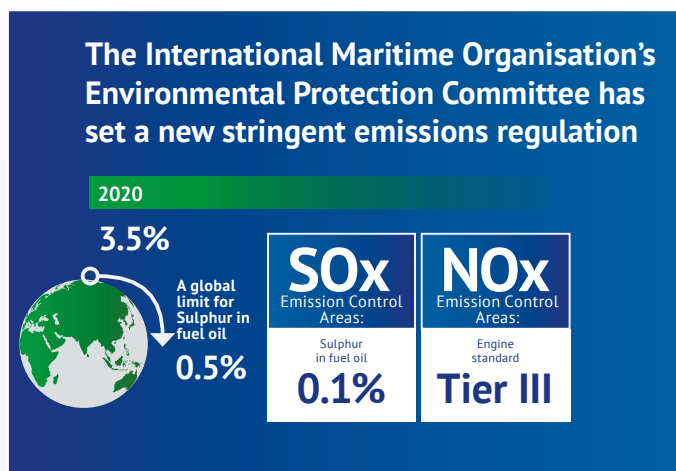


SCF's global environmental initiative

In 2018 Sovcomflot put into operation large-capacity LNG-fuelled tankers. The Company, in partnership with Shell, set a new standard for environmental sustainability in maritime shipping.

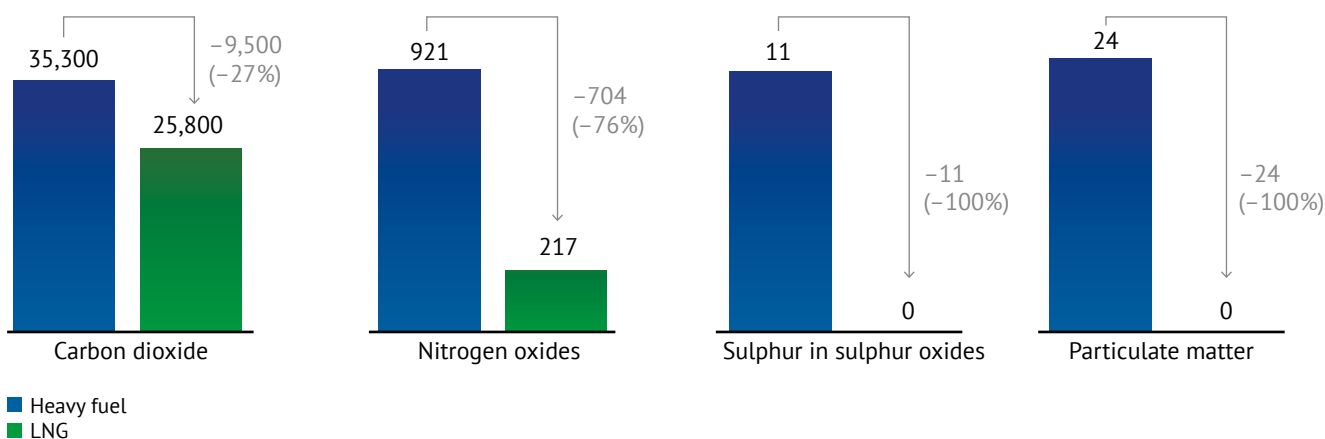
Advantages of operating on LNG

The reduction of sulphur oxides and soot emissions reaches 100%, nitrogen oxides emissions decrease by 76% and carbon dioxide emissions by 15% as compared with power plants running on conventional heavy fuel.



Atmospheric emissions from an LNG-fuelled power plant compared with that running on heavy fuel, tonnes per year

