

**GTT obtains an Approval in Principle from ClassNK  
for a new design of LNG fuel tank with 2 bar gauge design pressure  
for Pure Car and Truck Carriers and Cruise Ships**

**Paris – March 31<sup>st</sup>, 2022.** GTT has received an Approval in Principle (AiP) from the Japanese classification society, ClassNK, for a technological innovation applicable to LNG-fueled Pure Car and Truck Carriers (PCTCs) as well as cruise ships fitted with Mark III membrane tank.

This innovation is an upgrade of the Mark III system with a design pressure up to 2 bar gauge (barg) for LNG fuel applications. This upgrade is particularly useful for PCTCs and cruise ships offering improved pressure holding capabilities and increased operational flexibility especially during bunkering operations.

The AiP from ClassNK confirms that this new tank solution complies with the applicable safety regulations. GTT and ClassNK have studied, in particular, maximum tank dimensions, tank structural reinforcements, tank operating pressure during in-service operations as well as aspects related to potential emergency situations.

LNG propulsion offers ship-owners a solution to comply with the GHG<sup>1</sup> regulations being adopted by the International Maritime Organization (IMO) and entering in force in 2023. In comparison with a conventional vessel, an LNG-fueled vessel reduces CO<sub>2</sub> emissions by around 23%<sup>2</sup>.

**Philippe Berterottière, Chairman and CEO of GTT, said:** *"We are pleased to be granted with this approval by ClassNK with whom GTT has had a close partnership for many years. This approval once again highlights the constant evolution of our technologies to meet the demands of the industry. Thanks to our innovation efforts, GTT membrane solutions are now applicable to a wider spectrum of LNG-fueled vessels, thus contributing increasingly to make the shipping industry greener."*

**Hayato Suga, Executive Vice President, Director of Plan Approval and Technical Solution Division of ClassNK, said:** *"In view of the increasing role of LNG as fuel to shipping decarbonization, the industry expects more options to implement the technology onboard. ClassNK is glad to have completed the safety evaluation on GTT's new design, which has been developed responding to the industry needs. I hope that the AiP will encourage the uptake of evolving technology."*

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<sup>1</sup> GHG = Greenhouse Gas

<sup>2</sup> Percentage determined on a well-to-wake analysis, which is an approach that involves studying emissions related to every stage in the life cycle of a fuel, from its production until its use to fuel a vessel.



## Press Release

### **About GTT**

GTT is a technological expert in containment systems with cryogenic membranes used to transport and store liquefied gases. For over 50 years, GTT has been designing and providing cutting-edge technologies for a better energy performance, which combine operational efficiency and safety, to equip LNG carriers, floating terminals, land storage, and multi-gas carriers. GTT also develops systems dedicated to the use of LNG as fuel, as well as a full range of services, including digital services in the field of Smart Shipping. The Group is also active in hydrogen through its subsidiary Elogen, which designs and assembles electrolyzers notably for the production of green hydrogen.

GTT is listed on Euronext Paris, Compartment A (ISIN FR0011726835 Euronext Paris: GTT) and is notably included in SBF 120 and MSCI Small Cap indices.

For more information, visit [www.gtt.fr](http://www.gtt.fr).

#### **Media contact:**

[press@gtt.fr](mailto:press@gtt.fr) / +33 (0)1 30 23 20 43

#### **Investor Relations contact:**

[information-financiere@gtt.fr](mailto:information-financiere@gtt.fr) / + 33 (0)1 30 23 20 87