FURETANK GROUP

• Integrated shipping company that provide technical, safety, crewing and commercial management services to external partners.
• Furetank is focused on product & chemical tankers under 20,000 dwt and has been active in the North European petroleum products trade since the early 1950’s
• Owned by the Höglund family, which has been involved in shipping business since the 1700’s
• Offices on Donsö, Gothenburg, Holbaek (Denmark) and Torshavn (Faroe Islands)
• Has three LNG powered low emission17,999 dwt new buildings on order from Avic Dingheng Shipyard in China. Together with partners Älvtank and Thun Tankers, the order comprises a total of six sister vessels
• Founding partner of commercial joint venture Gothia Tankers Alliance, covering 36 vessels in sizes of 6,000-37,000 dwt
FURETANK GROUP

Gothia Tanker Alliance

- Founded in 2013 by Thun Tankers, Wisby Tankers and Furetank.
- Office in Gothenburg
- 8 members – Rederi AB Älvtank, Furetank, Northern Energy Services, Rigel, Stena, Thun Tankers, Uni-Tankers, Wisby Tankers AB
- 37 Vessels - 37.000 DWT to 6900 DWT.
- On Order – 4 x 7.999 DWT, 5 x (LNG propulsion), 16.300 DWT and 5 x 17.500 DWT.
- Cooperation across the board, knowledge-sharing on technical matters, ship management and vessel design.
- Core members are focused on north European trade
Time at different conditions / year:
- Sailing: 66.66%
- Discharging: 16.66%
- Loading: 16.66%
- Idle: 16.66%

Energy at different conditions / year:
- LNG: 94.80%
- Gas Oil: 5.20%

- Sailing: 2350 Kw
- Discharging: 1350 Kw
- Loading: 300 Kw
- Idle: 150 Kw
<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>CO2</th>
<th>NOx</th>
<th>SOx</th>
<th>Particles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gen. Intm. Vsl 3% fuel</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Fure West 0.1% fuel</td>
<td>100%</td>
<td>100%</td>
<td>10%</td>
<td>100%</td>
</tr>
<tr>
<td>Fure West LNG</td>
<td>55%</td>
<td>16%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>LNG NB</td>
<td>41%</td>
<td>9%</td>
<td>0%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Fuel Consumption

Fuel Consumption MT - Laden

- **General Interm. Vsl**
  - 12 knots: 19.0 MT
  - 13 knots: 21.0 MT

- **Fure West -16**
  - 12 knots: 14.6 MT
  - 13 knots: 17.0 MT

- **Fure West LNG**
  - 12 knots: 11.7 MT
  - 13 knots: 13.6 MT

- **LNG NB**
  - 12 knots: 8.2 MT
  - 13 knots: 10.7 MT

Fuel Consumption MT - Ballast

- **General Interm. Vsl**
  - 12 knots: 16.5 MT
  - 13 knots: 20.0 MT

- **Fure West -16**
  - 12 knots: 14.0 MT
  - 13 knots: 16.0 MT

- **Fure West LNG**
  - 12 knots: 11.2 MT
  - 13 knots: 12.8 MT

- **LNG NB**
  - 12 knots: 6.8 MT
  - 13 knots: 8.7 MT
Vessel Operation

Fuel Consumption MT - Operation

<table>
<thead>
<tr>
<th></th>
<th>Discharge</th>
<th>Idle</th>
<th>Inert</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fure West -16</td>
<td>4</td>
<td>1,5</td>
<td>5</td>
</tr>
<tr>
<td>Fure West LNG</td>
<td>4</td>
<td>1,5</td>
<td>5</td>
</tr>
<tr>
<td>LNG NB</td>
<td>1,65</td>
<td>0,89</td>
<td>4,75</td>
</tr>
</tbody>
</table>

Note that our LNG NB vessel will use LNG for inert gas operation as well.
## Vessels particulars new buildings

<table>
<thead>
<tr>
<th>Vessel facts:</th>
<th>Emission reduction:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deadweight</td>
<td>CO2</td>
</tr>
<tr>
<td>16 300 tons (18200 ton)</td>
<td>59 % *)</td>
</tr>
<tr>
<td>Cargo capacity</td>
<td>NOx</td>
</tr>
<tr>
<td>20 300 m³</td>
<td>91 %</td>
</tr>
<tr>
<td>L.o.A.</td>
<td>SOx</td>
</tr>
<tr>
<td>149.9 m</td>
<td>99 %</td>
</tr>
<tr>
<td>Beam</td>
<td>Particels</td>
</tr>
<tr>
<td>22.8 m</td>
<td>99 %</td>
</tr>
<tr>
<td>Draft</td>
<td></td>
</tr>
<tr>
<td>8.9 m</td>
<td>*) CO2 can be eliminated if biogas is used</td>
</tr>
<tr>
<td>Main engine output</td>
<td></td>
</tr>
<tr>
<td>4 500 kW</td>
<td></td>
</tr>
</tbody>
</table>
Taking lead in the development

- Two LNG each 300 m³ tanks placed on deck
- Expect bunkering every 4-5 weeks.

The vessels fulfills the Tier III rules, have dual fuel/LNG propulsion including LNG in port consumption, LNG for inert gas production, power production with floating frequency, battery backup (UPS) for all vital functions to minimize use of auxiliary engines, installed ballast water cleaning system, ice class 1A and Alternative Propulsion System.
THE NEXT GENERATION DUAL-FUEL (LNG) TANKERS ARE HERE NOW

Furetank continues to be a leader in developing modern intermediate product and chemical tankers

ENVIRONMENTAL CARE WITH QUALITY

- 40% Fuel Reduction
- 55% CO₂
- 86% NOₓ
- 99% SO₂
- 99% Particles
- 50% Noise
Bunkering LNG / Quality

- Preferable during cargo operation.
- Secondary STS-operation en route.
- Alternatively at layby berth / bunker terminal.
- High Metane content
- Temperature as low as possible (160 deg. celsius)
- Gas Oil for pilot ignition – Cetane content!
- Harmonized port regulations
Why LNG?

• Company Green profile
• Environment
• Reduced port cost
Thank You – Questions?