

MAKING LNG AVAILABLE

TOMMY MATTILA

Skangas

LNG

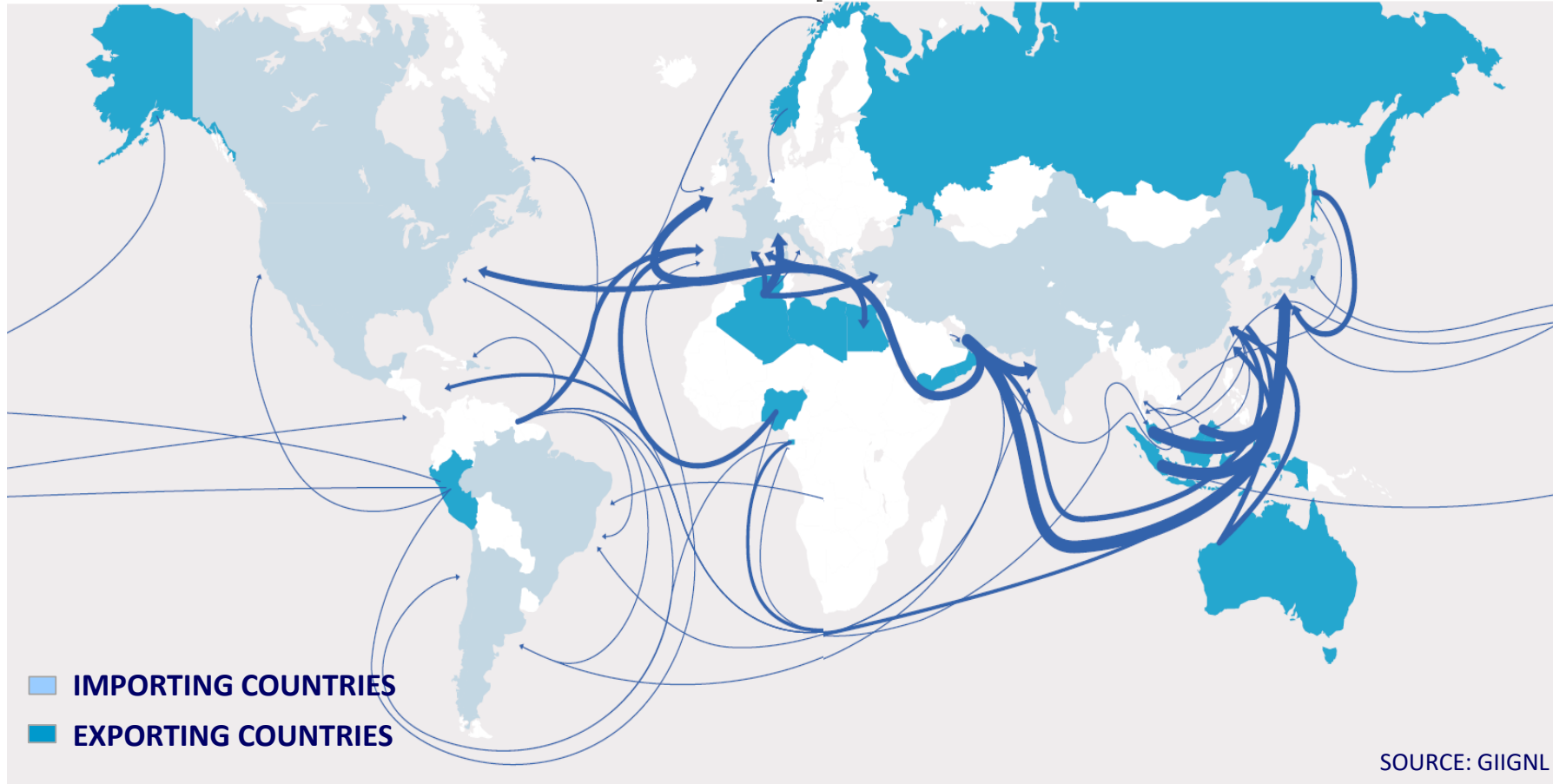


Skangas Business scope

- Skangas supplies LNG in the Nordic markets
- Operating a competitive LNG portfolio:
 - Liquefaction and sourcing
 - Distribution by ship and truck
- Our aim is zero accidents



LNG maritime routes and trade



➤ LNG makes worldwide gas reserves accessible to Europe

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LNG infrastructure







In the Nordics and Baltics there are already several terminals and production facilities.

