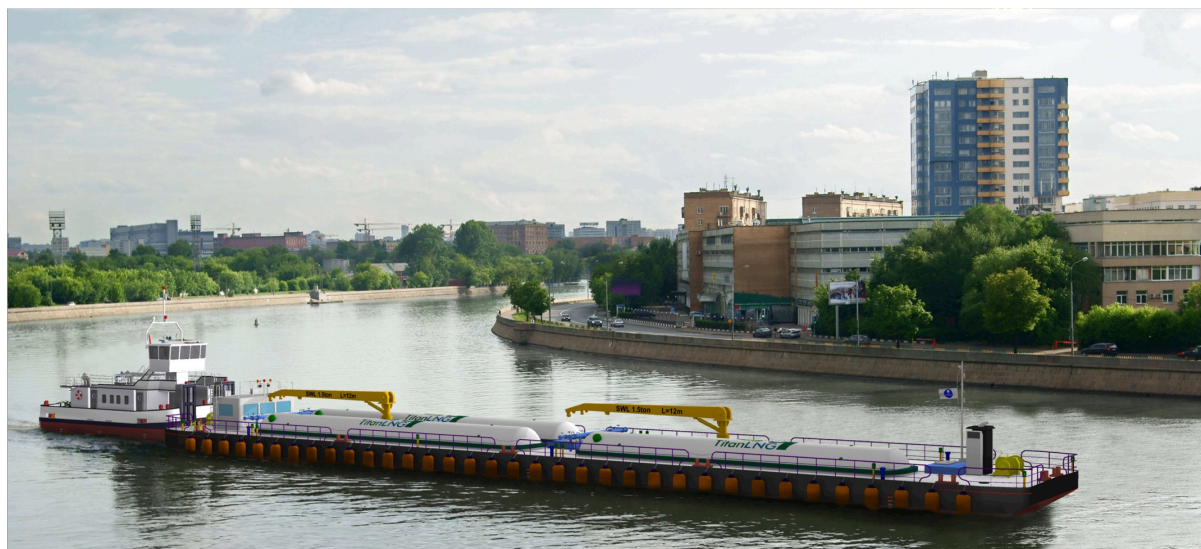


Titan LNG Announces Development of First LNG Bunkering Pontoon in North West Europe

Titan LNG Flex-Fueler will give larger vessels access to LNG delivery in crucial ARA region acting as catalyst for increase in demand for LNG



AMSTERDAM, Netherlands, 23th September, 2016: Titan LNG has designed and developed the first LNG bunkering pontoon in North West Europe for the ARA (Amsterdam – Rotterdam – Antwerp) region: the Titan LNG Flex-Fueler.

The innovative solution is designed to have a fixed location to supply inland waterway vessels, but can also be navigated to larger sea-going vessels and safely supply LNG while they load or unload their cargo. Titan LNG Flex-Fueler therefore minimizes costs and maximizes operational efficiencies, while unlocking access to safe and quick LNG delivery in the key ARA region.

Niels den Nijs, CEO, Titan LNG, commented: "It is critical that LNG bunkering infrastructure is developed to facilitate the efficient, cost effective, and safe delivery of LNG to both large and small LNG-fuelled vessels. Currently, truck-to-ship delivery provides the most flexibility, and is the only means of receiving LNG bunkers in the ARA region. However, there is an increase in larger LNG-fuelled vessels coming into the market, which cannot bunker at land-based LNG stations, as the deviation costs are too high or is simply not an option due to draft restrictions. The feedback that we have received from customers, ports and class societies has convinced us that Titan LNG Flex-Fueler is the missing link to safe, economical and speedy LNG delivery in the ARA region.

Titan LNG Flex-Fueler boasts a double bottom, double hull with a length of 70 metres and will be fitted with up to four tanks, each with a capacity of 300 cubic metres (cbm). Two cranes will be used for flexible hose guidance, and the discharge

capacity range is between 30 and 450Cbm of LNG per hour. Titan LNG Flex-Fueler is capable of loading and unloading via ex-wharf, ex-truck and ex-vessel.

The shipping industry is seeing an increase in demand for LNG and bunkering infrastructure in line with MARPOL Annex VI regulations that stipulates the requirement to burn clean fuel (with a sulphur content of less than 0.1%) in Emission Control Areas (ECA's). A global 0.5% sulphur limit could be implemented as early as 2020.

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