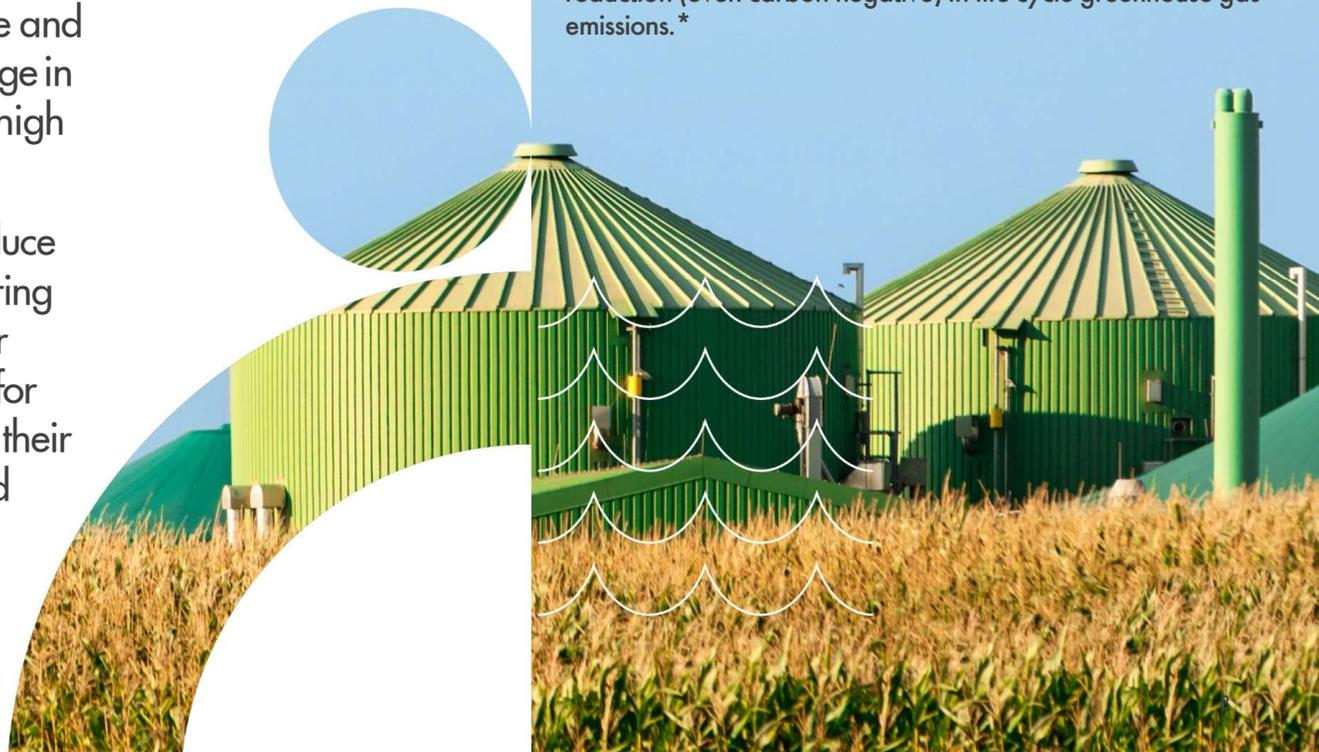
The long-haul and heavy-duty road, marine and aviation industries pose a particular challenge in terms of energy demand, as they require a high density of energy in the fuel they use.