Different sizes of terminals are under construction and being planned in the region.

The infrastructure is being developed !!



Skangas Nordic reach

-  Liquefaction plant
-  Existing/ under construction terminal
-  Future terminal
-   Marine supply area
-  Office



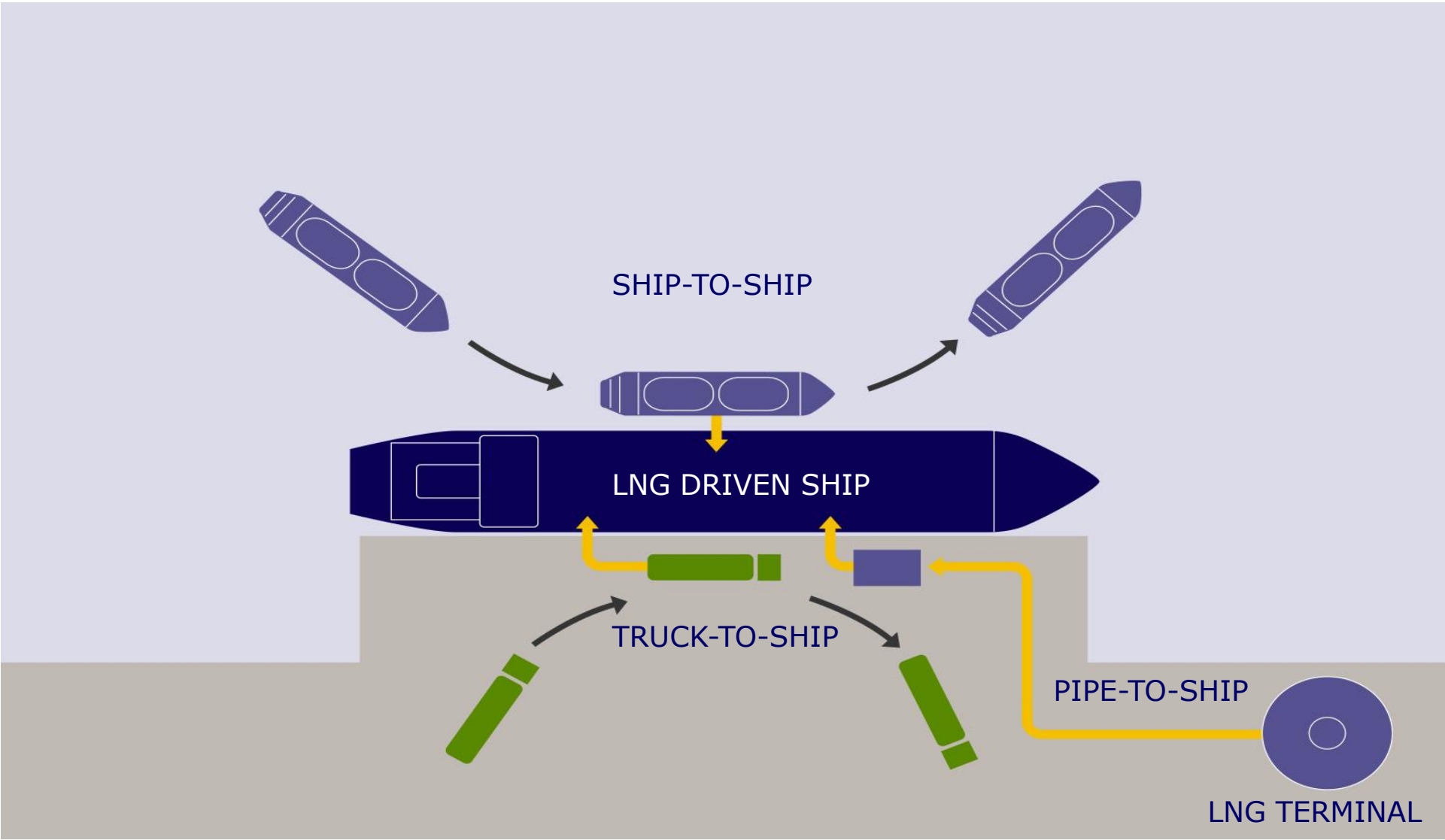
Skangas LNG portfolio

Liquefaction plants	Risavika	Design capacity: 300,000 t/y
	Porvoo	Design capacity: 20,000 t/y
Other supply	3 rd party FOB	
Terminals	Risavika	30,000 m ³
	Øra	6,400 m ³
	Lysekil	30,000 m ³
	Pori (2016)	30,000 m ³
