Digital Ship Rotterdam

21st September 2023

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Shell's net carbon intensity

Also, in this presentation we may refer to Shell's "Net Carbon Intensity", which includes 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 Intensity" is 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 Intensity (NCI) targets over the next ten years. However, Shell's operating plans cannot reflect our 2050 net-zero emissions target and 2035 NCI 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 .

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Biography

James Helliwell
Digital Research Lead – Shell Shipping & Maritime

- Chartered Engineer & Marine Engineer
- Lead for Shell Shipping & Maritime's Digital Research & Development program
- Project Manager for a European hydrogen fuel cell pilot project.
- Specialist in analysis for energy efficient technologies including air lubrication, PBCF's and other technologies.

Agenda

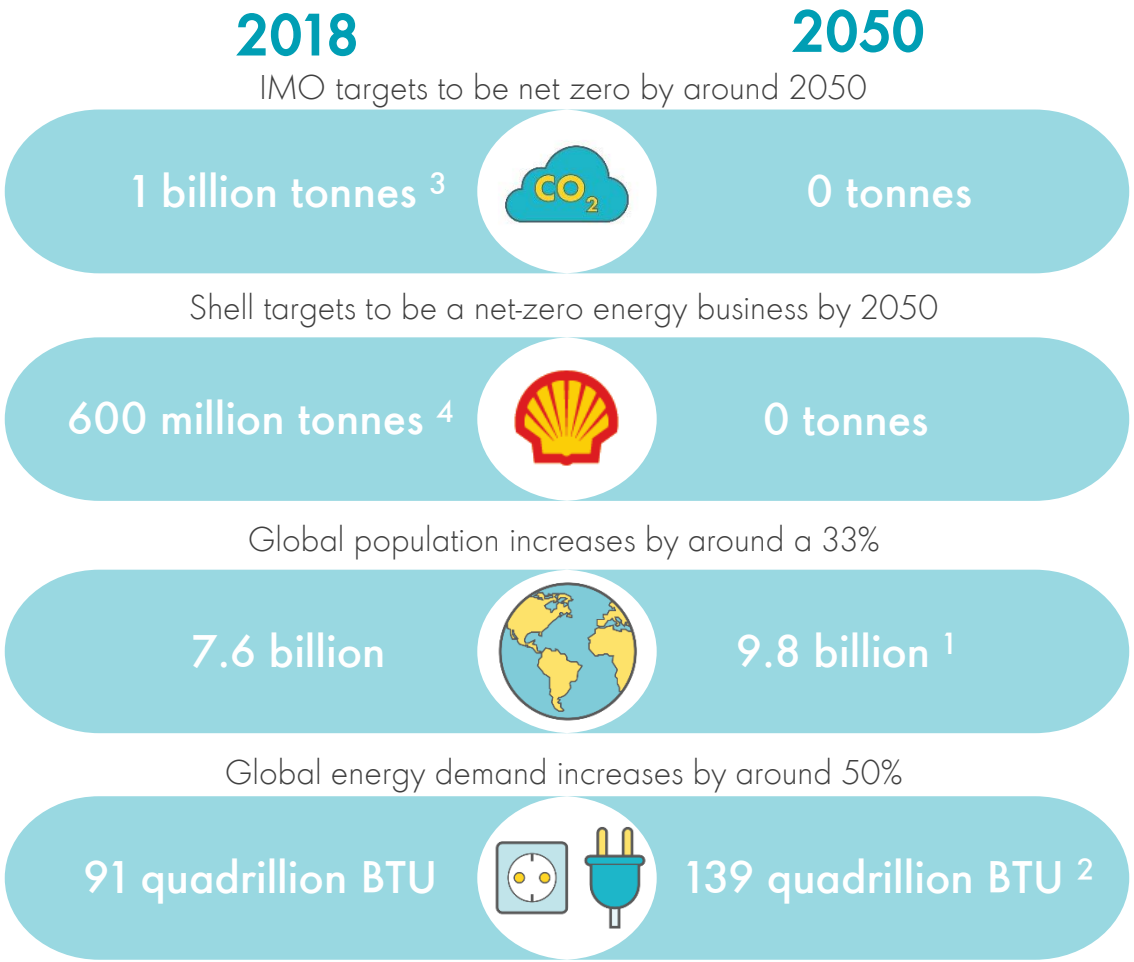
01 Decarbonisation targets

02 Data analysis in Shipping & Maritime

03 Digital solutions for industry

04 Q&A

Moving to lower carbon maritime transport



[1] United Nations DESA
[2] EIA International Energy Outlook 2019
[3] IMO Fourth GHG Study
[4] Shell Sustainability Report 2018

Digital cloud platform

Historically

- Noon report data collected from vessels in Excel/email
- Manual, human-in-the-loop processing to find vessel performance trends
- Time consuming, multi-day analysis to find one common trend

Today

- For LNG vessels, high frequency sensor data instantaneously uploaded to the cloud
- For Products & Chemicals, automated noon reporting uploaded to the cloud
- All data harmonised into one data lake – Shell's Stratos Platform
- Advanced analytics and machine learning applied to large data sets in databricks
- Results, trends and vessel performance displayed intuitively in PowerBI

PROPEL

JAWS (Just Add Water System)

