Gölu Hydrogen Technologies Inc.

negative carbon hydrogen generation from renewable Ethanol
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Invested over $50 Million in Technology and Product Development

25,000 SF fully equipped state of the art facility with modern analytical, quality assurance, and fabrication facilities.

Technologies Protected by Global Patents

Successfully licensed green diesel and SAF technology to Royal Dutch Shell

Leaders in

- Catalyst development
- Process development & optimization
- Processor design
- Automation & controls

a Member of SBI Group of Companies, commercializing proprietary lowest carbon renewable hydrogen generators that remove CO$_2$ from the atmosphere while producing pure green hydrogen
BK-H2 Energy has partnered with Golu Hydrogen Technologies Inc. In this partnership, both companies are working together in developing integrated and innovative solutions for the transition and deployment of zero emission technologies for the transportation and power sectors.

Harpal Kapoor, founder, BK-H2 has more than 37 years of experience in public and private sectors of transit in all phases from planning, engineering, vehicles, construction and O&M to emerging technologies. He has worked on the bus technology programs for zero emissions to include Hydrogen Fuel Cells and Battery Electric and related fueling and charging infrastructure.
BARRIERS TO HYDROGEN ADOPTION

COST

CARBON FOOTPRINT
ON-SITE INFRASTRUCTURE
SAFETY
TRANSPORT
Gölu-H₂ TECHNOLOGY

Ethanol + Water → Gölu-H₂ → Hydrogen

Accepts Ethanol RNG & Methanol

- up to 80% water in ethanol
- no SOx
- no NOx
- no external heat required
- zero carbon intensity process
- 99.999% purity renewable hydrogen
Gölu-\( \text{H}_2 \) PROCESS FLOW

\[ \text{ETHANOL} + \text{WATER} \rightarrow \text{Gölu-} \text{H}_2 \text{ catalyst} \rightarrow \text{6H}_2 + 2\text{CO}_2 \]

PSA – Pressure Swing Adsorption unit to purify hydrogen to 99.999% purity
MORE HYDROGEN PER DELIVERY

- No Infrastructure Upgrades
- Increase Safety
- Reduce Number of Deliveries
- Reduce Delivery Costs

Delivery Method

<table>
<thead>
<tr>
<th>Delivery Method</th>
<th>Total Hydrogen per Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethanol</td>
<td>7,700 kg</td>
</tr>
<tr>
<td>Liquid Ammonia</td>
<td>4,700 kg</td>
</tr>
<tr>
<td>Liquid Hydrogen</td>
<td>3,000 kg</td>
</tr>
<tr>
<td>Compressed H₂</td>
<td>1,500 kg</td>
</tr>
</tbody>
</table>
MODULAR Gölu-$\text{H}_2$ CLEAN HYDROGEN DEMO UNIT

Module Information

- 50 kg daily on-site hydrogen production
- Only Ethanol and Water required
- Deployable at site-specific capacities
- Stand-alone source of Green Hydrogen

Applications

- PEM / SOF Fuel Cells and Microturbines
- Up to 720 kWh of power $>$300 kWh of heat
- Refuel 2 FCEV buses
- Charge 7 to 10 EV Buses
- Refuel 10 Toyota Mirai Cars
A SUSTAINABLE CIRCULAR ECONOMY SOLUTION

• generate rural and agricultural sector jobs • secure USA ethanol ecosystem • ethanol repurposed for clean power and EV’s
FLEX ENERGY STATION
- To meet immediate & future Clean Energy demand

Hydrogen Generation
- Hydrogen Output:
  - Flow: 1,250 kg/day
  - Purity: Fuel Cell Grade (99.999%)

Compression

Storage
- Dimensions (L X W): Gölu H₂ unit 40’ X 8’

EV Charging
- Fueling Capability:
  - FCEV Buses: 50/day
  - EV Buses: approx. 240/day

H₂ Refueling

Power Generation
- Emissions:
  - Fossil CO₂: Zero
  - NOx: Zero

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A Complete Off-Grid Energy Solution

- Robust system
- Feedstock flexible
- Carbon neutral or negative H₂
- FCEV refueling
- EV charging
- Reliable clean energy
- Carbon Capture

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Gölü-H$_2$ City©

A Carbon Neutral Off-Grid Community Concept

Generates On-Site:
- Green Hydrogen
- Clean Power
- Clean Heat
- Carbon Credits

Gölü-H$_2$ Generator
Runs on Ethanol and Water

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STANDARD Gölü-H₂ CLEAN HYDROGEN UNIT

Standard Unit Information

- 1250 kg daily on-site hydrogen production
- Only Ethanol and Water required
- Deployable at site-specific capacities
- Stand-alone source of Green Hydrogen
- Eliminates >10 Tons CO₂ Emissions per DAY