	Tornio, Manga*(2018)	50,000 m ³
Ships	Coral Energy	15,600 m ³
	Coralius (2017)	5,800 m ³
	Coral Energice (late 2017)	18,000 m ³
Trucks	20 Trailers	22.5 ton
	5 Jumbo Trailers	30.0 ton



*Skangas 25% share

Bunkering methods



Truck to ship



Pipe to ship



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Ship to ship



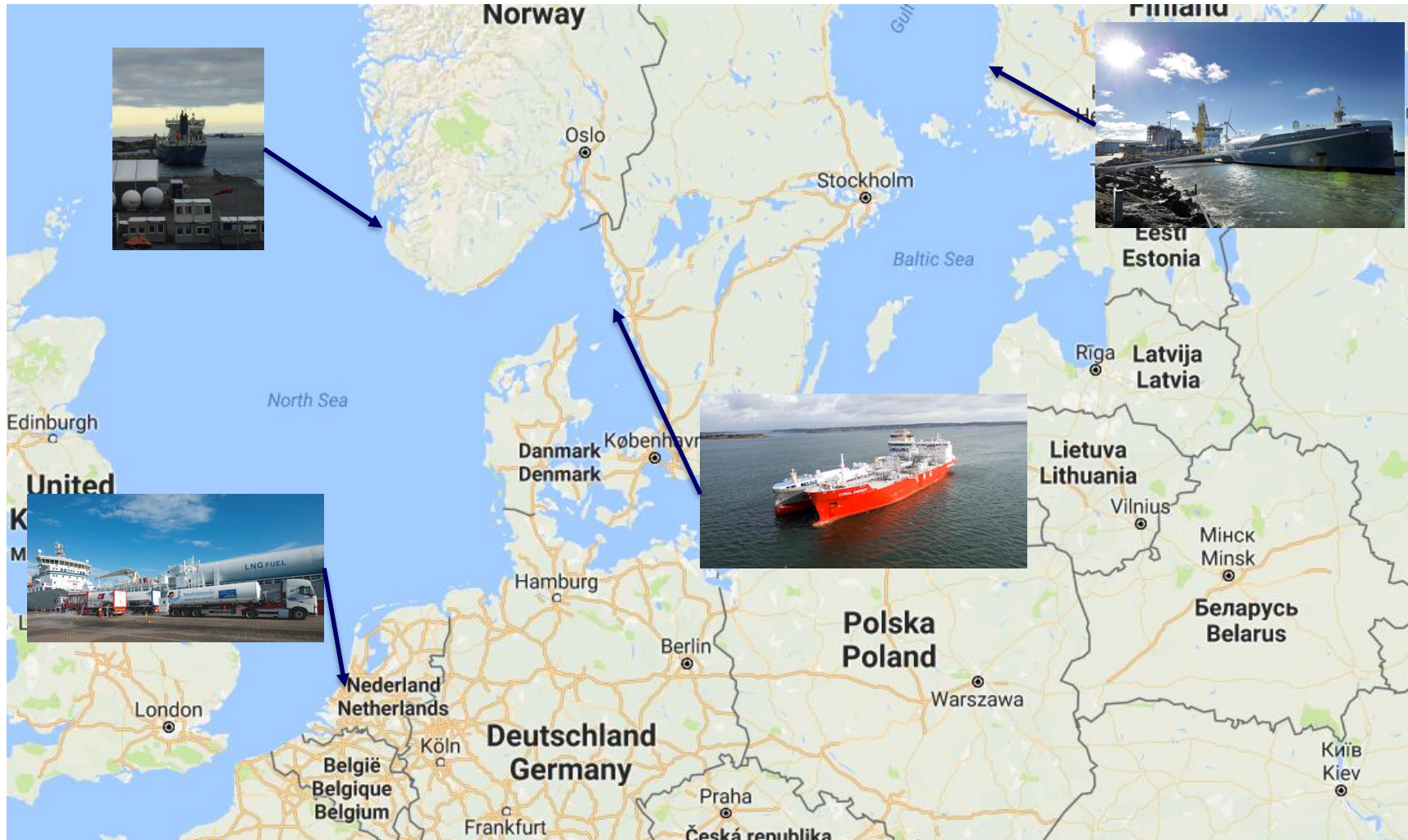
03.09-2017 123 t Gothenburg

Ternsund first 3 bunkeringings



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3 supply methodes in 4 Countries