Technology Description

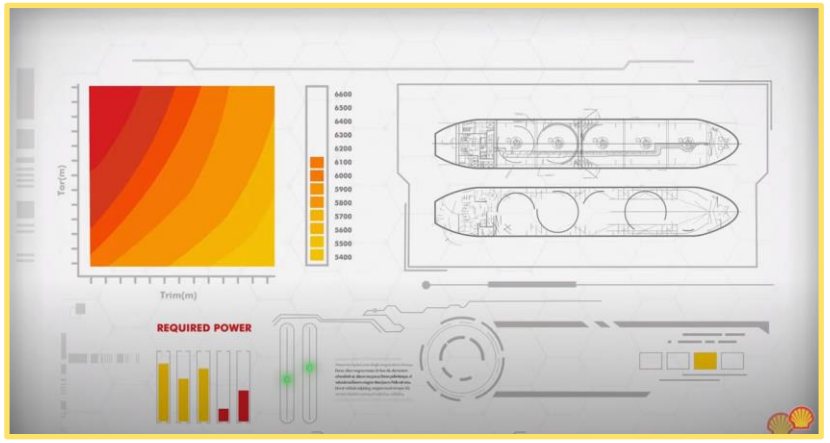
- JAWS is a proprietary advanced analytics tool, developed by the Shipping & Maritime, Technology, Innovation & Digitalisation team.
- It is designed to reduce the fuel consumption of any ocean-going commercial vessel by giving advice to the captain on the best draft and trim for a given speed to reduce resistance.
- The tool uses historic high frequency data and advanced algorithms to analyze the ships operational profiles. This reduces the ships' resistance, requiring a lower Main Engine Power which saves fuel.

Business Challenge Addressed

- Around 50% of the total trading operational costs are attributed to fuel consumption.

Technology Benefits

- JAWS is available for ship owners to use via a subscription service provided by Kongsberg Maritime. More information is available here.
- JAWS has been validated and tested on 50 MR Product Tankers and 12 LNG carriers, with fuel savings up to 8% verified [1].
- JAWS has received approval by classification society DNV through their Technology Qualification process and is patent protected.



[1] Verified by the DNV Technology Qualification Process

Heel Optimisation

Aim

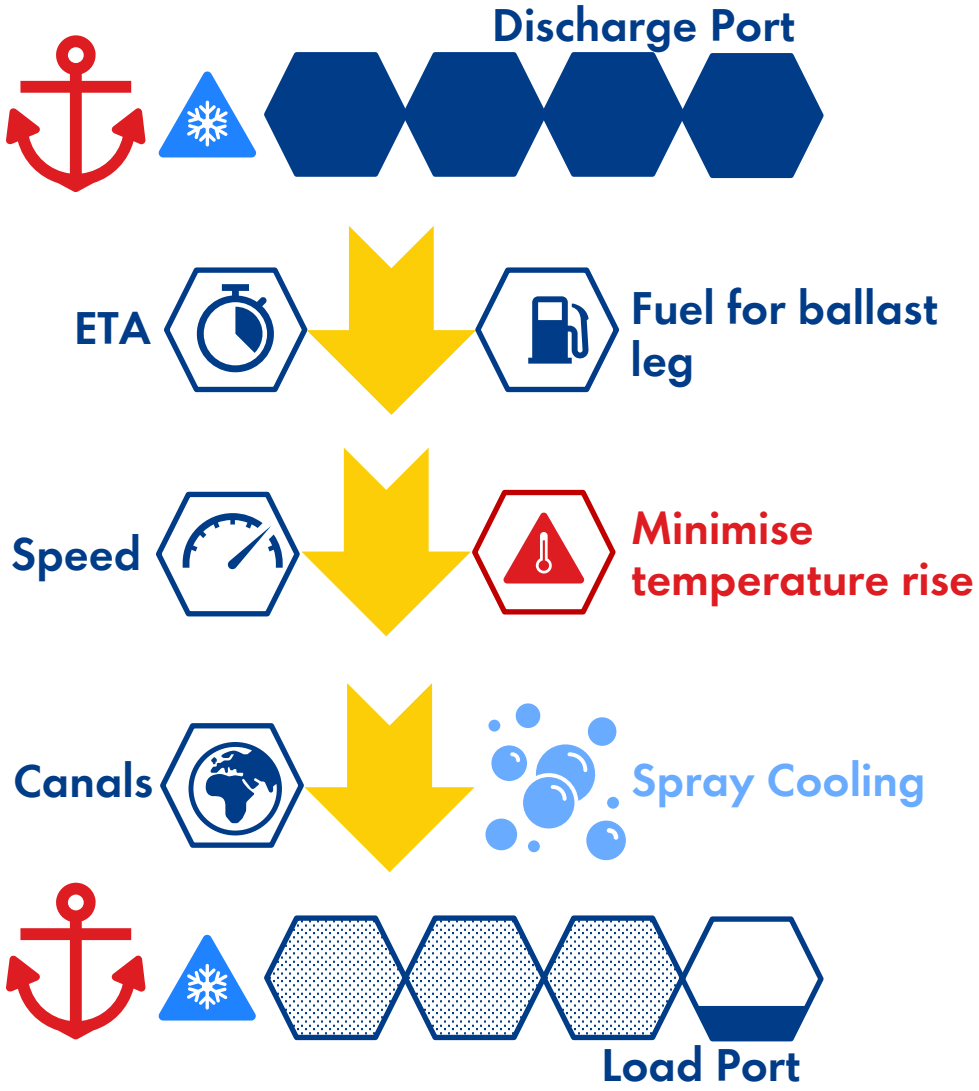
- To minimise the amount of LNG (heel) kept for return ballast voyages
- Reduce emissions from excess heel inventories
- Increase profitability by increasing delivered volumes

Method

- Multi-variable optimisation model balancing speed profiles, temperatures, pressures, tank selection, route selection, ETA and other variables
- Built on high frequency data of LNG voyages for 65+ vessels

Coming next

- Ongoing validation and deployment
- Development into commercial tool for the wider LNG industry



Q&A