



THE MOBILITY REVOLUTION IN FUTURE CITIES

Michael Copson



Definitions & Cautionary Note

The companies in which Royal Dutch Shell plc directly and indirectly owns investments are separate entities. In this document “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 document refer to companies over which Royal Dutch Shell plc either directly or indirectly has control. Companies over which Shell has joint control are generally referred to as “joint ventures” and companies 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 presentation 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”, “estimate”, “expect”, “intend”, “may”, “plan”, “objectives”, “outlook”, “probably”, “project”, “will”, “seek”, “target”, “risks”, “goals”, “should” and similar terms and phrases. There are a number of factors that could affect the future operations of Royal Dutch Shell and could cause those results to differ materially from those expressed in the forward-looking statements included in this presentation, including (without limitation): (a) price fluctuations in crude oil and natural gas; (b) changes in demand for Shell’s products; (c) currency fluctuations; (d) drilling and production results; (e) reserves estimates; (f) loss of market share and industry competition; (g) environmental and physical risks; (h) risks associated with the identification of suitable potential acquisition properties and targets, and successful negotiation and completion of such transactions; (i) the risk of doing business in developing countries and countries subject to international sanctions; (j) legislative, fiscal and regulatory developments including potential litigation and regulatory measures as a result of climate changes; (k) economic and financial market conditions in various countries and regions; (l) political risks, including the risks of expropriation and renegotiation of the terms of contracts with governmental entities, delays or advancements in the approval of projects and delays in the reimbursement for shared costs; and (m) changes in trading conditions. All forward-looking statements contained in this presentation are expressly qualified in their entirety by the cautionary statements contained or referred to in this section. Readers should not place undue reliance on forward-looking statements. Additional factors that may affect future results are contained in Royal Dutch Shell’s 20-F for the year ended 31 December, 2015 (available at www.shell.com/investor and www.sec.gov). These factors also should be considered by the reader. Each forward-looking statement speaks only as of the date of this presentation June 2017. Neither Royal Dutch Shell nor any of its subsidiaries undertake any obligation to publicly update or revise any forward-looking statement as a result of new information, future events or other information. In light of these risks, results could differ materially from those stated, implied or inferred from the forward-looking statements contained in this presentation. There can be no assurance that dividend payments will match or exceed those set out in this presentation in the future, or that they will be made at all.

We use certain terms in this presentation, such as discovery potential, that the United States Securities and Exchange Commission (SEC) guidelines strictly prohibit us from including in filings with the SEC. U.S. Investors are urged to consider closely the disclosure in our Form 20-F, File No 1-32575, available on the SEC website www.sec.gov. You can also obtain this form from the SEC by calling 1-800-SEC-0330.

Urbanisation: a key global trend which affects us all

6.3 billion

2050

3.6 billion

2010

- More than half the world's population lived in cities in 2007
- By 2050 it will be three quarters
- An extra 2.7 billion people

