SUMMARY

01  KEY FIGURES

02  SUPPLY & DEMAND EVOLUTION

03  SHIPPING

04  SPOT AND SHORT-TERM TRADE

05  CHINESE LNG
LNG PROVIDES ENERGY ACCESS TO 42 COUNTRIES WITH A COMBINED POPULATION OF 4.9BN

20 producing countries supplied LNG to 42 importing countries in 2018
THE LNG INDUSTRY IN 2018

LNG imports increase for the 5th year in a row

313.8 mt
Imported
+8.3%

406 mtpa
Liquefaction capacity
+41 mtpa

11%
% of global gas demand

25%
Delivered on spot*

42
Importing countries

*Spot: transactions with physical delivery occurring less than 3 months from the transaction date

Source: GIIGNL Annual report
ASIA DRIVING LNG IMPORT GROWTH

LNG imports 2010-2018 (MT)

LNG net trade by region (bcm)

Source: GIIGNL Annual report, IEA WEO2018
MAJOR LNG FLOWS

In 2018, intra Asia-Pacific flow continued to dominate trade flows

Export
- Algeria
- Nigeria
- USA
- Oman
- Qatar
- UAE
- Australia
- Brunei
- Indonesia
- Malaysia
- Papua New Guinea
- Russia

Import
- China
- France
- India
- Indonesia
- Italy
- Japan
- Mexico
- Pakistan
- Singapore
- South Korea
- Spain
- Thailand
- Taiwan
- Turkey
- UK

Source: GHIGNL Annual report
LNG IMPORTS IN 2018 VS. 2017

Asia consolidated its position as the largest LNG importing region due to growth in China, South Korea and India.

Source: GIIGNL Annual report, Kpler
SOURCE OF LNG IMPORTS IN 2018 VS. 2017

LNG supplies from the Atlantic Basin on the rise due to increase of US and Russian production

- **Atlantic Basin**: +8.4 MT (+25.1%)
  - 2017: 67.1 MT
  - 2018: 84.0 MT

- **Middle East**: +7.3 MT (+1.1%)
  - 2017: 91.3 MT
  - 2018: 92.3 MT

- **Pacific Basin**: +6.1 MT (+4.7%)
  - 2017: 131.4 MT
  - 2018: 137.5 MT

- **Global**: +24 MT (+8.3%)
  - 2017: 495.8 MT
  - 2018: 531.9 MT

Source: GIIGNL Annual report, Kpler
LNG SHIPPING IN 2018
Shipping capacity struggling to meet new exports

- 563 LNG Vessels (+52 vs. 2017)
- 33 FSRUs
- 44 vessels < 50,000 m³
- 57 new ships delivered / 5 ships scrapped
- 138 ships on the order book / half of it tied to a specific project or charters
- Average spot charter rate: $88,692/day
  - vs $46,058/day in 2017 (for a 160,000 m³ LNG carrier)

Source: GIIGNL Annual report
The share of spot & short-term trade increased due to the flexible volumes from US and Russia.

<table>
<thead>
<tr>
<th>Total Imports (MT)</th>
<th>Spot &amp; Short-term</th>
<th>Spot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imports (MT)</td>
<td>Share (%)</td>
<td>Imports (MT)</td>
</tr>
<tr>
<td>313.8</td>
<td>99.3</td>
<td>78.7</td>
</tr>
</tbody>
</table>

Spot & Short-term vs. Total LNG Trade

Source: GIIGNL Annual report, Kpler
SPOT & SHORT-TERM TRADE IN 2018 VS. 2017

China and South Korea increased spot & short-term quantities from US and Australia

Source: GIIGNL Annual report, Kpler
Chinese LNG demand: strong fundamentals

Chinese LNG imports have doubled in the last two years

Chinese LNG imports & Global market share

Source: GIIGNL Annual report, Kpler
CHINESE LNG TERMINALS

Chinese regasification capacity needs to be continuously developed

Chinese LNG imports & regasification send-out capacity

Source: GIIGNL Annual report, Kpler
LNG TRUCKING IS KEY TO LNG LOGISTICS IN CHINA….

Around one-quarter of LNG imports were distributed by trucks in 2018

Volume of truck-carried LNG in China (MT)

China uses LNG trucking as an effective way of building a strong LNG supply system to supply gas to towns and cities without pipelines.

