

# ENVIRONMENTAL REGULATIONS AND THEIR IMPLICATIONS ON SSS

European Shortsea Conference

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# About Gas Natural Fenosa

1

1843

First gas company founded in Spain.



1969

Pioneer in distribution of natural gas in the Iberian Peninsula.



1991

Creation of Gas Natural SDG and integration of the gas distribution sector in Spain (merger of Catalana de Gas, Gas Madrid and Repsol Butano's gas pipeline assets).



1992

Start of international expansion in Latin America, entering Argentine market.



2000

First electricity sales in the liberalised Spanish market.



2009

Acquisition of Unión Fenosa concluded.

gasNatural UNION FENOSA

2010

Launch of Gas Natural Fenosa brand.



2014

Acquisition of the Compañía General de Electricidad in Chile.

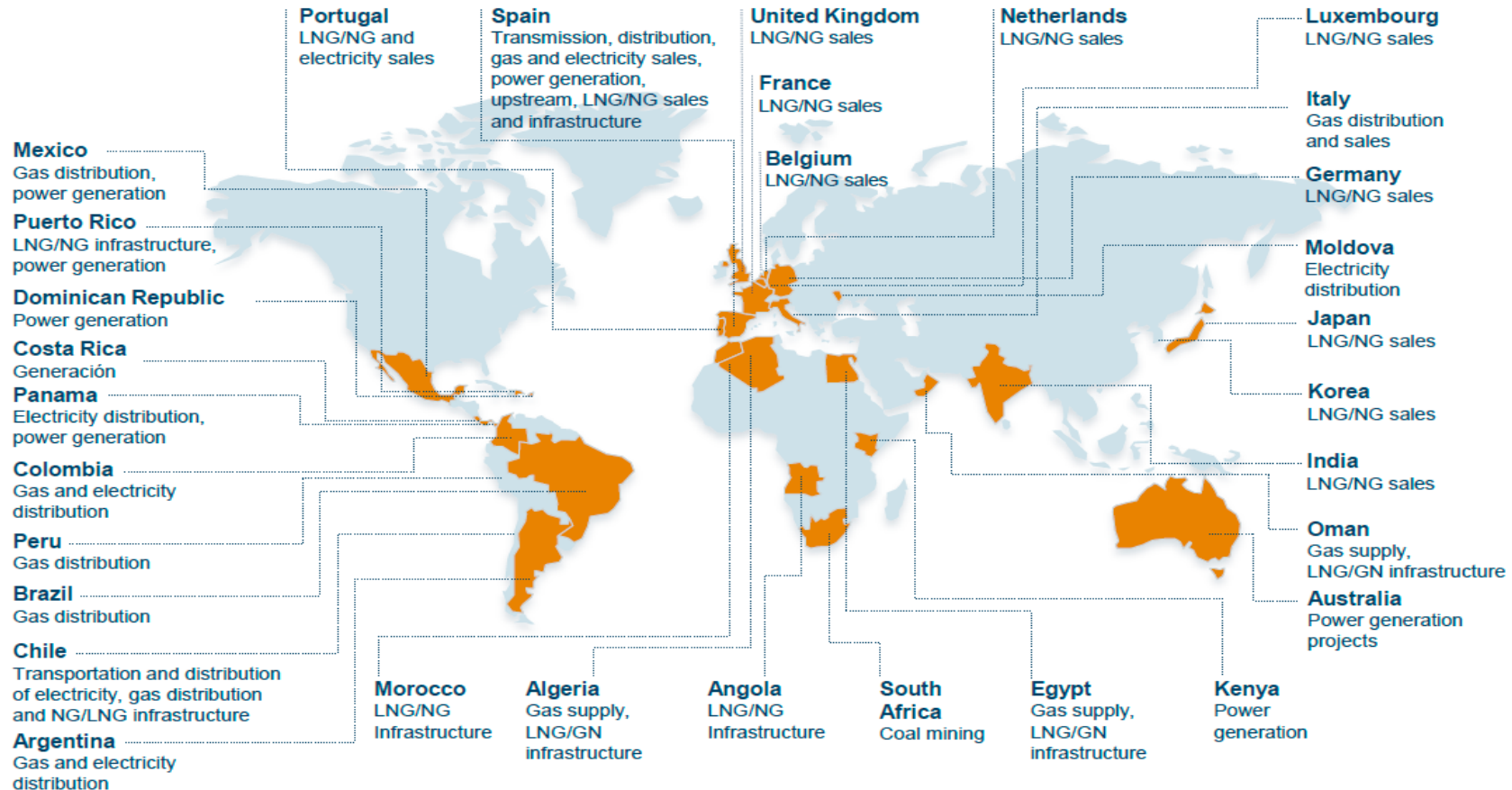
GRUPO  
CGE

# 1 Who we are





# The group in the world



✦✦ Benchmark operator in the Atlantic and Mediterranean basins, with a LNG and natural gas supply portfolio of **30 bcm**