We are building the equivalent of a new city of 1.4 million people every week

Future of Transport

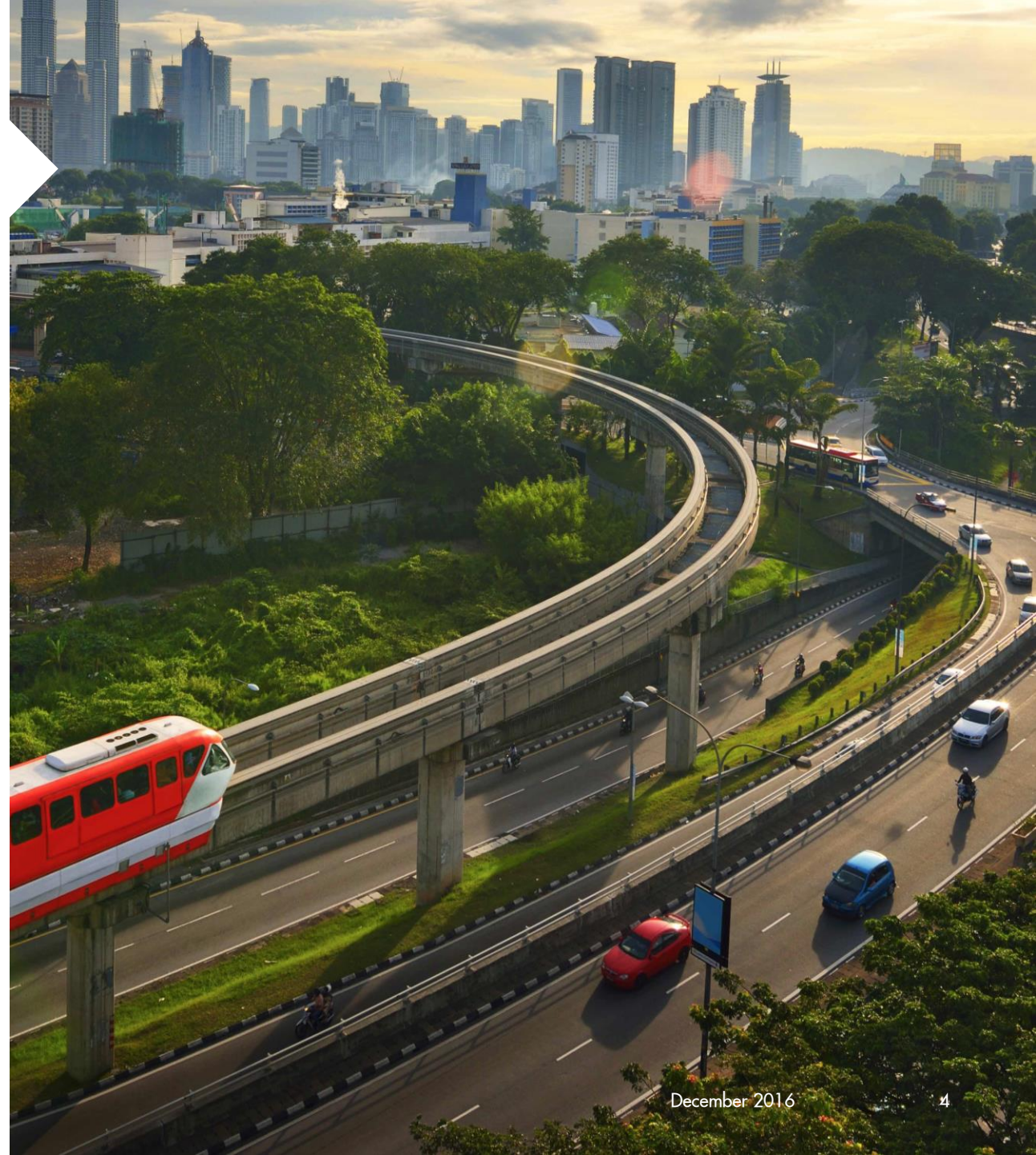
A range of factors are changing the transport sector ...

