



Centrica on Engie's LNG Master

By
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We have developed market-leading LNG capabilities

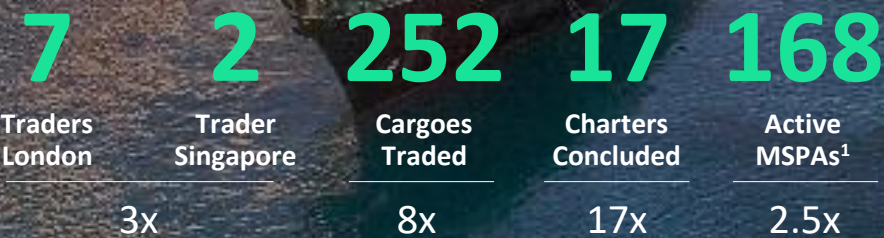
2014

Centrica begins building trading capability



2024

Fully developed market-leading LNG trading business



¹. Master Sales and Purchase Agreement

Centrica's trading capability evolution

2014

Asset-backed trading

2015

Physical trading

2018

Financial trading

2020

Freight trading

2025

Options trading

We are building a **diversified** web of positions within a **controlled risk** environment with embedded **flexibility** that can be monetised

1. Facts & Figures

>100

We have delivered >100 LNG
Cargoes delivered to FSRUS

19

We have called at 19 FSRUs,
floating storage units, and
gravity-based structures (GBS)

20%

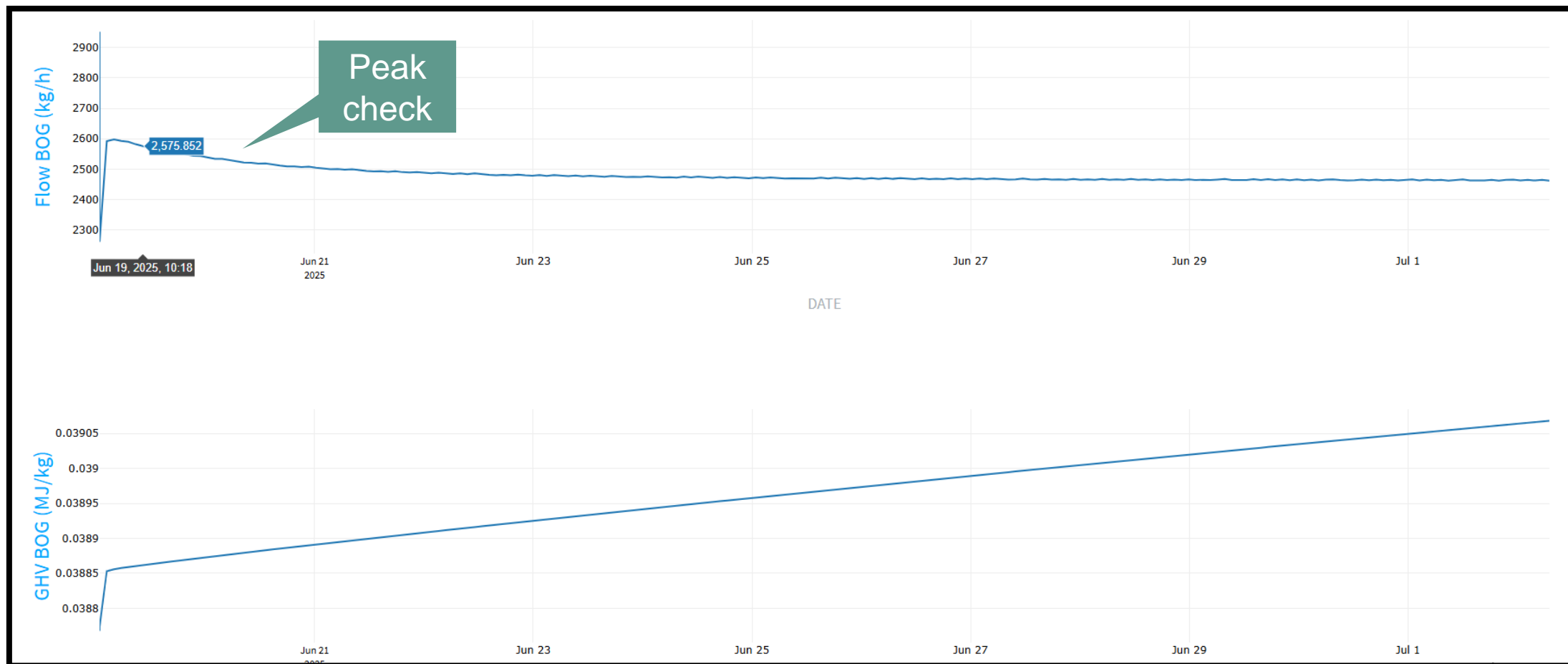
Floating facilities represent 13% of
total regasification capacity, but 20%
of our cargo deliveries are to FSRUs