✦✦ One of the largest **operators** worldwide of **LNG** with a fleet of **9 gas tankers**<sup>1</sup>

✦✦ The international LNG business will be a strategic **vector** for **growth**

✦✦ Holdings in **4 regasification plants**<sup>2</sup> in Spain (Sagunto and Galicia), Chile and Puerto Rico.

1. At 31/12/15 . Taking Unión Fenosa Gas into account.

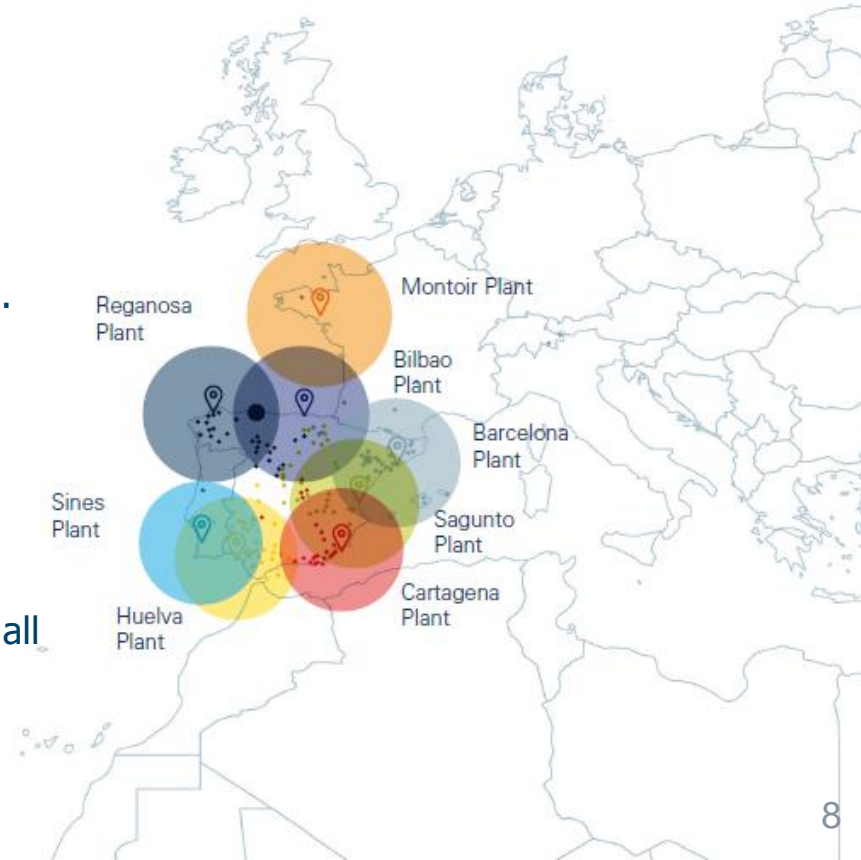
2. At 31/12/15.

# About Gas Natural Fenosa

## GNF and LNG in Spain



- 7 Regasification plants in the Iberian Peninsula.
- GNF has huge experience in the whole LNG value chain
- GNF has its own LNG transport division.
- GNF brings more than 70 % of nat gas consumed in Spain.
- In Spain and Portugal the LNG market is 12.000 GWh/year aprox 40.000 road tanks.
- GNF LNG market share about 55% (22.000 road tanks/year, 6.500 GWh/year).
- GNF is the only company with storage and regas capacity in all plants.







# LNG as marine fuel

# 2



Gas Natural Fenosa aspires to be the **leader in introducing and boosting LNG in the maritime sector**, an industry conditioned by demanding regulatory requirements focalising LNG as the sole feasible alternative - on a technical and economic level - due to its advantages.

- › Sustainable mobility is a commitment of the company.
- › It contributes to the growth of natural gas for vehicles, and to the development of new products for the increase of land vehicles.

1

Fuel is **more competitive** than current options.