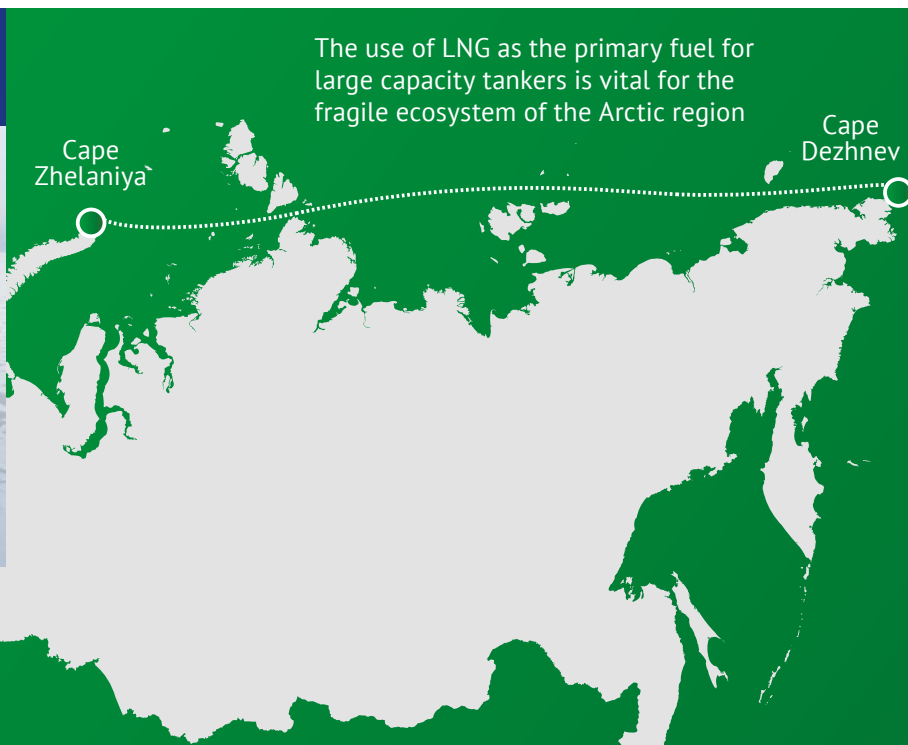
SCF ECO



Commercial voyage of Lomonosov Prospect along the Northern Sea Route in October 2018

Distance: 2,194 nautical miles

Voyage time: 7.8 days

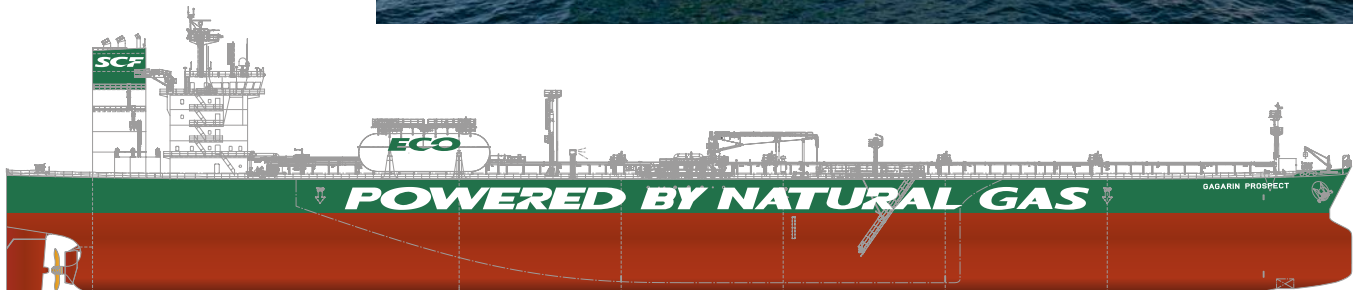


In mid-2018, new-generation Aframax tankers entered the global energy shipping market. The first vessel of the series was chartered to Shell in July. SCF's tanker Gagarin Prospect became a pioneer, just like Yuri Gagarin.



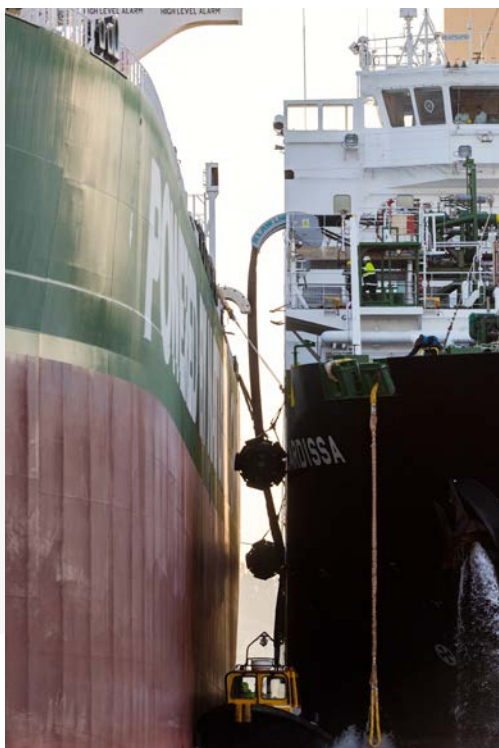
Length: 250 metres
Breadth: 44 metres
Deadweight: 113,170 tonnes
Ice class: ICE-1B (hull: 1A)

The lead vessel of the series is Gagarin Prospect



The series includes six vessels:

- Gagarin Prospect** (part of the fleet since July 2018)
- Lomonosov Prospect** (part of the fleet since October 2018)
- Mendeleev Prospect** (part of the fleet since November 2018)
- Korolev Prospect** (part of the fleet since February 2019)
- Vernadsky Prospect** (part of the fleet since March 2019)
- Samuel Prospect** (the tanker is under construction and will be named after Sir Marcus Samuel, the founder of Shell Transport & Trading Co)



Development of LNG bunkering infrastructure

The first ship-to-ship LNG bunkering took place at the Port of Rotterdam in early October 2018 when Shell's bunker vessel Cardissa re-fuelled SCF's large-capacity tanker Gagarin Prospect.

This set an important precedent for the global shipping industry to use LNG as a fuel for large-capacity vessels.