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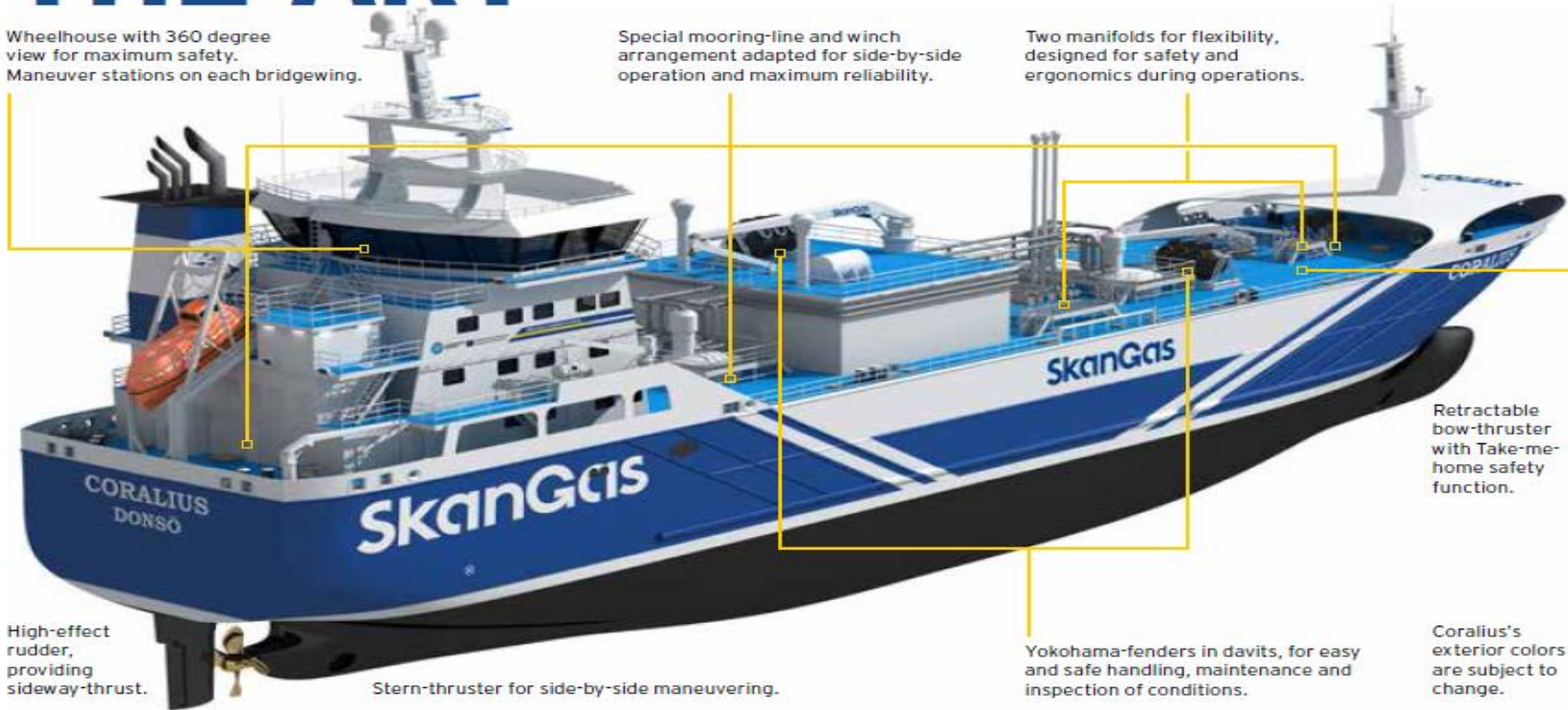
STATE OF THE ART

Wheelhouse with 360 degree view for maximum safety. Maneuver stations on each bridgewing.