Rollover check / Large HEEL ROB:

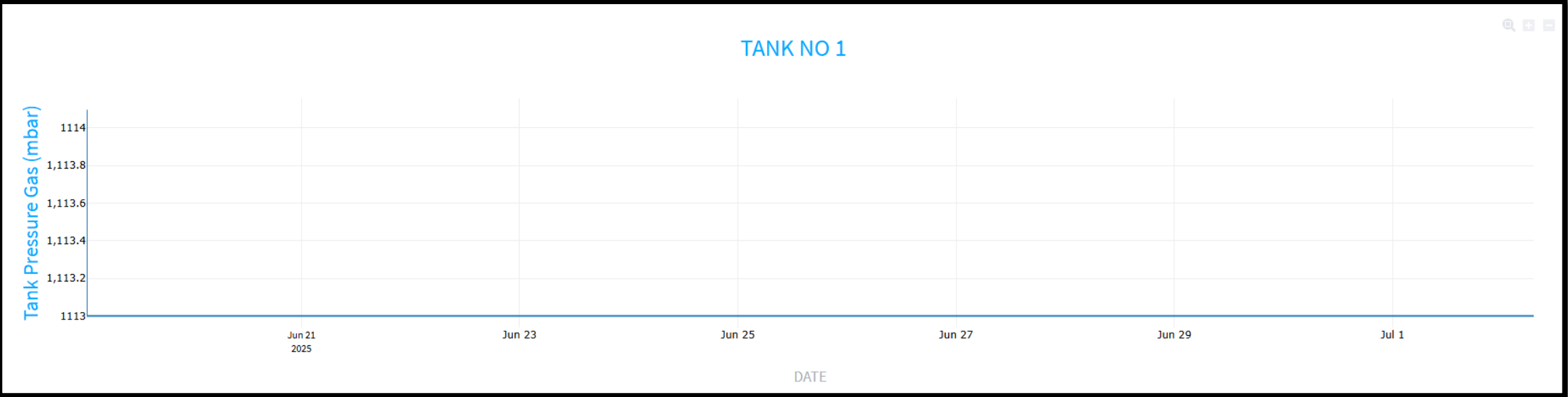


| | Qty (M ³) | | Density difference | Tank designer's standard instructions: |
|-----------|-----------------------|--|--|---|
| Heel | 13,741 | | New Cargo is denser (than the Heel) by 1.07 Kg | If New Cargo is denser than Heel, by >1 Kg/M3, AND the Heel Qty is > 4.2K M ³ (in a 180K LNGc); then there can be a Roll over risk. Some company use a more conservative figure or <0.7 Kg/M3 |
| New Cargo | 166,293 | | | |

@ BOG to the Compressor- Anticipated Flow & GHV:

