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SHELL GIVES GREEN LIGHT TO INVEST IN LNG CANADA

Shell Canada Energy, an affiliate of Royal Dutch Shell plc ("Shell"), announced October 2, 2018 it has taken a final investment decision (FID) on LNG Canada, a major liquified natural gas (LNG) project in Kitimat, British Columbia, Canada, in which Shell has a 40% working interest. With LNG Canada’s joint venture participants also having taken FID, construction will start immediately with first LNG expected before the middle of the next decade.

“Supplying natural gas over the coming decades will be critical as the world transitions to a lower carbon energy system. Global LNG demand is expected to double by 2035 compared with today, with much of this growth coming from Asia where gas displaces coal. LNG Canada is well positioned to help Shell meet the growing needs of customers at a time when we see an LNG supply shortage in our outlook. With significant integration advantages from the upstream through to trading, LNG Canada is expected to deliver Shell an integrated internal rate of return of some 13%, while the cash flow it generates is expected to be significant, long life and resilient.”

“With LNG Canada’s joint venture participants also having taken FID, construction will start immediately with first LNG expected before the middle of the next decade. Shell’s 40% share of the project’s capital cost is within the company’s current overall capital investment guidance of US$25-$30 billion per year.

“We believe LNG Canada is the right project, in the right place, at the right time,” said Ben van Beurden, Chief Executive Officer, Royal Dutch Shell.

“We believe LNG Canada is an attractive investment opportunity in a strong joint venture, with companies that have deep LNG industry experience,” said Maarten Wetselaar, Integrated Gas and New Energies Director, Royal Dutch Shell. “In the last two years, LNG Canada has improved its competitiveness, reduced execution uncertainty and gained significant stakeholder support. Together with our joint venture participants and contractors, we look forward to working with the local community, First Nations, government and the LNG Canada team to build and operate this game changing project for Canada’s energy industry.”

LNG Canada is a long life asset that will initially export LNG from two processing units or “trains” totaling 14 million tonnes per annum (mtpa), with the potential to expand to four trains in the future.

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It is advantaged by access to abundant, low-cost natural gas from British Columbia’s vast resources and the relatively short shipping distance to North Asia, which is about 50% shorter than from the US Gulf of Mexico and avoids the Panama Canal. The LNG export facility will be constructed using proven industry technology on a large, partially developed industrial site with an existing deep-water port, roads, rail and power supplies.

The project was planned and designed by working closely with local communities, First Nations and governments to ensure sustainable development was considered in every aspect of the project. For example, the project has been designed to achieve the lowest carbon intensity of any LNG project in operation today, aided by the partial use of hydropower.
SHELL TO RELEASE OFFSHORE RIGHTS ON CANADA’S WEST COAST TO SUPPORT MARINE CONSERVATION

To support marine conservation efforts, Shell Canada (“Shell”) announced in September 2018 it intends to voluntarily release about 50,000 km² of exploratory permits off coastal British Columbia, Canada. More than one and a half times the size of Vancouver Island, the acreage is located in the Queen Charlotte and Tofino basins covering vast and environmentally rich areas. Shell’s permit area, which has been under Federal moratorium since 1972, overlaps with about one-third of the newly designated Scott Islands National Wildlife Area.

“Releasing these exploration permits can help protect spectacular and environmentally rich areas off Canada’s West Coast where we have no plans to explore for oil and gas,” said Michael Crothers, Shell Canada President and Country Chair. “We saw an opportunity to support marine protection as part of our ongoing efforts to find pragmatic ways to contribute to conservation in Canada while maintaining our robust global exploration portfolio.”

“Effective protection of our coasts, oceans and wildlife requires strong partnerships and collaborative efforts on all sides,” said Jonathan Wilkinson, Federal Minister of Fisheries, Oceans and the Canadian Coast Guard. “Our government is pleased to be working with First Nations partners, the Government of British Columbia and Shell to ensure the Scott Islands remain a thriving hub of biodiversity and marine life for generations to come.”

Drilling activities completed in the Queen Charlotte and Tofino basins by Shell prior to the 1972 Federal moratorium had resulted in many oil and gas shows, indicating the potential for hydrocarbon resources in both basins. Given the ongoing moratorium, Shell plans to formally release the permits and work with the Government of Canada on potential investments to support marine conservation efforts in consultation with Indigenous Peoples and environmental groups.

Shell will also seek advice from the Nature Conservancy of Canada to determine how releasing these permits might achieve the most effective conservation outcomes.

Shell’s contribution is in line with the Government of Canada’s commitment to conserve 10 percent of Canada’s coastal and marine areas by 2020, and the aim of government, Indigenous communities and environmental organizations to advance marine conservation.

Shell has a 30-year history of voluntary marine and land conservation in Canada, having contributed nearly 60,000 km² of offshore rights and more than 125 km² (12,000 hectares) of conservation land. This includes the 2016 voluntary contribution of exploration rights off the coast of Nunavut to the Nature Conservancy of Canada (NCC) that will become part of the Tallurutiup Imanga National Marine Conservation Area.
IT IS OFFICIAL! SHELL EMPLOYEES’ CREDIT UNION WILL BECOME SPARK: THE ENERGY CREDIT UNION.