Special mooring-line and winch arrangement adapted for side-by-side operation and maximum reliability.

Two manifolds for flexibility, designed for safety and ergonomics during operations.

Flat and "clean" work-deck for safe ship-to-ship cargo operations.



High-effect rudder, providing sideways-thrust.

Stern-thruster for side-by-side maneuvering.

Yokohama-fenders in davits, for easy and safe handling, maintenance and inspection of conditions.

Retractable bow-thruster with Take-me-home safety function.

Coralius's exterior colors are subject to change.

Length over all:	99,60 m	Ship type:	LNG gas carrier IGC type 2G -165°C, 500 kg/m ³
Length between perpendiculars:	90,00 m	Ice class:	Finnish/Swedish Ice Class 1A
Breadth moulded:	17,81 m	Main engine:	Wärtsilä 6L34DF - 3000 kW
Breadth extreme:	17,95 m	Main gearbox and CPP:	Wärtsilä
Depth moulded to main deck:	10,00 m	Aux engines LNG	2 x 375 kW
Design draught:	5,70 m	Aux engines Diesel:	1 x 475 kW
Scantling draught:	5,90 m	Bow thruster:	Azimuth / tunnel, ZF - 600 kW
Dead weight:	3000 dwt	Stern thruster:	Tunnel, Verhaar Omega - 400 kW
Cargo capacity:	5800 m ³	Steering gear:	Roll Royce 2 x 70 degree
Speed:	13,5 knots	Rudder:	Becker "Twisted full spade"

SkanGas

LNG summary

Environmental restrictions will get stricter – natural gas /LNG is a part of the solution for Industry, Marine and Traffic segments

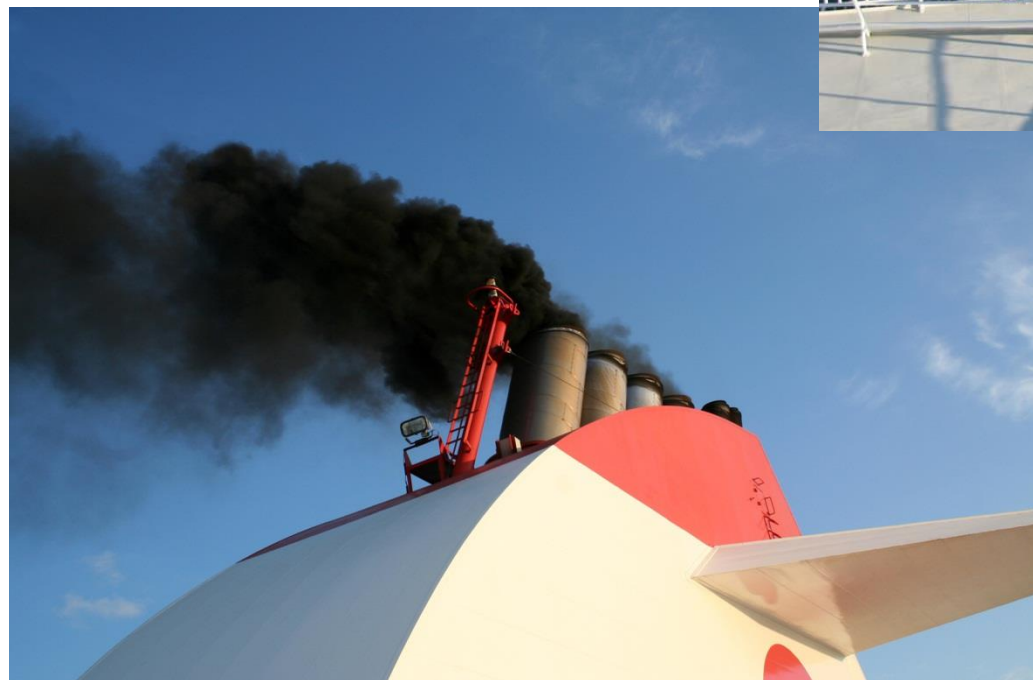
Significant resources of gas, increased infrastructure ensures **availability** and **competitiveness**

LNG will be a **major fuel for shipping** only a question of time



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Oil or gas ?



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