Increasing demand for energy and transport

Climate change and air pollution

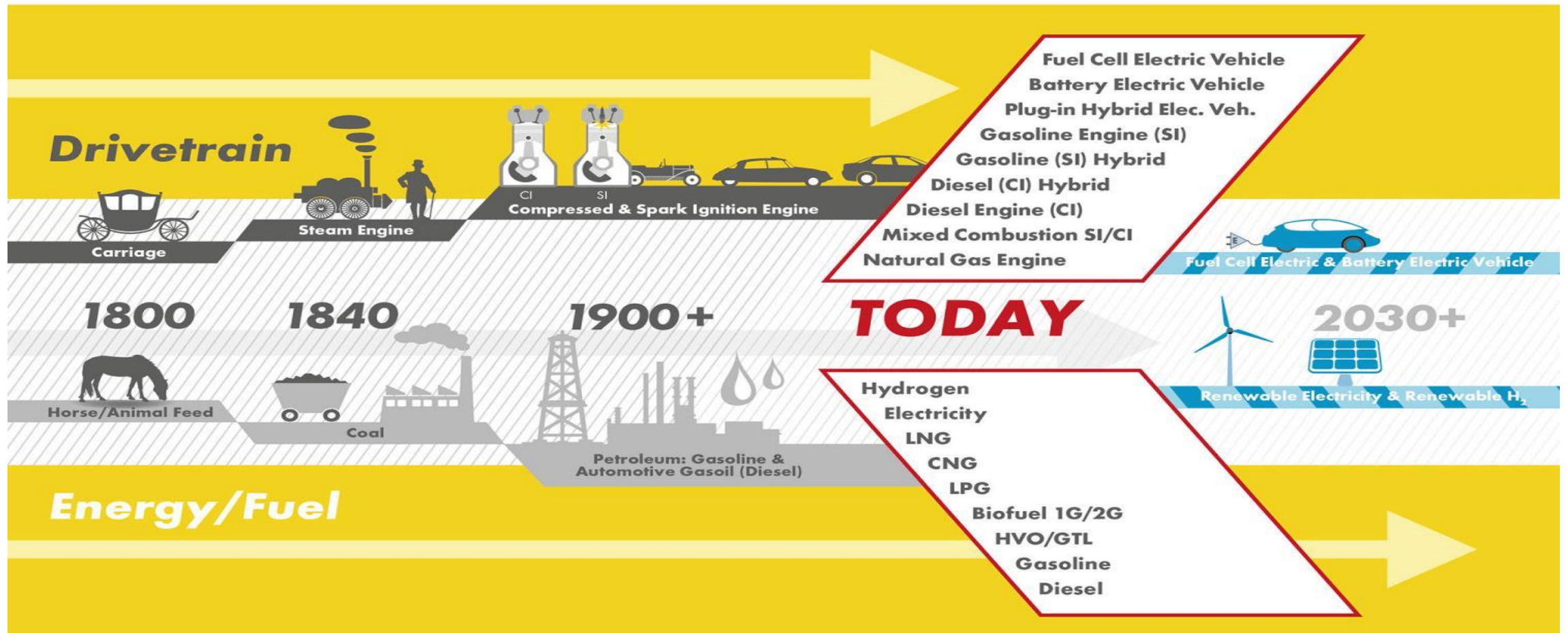
New technologies available

New transport policies



Fuels...

...past, present and Future



Why Biofuels?



Biofuels are a **Renewable** lower carbon liquid fuel that represents the easiest way to reduce CO₂ from road transport.



Biofuels are **Essential** to decarbonise transport when liquid fuels will continue to meet most of the demand, and in particular in long distance and heavy duty transport.



They are **Compatible** with existing technology and therefore represent a solution for the vehicles of today.

Hydrogen as a transport fuel

Benefits

Use of hydrogen fuel

Improve air quality in short term

Fuel cell electric vehicle convert compressed hydrogen into electricity. The only exhaust emissions from a fuel cell vehicle is water vapour.

Production of hydrogen fuel

Low-carbon transport in the longer term

Hydrogen can help reduce CO₂ emissions from transport if it is made from renewable or low carbon sources:

- Using electrolysis and electricity from renewable sources
- From biogas
- From natural gas with CCS