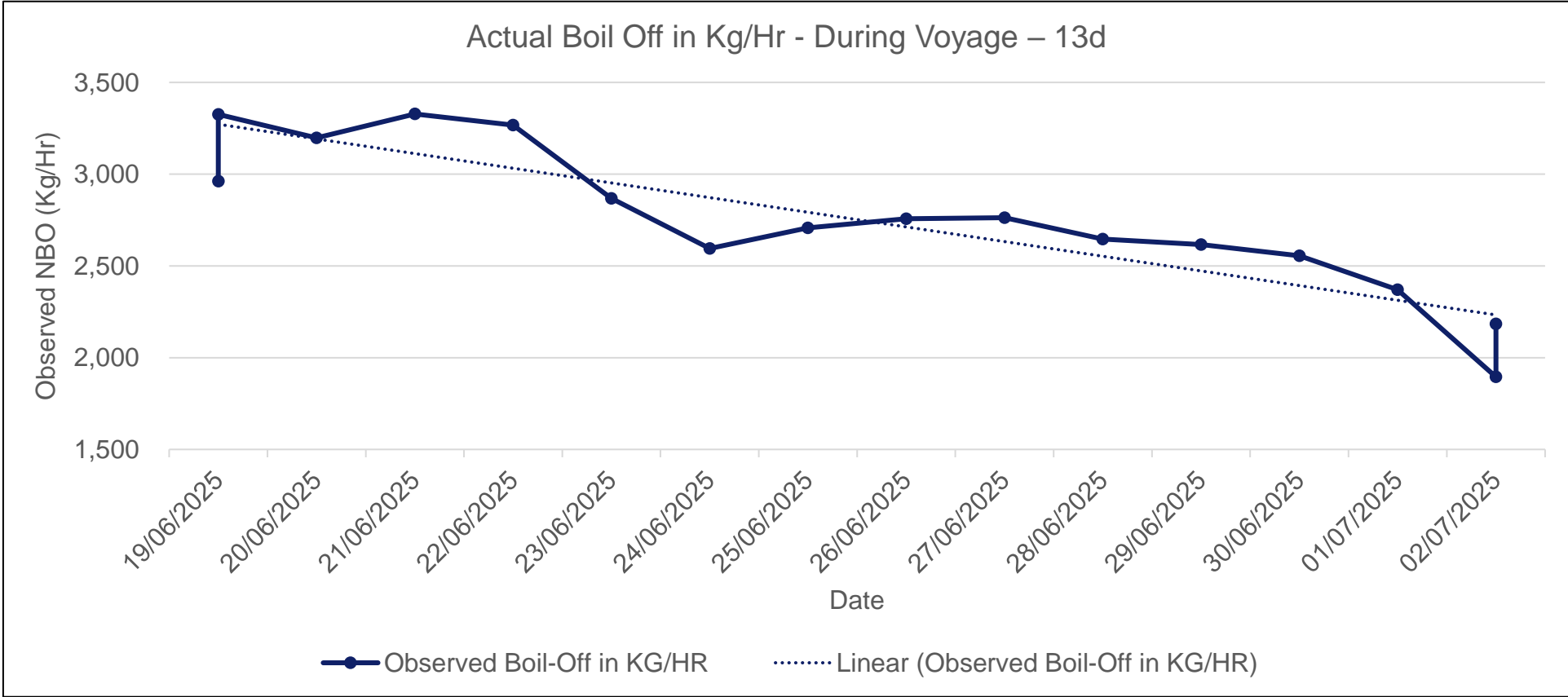


Anticipated/Set Tank Pressure, during the voyage:

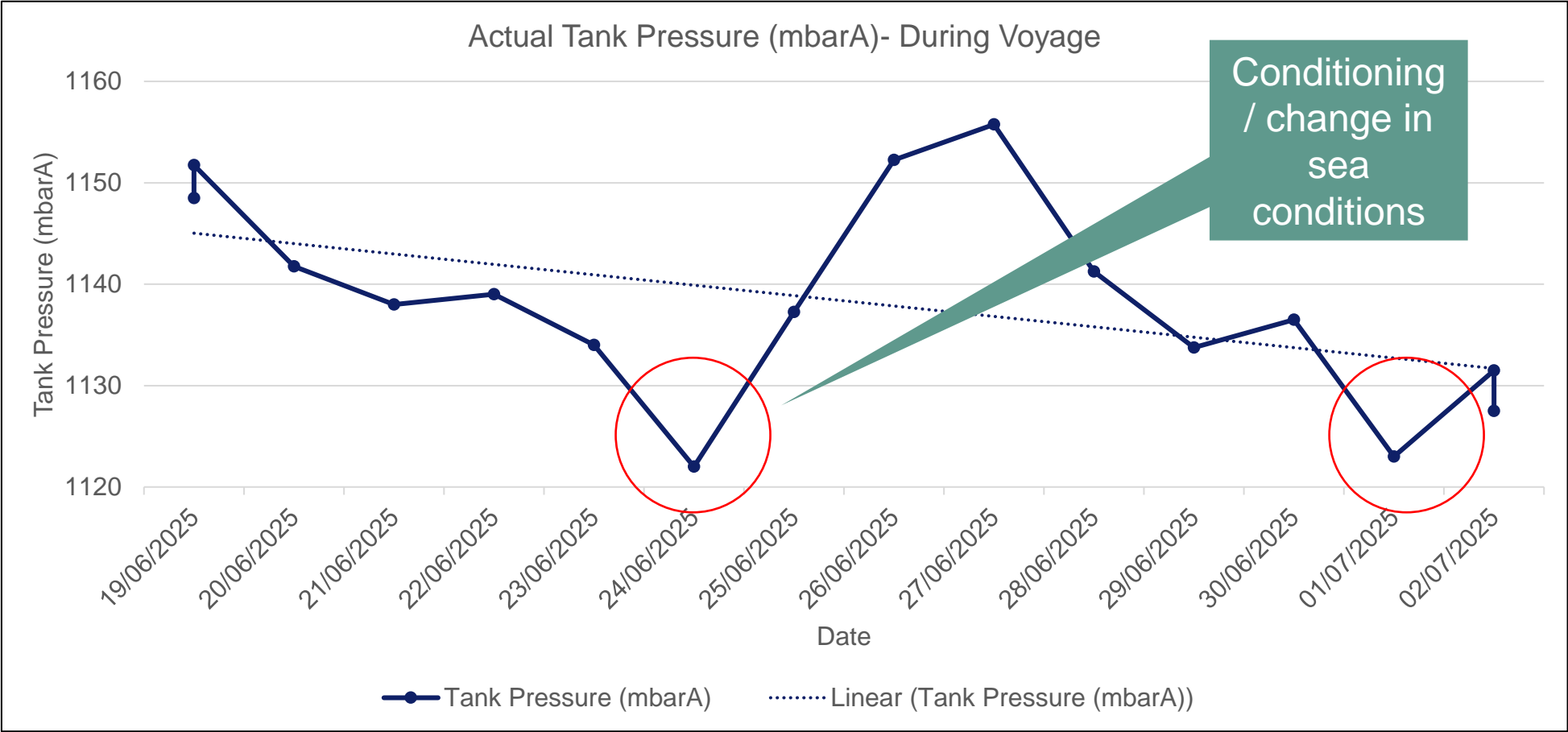


| | | |
|------------------------|----------|------|
| Max BOG to Compressors | 2951.884 | kg/h |
| Max. Pressure | 1.114 | bar |

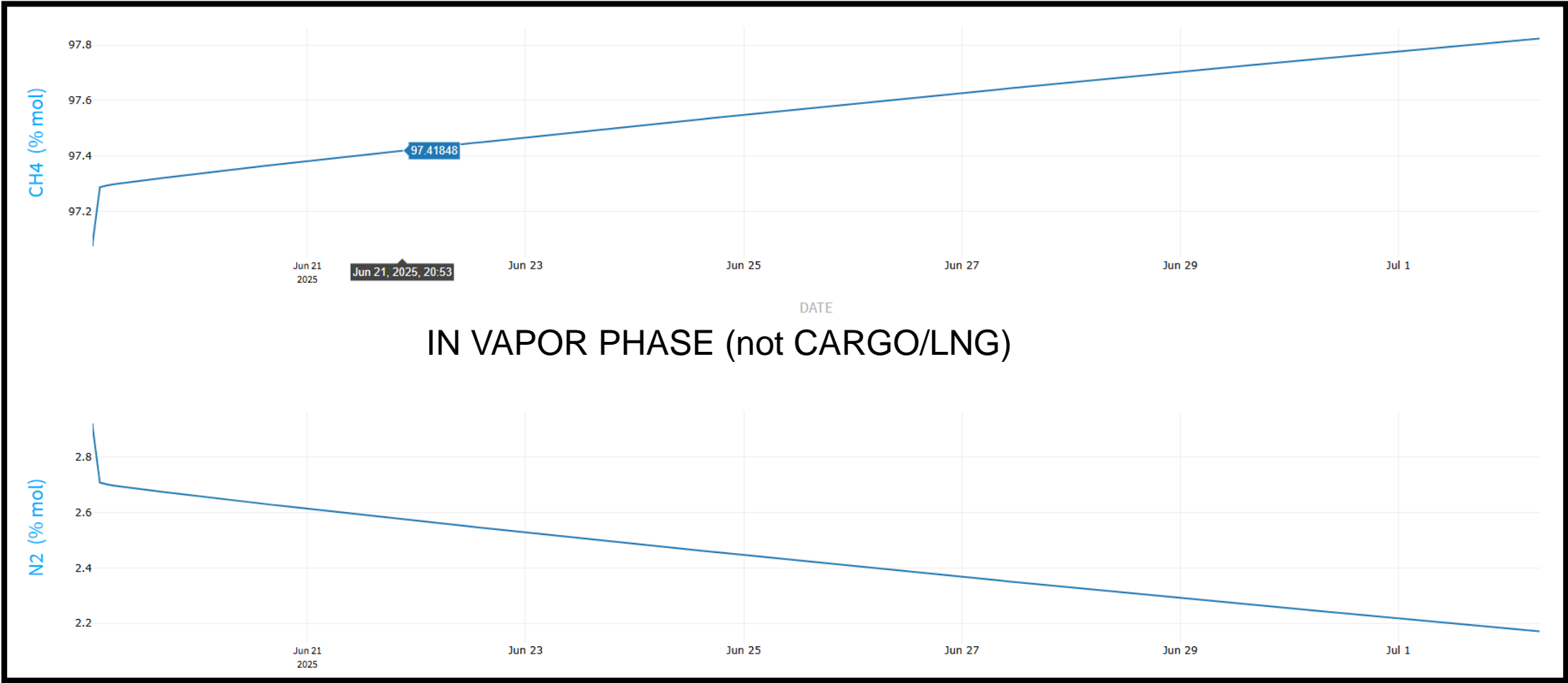
Actual BOG generation (Kg/Hr) during voyage:



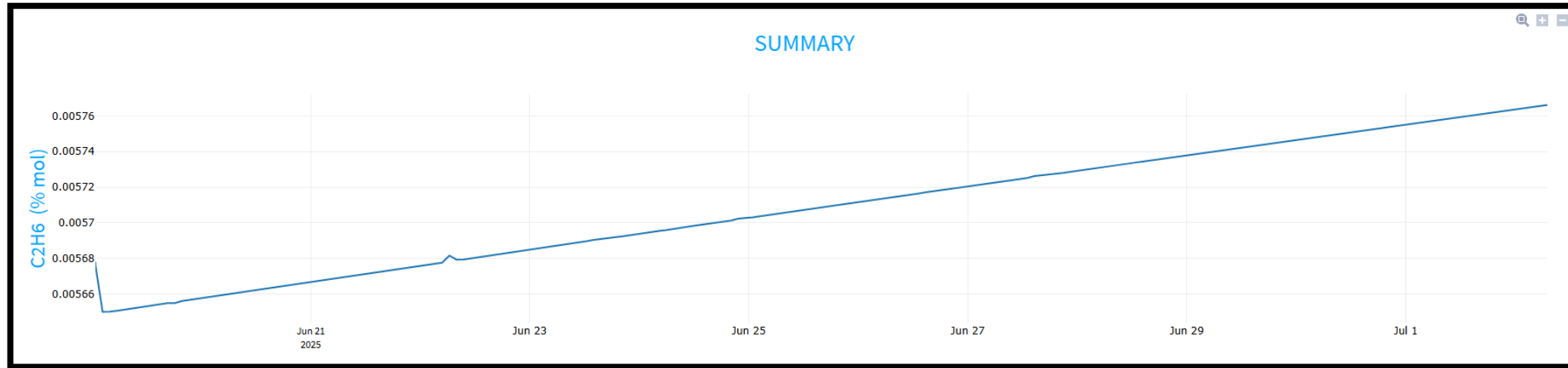
Actual Tank Pressure (mbarA) in Ship, during voyage:



Anticipated Share of Methane & Nitrogen, in BOG (voyage):



Anticipated Share of Ethane, in the BOG (during voyage):



Analysis on N2 / CH4 realised:

| | Towards the 'end' of the Voyage (in % moles) | |
|-------------------------------|--|----------------------------|
| | Anticipated (from the simulation model) | Actual (Tested at disport) |
| C ₁ H ₄ | 95.90 | 95.87 |
| C ₂ H ₆ | 3.76 | 3.81 |
| N ₂ | 0.09 | 0.07 |

Load PORT analysis involved 2 compositions;

- Of the large heel from disport
- Of the new cargo loaded

Centrica C



THE CENTRICA C



THE CENTRICA C - PRIDE

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