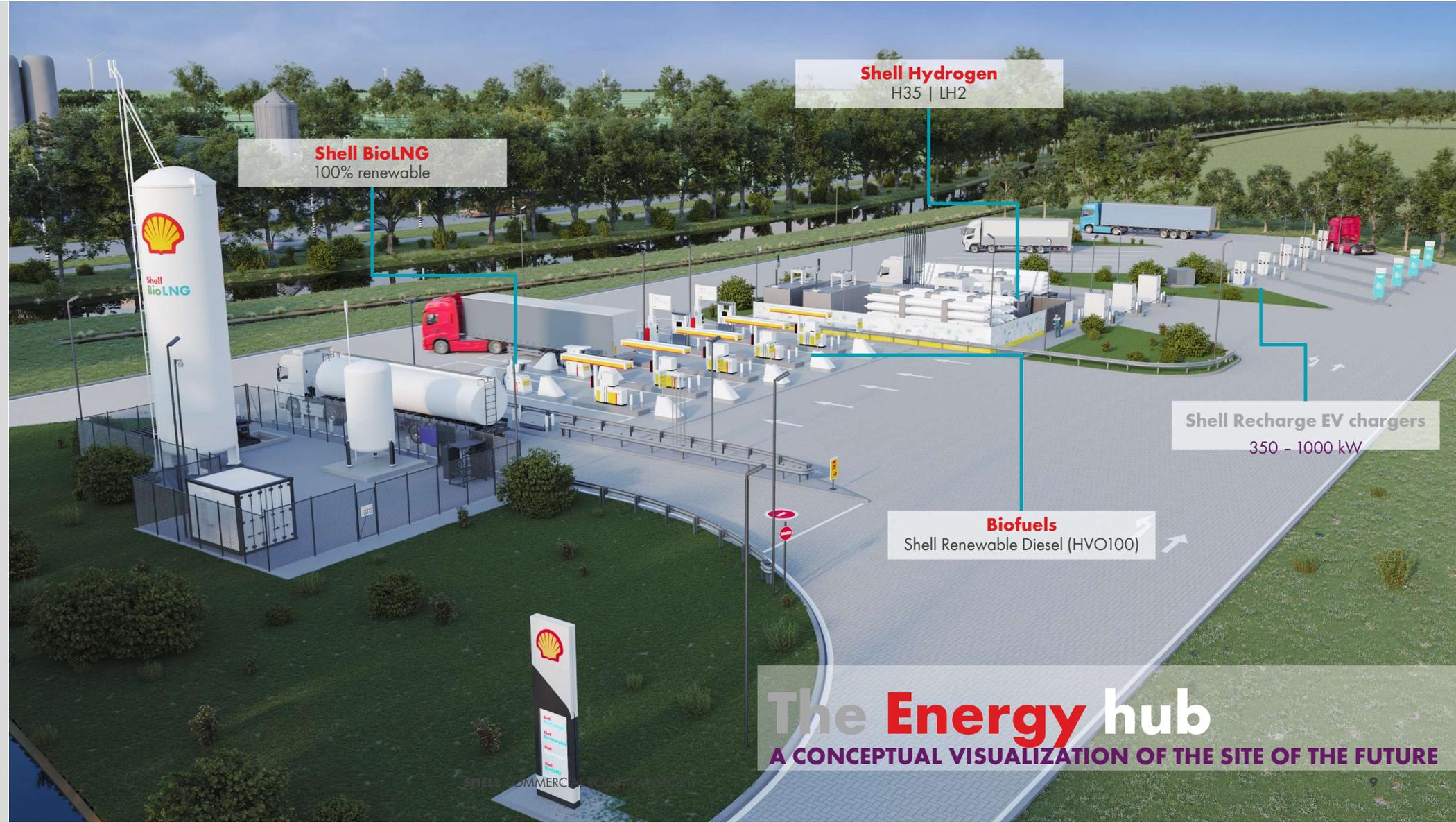
Bio-LNG presents an opportunity to help reduce emissions across the transport sector by offering customers already using LNG-run vehicles or looking to switch to an attractive alternative for lowering their carbon footprint and meeting their sustainability goals, this fuel in a reliable and efficient manner.

*default value according to Renewable Energy Directive 2009/28/EC

Over 100%
GHG EMISSION
SAVINGS

Bio-LNG sourced from a variety of feedstocks can result in significant reduction (even carbon negative) in life-cycle greenhouse gas emissions.*





Shell BioLNG
100% renewable

Shell Hydrogen
H35 | LH2

Shell Recharge EV chargers
350 - 1000 kW

Biofuels
Shell Renewable Diesel (HVO100)

The Energy hub

A CONCEPTUAL VISUALIZATION OF THE SITE OF THE FUTURE

TAKE AWAYS FOR TODAY

THERE IS NO SINGLE SOLUTION TO DECARBONIZE COMMERCIAL ROAD TRANSPORT

DECARBONISATION STARTS TODAY

WORKING TOGETHER IS THE ONLY PATH TO SUCCESS



THANK YOU