Collaboration is key for H₂ success

H₂ Mobility in Germany

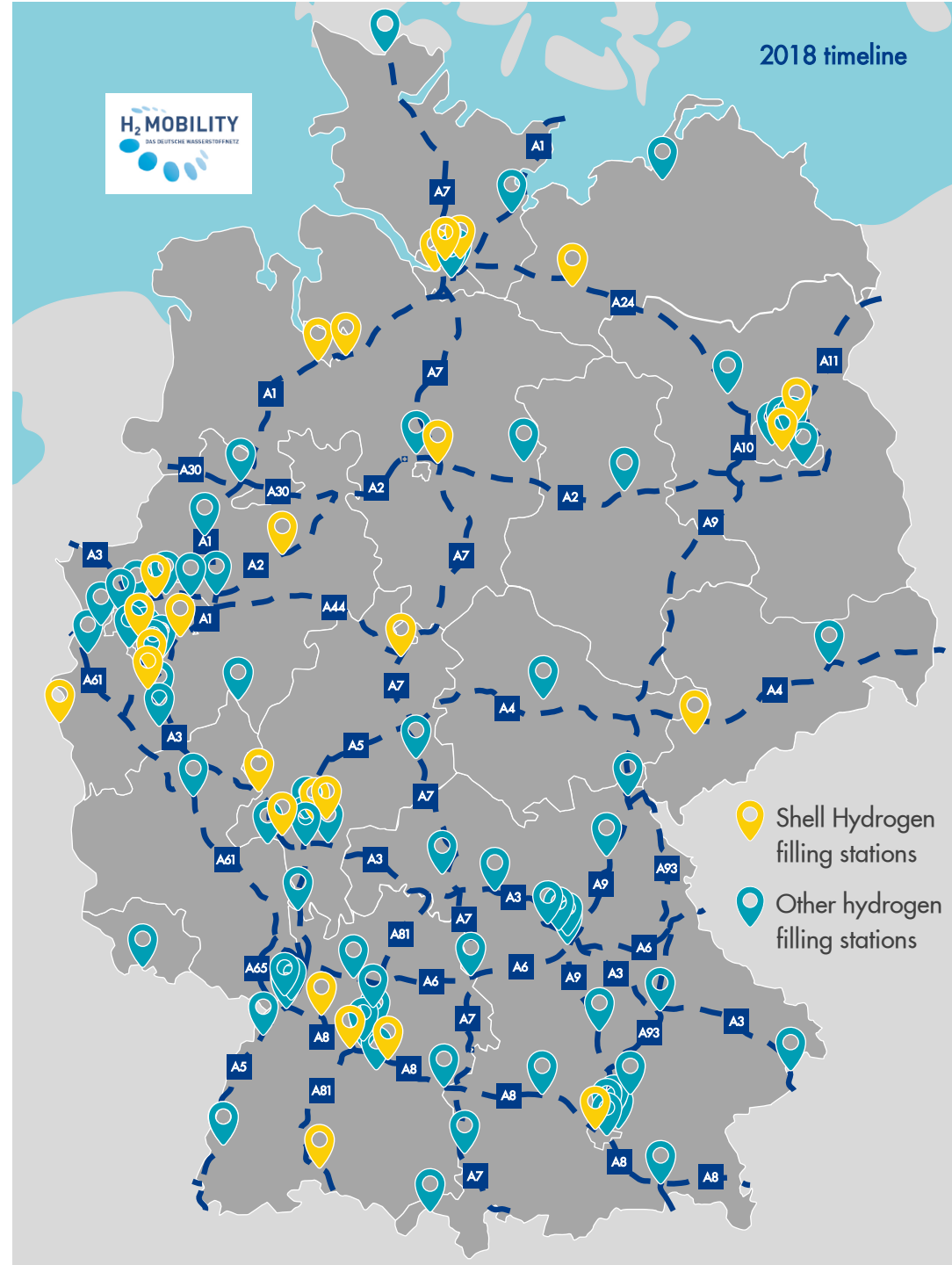
H₂ Mobility Germany – up and running

- Hydrogen refueling stations network to grow to 400 stations by 2023
- Overall investment of €350mln planned
- Foundation of Joint Venture company by the six shareholders in January 2015
- Example of industry partnership that shares the risks across the value chain, supported by Government

