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## **NEW EUROPEAN SPECIFICATION PROMISES BRIGHT FUTURE FOR SHELL GTL FUEL**

The European Committee for Standardisation (CEN) announced that the EN15940 standard for paraffinic diesel fuels, such as Shell Gas-To-Liquid (GTL) Fuel, was ratified on 15 April 2016. Shell was involved in the nine year consultation process having first proposed the creation of a specification in 2007, before the largest GTL facility, Pearl GTL, came on stream in Qatar. EN15940 will now create a standardised platform for markets to develop around paraffinic fuels. These 100% finished fuels can be used as drop-in fuels and have the potential to improve local air quality without the need for engine modifications or changes in existing fuel infrastructure.

“This is a significant milestone for our Shell GTL Fuel business. EN15940 will now become the fuel standard that is referred to when manufacturers and legislators stipulate conditions specifically concerning use of paraffinic fuels. For example, manufacturers may now consider adding EN15940 to a list of approved fuels in their equipment user manuals. This will also bring quality and safety assurances to customers,” said Michael Flynn, General Manager for Gas-to-Liquid Products at Shell.

“Shell believes GTL Fuel will play an increasingly important role in the fuel mix for heavy duty transport, be it road or marine, and machinery, especially in regions where governments are keen to improve local air emissions immediately. This new European Standard opens more doors for the use of cleaner burning Shell GTL Fuel today,” added Michael.

Paraffinic diesel fuels are liquid fuels that can be synthetically manufactured from feedstocks such as natural gas (Gas-to-Liquid), biomass (Biomass-to-Liquid), coal (Coal-to-Liquid) or from hydro-treating vegetable oil (HVO).

Shell GTL Fuel is part of the emerging paraffinic fuel market, offering a cleaner-burning alternative fuel produced at Pearl GTL in Ras Laffan, Qatar, a partnership with Qatar Petroleum. This world-scale plant produces 140,000 barrels per day of GTL products including Shell GTL Fuel. Shell GTL Fuel can be used as a drop-in fuel in diesel engines without the need for engine modifications, new infrastructure or vehicle investment. It is virtually sulphur-and aromatics free, readily biodegradable and non-toxic. Shell GTL Fuel also helps reduce local emissions of nitrogen oxides and particulate matter. It is commercially available to customers in Europe, primarily in The Netherlands, Germany, United Kingdom, Denmark and France.



Paraffinic fuels do not fully meet the EN590 specification because they have slightly lower density. However, paraffinic fuels now offer significantly improved and favourable fuel properties. They compensate for their low density with higher energy content and cetane number. Also, the higher consistency of the fuel molecules mean they combust more uniformly in diesel engines compared with conventional refinery diesel, resulting in lower emissions.

Shell has conducted several field trials on Shell GTL Fuel in major cities around the world over the past decade, covering over 1 million kilometres. Key market segments for Shell GTL Fuel include city utility vehicles and public transport, inland and seagoing marine vessels, construction machinery and vehicles, power generation equipment, aviation ground fleets and rail. For example, it is currently being used by heavy-lifting and transport specialist, Mammoet and the City of Groningen's utility vehicles, both in The Netherlands; luxury river cruise operators on the Seine in France; and the first GTL-fuelled offshore vessel, Kroonborg, in the North Sea, among many other customers.

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For further information on Shell GTL please visit [www.shell.com/gtl](http://www.shell.com/gtl).

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#### **Cautionary Note**

The companies in which Royal Dutch Shell plc directly and indirectly owns investments are separate legal entities. In this press release "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", "Shell subsidiaries" and "Shell companies" as used in this press release 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 "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 press release 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 involve known 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",



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