LNG from onshore factories and coastal receiving terminals is distributed to industrial factories, city gate stations and refilling stations by truck-carried tankers.

Source: ENN, GIIGNL Annual Report
AND PICKING UP IN EUROPE

Europe loaded around 1.6 MT onto trucks in 2018

Volume of truck-carried LNG in Europe (10^3 T)

<table>
<thead>
<tr>
<th>Country</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>25</td>
<td>25.8</td>
</tr>
<tr>
<td>France</td>
<td>76.5</td>
<td>53.4</td>
</tr>
<tr>
<td>Netherlands</td>
<td>29.5</td>
<td>30.8</td>
</tr>
<tr>
<td>Poland</td>
<td>27.6</td>
<td>116.3</td>
</tr>
<tr>
<td>Portugal</td>
<td>99</td>
<td>718.5</td>
</tr>
<tr>
<td>Spain</td>
<td>758.4</td>
<td>490.8</td>
</tr>
<tr>
<td>Turkey</td>
<td>459</td>
<td>459</td>
</tr>
<tr>
<td>UK</td>
<td>37.6</td>
<td>26.4</td>
</tr>
</tbody>
</table>

Source: GIIGNL Annual Report
Policy-driven China and South Korea continue to drive demand growth

Demand moves East, supply moves West

Supply hierarchy changing, Qatar under pressure

Shipping showing signs of tightness

Receiving infrastructure continues to grow although at a lower pace than supply

Spot & ST at all-time high

Supply to rise again in 2019 as global liquefaction capacity remains in a period of expansion
THANK YOU
## RE-EXPORTS

Total 11 countries reloaded LNG

### Re-exports loaded by reloading country in 2018 (MT)

<table>
<thead>
<tr>
<th>Country</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>France</td>
<td>1.61</td>
<td></td>
</tr>
<tr>
<td>Singapore</td>
<td>0.56</td>
<td>0.53</td>
</tr>
<tr>
<td>Netherlands</td>
<td>0.26</td>
<td>0.26</td>
</tr>
<tr>
<td>Belgium</td>
<td>0.26</td>
<td>0.25</td>
</tr>
<tr>
<td>Spain</td>
<td>0.15</td>
<td>0.07</td>
</tr>
<tr>
<td>UK</td>
<td>0.07</td>
<td>0.07</td>
</tr>
<tr>
<td>Japan</td>
<td></td>
<td>0.02</td>
</tr>
<tr>
<td>Brazil</td>
<td></td>
<td>0.01</td>
</tr>
<tr>
<td>India</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finland</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RE-EXPORTS

Total 22 countries imported reloaded LNG

Re-exports unloaded by receiving country in 2018 (MT)

- China: 0.74 MT (2017), 0.68 MT (2018)
- South Korea: 0.42 MT (2017), 0.33 MT (2018)
- Japan: 0.20 MT (2017), 0.19 MT (2018)
- India: 0.19 MT (2017), 0.11 MT (2018)
- Turkey: 0.13 MT (2017), 0.11 MT (2018)
- Pakistan: 0.08 MT (2017), 0.07 MT (2018)
- UAE: 0.07 MT (2017), 0.07 MT (2018)
- USA: 0.07 MT (2017), 0.06 MT (2018)
- Spain: 0.07 MT (2017), 0.06 MT (2018)
- Sweden: 0.07 MT (2017), 0.06 MT (2018)
- Singapore: 0.07 MT (2017), 0.06 MT (2018)
- Brazil: 0.07 MT (2017), 0.04 MT (2018)
- Egypt: 0.06 MT (2017), 0.03 MT (2018)
- Belgium: 0.06 MT (2017), 0.01 MT (2018)
- Taiwan: 0.06 MT (2017), 0.06 MT (2018)
- Kuwait: 0.06 MT (2017), 0.06 MT (2018)
- Portugal: 0.06 MT (2017), 0.06 MT (2018)
- Jordan: 0.04 MT (2017), 0.06 MT (2018)
- Argentina: 0.03 MT (2017), 0.06 MT (2018)
- France: 0.03 MT (2017), 0.06 MT (2018)
- Finland: 0.01 MT (2017), 0.06 MT (2018)