Founding Partners



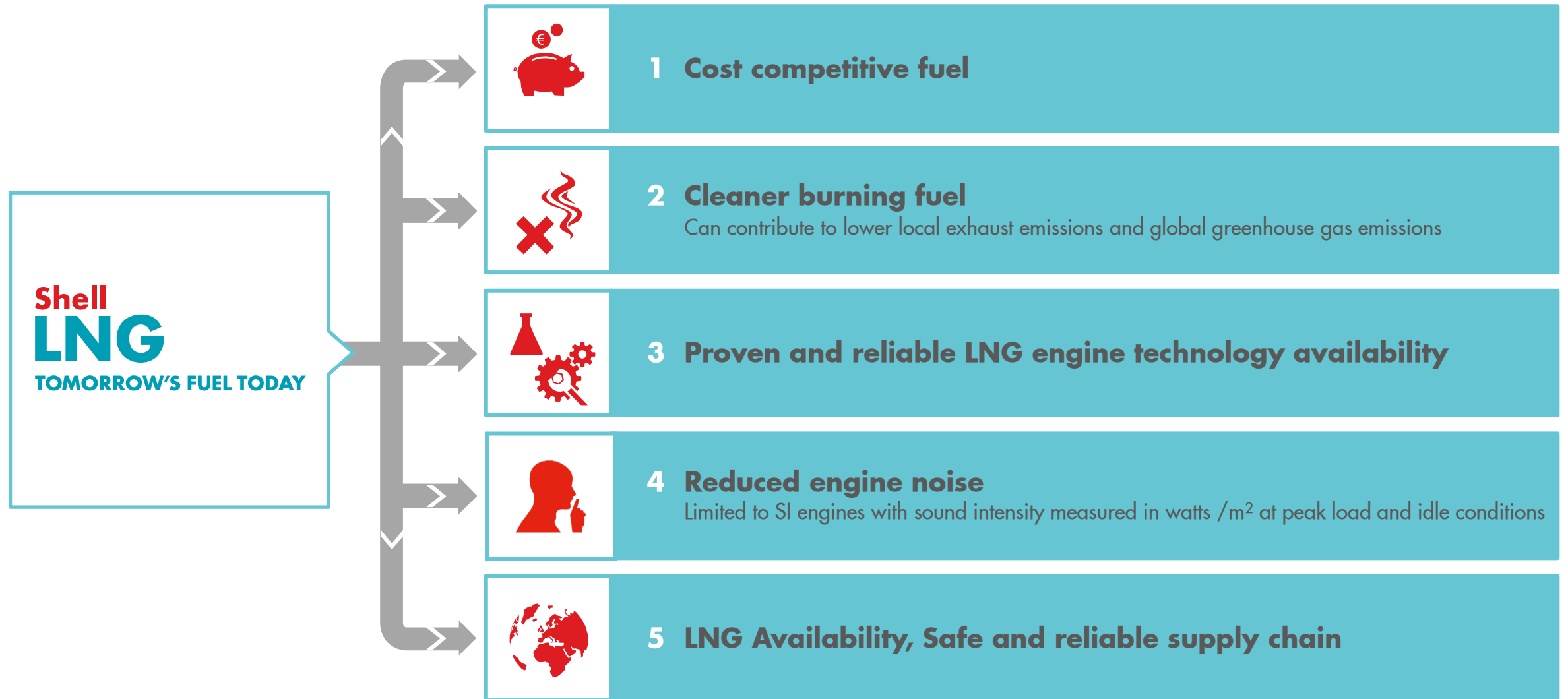
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BEV Charging



LNG can offer a compelling value proposition



SHELL GTL FUEL HAS MANY ADVANTAGES



- **Drop in fuel**

Easy to integrate with new and older on-road diesel engines. No infrastructure investment required.



- **Lower emissions**

Lower regulated emissions (PM, NO_x, CO, & HC)



- **Can reduce noise**

Engine noise reductions of 1-4 dB



- **Non-toxic & Readily biodegradable**

Likely to be more benign, biodegradable and pose less environmental hazards than conventional diesel



- **Less smell**

Odorless, noticeable to customers



- **Storage stability**

No bio component and good oxidation stability



- **Cold start**

Excellent low temperature performance, low cloud point