Shell Employees’ Credit Union has rebranded to appeal to a broader energy market.

On October 18, 2018 International Credit Union Day, Spark The Energy Credit Union launches with a pledge to provide members of the Alberta energy industry with the financial products, service, and understanding they deserve to help them thrive in good times and be resilient in challenging times.

Read more: [https://www.shellcu.com/Personal/](https://www.shellcu.com/Personal/)

IT’S COLD. IT’S REMOTE. AND WITHOUT SHELL AVIATION, LIFE IS LITERALLY AT A STANDSTILL

In this inspiring video, explore Shell’s vital role in the lives of some of the world’s most northerly citizens.

Isolated, cold, and mostly dark for some eight months of the year, Yellowknife, in Canada’s Northwest Territories, is not a place for the faint hearted. But for those who can withstand the deep chill of this vast landscape, there’s a warmth and connection shared amongst a community that is all but separated from the rest of the world, were it not for air transport.

Shell Aviation understands what it takes to operate in these conditions, and that the quality of our product and reliability of our service are a lifeline for these communities and the companies servicing vast and remote areas. A customer-first approach and commitment to service has earned Shell Aviation a privileged position as the preferred supplier of Yellowknife aviation operators.

This video offers a glimpse of how resilience, and Shell, help keep things moving at ‘the end of the road’.

Click the image on the right to watch.

Shell’s Summit Air video

Mickey McBryan, General Manager, Buffalo Airways

This story was first published on Shell’s award-winning digital channel exploring energy, technology and the people and ideas powering our lives. Read it [here](https://www.shell.com/).
IF YOU FLY, YOU’LL WANT TO READ THIS!

Shell Aviation is leading digitalisation in the aviation industry with the global implementation of SkyPad.

Taking a flight is something most of us have experienced. Air travel is now a way of life, with the impressive mark of 3.6 billion of us flying every year, according to the International Air Transport Association (IATA).

Frequent flyer or not, we all have an opinion on what makes a good or a bad flight: a helpful cabin crew member, the size of the seats or the choice of food and drinks available. These are all important factors but, for most travellers, punctuality is what prevails as a decision factor in a passenger’s decision to fly with a given airline again, confirms a survey shared by The Airline Passenger Experience Association (APEX).

We are all familiar with the sinking feeling of seeing your flight is “delayed”, followed by inevitable disruptions to the rest of your journey.

Delays to flights are detrimental to airlines too. Back in 2014, a major study commissioned by the consulting company Aviation Experts, examining almost 130 international airlines, shared a striking figure of $25 billion of costs that were incurred due to flight delays worldwide.

Time spent on the tarmac, waiting for the aircraft to be refuelled, means less time spent in the sky and, therefore, less time making money. Now, thanks to Shell, there is a new solution that can reduce the amount of time planes spend on the ground.

**INTRODUCING... SHELL AVIATION’S SKYPAD!**

Since November 2016, Shell Aviation has been transforming refuelling operations with SkyPad, which is now being used in over 100 locations across four continents.

The solution combines a tablet and a mobile app which streamlines processes and improves efficiency through a paperless invoicing system. Gone are the days of printing realms of receipts on the busy airport apron.

Going paperless is also an example of a green initiative: We are not only saving money by reducing paper usage costs but also embracing a fundamental step in environmental protection.

Now, the fuel operator carries a tablet that is prepopulated with the flight information for his or her shift.

The tablet can withstand extreme conditions and environments where substances like flammable gases are present; meaning it is robust and weatherproof.

The most striking benefit of the new Skypad technology is the reduction to flight turnaround times. Now, the invoicing transaction takes just 3-5 minutes, which equates to an average of 13.5 hours saved per airport every single day.

“Aviation are pioneers in exploring solutions to provide a better experience for all our customers. We truly Make the Future!” says Victoria Guy, Shell Aviation’s HSSE, Operations & Technical & DS JV Excellence GM.

Shell Aviation is working proactively on implementing other digital initiatives. The successful launch of SkyPad marks the first chapter of our Digital journey.
WHY WE MUST REMAIN OPEN-MINDED ABOUT THE FUTURE OF TRANSPORT

Downstream Director John Abbott reflects via LinkedIn on electric cars, automated commuting and hyperloops, and what they could mean for our transportation future.

Imagine it’s the year 2040. Your plane lands at London Heathrow airport. In just 90 seconds you will be in the city centre, after travelling at just under the speed of sound on the UK capital’s new hyperloop service. From there you complete your journey in one of a fleet of smart, autonomous, electric cars and buses, sharing your ride with other passengers travelling in the same direction.

This future may currently seem like the fantasy of science-fiction. Yet each of these technologies either exist today or have been theoretically proven. And each was mentioned by speakers and guests at the Shell Powering Progress Together (PPT) event that I attended at the Olympic Park, London last week.

Part of Shell’s #MakeTheFuture festival, PPT 2018 brought together business leaders, policymakers and academics for a day of discussion about the future of mobility.