Module Information

- PEM / SOF Fuel Cells and Microturbines
- Up to 24 MWh of power
- Refuel 50 FCEV Buses
- Charge ~240 EV Buses
- Refuel 250 FCEV Cars
Optional Integrated Add-Ons

From industry-leading OEMs for a variety of applications

- Fast H₂ Dispenser
- Fast EV Chargers
- High & Low Pressure Compression
- H₂ Fuel Cell
- Carbon Capture Systems
- CO₂ Liquification
- CO₂ To Dry Ice Solidification
Hydrogen Fuel & Electric Power for Transit Agencies
WHY Gölu-H₂ FOR TRANSIT HYDROGEN

1) Abundantly available Ethanol as a feedstock and price stability of hydrogen
2) Solves the barriers to adoption of hydrogen
3) Small footprint for 1250 kg/day to fuel 50 Fuel Cell buses
4) Refuel up to 250 Fuel Cell cars
5) Modular units increase capacity as the Fuel Cell bus fleets grow
6) Provide on-site power (24 to 30MWh) for the battery electric buses when integrated with a stationary fuel cell
7) Circular economy with zero waste – everything is recycled or used in the human and animal food chain
8) DBOM & Financing options available
9) Low-cost of fuel and Pay-back under 1-2 years. Cost can be further reduced with carbon credits
WHY USE gölu-$H_2$ TECHNOLOGY
FOOTPRINT COMPARISON

57 acre solar farm

1.5 acre electrolyzer

40’ x 8’ = 1,250 kg/day

1250 kg/day Hydrogen production from solar power requires 57 acres of solar cells = 43 football fields and an additional 1.5 acres electrolyzer footprint
CONVENTIONAL HYDROGEN PRODUCTION

ELECTROLYSIS

Inputs
- Electricity + High Purity Water

Pros
- Renewable Electricity inputs result in renewable H2

Cons
- Large centralized production
- Water and Electricity intensive
- High cost of production, distribution, and storage
- Cost volatility

STEAM METHANE REFORMING (SMR)

Inputs
- Natural Gas + Water + Electricity

Pros
- Conventional hydrogen production method (95% Global Production)

Cons
- Large centralized production
- Non-Renewable
- High cost of production, distribution, and storage
- Cost volatility
- Increasing cost of production with carbon taxes
FUEL COST* COMPARISON based on 60,000-mile average

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Fuel Cost</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>$86,000/yr.</td>
<td>High Emissions</td>
</tr>
<tr>
<td>On-Site Hydrogen</td>
<td>$30,000/yr.</td>
<td>Carbon Negative</td>
</tr>
<tr>
<td>Distributed Hydrogen</td>
<td>$120,000/yr.</td>
<td>Reduced Emissions</td>
</tr>
</tbody>
</table>

*Estimated / actual cost will depend on prevailing diesel and ethanol prices and vehicle loads
FUEL COST* COMPARISON based on 100,000-mile average

- **Diesel**
  - Fuel Cost: $100,000/yr.
  - High Emissions

- **gölü-H₂**
  - Fuel Cost: $50,000/yr.
  - Negative Emissions

- **DISTRIBUTED H₂**
  - Fuel Cost: $200,000/yr.
  - Low Emissions

*Estimated / actual cost will depend on prevailing diesel and ethanol prices and vehicle loads
TURNKEY Solutions

No Up-Front Cost

Green-Hydrogen-as-a-Service projects for energy, transport, utility, and industrial clients globally, combining Golu-H₂ Tech, Finance, and Operations in a Turn-Key Solution with zero up-front costs*.

Financing Packages

Package 1

Golu-H₂ Generator comes funded, maintained and insured at Zero-Cost up-front for the client.

Client owns and operates Golu-H₂ Generator. Client retains all H₂ revenue including credits and pays a fixed monthly Green H₂ Fuel-as-a-Service Fee for a set term, which may be recovered by a range of associated H₂ Credits, Carbon Credits, and Subsidies generated by the Project.

Package 2

Golu H₂ Delivers Green Hydrogen Fuel On-Site

Golu-H₂ Generator comes Funded, Owned and Operated by Golu's associates, delivers Green H₂ Fuel on-site to power client operations or to be sold into the market. Client pays Zero-Up Front and enters a Green H₂ Fuel Purchase Agreement.

*conditions apply
Gölu-H₂ OVERCOMES BARRIERS

COST

CARBON FOOTPRINT
ON-SITE INFRASTRUCTURE
SAFETY
TRANSPORT
Gölu-H₂, SBI’s ethanol to hydrogen technology and Petron’s biomass to ethanol technology converts Biomass to carbon-negative Hydrogen to replace conventional Grey-Hydrogen to decarbonize transportation, production of fuel, power and goods for everyday use.

OPTIONAL ALTERNATIVE Oil-based SAF production pathway is available at this project.
Edmonton International Airport to incorporate new fuels in equipment fleet