2

**Less** polluting **emissions** and **lower** environmental **noise**.

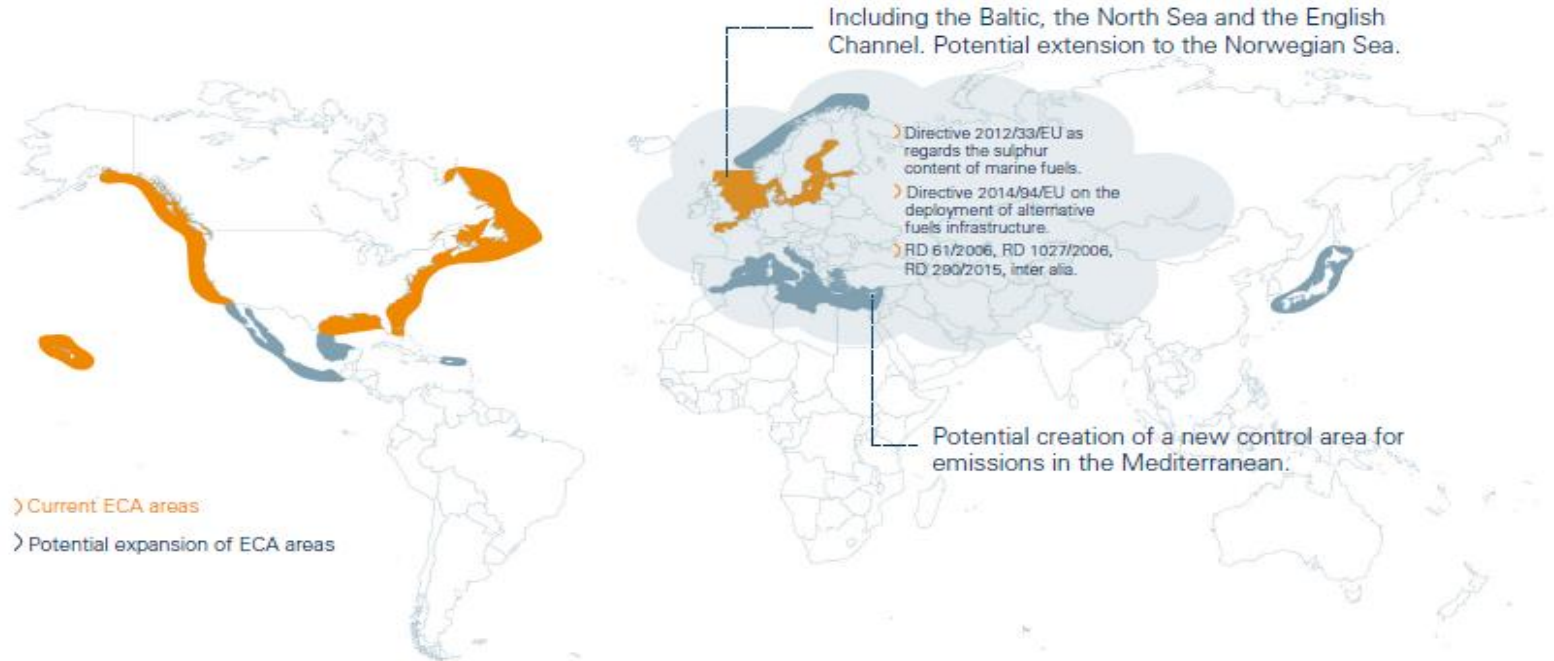
3

**Technology is already available** for use with LNG-fuelled engines.

4

**Extensive availability** of LNG in the two main basins.

**IMO standards** enforce a reduction of emissions generated by maritime transport. Member states of the EU are bound to transposing the Directives issued by the European Parliament.



**Maximum sulphur content of marine fuels** by marine areas and type of vessel

	EEZ <sup>1</sup> (200 mn)			Territorial waters (12 mn)			SECA	Port
	Current	Limit	Future	Current	Limit	Future	Current	Current
Ferry Ro-Pax <sup>2</sup>	1.50%	01/01/2020	0.50%	1.50%	01/01/2020	0.50%	0.10%	0.10%
Rest	3.50%	31/12/2019	0.50%	3.50%	31/12/2019	0.50%	0.10%	0.10%

<sup>1</sup>EEZ: Exclusive economic zone. Atlantic basin and northwestern Mediterranean.

RD 236/2013.

<sup>2</sup>Liner passenger vessels. RD 290/2015. RD 2/2011.

SOURCE: RD 290/2015. Directive 2012/33/EU.

# Thank you

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