It was fitting the session was held in London. The city has history at the forefront of urban transport. In 1863, it built the Metropolitan Railway, the world’s first underground train network. The predecessor to today’s tube system, it radically changed how Londoners got around. Now, as the world seeks to meet the goals of the Paris Agreement and keep the rise in global average temperature this century to well below 2°Celsius, we need many more radical transport solutions in London and other towns and cities around the world.

PPT 2018 was the perfect place to discuss such ideas, and to focus on how we will get around in the future. Change is afoot and many different types of vehicles and fuels were discussed, from cars, planes and ships to hydrogen fuel-cell, LNG and battery-electric.

Edmund King, president of the UK’s Automobile Association, saw an opportunity to fast-forward the introduction of plug-in hybrid-electric cars. These cars can be charged at home and complete local journeys, up to around 40 kilometres (25 miles) using battery-electric power, helping to improve air quality and reduce emissions.
Looking further ahead, what if car ownership becomes a thing of the past? Stan Boland, Chief Executive of FiveAI, an autonomous vehicle company, is looking into such a scenario. He predicts a future for a fully-autonomous shared transport system, working with existing public transport in cities – and believes it could cut the cost of the daily commute to work.

"Today the average commuter travels for one hour per day and it costs about $18 a day," said Boland. "If, instead of driving their own cars, commuters simply called upon an automated fleet of smart vehicles, commuters could see costs fall to around $6 per day."

This solution will not come about overnight; it will take time for automated cars to become a cost-competitive solution. Nonetheless, the fact that it is now under early consideration highlights the progress being made in society’s efforts to tackle the energy transition. Personally, the event made it clearer than ever that if we are to reach society’s goal as quickly as possible we will need to implement different transport solutions at different speeds in different locations around the world. What works in Los Angeles right now, won’t necessarily work in London. What works in London, won’t be the right solution for Lisbon or Lahore.

It’s clear too that as we work towards long-term solutions, we must also continue to improve existing technologies. For example, we can improve the efficiency of internal combustion engines, at the same time as we transition to battery-electric and hydrogen fuel-cell vehicles.

Looking around the world, companies, governments and individuals continue to amaze me as they push the boundaries of what we once thought was possible. In recent years billions of dollars have been spent across the globe driving improvements to future transport solutions.

At Shell, we have a history of technological innovation across the transport sector but we know we cannot solve today’s challenges on our own. No one individual or company can. That’s why sessions like PPT are so important to us. They allow us to work with others, to hear their ideas and inspire new solutions.

PPT London was just the beginning of a series of upcoming events I have planned around the future of transport. Next, I’ll be speaking with businesses and policymakers in China, and also have plans to visit Singapore, the USA and Germany over the coming months.

It’s crucial we collaborate. It’s the only way we’ll meet the goals of the Paris Agreement. We need to learn from each other’s successes and failures, share ideas, technologies and solutions – and most of all we must keep an open mind about the future.

Click here to follow John on LinkedIn
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FROM STRENGTH TO STRENGTH: FORMER SHELL TECHNOLOGY CENTRE CALGARY TO BECOME INNOVATION HUB

On November 27, 2018, the University of Calgary announced its plans to convert the former Shell Technology Centre Calgary (STCC) into a new Life Sciences Innovation Hub at the University’s Research Park.

Shell Canada is enabling this endeavor through the in-kind gift and sale of the building to the University of Calgary. The Innovation Hub will be a centre for research excellence and innovation to help build and grow the promising life sciences sector of the Calgary economy. It will be used by students, researchers, start-ups and companies to interact, create and explore new ideas and concepts, as well as provide dedicated wet lab and office space for companies that are developing and growing.

For 35 years, the teams who worked at the STCC provided laboratory and technical services to Shell’s upstream and downstream businesses in Canada. This ranged from research into improving oil and gas recovery and innovations in transportation fuels and lubricants, to award-winning breakthroughs. For example, in the early 2000s a Shell employee and research partner were awarded the prestigious ASTECH innovation award for their work on improving oil sands yields using paraffinic froth treatment – now the core technology used in Alberta.

At the announcement event, Shell Canada President and Country Chair Michael Crothers shared remarks alongside Elizabeth Cannon, President of the University of Calgary.

“We are pleased to be here today to pass on this building and its legacy of outstanding science and analytics to the University of Calgary,” said Michael Crothers. “Our Shell teams in this building spent decades supporting research and innovation in traditional oil and gas activities, and also the renewable energy sector, including wind energy.

“Going forward, Shell will continue to advance our research and development activities with third parties and at our other operating sites in Canada. For example, it may surprise that we drill long lateral wells in Argentina, more than 10,000 km away, from our downtown Calgary head office using remote technology.

The University of Calgary has named the main atrium entrance of the Life Sciences Innovation Hub the Shell Atrium in recognition of Shell’s generous philanthropic support toward the acquisition of this building.
DO YOU FOLLOW SHELL CANADA ON TWITTER?
Here are some of the things we have been posting lately on social media. Follow us at our official twitter page here for the latest on energy use, news and views.